DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, February 24, 2022
Time: After 8:30 A.M.*
Place: Due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at

https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: N/A
Appeal Status: Not further appealable
Expiration Date: Thursday, February 24, 2022
Multiple Approval: No

Case Nos.: DIR-2020-1006-TOC-HCA-1A
CEQA No.: ENV-2020-1007-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 13 – O'Farrell
Plan Area: Silverlake-Echo Park-Elysian Valley
Specific Plan: None
Certified NC: Echo Park
GPLU: Community Commercial
Zone: [Q]C2-1VL
Applicant: Hunter Kenihan, 1449 Echo Park, LLC
Representative: Matthew Hayden Hayden Planning
Appellant: Rosita L. Uy
Appellant's Representative: Carlos A. Torres, Carlos A. Torres, BSCE

PROJECT LOCATION: 1449, 1451, 1451 ½ North Echo Park Avenue

PROPOSED PROJECT: The project proposes the demolition of an existing two-story triplex, and the construction, use, and maintenance of a new mixed-use building with 27 dwelling units over 210 square feet of ground floor commercial space. Two units are reserved for Very Low Income Households and one is reserved for Extremely Low Income Households. The building is 56-feet in height and four stories plus one mezzanine level. Parking is located at-grade and within one subterranean level. The proposed building will encompass approximately 14,449 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 1.9 to 1.

The applicant is requesting a modification to the determination letter to clarify that the previously approved RAS3 yard incentive is being utilized for the side yards only. The rear yard is not utilizing a yard incentive.

APPEAL: A partial Appeal of the of the Director of Planning's determination conditionally approving a Transit Oriented Communities Affordable Housing Incentive Program pursuant to Los Angeles Municipal Code ("LAMC") Sections 12.22 A.31 and 12.22-A,25(g).

RECOMMENDED ACTIONS:

1. **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Deny** in part and approve in part the appeal of DIR-2020-1006-TOC-HCA and the decision of the Director of Planning to approve the project for the construction, use, and maintenance of a new Transit Oriented Communities Affordable Housing Incentive Program residential-commercial building pursuant to LAMC 12.22 A.31; and

3. **Adopt** the Director of Planning's Conditions of Approval, Findings, modified conditions and findings, and Exhibit "A" as modified herein.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers, Senior City Planner

Renata Ooms, City Planner
Telephone: (213) 978-1222

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

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Exhibits:

A. Revised Plans
B. Maps
C. Director of Planning Decision Letter
D. Environmental Clearance (ENV-2020-1007-CE)
E. Appeal Documentation(s)
F. Public Comment Letter

PROJECT ANALYSIS

Appellate Decision Body

Pursuant to Sections 12.22.A.3 and 12.22 A.25 of the Los Angeles Municipal Code ("LAMC"), appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission. The appellate decision of the City Planning Commission is final.

Project Summary

On August 17, 2021, the Director of Planning approved a Transit Oriented Communities Affordable Housing Incentive Program project involving the construction, use, and maintenance of a residential-commercial building with 27 dwelling units, reserving one (1) unit for Extremely Low Income (ELI) Household occupancy and two (2) units for Very Low Income (VLI) Household occupancy for a period of 55 years with Tier 1 incentives. Although the project is qualified for Tier 2 Incentives, the applicant elected the use of Tier 1 Base Incentives and two (2) Additional Incentives, as is permissible in TOC Guidelines Section IV.8, for utilization of RAS3 Zone setbacks and an increase in height of 11 feet and one-story for a total height for 56 feet and four stories. On August 27, 2021, an appeal was filed by the Rosita L. Uy who is an owner and resident of the building abutting the project site to the south.

The project proposes the demolition of an existing two-story triplex, and the construction, use, and maintenance of a new mixed-use building with 27 dwelling units over approximately 210 square feet of ground floor commercial space. All 27 units will be studio units with two of the units reserved for Very Low Income Households and one reserved for Extremely Low Income Households. The proposed building is 56-feet in height and four stories plus one mezzanine level. Parking is located at-grade and within one subterranean level. The proposed building will encompass approximately 14,449 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 1.9 to 1. The project proposes to provide 23 residential automobile parking spaces and one (1) commercial parking space for a total of 24 automobile parking spaces. Additionally, the project proposes 29 long-term bicycle parking and five (5) short-term bicycle parking spaces. A total of 3,610 square feet of open space will be provided on a roof patio. The project will maintain a zero-foot front yard, five-foot side yards, and a zero-foot rear yard at the ground floor with a 16-foot rear year at the upper floors.

On February 7, 2022, the applicant provided updated plans (attached as Exhibit "A" to this report) demonstrating compliance with the rear yard setbacks of the underlying C2 zone. Four-story residential-commercial buildings with ground floor commercial uses in the C2 zone may provide a zero-foot rear yard at the ground floor level and are required to provide a minimum 16-foot rear year for the residential levels. Previously, the plan set included a 15-foot rear yard at the upper residential levels rather than the required 16-foot rear yard as required for four story buildings.

Pursuant to the Transit Oriented Communities Affordable Housing Incentives Program, the project was determined eligible for the following three (3) Base Incentives which are granted by-right for eligible TOC projects, and two (2) Additional Incentives to construct the proposed project:

Base Incentives.

a. **Floor Area Ratio.** The permitted FAR is 1.5 to 1 in the [Q]C2-1VL Zone. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 2.75 to 1 which is equal to a maximum floor area of 20,605 square feet. As proposed, the project has total floor area of 14,449 square feet for an FAR of 1.9 to 1.

b. **Residential Density.** The C2 Zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C2 Zone permits a base density of 18 units by-right. This is calculated by dividing the sum of the property's R4 Zone lot area, 7,492 square feet, by 400. As an eligible Housing Development, the project is entitled to up to a 50 percent density increase for a maximum of 31 total units. The project proposes a 40 percent density increase for a total of 27 units.

c. **Parking.**

i. **Automotive Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits a maximum of 0.5 parking space per bedroom for a Tier 2 Project utilizing Tier 1 Base Incentives. The project is required to provide a minimum of 14 parking spaces and is providing a total of 24 parking space (including one commercial parking stall).

ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A,16. The project proposes 29 long-term bicycle parking and five (5) short-term bicycle parking spaces.

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

Additional Incentives.

d. **Yards/Setbacks.** Utilization of RAS3 Zone setbacks to permit a minimum side yard setback of five feet in lieu of the seven-foot side yard requirement of the C2 Zone.

e. **Height.** The project shall be permitted a height increase of one additional story, up to 11 feet in building height, allowing for a total of four stories and a maximum building height of 56 feet in lieu of three stories and 45 feet otherwise permitted in the [Q]C2-1VL Zone. Limited additional height is permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC.

Background

The project site consists of one interior lot encompassing approximately 7,492 square feet of lot area located at 1449 Echo Park Avenue in the Echo Park neighborhood of Los Angeles. The site is currently developed with two buildings and one detached garage and a total of three dwelling units. The project site has a street frontage of approximately 50 feet along the westerly side of Echo Park Avenue.

The subject site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan Area and is zoned [Q]C2-1VL with a corresponding land use designation of Community Commercial. The Permanent "Q" Qualified Condition, established pursuant to Ordinance Number 176,825, limits the allowable uses to those permitted in the C2 Zone, except that automotive uses are prohibited. The Q Qualified Condition also requires structures be built to the front property line except when the setback area is used for landscaping, plazas, courtyards, outdoor dining, or other publicly accessible, open space uses. The Q further requires parking be located underground or to the rear of the lot. The subject property is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452), within a fault zone (Upper Elysian Park), and a liquefaction area. The property is not within the boundaries of any specific plan, community design overlay, or interim control ordinance.

Surrounding Properties:

Surrounding properties are generally developed with multi-family residential uses. The subject block of Echo Park Boulevard is characterized by mostly older one- and two-story multifamily budlings with a few small commercial businesses and is zoned for commercial uses to the west and multifamily uses to the east. Properties directly abutting the subject site to the north and south fronting Echo Park Boulevard are zoned [Q]C2-1VL and are improved with two-story residential developments with four units each. Both neighboring buildings include craftsman style architectural elements and were originally built in 1913. The property across Echo Park Avenue from the subject site is zoned R3-1VL and is developed with a one-story bungalow courtyard style multifamily development constructed in 1922. The property abutting the site to rear, fronting Logan Street is zoned R3-1VL and is developed with a two-story apartment building.

Streets and Public Transit:

Echo Park Avenue, abutting the property to the east, is a Collector Street with a designated right-of-way width of 66 feet, is presently dedicated to a right-of-way width of 70 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

The Metro Rapid Line 704 and the LADOT DASH Pico Union-Echo Park both have stops at the intersection of Echo Park Avenue and Sunset Boulevard, 900 feet south of the project site.

The subject property is in a transit priority area (TPA) within ½ mile from a Major Transit Stops serviced by the Metro Rapid Line 704, Metro Buses 2 and 4, and the LADOT DASH Pico Union-Echo Park. Metro Rapid Line 704 and Metro Bus 4 provide east-west access to communities between Downtown Los Angeles and Santa Monica, Metro Bus 2 provides east-west access between Downtown Los Angeles and Westwood, and the LADOT DASH Pico Union-Echo Park provides circulator service within the neighborhood.

Transit Oriented Communities:

The proposed project is located within ½-mile of a Major Transit Stop. The Metro Rapid Line 704 and the LADOT DASH Pico Union-Echo Park both have stops at the intersection of Echo Park Avenue and Sunset Boulevard, 900 feet south of the project site. Although the site qualifies for Tier 2 incentives, the proposed project is seeking only Tier 1 incentives as it proposes to set aside 11 percent of the total number of units for Very Low and Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program. In addition, the project will set aside more than 10 percent of the base number of units for Very Low and Extremely Low Income Households and thus the project is entitled to two (2) Additional Incentives.

APPEAL ANALYSIS

On August 27, 2021 an appeal was filed by Rosita L. Uy who is the owner and resident of 1445 Echo Park Avenue, the building adjacent to the project site to the south.

The appellant is appealing one of the Conditions of Approval incorporated in the Director of Planning's Determination. While the appeal application only lists one condition as an issue, the appellant's justifications take issue of several conditions. The following section provides a summary of the appeal points and staff's response. The full appeal application and justification document are provided in "Exhibit E".

Appeal Point 1 – Condition No. 2, the appellant contends that an additional clause should be added that specifically states that the three restricted affordable units should be made available to those families that need them most and that they should be rented first over the other units.

Staff Response – The approval of the project included requirements that the applicant comply with Los Angeles Housing Department (LAHD) requiring 11 percent of the total number of dwelling units to be made available to Extremely Low and Very Low Income Households for a period of 55 years. With respect to the replacement of the existing units on-site, the project is required to provide one unit restricted to Extremely Low Income Households, one unit restricted to Very Low Income Households, and one unit restricted to Low Income Households. The project is providing one unit for Extremely Low Income Households and two units for Very Low Income Households thereby satisfying the replacement requirements. The development is being conditioned to comply with all affordability requirements under TOC, which will be guaranteed by a recorded covenant. The LAHD will enforce the covenant and oversee the designation and implementation of the affordable units within the development. Units are automatically subject to all fair housing laws, which would prevent the developer from refusing to rent to low income tenants that might be utilizing a housing subsidy. There is no legal requirement for a developer to hold market rate housing units empty because it has not filled all affordable units. As such, the project will provide all required affordable dwelling units.

Appeal Point 2 – Condition No. 3, the appellant would like to ensure that adequate parking supply is met given the parking conditions in the vicinity.

Staff Response - The project site is located in a Tier 2 Transit Oriented Communities Affordable Housing Incentive area. Pursuant to the TOC Affordable Housing Incentive Program Guidelines, the applicant may utilize specified base and additional incentives in exchange for providing the requisite number of affordable units. While the project is eligible for Tier 2 Incentives, the applicant elected a lower Tier as is permissible, for Tier 1 incentives. The project received approvals to construct a 27 unit development, reserving three units or 11 percent of the total number of units for Extremely Low and Very Low Income households, utilizing base incentives to grant an increase in FAR, reduced parking, and additional density, and additional incentives that included reduced yards and height.

With regards to reduced parking, the proposed project is utilizing the Tier 1 base parking incentive to provide residential parking that allows 0.5 automobile parking spaces per bedroom and a reduction in commercial parking by 10 percent, as stated in TOC Guidelines Section VI-2.a(i)(1). Given that the project consists of entirely studio units, as well as a small commercial space, the project would be allowed to provide at minimum 13 residential parking spaces and one commercial parking spaces for a total of 14 parking spaces under the Tier 1 Base Incentive for parking. However, the applicant has elected to provide a total of 24 parking spaces. Without the

TOC Incentive, the project would be required to provide a total of 28 automobile parking spaces (27 residential, 1 commercial), representing a difference of 4 parking spaces.

While the appellants contend that parking is insufficient for the number of units at the site, the city cannot require the project to provide any more spaces than the TOC Guidelines would otherwise require. The purpose of the TOC program is to encourage and facilitate the development of both market rate and affordable housing units within proximity to transit investments. As such, the provision of 24 parking spaces is consistent with the TOC Guidelines and no additional parking spaces can be required by the City.

Appeal Point 3 – **Condition No. 5 a., the appellant is concerned with the density, noise, and invasion of privacy that the proposed development could cause to their property.**

Staff Response – The proposed project is located in a Tier 2 TOC Affordable Housing Incentive area and is eligible for TOC Base Incentives and two (2) Additional Incentives as it meets the required percentage of units dedicated to on-site restricted affordable units outlined in the TOC Affordable Housing Incentive Program Guidelines. Although the project is eligible for Tier 2 Incentives, the applicant elected a lower Tier as is permissible, for Tier 1 incentives. In exchange, the proposed four-story, mixed-use building was approved for 27 units, with three units or 11 percent of the total number of units, reserved for Extremely Low and Very Low Income Households.

In addition to the project's base incentives for density, floor area, and parking, the project is entitled to additional incentives by providing the requisite number of affordable units. By setting aside 11 percent of the total units for Extremely Low and Low Income Households, under the Tier 1 incentives, the project was granted reduced side and rear yards and additional height up to 11 feet and one story. As such, the project's density, setbacks, FAR, height, and parking is consistent with the TOC Guidelines and the approval is appropriate.

With respect to noise associated with the project, the appellant does not provide specific details concerning noise. However, the construction phase of the project will be required to comply with the City's construction regulations relating to noise. Operation of the project would also be subject to compliance with the City's Noise Ordinance.

There is no substantial evidence or specific information in support of the claims made by the appellant regarding density, noise, and invasion of privacy, just generalized conclusion and conjecture.

Appeal Point 4 - Condition No. 5 b., the appellant is concerned with the rear yard setback not being adequate green space.

Staff Response – On February 7, 2022, the applicant provided updated plans (Exhibit "A" to this report) demonstrating compliance with the rear yard setbacks of the underlying C2 zone. The applicant is not seeking a reduction to the rear yard. Four-story residential-commercial buildings with ground floor commercial uses in the C2 zone may provide a zero-foot rear yard at the ground floor level with a minimum 16-foot rear year for the residential levels. Previously, the plan set included a zero-foot rear yard at the ground floor and a 15-foot rear yard at the upper residential levels. The updated plans dated February 7, 2022 correct this error and show a zero-foot rear yard at the ground floor and the required 16-foot rear yard at the upper floors as required for four story buildings with residential uses in the C2 zone. As such, the project's reduced rear yard is appropriate and is permitted by-right.

Appeal Point 5 - Condition No. 8, the appellant is concerned with the parking layout as shown in the approved exhibit A.

Staff Response – Staff, acting as the designee of the Director of Planning, reviewed the project's parking layout and determined that it was in compliance with parking requirements. In addition, the project will be required to meet all applicable parking and circulation standards under the purview of the Los Angeles Department of Transportation and Los Angeles Department of Building and Safety. There is no substantial evidence or specific information in support of the claims regarding parking layout made by the appellant, just generalized conclusion and conjecture.

MODIFICATION TO THE DETERMINATION

As part of the Commission's consideration, staff is recommending that the following grant clause of the original determination language be removed as follows (removed text shown with ~~strikethrough~~ formatting):

> 2. **Approve** with Conditions up to 50 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) incentives for a qualifying Tier 1 (Tier 2 utilizing Tier 1 Incentives) project totaling 27 dwelling units, including one (1) unit reserved for Extremely Low Income (ELI) Household occupancy and two (2) units reserved for Very Low Income (VLI) Household occupancy, for a period of 55 years;
>
> > **a. Yards/Setbacks.** Utilization of RAS3 Zone yards ~~allowing for five-foot setbacks in both side yards and a 15-foot rear yard setback~~ in lieu of the ~~7- foot side yard and 16-foot rear~~ yard requirements of the C2 Zone; and

As part of the Commission's consideration, staff is recommending a modification to Condition No. 1 (added text show with <u>underline</u> formatting):

> **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, <u>dated February 7, 2022 and</u> stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.

As part of the Commission's consideration, staff is recommending that the following condition of approval be added as Condition No. 5. c v (added text show with <u>underline</u> formatting):

> <u>**Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article9, Chapter IX of the LAMC.</u>

As part of the Commission's consideration, staff is recommending a modification to Condition No. 6.a. (removed text shown with ~~strikethrough~~ formatting):

> **Yard/Setback.** The project shall be permitted side yard setbacks of five feet ~~and a rear yard setback of 15 feet~~ in lieu of the seven-foot side yard ~~and 16-foot rear yard~~ requirements of the C2 Zone; and

In addition, while a condition of approval was not included related to solar panels, the project is required to comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

As part of the Commission's consideration, staff is recommending a modification to the analysis and supporting documents included in the project's determination for a Class 32 categorical exemption from CEQA. The applicant has determined that there will be an increased amount of soil removed from the site and has provided supporting technical studies. The modification includes the analysis of 2,800 cubic yards of soil export (instead of 925 cubic yards) and a haul route. The determination that the project is categorically exempt pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32) remains the same. Exhibit D attached to this report includes the modified analysis and updated technical studies.

MODIFIED FINDINGS

As part of the Commission's consideration, staff is recommending the that the City Planning Commission adopt a modification to the Yard/Setback portion of Finding No. 1 a. as shown below. Removed text is shown with ~~strikethrough~~ formatting. No additional text is recommended.

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

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

Yard/Setback. Eligible Housing Developments in commercial zones may request to utilize any or all of the yard requirements for the RAS3 zone as expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the side ~~and rear~~ yards of the RAS3 zone. The underlying [Q]C2-1VL Zone requires a seven-foot side yard ~~and a 16-foot rear yard~~ for a four-story mixed-use building. The RAS3 Zone permits five-foot side ~~and rear yards~~. The applicant has requested the minimum five-foot side yard setbacks for both the north and south side yards ~~and a 15-foot rear yard. The applicant is not utilizing the full rear yard incentive.~~ The requested ~~rear and~~ side yard incentives will allow the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve three (3) units for affordable housing and facilitates the creation of affordable housing units.

COMMUNICATIONS

City Planning received one comment letter dated September 21, 2021, stating opposition to the subject development project located at 1449 Echo Park Avenue. The letter is attached as Exhibit F to this report.

STAFF RECOMMENDATION

For the reasons stated herein, and as provided in the Findings in the Director's Determination (Exhibit C), the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act and Los Angeles Municipal Code. The appeal of the Director's Determination cannot be substantiated and therefore should be denied.

Staff recommends that the City Planning Commission:

Determine that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines, regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Deny the appeal DIR-2020-1006-TOC-HCA-1A and **sustain** the decision of the Director of Planning for the construction, use, and maintenance of a four-story, residential-commercial building with 27 dwelling units inclusive of one (1) unit reserved for Extremely Low Income (ELI) Household occupancy and two (2) units reserved for Very Low Income (VLI) Household occupancy for a period of 55 years, with Base and Additional Incentives for an increase in floor area ratio, residential density, and height increase and a reduction in parking requirements and yard setbacks.

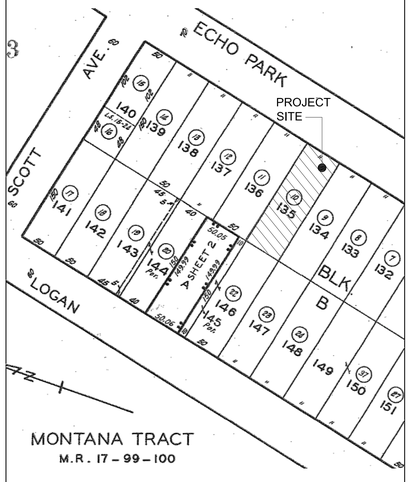
Adopt the Director of Planning's Conditions of Approval, Findings, modified conditions and findings, and Exhibit "A".

27 UNIT APARTMENT BUILDING

1449 NORTH ECHO PARK AVENUE

LOS ANGELES / 90026

VICINITY MAP



PROJECT SUMMARY

PROJECT LOCATION:	1449 NORTH ECHO PARK AVENUE, LOS ANGELES, CA 90026
LEGAL DESCRIPTION:	LOT 135, BLOCK B OF THE MONTANA TRACT IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGE 99/100 OF MAPS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY;
ZONE:	[Q]C2-1VL
LOT DIMENSIONS:	50' X 150' (PER ZIMAS)
LOT AREA:	7,492.80 SF (PER ZIMAS)
DENSITY CALCULATION:	7,492.80 SF DIVIDED BY 400 (PER ZONING) = 18.7 = 19 UNITS USING TOC TIER 1: 50% X 19 UNITS = 9.5 UNITS= 10 UNITS GRAND TOTAL = 10 + 19 = 29 UNITS ALLOWABLE PROPOSING 27 UNITS AND 3 VERY LOW INCOME UNITS (11% OF TOTAL UNITS).
TOC INCENTIVES:	BASE INCENTIVES: 1. PARKING REDUCTION PER TIER 1 TO ALLOW .5 PER BEDROOM 2. FLOOR AREA RATIO TO ALLOW 2.75:1 PER TIER 1 ADDITIONAL INCENTIVES: 1.RAS 3 YARDS TO ALLOW 5 FOOT SIDEYARDS 2. HEIGHT AND NUMBER OF STORIES TO ALLOW 56 FEET (ONE ADDITIONAL STORY)
FAR CALCULATION:	LOT SIZE= 7,492.80 SF X 1.5: 11,239.20 SF (ALLOWABLE PER ZONING) 7,492.80 SF X 2.75: 20,605.20 SF (ALLOWABLE PER TIER 1 FAR BONUS) 14,249 SF (RESIDENTIAL) + 200 SF (COMMERCIAL) DIVIDED BY 7,492.80 SF = 1.9 1.9 FAR PROPOSED < 2.75 FAR ALLOWABLE
UNIT MIX:	24 STUDIO APARTMENTS 3 ONE BEDROOM APARTMENTS
OCCUPANCY:	R-2 / S-2
TYPE OF CONSTRUCTION:	V-A / 1-A (APARTMENT/GARAGE)
NO. OF STORIES:	3 + ONE LEVEL ON GRADE GARAGE AND 1 LEVEL OF SUBTERRANEAN PARKING

PARKING SUMMARY

RESIDENCE REQUIRED PARKING PER TOC TIER 2:
.5 PER UNIT X 27 UNITS = 13.5 = 14

COMMERCIAL OFFICE REQUIRED PARKING:
1 PER 500 SF = 1 REQUIRED AND PROVIDED

TOTAL PROVIDED PARKING = 24

RESIDENTIAL REQUIRED BICYCLE PARKING:
TOTAL LONG TERM REQUIRED AND PROVIDED: 1 PER UNIT= 27
TOTAL SHORT TERM REQUIRED AND PROVIDED: 1 PER 10 UNITS (MIN. 2) = 3

COMMERCIAL REQUIRED BICYCLE PARKING:
TOTAL LONG TERM REQUIRED AND PROVIDED: 1 PER 5,000 SF (MIN. 2) = 2
TOTAL SHORT TERM REQUIRED AND PROVIDED: 1 PER 10,000 SF (MIN. 2) = 2

STANDARD RES. PARKING	COMPACT RES. PARKING	VAN ACC. PARKING	COMMERCIAL VAN ACC. PARKING	GUEST PARK'G.
22	0	1	1	0

UNIT SQUARE FOOTAGE

FLOOR AREA PER BUILDING CODE

COMMERCIAL AREA:	B OCCUPANCY	210 SF
RESIDENTIAL LIVING AREA:		
SECOND FLOOR:	R-2 OCCUPANCY	5,000 SF
THIRD FLOOR:	R-2 OCCUPANCY	5,000 SF
FOURTH FLOOR:	R-2 OCCUPANCY	5,000 SF
MEZZANINE:	R-2 OCCUPANCY	1,105 SF
TOTAL RESIDENTIAL LIVING AREA:		16,105 SF
UPPER GARAGE (FIRST FLOOR):	S-2 OCCUPANCY	6,355 SF
LOWER GARAGE:	S-2 OCCUPANCY	7,110 SF

ZONING FLOOR AREA PER LAMC 12.03

	GROSS AREA OUT TO OUT BUILDING DIMENSION	AREA OF EXTERIOR WALLS	AREA OF STAIRS + ELEVATOR	AREA OF SHAFTS	ZONING CODE FLOOR AREA
FIRST FLOOR OFFICE	210 SF	10 SF	0 SF	0 SF	200 SF
SECOND FLOOR	5,000 SF	177 SF	415 SF	10 SF	4,398 SF
THIRD FLOOR	5,000 SF	177 SF	415 SF	10 SF	4,398 SF
FOURTH FLOOR	5,000 SF	177 SF	415 SF	10 SF	4,398 SF
MEZZANINE	1,105 SF	50 SF	0 SF	0 SF	1,055 SF
TOTAL	16,315 SF				14,449 SF

OPEN SPACE TABULATION

REQUIRED OPEN SPACE :

27 UNITS WITH LESS THAN 3 HABITABLE ROOMS (STUDIOS)	27 X 100 = 2,700 S.F.
TOTAL	2,700 S.F.

PROVIDED OPEN SPACE :

ROOF PATIO (675 SF LANDSCAPE)	3,610 S.F.
TOTAL	3,610 S.F.

SHEET INDEX

ARCHITECTURAL

TS	TITLE SHEET
AS.1	SURVEY
AS.2	ARCHITECTURAL SITE PLAN
OS.1	OPEN SPACE PLAN
A1.0	LOWER GARAGE PLAN
A1.1	UPPER GARAGE / FIRST FLOOR PLAN
A1.2	SECOND FLOOR PLAN
A1.3	THIRD FLOOR PLAN
A1.4	FOURTH FLOOR PLAN
A1.4M	MEZZANINE PLAN
A2.1	ROOF PLAN
A3.1	EXTERIOR ELEVATIONS
A3.2	EXTERIOR ELEVATIONS
A3.3	EXTERIOR ELEVATIONS

PROJECT DIRECTORY

ARCHITECT

SAMMIE TABRIZI ARCHITECT
4419 TYRONE AVENUE
SHERMAN OAKS, CALIFORNIA 91423
P. (818) 489-6364

DEVELOPER

KENIHAN DEVELOPMENT
578 WASHINGTON BOULEVARD NO. 941
MARINA DEL REY, CALIFORNIA 90292

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

NOT FOR CONSTRUCTION

CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

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DATE
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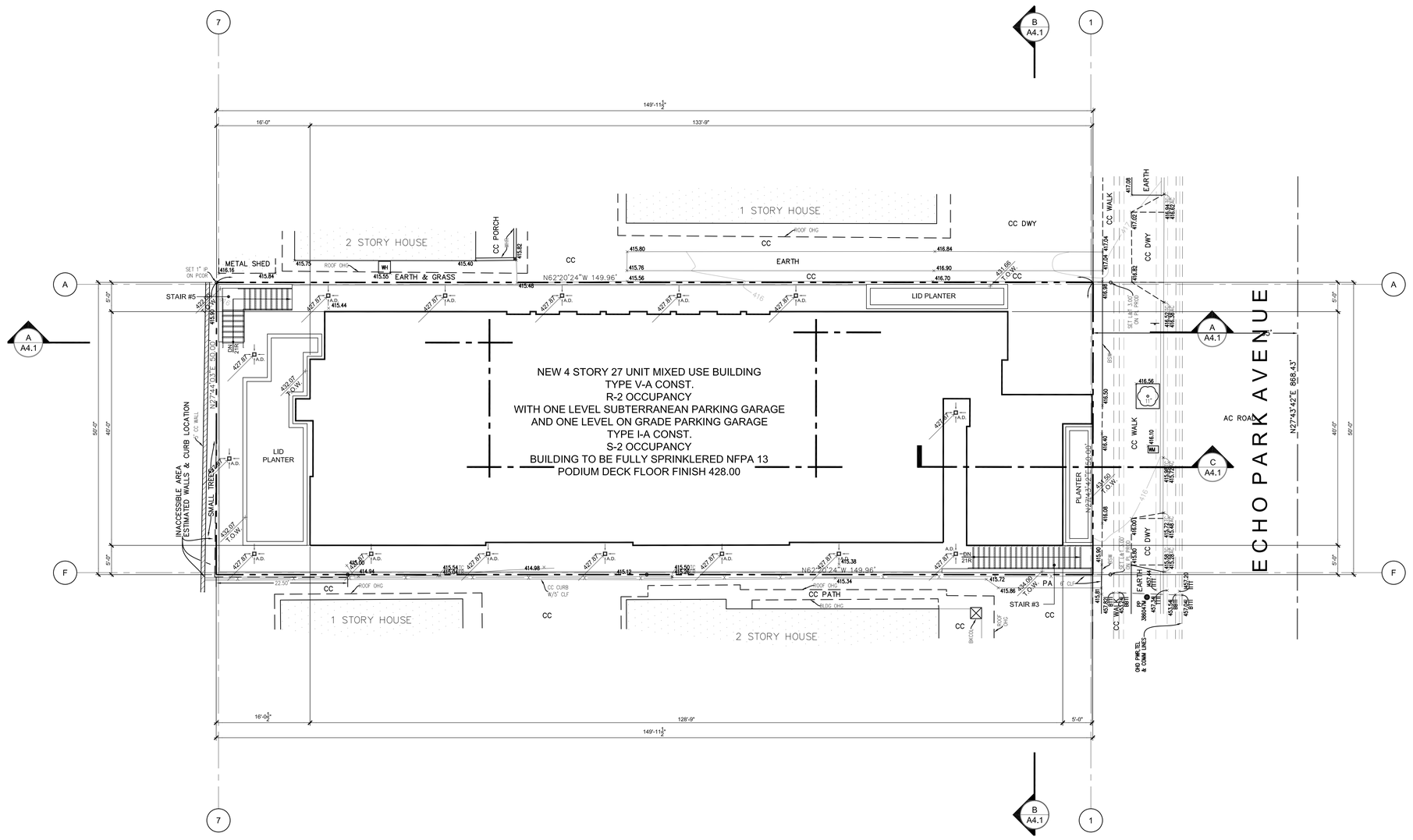
JOB NUMBER

SHEET TITLE
TITLE SHEET

SHEET NUMBER
TS

EXHIBIT "A"
Page No. 2 of 12
Case No. DIR-2020-1006-TOC-SPR-HCA-1A



SITE PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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SHEET TITLE
SITE PLAN

SHEET NUMBER
AS.2

EXHIBIT "A"
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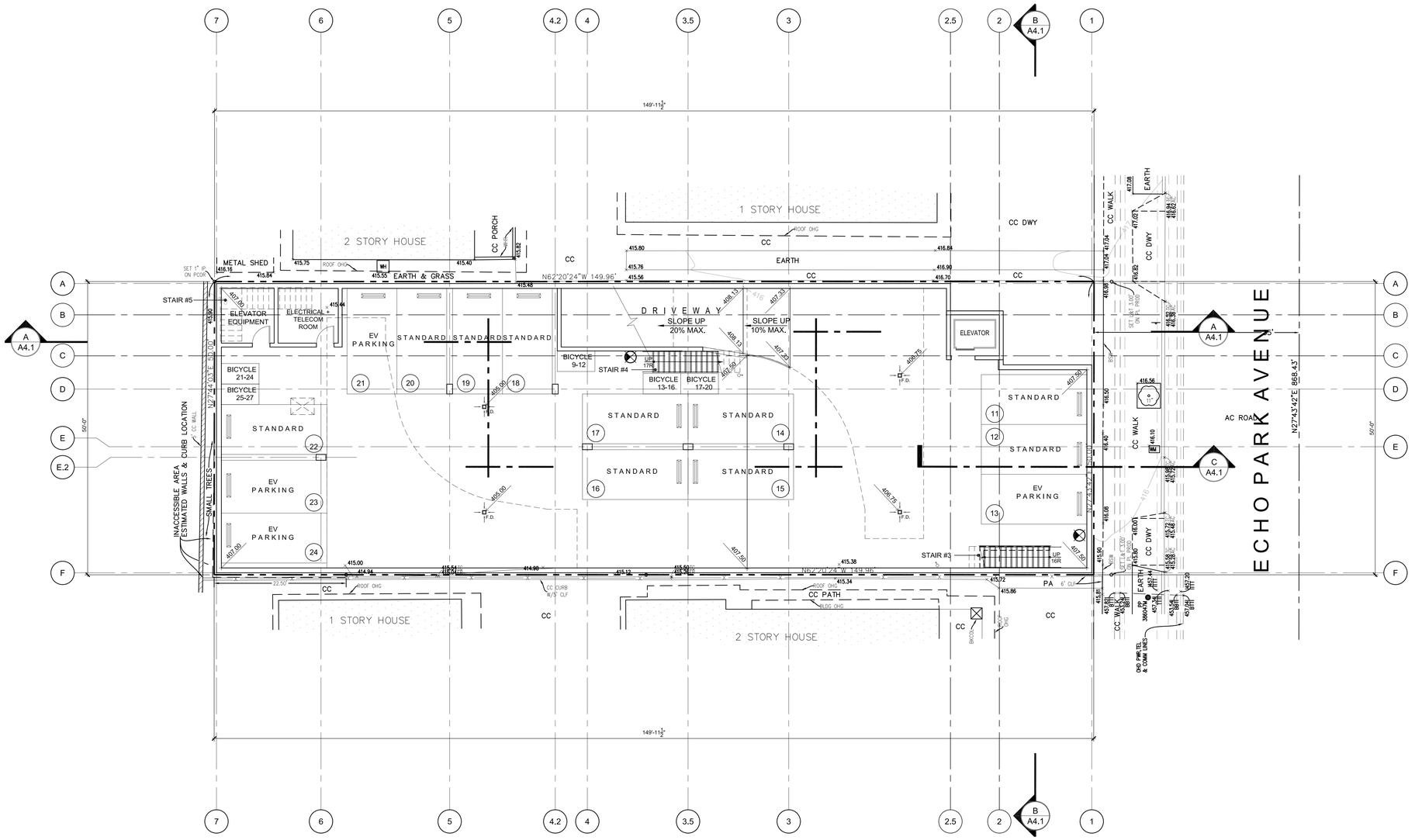

LOWER GARAGE PLAN

ACCESSIBLE BUILDING

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
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578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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SHEET TITLE
LOWER GARAGE FLOOR PLAN

SHEET NUMBER
A1.0

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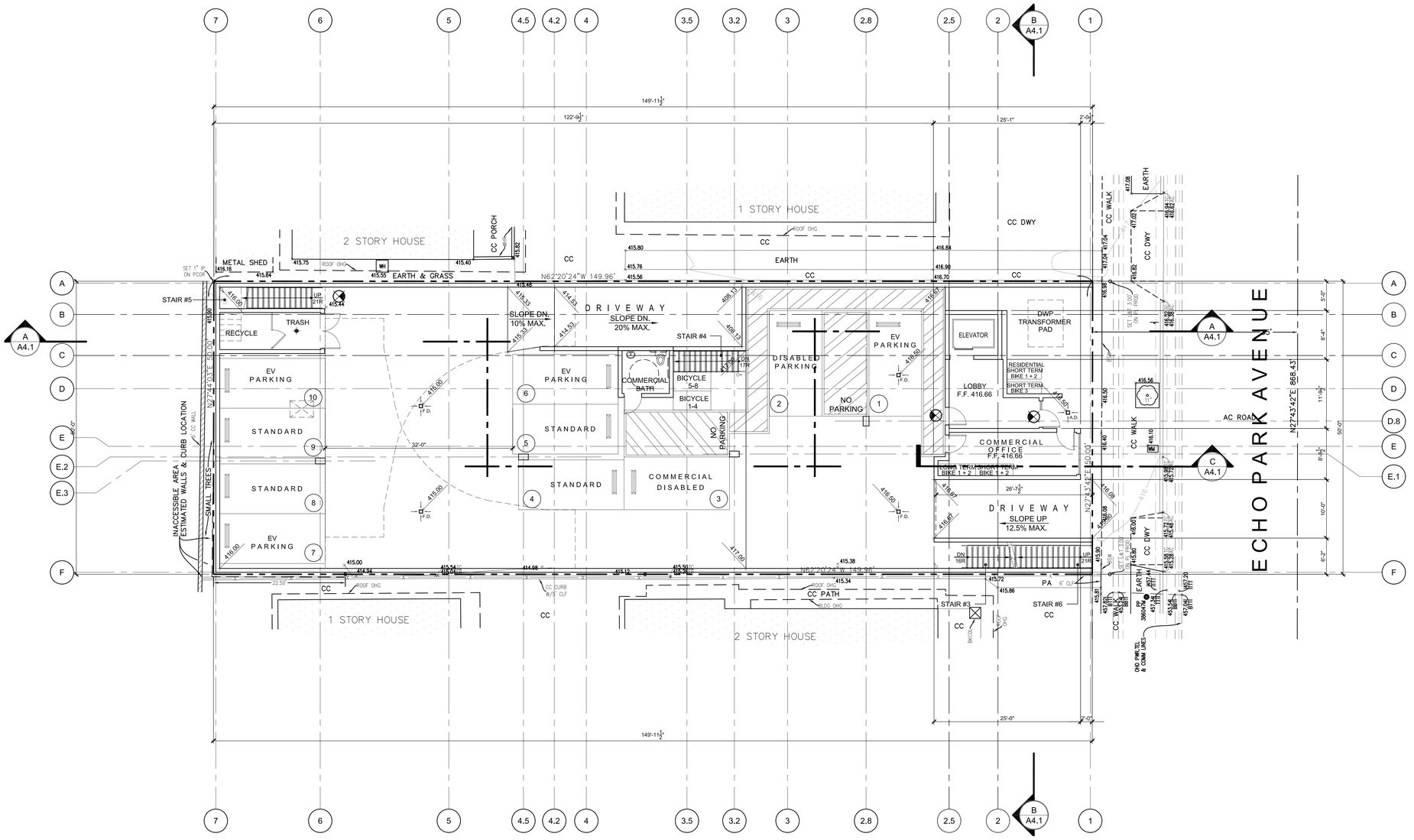

FIRST FLOOR / GARAGE PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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DATE
JOB NUMBER

SHEET TITLE
UPPER GARAGE / FIRST FLOOR PLAN

SHEET NUMBER A1.1

EXHIBIT "A"
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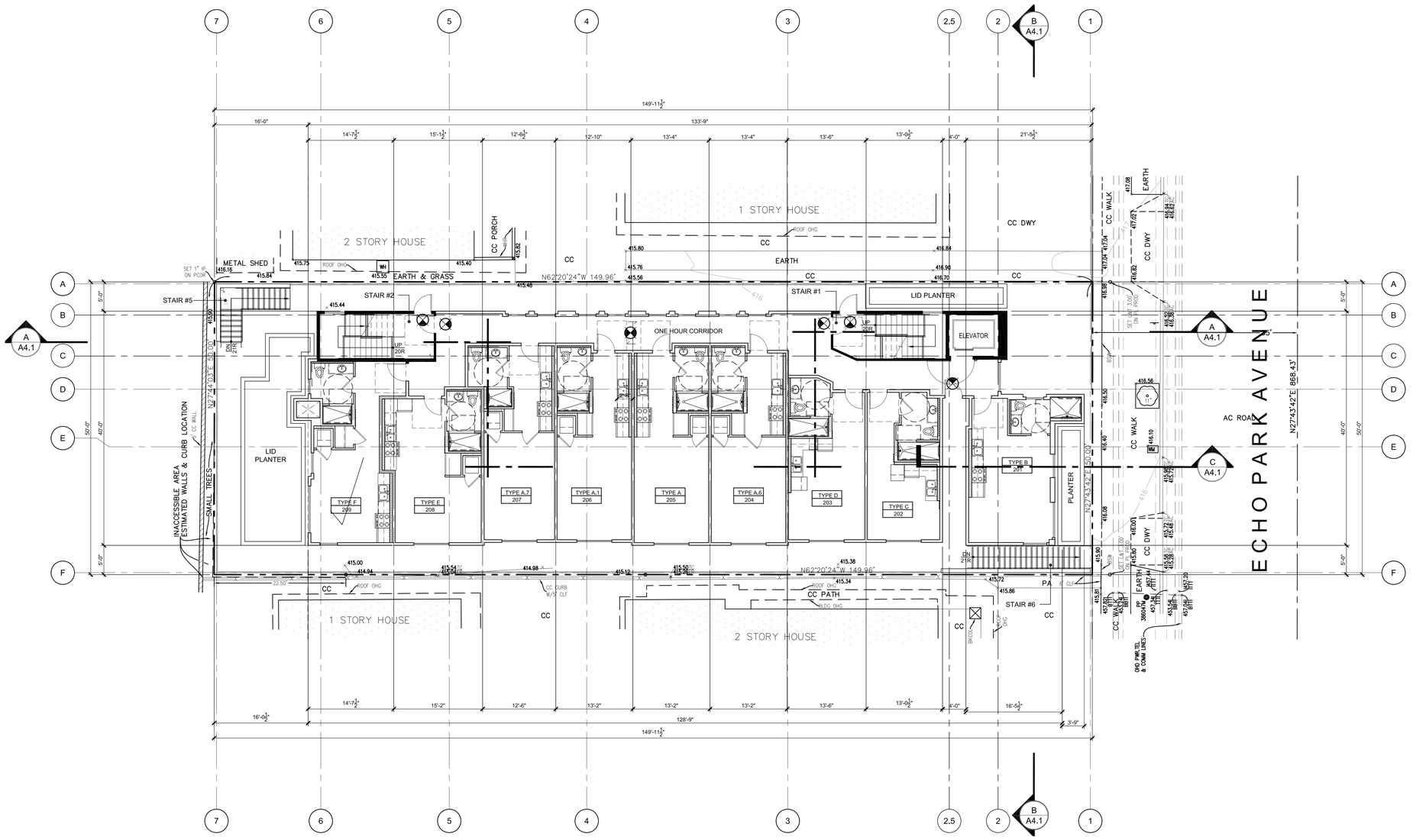

SECOND FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

NOT FOR CONSTRUCTION

CONSTRUCTION			PRE-CONSTRUCTION	
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CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE
SECOND FLOOR PLAN

SHEET NUMBER
A1.2

EXHIBIT "A"
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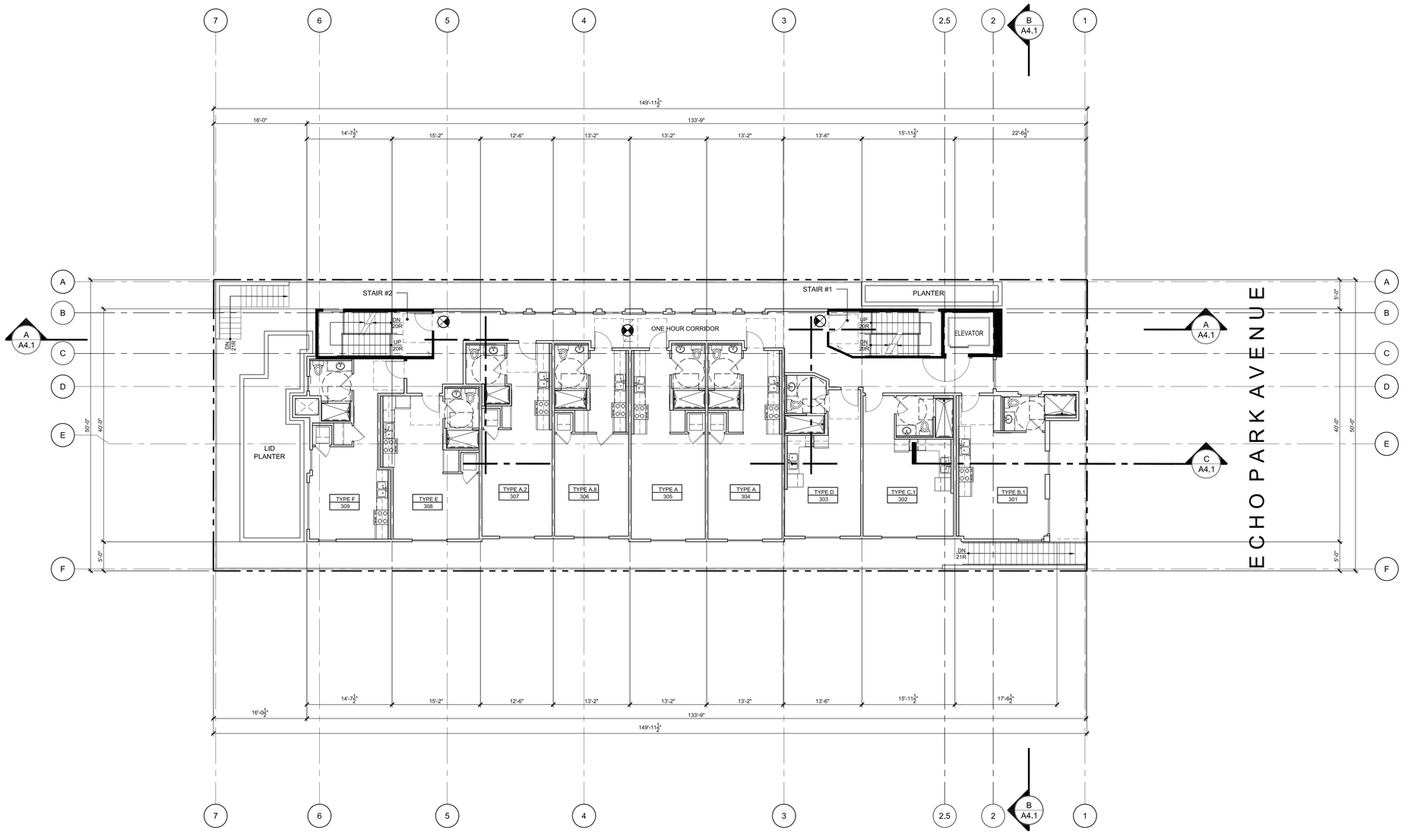

THIRD FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

NOT FOR CONSTRUCTION

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SHEET TITLE
THIRD FLOOR PLAN

SHEET NUMBER A1.3

EXHIBIT "A"
Page No. 7 of 12
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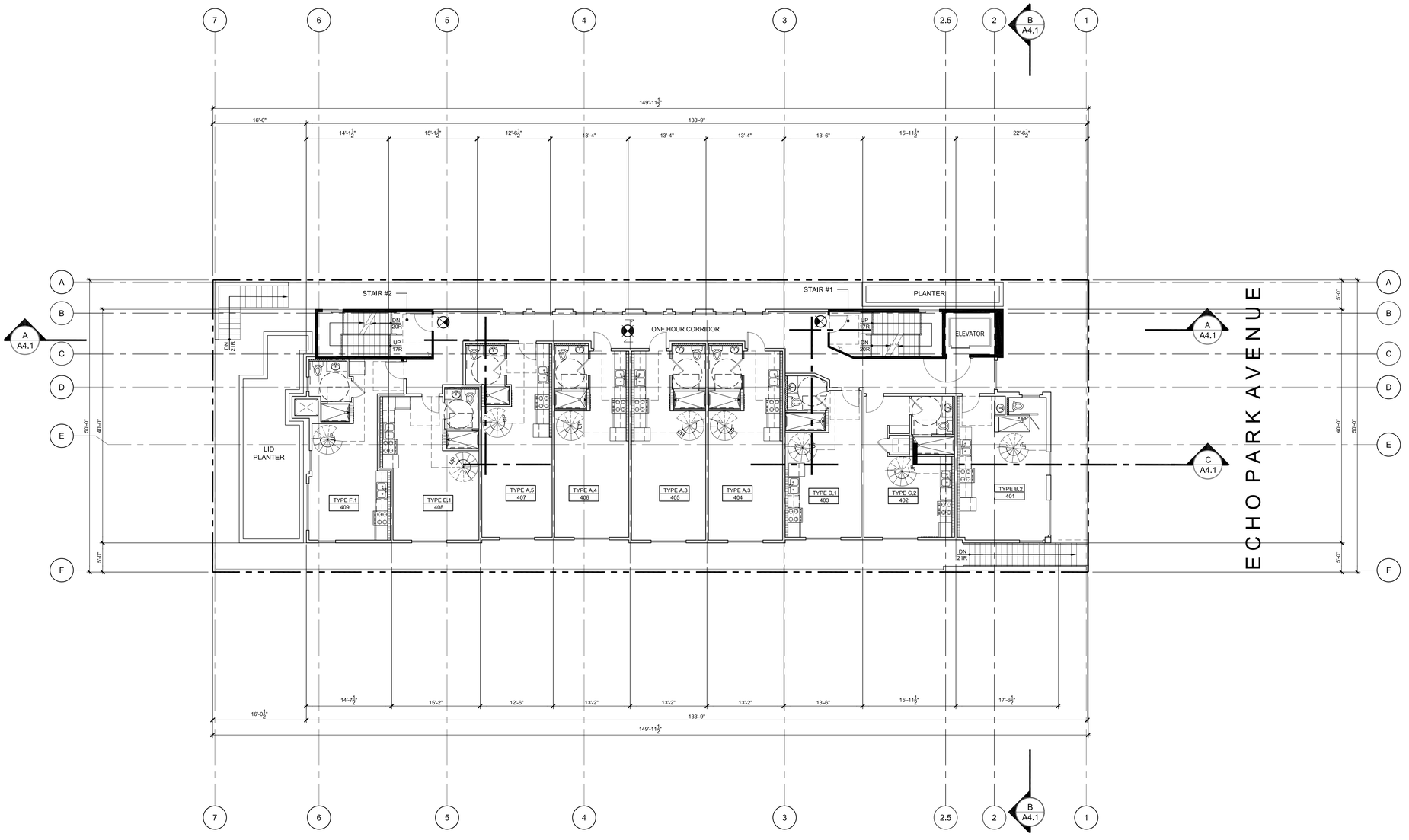

FOURTH FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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SHEET TITLE
FOURTH FLOOR PLAN

SHEET NUMBER
A1.4

EXHIBIT "A"
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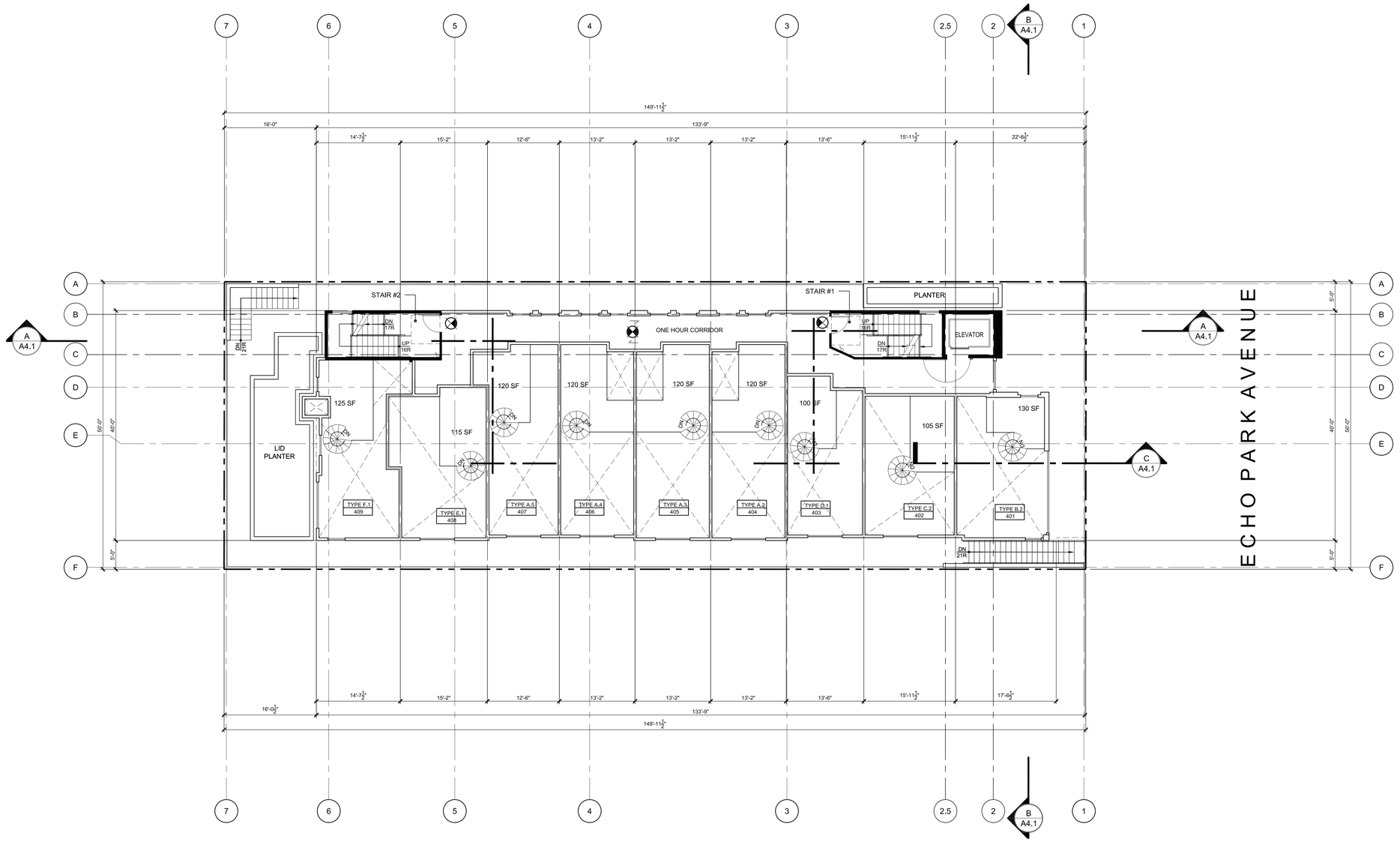

MEZZANINE FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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DATE
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SHEET TITLE
MEZZANINE FLOOR PLAN

SHEET NUMBER A1.4M

EXHIBIT "A"
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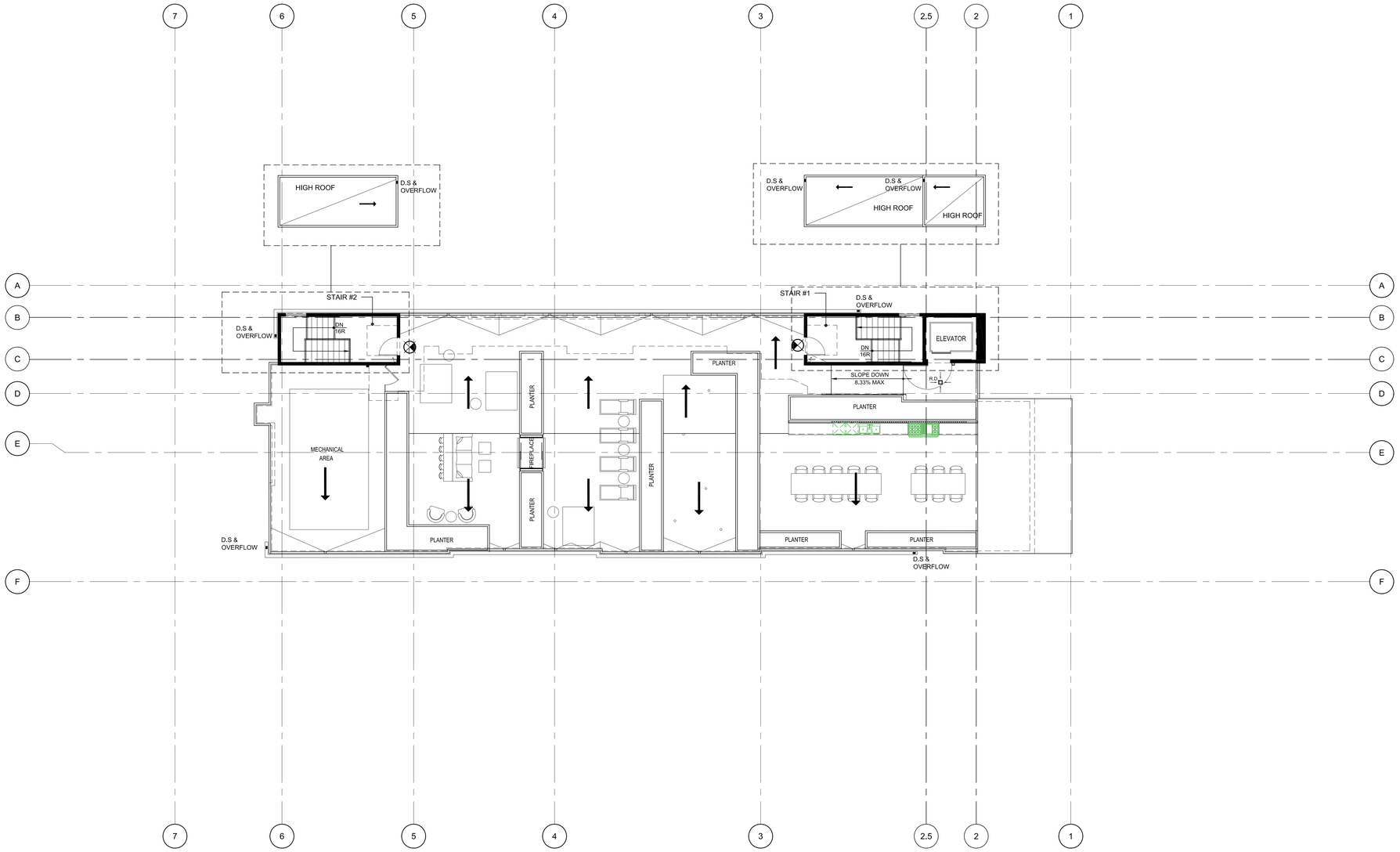

ROOF PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
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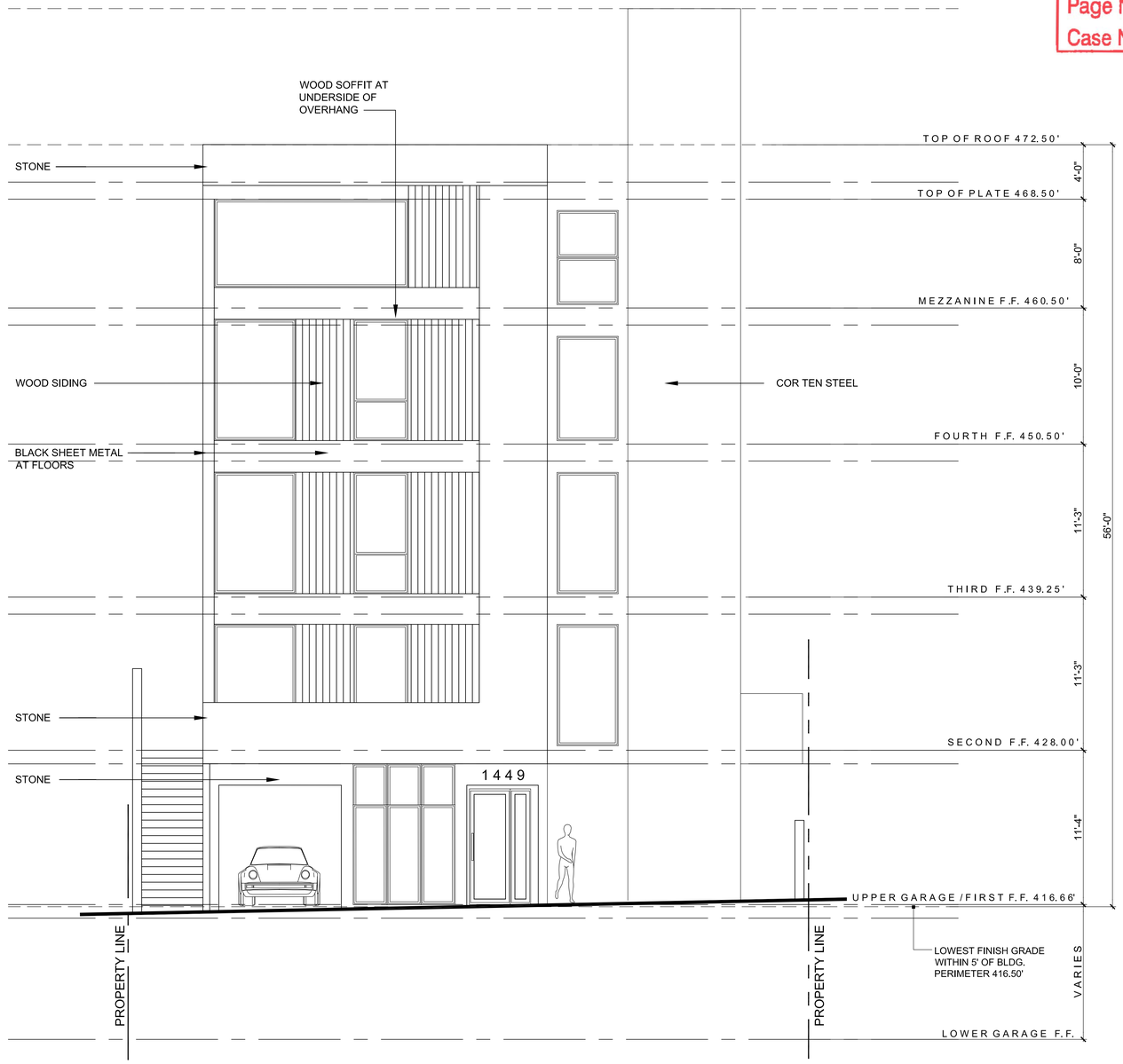
SHEET TITLE
ROOF PLAN

SHEET NUMBER
A2.1



EAST ELEVATION

SCALE: 1/4" = 1'-0"

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

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27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

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MARINA DEL REY, CA 90292

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SHEET TITLE
FRONT ELEVATION

SHEET NUMBER
A3.1

EXHIBIT "A"
Page No. 11 of 12
Case No. DIR-2020-1006-TOC-SPR-HCA-1A

SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
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LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
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MARINA DEL REY, CA 90292

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DATE
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JOB NUMBER

SHEET TITLE
ELEVATIONS

SHEET NUMBER
A3.2

EXHIBIT "A"
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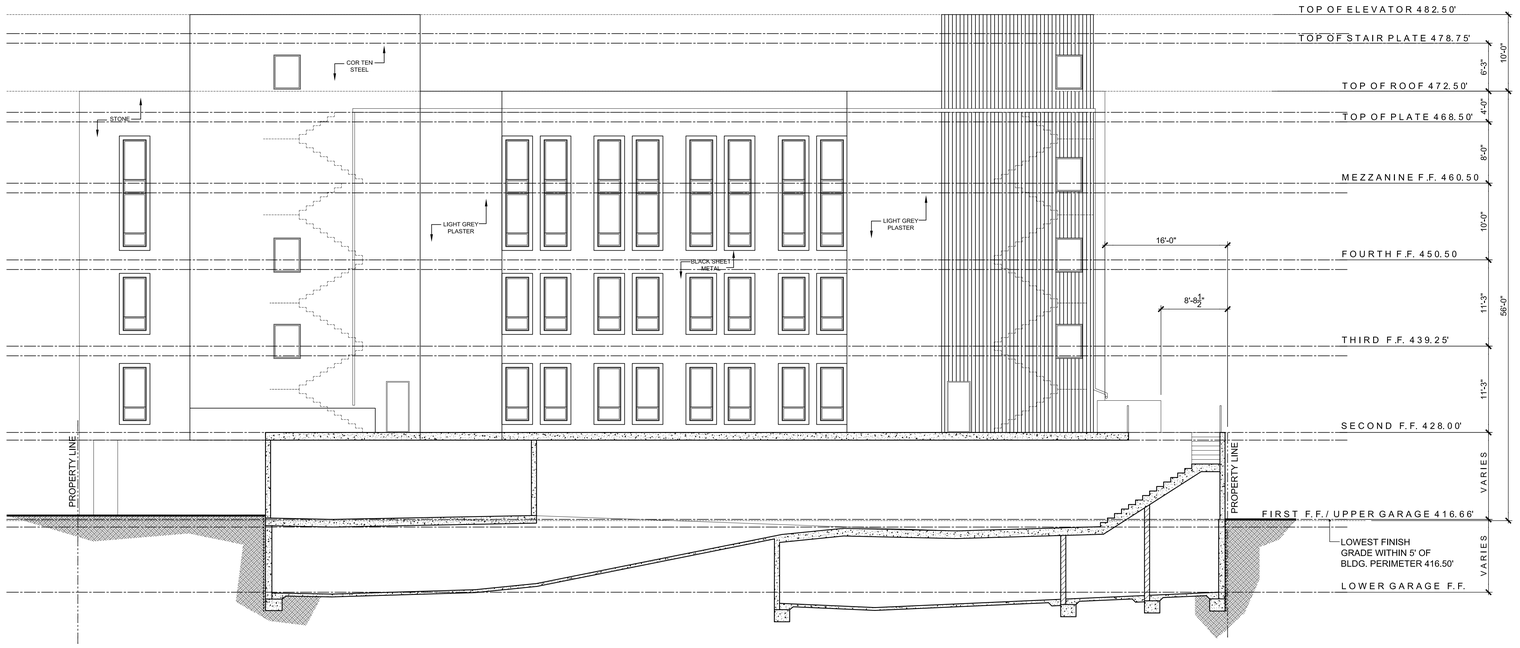
Case No. DIR-2020-1006-TOC-SPR-HCA-1A



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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SHEET TITLE
ELEVATIONS

SHEET NUMBER
A3.3

Exhibit B

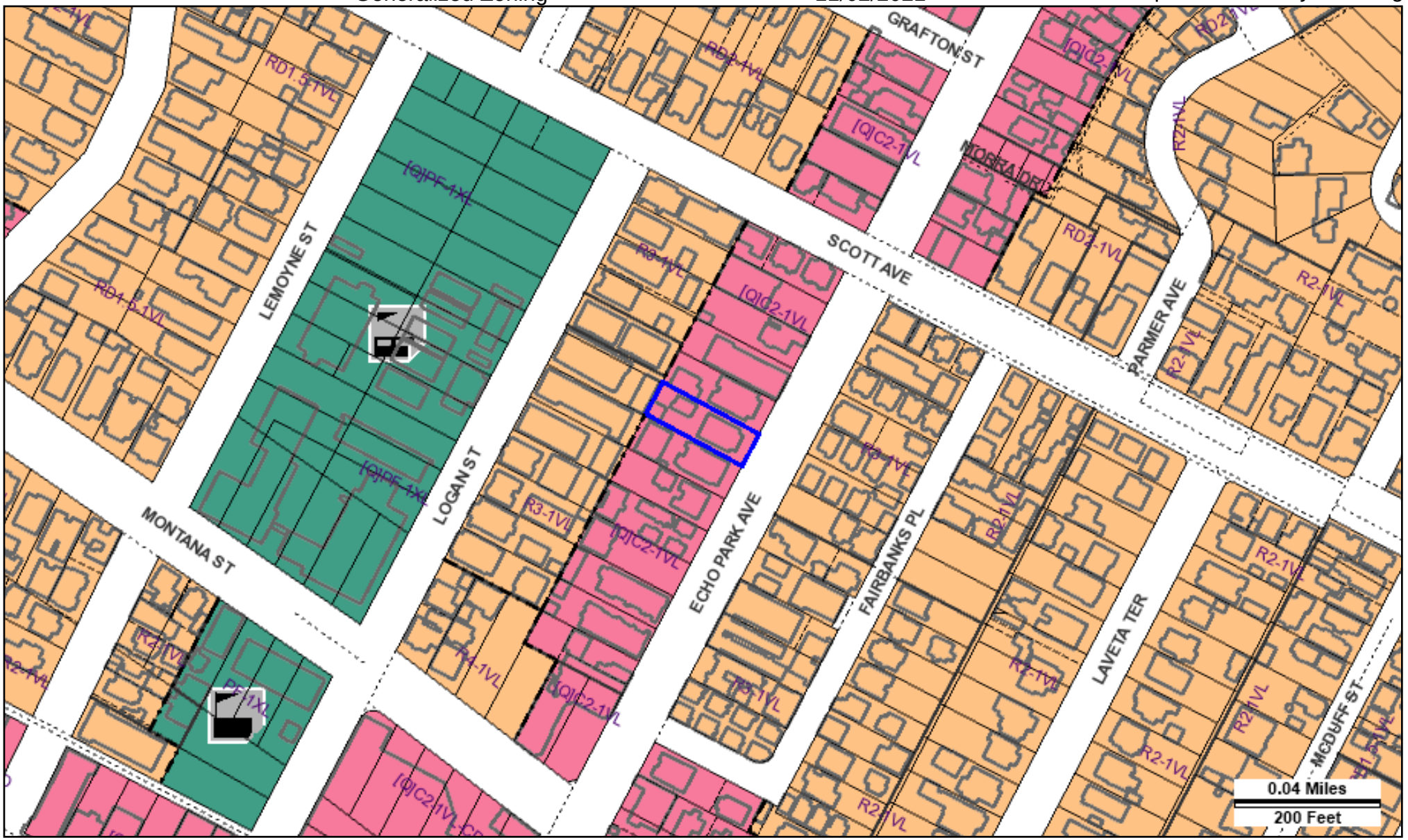
ZIMAS Map

ZIMAS INTRANET

Generalized Zoning

11/02/2021

City of Los Angeles
Department of City Planning



Address: 1449 N ECHO PARK AVE
APN: 5419023010
PIN #: 141A209 402

Tract: MONTANA TRACT
Block: B
Lot: 135
Arb: None

Zoning: [Q]C2-1VL
General Plan: Community Commercial

N
W
E
S

Exhibit C

Director of Planning Decision Letter

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN LEUNG
KAREN MACK
DANA M. PERLMAN
YVETTE LOPEZ-LEDESMA
JENNA HORNSTOCK
RENEE DAKE WILSON
VACANT

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

August 17, 2021

Owner/Applicant
1449 Echo Park, LLC
c/o Hunter Kenihan
578 Washington Boulevard, Suite 941
Marina Del Rey, CA 90292

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

Case No.	DIR-2020-1006-TOC-HCA
CEQA:	ENV-2020-1007-CE
Location:	1451,1449, 1451 ½ North Echo Park Avenue
Council District:	13 – Mitch O'Farrell
Neighborhood Council:	Echo Park
Community Plan Area:	Silverlake-Echo Park-Elysian Valley
Land Use Designation:	Community Commercial
Zone:	[Q]C2-1VL
Legal Description:	Lot 135, Block B, Montana Tract

Last Day to File an Appeal: September 01, 2021

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

1. **Determine** that, based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve with Conditions** up to 50 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) incentives for a qualifying Tier 1 (Tier 2 utilizing Tier 1 Incentives) project totaling 27 dwelling units, including one (1) unit reserved for Extremely Low Income (ELI) Household occupancy and two (2) units reserved for Very Low Income (VLI) Household occupancy, for a period of 55 years;

a. Yards/Setbacks. Utilization of RAS3 Zone yards allowing for five-foot setbacks in both side yards and a 15-foot rear yard setback in lieu of the 7-foot side yard and 16-foot rear yard requirements of the C2 Zone; and

b. Height. A height increase of 11 feet and one-story to permit a maximum building height of 56 feet and four stories in lieu of the maximum 45 feet and three stories otherwise permitted in the C2-1VL Zone; and

3. Adopt the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22-A,31, the following conditions are hereby imposed upon the use of the subject property:

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

2. **On-site Restricted Affordable Units.** Three (3) units, or units equal to 11 percent of the total number of dwelling units, shall be designated as affordable with one (1) unit reserved for Extremely Low Income (ELI) Household occupancy and two (2) units reserved for Very Low Income (VLI) Household occupancy, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).

3. **Changes in On-site Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with the Transit Oriented Communities Guidelines.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent of the total number of dwelling units affordable to Very Low and Extremely Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with the Transit Oriented Communities Guidelines, to the satisfaction of HCIDLA, and in consideration of the project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated September 28, 2020. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination. Additionally, the project shall comply with any other requirements stated in project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated June 1, 2021, including but not limited to replacement unit requirements and requirements regarding relocation, right of return, and right to remain for occupants of protected units.

5. **Base Incentives.**

   a. **Residential Density**. The project shall be limited to a maximum density of 27 residential dwelling units, including On-site Restricted Affordable Units.

   b. **Floor Area Ratio (FAR)**. The project shall be permitted a maximum FAR of 1.9 to 1.

   c. **Parking.**

      i. **Automotive Parking.** Automobile parking shall be provided consistent with the Transit Oriented Communities Guidelines. Required parking for a Tier 1 Project shall not exceed 0.5 space per bedroom.

      ii. **Bicycle parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A,16.

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

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

6. **Additional Incentives.**

   a. **Yard/Setback.** The project shall be permitted side yard setbacks of five feet and a rear yard setback of 15 feet in lieu of the seven-foot side yard and 16-foot rear yard requirements of the C2 Zone; and

   b. **Height.** The project shall be permitted a height increase of one additional story, up to 11 feet in building height, allowing for a total of four stories and a maximum building height of 56 feet in lieu of three stories and 45 feet otherwise permitted in the [Q]C2-1VL Zone. Limited additional height is permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC.

Design Conformance Conditions

7. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines.

a. **Tree Requirement.** The project shall provide at least the minimum number of trees on-site to comply with the landscape requirement (LAMC Section 12.21 G(a)(3)). Pursuant to Ordinance No. 170,978, required trees shall not be palm trees.

b. **Planter depth.** Planters shall be a minimum of 42 inches in depth.

8. **Parking.** With the exception of vehicle entrances, vehicle parking shall be located to the rear of the lot or underground, as shown in Exhibit A.

9. **Building Materials.** The building shall incorporate a minimum of four (4) different building materials and each individual façade of the building shall use a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.

10. **Massing and Building Articulation.** The building shall incorporate changes in façade plane depth as show in Exhibit A.

11. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

12. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view.

13. **Transformer.** The transformer, if located in the front yard, shall be screened with landscaping on all exposed sides (those not adjacent to a building wall), pursuant to LADWP review and approval.

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

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

Administrative Conditions

16. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

17. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

19. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

20. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

21. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

22. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

23. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

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

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

    Applicant shall do all of the following:

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

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

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

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The project site consists of one interior lot encompassing approximately 7,492 square feet of lot area located at 1449 Echo Park Avenue in the Echo Park neighborhood of Los Angeles. The site is currently developed with two buildings and one detached garage and a total of three dwelling units. The project site has a street frontage of approximately 50 feet along the westerly side of Echo Park Avenue. The subject site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan Area and is zoned [Q]C2-1VL with a corresponding land use designation of Community Commercial. The Permanent "Q" Qualified Condition, established pursuant to Ordinance Number 176,825, limits the allowable uses to those permitted in the C2 Zone, except that automotive uses are prohibited. The Q Qualified Condition also requires structures be built to the front property line except when the setback area is used for landscaping, plazas, courtyards, outdoor dining, or other publicly accessible, open space uses. The Q further requires parking be located underground or to the rear of the lot. The subject property is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452), within a fault zone (Upper Elysian Park), and a liquefaction area. The property is not within the boundaries of any specific plan, community design overlay, or interim control ordinance.

The project proposes the demolition of an existing two-story triplex, and the construction, use, and maintenance of a new mixed-use building with 27 dwelling units over approximately 210 square feet of ground floor commercial space. All 27 units will be studio units with two of the units reserved for Very Low Income Households and one reserved for Extremely Low Income Households. The proposed building is 56-feet in height and four stories plus one mezzanine level. Parking is located at-grade and within one subterranean level. The proposed building will encompass approximately 14,449 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 1.9 to 1. The project proposes to provide 23 residential automobile parking spaces and one (1) commercial parking space for a total of 24 automobile parking spaces. Additionally, the project proposes 29 long-term bicycle parking and five (5) short-term bicycle parking spaces. A total of 3,610 square feet of open space will be provided on a roof patio. The project will maintain a zero-foot front yard, five-foot side yards, and a 15-foot rear year.

SURROUNDING PROPERTIES

Surrounding properties are generally developed with multi-family residential uses. The subject block of Echo Park Boulevard is characterized by mostly older one- and two-story multifamily budlings with a few small commercial business and is zoned for commercial uses to the west and multifamily uses to the east. Properties directly abutting the subject site to the north and south fronting Echo Park Boulevard are zoned [Q]C2-1VL and are improved with two-story residential developments with four units each. Both neighboring buildings include craftsman style architectural elements and were originally built in 1913. The property across Echo Park Avenue from the subject site is zoned R3-1VL and is developed with a one story bungalow courtyard style multifamily development constructed in 1922. The property abutting the site to rear, fronting Logan Street is zoned R3-1VL and is developed with a two-story apartment building.

STREETS

Echo Park Avenue, abutting the property to the east, is a Collector Street with a designated right-of-way width of 66 feet, is presently dedicated to a right-of-way width of 70 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located within ½-mile of a Major Transit Stop. The Metro Rapid Line 704 and the LADOT DASH Pico Union-Echo Park both have stops at the intersection of Echo Park Avenue and Sunset Boulevard, 900 feet south of the project site. Although the site qualifies for Tier 2 incentives, the proposed project is seeking only Tier 1 incentives as it proposes to set aside 11 percent of the total number of units for Very Low and Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program. In addition, the project will set aside more than 10 percent of the base number of units for Very Low and Extremely Low Income Households and thus the project is entitled to two (2) Additional Incentives.

The proposed project includes the following Base and Additional Incentives for a qualifying Tier 1 Project:

Tier 1 Base Incentives:

a. **Density:** The C2 zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C2 Zone permits a base density of 18 units by-right. This is calculated by dividing the sum of the property's R4 zone lot area, 7,492 square feet, by 400. As an eligible Housing Development, the project is entitled to up to a 50 percent density increase for a maximum of 31 total units. The project proposes a 40 percent density increase for a total of 27 units.

b. **Floor Area Ratio (FAR):** The permitted FAR is 1.5 to 1 in the [Q]C2-1VL Zone. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 2.75 to 1 which is equal to a maximum floor area of 20,605 square feet. As proposed, the project has total floor area of 14,449 square feet for an FAR of 1.9 to 1.

c. **Parking:** As an Eligible Housing Development in Tier 1, the project is entitled to provide ½ a parking space per dwelling unit. With the TOC parking incentive the project may provide a minimum of 14 parking spaces. As proposed, the project is providing 24 parking spaces.

Tier 1 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 1 Project is eligible for and has been granted two (2) Additional Incentives in order to construct the proposed project:

a. **RAS3 Yards.** Eligible Housing Developments in a commercial zone may utilize any or all yard requirements of the RAS3 zone. The RAS3 zone allows for five-foot side and rear yards. The project is requesting five-foot side yards and a 15-foot rear yard in lieu of the seven-foot side yard and 16-foot rear yard otherwise required by the [Q]C2-1VL zone.

b. **Height.** Eligible Housing Developments in Tier 1 may request up to 11 feet and one story in additional building height. The project is requesting an additional 11 feet and one story in height for total of 56 feet and four stories in-lieu of the 45 feet and three-story height limitation of the [Q]C2-1VL zone.

HOUSING REPLACEMENT

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

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

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

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. The Department of Housing and Community Investment (HCIDLA) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated June 1, 2021 and attached to the subject case file, that three (3) residential unit existed on the property within the last five (5) years. Pursuant to HCIDLA’s findings, all three units are subject to the SB330 affordable unit replacement requirement at the following affordability levels: one **(1) unit**

restricted to Extremely Low Income Households, **one (1) unit restricted to Very Low Income** Households and **one (1) unit restrict to Low Income Households**. The project includes one (1) unit reserved for Extremely Low Income Households and two (2) units reserved for Low Income Households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3). Additionally, all the new units may be subject to Rent Stabilization Ordinance requirements.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS

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

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

    a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
    b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
    c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
    d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

    The project site is located within a Tier 2 TOC Affordable Housing Incentive Area. However, the project is requesting Tier 1 incentives. As part of the proposed development, the project is required to reserve 11 percent of the total number of on-site dwelling units for Very Low Income Households. The project will reserve a total of two (2) on-site dwelling units for Very Low Income Households and one (1) on-site dwelling unit for Extremely Low Income Households, which equates to 11 percent of the 27 total dwelling units proposed as part of the Housing Development. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

    As defined in the TOC Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 1,500 feet of the intersection of Echo Park Avenue and Sunset Boulevard where the Metro Rapid Line 704 and the LADOT DASH Pico Union-Echo Park line intersect and have stops. As such, the project meets the eligibility requirements proximity to a Major Transit Stop.

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

   Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated June 1, 2021, the proposed project is required to provide three replacement affordable housing units with one (1) unit restricted to Extremely Low Income Households, one (1) unit restricted to Very Low Income Households and one (1) unit restrict to Low Income Households. The project is providing one (1) unit restricted to Extremely Low Income Households and two (2) units restricted to Very Low Income Households. Therefore, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

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

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*

   a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*

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

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

As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking two (2) Additional Incentives: 1) an 11-foot and one-story increase in building height; and 2) the utilization of the side and rear yard setback requirements of the RAS3 Zone. The project may be granted two (2) Additional Incentives for reserving at least 10 percent of the base units for Very Low Income Households. The project is setting aside two (2) units for Very Low Income Households and one (1) unit for Extremely Low Income Households, which equates to 15 percent of the 19 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

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

   The project is not seeking additional incentives beyond the two permitted in exchange for reserving at least 10 percent of the base units for Very Low Income Households. The project is setting aside two units for Very Low Income Households and one unit for Extremely Low Income Households, which equates to 15 percent of the 19 base units permitted through the underlying zoning. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11. This eligibility requirement does not apply.

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

   The subject property consists of one (1) contiguous lot, located within a Tier 2 TOC Affordable Housing Incentive Area. Therefore, this eligibility requirement does not apply.

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

   The applicant has selected a Lower Tier and is providing the percentage of On-Site Restricted Affordable Housing units required for the lower Tier and has limited the project to the incentives available for Tier 1. As such, the proposed project satisfies this eligibility requirement.

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

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

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

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

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

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

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

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

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

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

Height. The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 1 project is permitted a maximum increase of one (1) story and 11 feet in building height. The applicant is requesting a total maximum building height of 56 feet and four stories in lieu of the maximum 45 feet

and three stories otherwise permitted by the underlying [Q]C2-1VL Zone. This requested incentive provides for an additional level of dwelling units, increasing the overall space dedicated to residential uses and allowing some units to be reserved for affordable housing. This incentive supports the applicant's decision to reserve three (3) units for affordable housing.

Yard/Setback. Eligible Housing Developments in commercial zones may request to utilize any or all of the yard requirements for the RAS3 zone as expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to utilize the side and rear yards of the RAS3 zone. The underlying [Q]C2-1VL Zone requires a seven-foot side yard and a 16-foot rear yard for a four-story mixed-use building. The RAS3 Zone permits five-foot side and rear yards. The applicant has requested the minimum five-foot side yard setbacks for both the north and south side yards and a 15-foot rear yard. The applicant is not utilizing the full rear yard incentive. The requested rear and side yard incentives will allow the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve three (3) units for affordable housing and facilitates the creation of affordable housing units.

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

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

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project is not located on a substandard street in a Hillside area, a Very High Fire Hazard Severity Zone, or a Methane Hazard Zone. The project is not located in the Alquist-Priolo Earthquake Fault Zone, however the project is within the active Upper Elysian Park Fault Zone and in a liquefaction area. As a result, the project will be required to comply with all applicable regulations, such a special grading reequipments, which will prevent any adverse impacts. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, with compliance with the required regulatory measures, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, which is categorized as outside the flood zone.

3. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

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

The proposed project is consistent with the applicable general plan designation, policies, and zoning designations. The subject property is located within the Silver Lake – Echo Park – Elysian Valley Community Plan Area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Community Commercial, corresponding to the C2 Zone. The subject property is zoned [Q]C2-1VL and is thus consistent with the existing land use designation. Mixed-use residential and commercial buildings are permitted in the [Q]C2-1VL zone. The project complies with the Q qualified condition, established pursuant to Ordinance Number 176,825, which prohibits automotive uses; requires structures be built to the front property line except when setback area is used for landscaping or other publicly accessible, open space uses; and requires parking be located underground or to the rear of the lot. The subject property is within a Transit Priority Area in the City of Los Angeles (ZA-2452). The site is not located within the boundaries, or subject to, any specific plan, community design overlay, or interim control ordinance.

Consistent with the Silver Lake – Echo Park – Elysian Valley Community Plan, the proposed 27-unit mixed-use development would add new and desirable multi-family housing. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Community Plan:

Goal 1 *A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.*

Objective 1-2 *Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities.*

Policy 1-2.2 *Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevard and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development*

in those areas.

Objective 1-4 Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background.

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

Policy 1-4.2 Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability.

Objective 2-2 Preserve pedestrian-oriented areas through the use of available overlay zones to provide alternatives to automobile-oriented commercial activity.

Policy 2-2.3 The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.

The project will receive density and floor area bonus in exchange for the provision of three affordable dwelling units within a pedestrian oriented district in the Echo Park neighborhood of Los Angeles. The project's promotes the provision of adequate housing for all income levels. The proposed 27-unit project will replace three existing residential units for a net increase of 24 units, locating new, higher density residential units near transit and neighborhood services. The project features a small, neighborhood-serving ground floor commercial space, is within walking distance from businesses located on Echo Park Avenue and Sunset Boulevard, and is within 900 feet of two bus stops (Metro Rapid 704 and LADOT DASH Pico Union-Echo Park). The development will thus be well located for reducing vehicular trips. The project has been conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations of the City of Los Angeles.

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

The subject property is located wholly within the Silver Lake – Echo Park – Elysian Valley Community Plan Area within the City of Los Angeles. The subject site consists of one contiguous lot of approximately 7,492 square feet (0.17 acres). The project site is substantially surrounded by urban uses and is not located near areas designated for farmland or agricultural uses. The neighborhood is fully built-out with a variety of multi-family and commercial uses that are consistent with their General Plan land use designations and zoning. Echo Park Avenue is also well-serviced by public transit.

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

The existing site consists of one improved lot with three residential dwelling units and three structures (one two-story, one single-story, and one detached garage), which will be demolished as part of the project. The project site is located in a well-established urban area which is fully developed with residential and commercial uses. The project site has no value as habitat for endangered species, rare, or threatened species. A tree report, prepared by Lisa Smith, Registered Consulting Arborist with The Tree Resource on June 30, 2021, states that there were no protected trees existing on the subject property.

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

Traffic

The proposed project involves the demolition of three existing residential units construction, use, and maintenance of a new four-story, 27-unit residential mixed use building with one level of subterranean parking. The project would result in 24 net new dwelling units and 200 net new square feet of commercial space. Based on the LADOT Referral Form, the project generates 131 vehicle trips does not meet the threshold for further transportation assessment by LADOT Therefore, the project is not expected to result in any significant impact relating to traffic.

Noise

As discussed in the Noise Study, prepared by Rincon Consultants, potential construction and operational noise impacts were found to be less than significant or have no impact. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities. Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays. All such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As a result of the project being required to comply with the above ordinances and regulations, it can be found that the project would not result in any significant noise impacts. All construction related noise impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Air Quality

As discussed in the Categorical Exemption Findings prepared by Rincon Consultants, potential air quality impacts were found to be less than significant. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the

AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The project will result in the net increase of 24 residential units, it is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2017 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

All construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality

The project is not adjacent to any water sources and construction of the project will not create any impact to water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Best Management Practices (BMP) would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The project qualifies for a Class 32 Categorical Exemption. Because the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats. As such, the requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

The development of the project site with a multifamily residential development is consistent with the zone and land use designation of the site, as designated by the Community Plan, and as permitted by the City's Transit Oriented Communities Affordable Housing Incentive Program (LAMC 12.22-A.31). A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and Los Angeles Municipal Code. Any such project would be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, building code and regulated construction methods, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will mitigate environmental impacts for an individual project and not create a cumulative impact. Thus, this exception does not apply.

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

The proposed project will be constructed in a in a fully developed urban setting. The project will be required to adhere to any and all building code requirements intended to reduce environmental impacts to less than significant levels. Thus, the project will not result in activity that will have a significant effect on the environment due to unusual circumstances.

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

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. As such, this exception does not apply to the proposed project.

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

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site or within the immediate vicinity. The subject property has been previously developed with residential uses which are not expected to utilize hazardous waste or materials that pose significant constraint on the site. Additionally, the project site is not located within a Methane Zone or Methane Buffer Zone, nor is it located in a Hazardous Waste / Border Zone Property area as designated by the City of Los Angeles.

In addition, a number of existing state and federal laws and programs apply to hazards and hazardous materials and would apply to subsequent future individual development projects. These include the Resource Conservation and Recovery Act, California Fire Codes, Senate Bill 1082 (Facilities Subject to Corrective Action), Department of Health Services regulations, and Department of Housing regulations. Finally, Municipal Code Section 54.05 requires that a hazardous substance clearance report, including provisions for site remediation if warranted, be approved by the County Health Department and recorded with the County for sale or transfer of any property, upon which there has been an unauthorized disposal or release of a hazardous substance.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. While the existing structure was built in

1915, the project site is not identified as a historic resource subject to historic preservation review, nor is it located within a Historic Preservation Overlay Zone. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CONCLUSION

Therefore, it has been determined, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

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

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

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

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050,

or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): “It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment.”

TRANSFERABILITY

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

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after <u>September 01, 2021,</u> unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

Downtown	**San Fernando Valley**	**West Los Angeles**
Figueroa Plaza 201 North Figueroa Street, Fourth Floor Los Angeles, CA 90012 (213) 482-7077 planning.figcounter@lacity.org	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050 planning.mbc2@lacity.org	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, Second Floor Los Angeles, CA 90025 (310) 231-2598 planning.westla@lacity.org

Pursuant to LAMC Section 12.22-A,25(f), only abutting property owners and tenants can appeal the Transit Oriented Communities Affordable Housing Incentive Program portion of this determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22-A,25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

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

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: https://www.lavote.net/home/county-clerk/environmental-notices-fees. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

Vincent P. Bertoni, AICP
Director of Planning

Approved by:

Heather Bleemers
Senior City Planner

Prepared by:

Renata Ooms
City Planning Associate

Attachments:
Exhibit A: Architectural Plans and Landscape Plans

27 UNIT APARTMENT BUILDING

1449 NORTH ECHO PARK AVENUE

LOS ANGELES / 90026

EXHIBIT "A"
Page No. 1 of 16
Case No. DIR-2020-1006-TOC-HCA

SAMMIE TABRIZI ARCHITECT

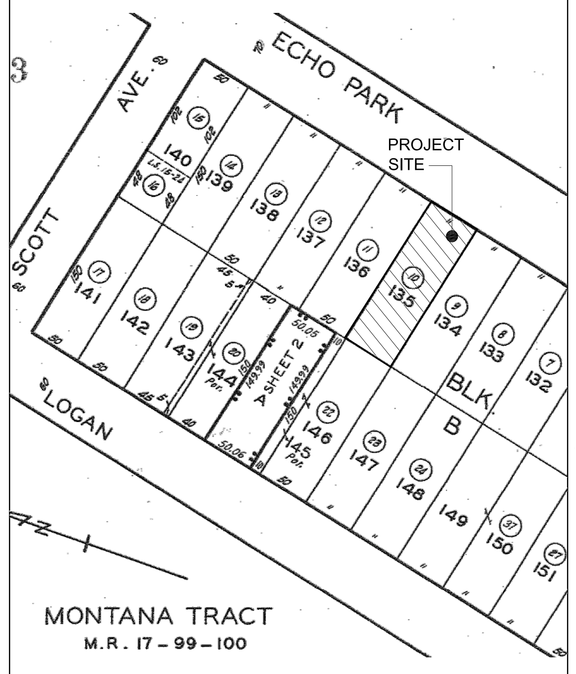
4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

NOT FOR CONSTRUCTION

VICINITY MAP



PROJECT SUMMARY

PROJECT LOCATION:	1449 NORTH ECHO PARK AVENUE, LOS ANGELES, CA 90026
LEGAL DESCRIPTION:	LOT 135, BLOCK B OF THE MONTANA TRACT IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGE 99/100 OF MAPS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.
ZONE:	[Q]C2-1VL
LOT DIMENSIONS:	50' X 150' (PER ZIMAS)
LOT AREA:	7,492.80 SF (PER ZIMAS)
DENSITY CALCULATION:	7,492.80 SF DIVIDED BY 400 (PER ZONING) = 18.7 = 19 UNITS USING TOC TIER 1: 50% X 19 UNITS = 9.5 UNITS= 10 UNITS GRAND TOTAL = 10 + 19 = 29 UNITS ALLOWABLE PROPOSING 27 UNITS AND 3 VERY LOW INCOME UNITS (11% OF TOTAL UNITS).
TOC INCENTIVES:	BASE INCENTIVES: 1. PARKING REDUCTION PER TIER 1 TO ALLOW .5 PER BEDROOM 2. FLOOR AREA RATIO TO ALLOW 2.75:1 PER TIER 1 ON MENU INCENTIVES: 1.RAS 3 YARDS TO ALLOW 5 FOOT SIDEYARDS AND 15 FOOT REAR YARD 2. HEIGHT AND NUMBER OF STORIES TO ALLOW 56 FEET (ONE ADDITIONAL STORY)
FAR CALCULATION:	LOT SIZE= 7,492.80 SF X 1.5: 11,239.20 SF (ALLOWABLE PER ZONING) 7,492.80 SF X 2.75: 20,605.20 SF (ALLOWABLE PER TIER 1 FAR BONUS) 14,249 SF (RESIDENTIAL) + 200 SF (COMMERCIAL) DIVIDED BY 7,492.80 SF = 1.9 1.9 FAR PROPOSED < 2.75 FAR ALLOWABLE
UNIT MIX:	27 STUDIO APARTMENTS
OCCUPANCY:	R-2 / S-2
TYPE OF CONSTRUCTION:	V-A / 1-A (APARTMENT/GARAGE)
NO. OF STORIES:	3 + ONE LEVEL ON GRADE GARAGE AND 1 LEVEL OF SUBTERRANEAN PARKING

PARKING SUMMARY

RESIDENCE REQUIRED PARKING PER TOC TIER 2:
.5 PER UNIT X 27 UNITS = 13.5 = 14

COMMERCIAL OFFICE REQUIRED PARKING:
1 PER 500 SF = 1 REQUIRED AND PROVIDED

TOTAL PROVIDED PARKING = 24

RESIDENTIAL REQUIRED BICYCLE PARKING:
TOTAL LONG TERM REQUIRED AND PROVIDED: 1 PER UNIT= 27
TOTAL SHORT TERM REQUIRED AND PROVIDED: 1 PER 10 UNITS (MIN. 2) = 3

COMMERCIAL REQUIRED BICYCLE PARKING:
TOTAL LONG TERM REQUIRED AND PROVIDED: 1 PER 5,000 SF (MIN. 2) = 2
TOTAL SHORT TERM REQUIRED AND PROVIDED: 1 PER 10,000 SF (MIN. 2) = 2

STANDARD RES. PARKING	COMPACT RES. PARKING	VAN ACC. PARKING	COMMERCIAL VAN ACC. PARKING	GUEST PARK'G.
22	0	1	1	0

UNIT SQUARE FOOTAGE

TYPE A, A.1	
FLOOR AREA	450 SF
TYPE A.2	
FLOOR AREA	440 SF
TYPE A.3	
FLOOR AREA	570 SF
TYPE A.4	
FLOOR AREA	560 SF
TYPE A.5	
FLOOR AREA	560 SF
TYPE B	
FLOOR AREA	440 SF
TYPE B.1	
FLOOR AREA	470 SF
TYPE B.2	
FLOOR AREA	600 SF
TYPE C	
FLOOR AREA	340 SF
TYPE C.1	
FLOOR AREA	400 SF
TYPE C.2	
FLOOR AREA	505 SF
TYPE D	
FLOOR AREA	370 SF
TYPE D.1	
FLOOR AREA	470 SF
TYPE E	
FLOOR AREA	420 SF
TYPE E.1	
FLOOR AREA	535 SF
TYPE F	
FLOOR AREA	450 SF
TYPE F.1	
FLOOR AREA	575 SF

FLOOR AREA PER BUILDING CODE

COMMERCIAL AREA:	B OCCUPANCY	210 SF
RESIDENTIAL LIVING AREA:		
SECOND FLOOR:	R-2 OCCUPANCY	5,000 SF
THIRD FLOOR:	R-2 OCCUPANCY	5,000 SF
FOURTH FLOOR:	R-2 OCCUPANCY	5,000 SF
MEZZANINE:	R-2 OCCUPANCY	1,105 SF
TOTAL RESIDENTIAL LIVING AREA:		16,105 SF
UPPER GARAGE (FIRST FLOOR):	S-2 OCCUPANCY	6,355 SF
LOWER GARAGE:	S-2 OCCUPANCY	7,110 SF

ZONING FLOOR AREA PER LAMC 12.03

	GROSS AREA OUT TO OUT BUILDING DIMENSION	AREA OF EXTERIOR WALLS	AREA OF STAIRS + ELEVATOR	AREA OF SHAFTS	ZONING CODE FLOOR AREA
FIRST FLOOR OFFICE	210 SF	10 SF	0 SF	0 SF	200 SF
SECOND FLOOR	5,000 SF	177 SF	415 SF	10 SF	4,398 SF
THIRD FLOOR	5,000 SF	177 SF	415 SF	10 SF	4,398 SF
FOURTH FLOOR	5,000 SF	177 SF	415 SF	10 SF	4,398 SF
MEZZANINE	1,105 SF	50 SF	0 SF	0 SF	1,055 SF
TOTAL	16,315 SF				14,449 SF

SHEET INDEX

ARCHITECTURAL

TS TITLE SHEET
AS.1 SURVEY
AS.2 ARCHITECTURAL SITE PLAN
OS.1 OPEN SPACE PLAN
A1.0 LOWER GARAGE PLAN
A1.1 UPPER GARAGE / FIRST FLOOR PLAN
A1.2 SECOND FLOOR PLAN
A1.3 THIRD FLOOR PLAN
A1.4 FOURTH FLOOR PLAN
A1.4M MEZZANINE PLAN
A2.1 ROOF PLAN
A3.1 EXTERIOR ELEVATIONS
A3.2 EXTERIOR ELEVATIONS
A3.3 EXTERIOR ELEVATIONS

PROJECT DIRECTORY

ARCHITECT

SAMMIE TABRIZI ARCHITECT
4419 TYRONE AVENUE
SHERMAN OAKS, CALIFORNIA 91423
P. (818) 489-6364

DEVELOPER

KENIHAN DEVELOPMENT
578 WASHINGTON BOULEVARD NO. 941
MARINA DEL REY, CALIFORNIA 90292

OPEN SPACE TABULATION

REQUIRED OPEN SPACE :	
27 UNITS WITH LESS THAN 3 HABITABLE ROOMS (STUDIOS)	27 X 100 = 2,700 S.F.
TOTAL	2,700 S.F.
PROVIDED OPEN SPACE :	
ROOF PATIO (675 SF LANDSCAPE)	3,610 S.F.
TOTAL	3,610 S.F.

CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY
DATE
DRAWN BY
JOB NUMBER

SHEET TITLE
TITLE SHEET

SHEET NUMBER
TS

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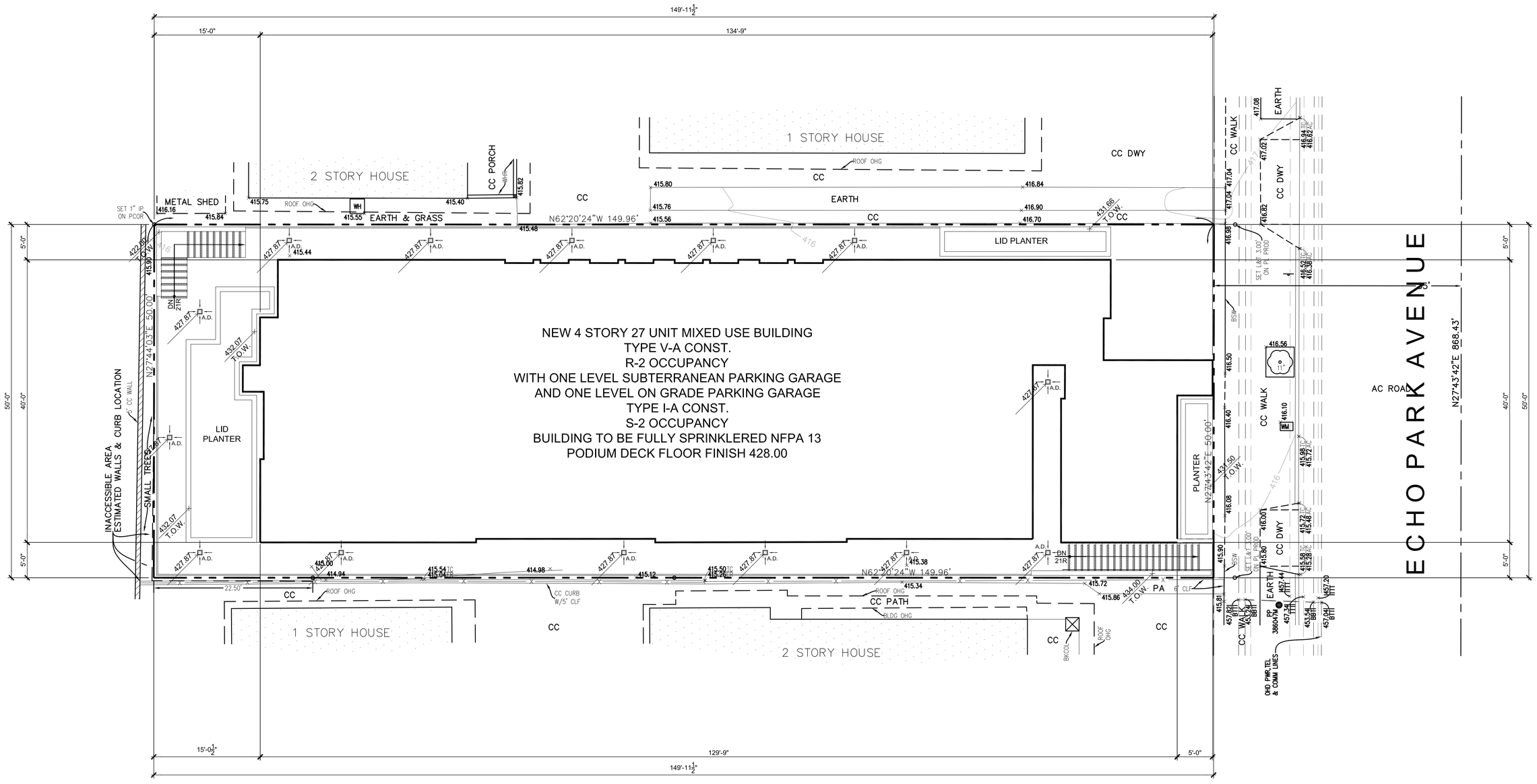

SITE PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

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REV.	BULLETIN	DATE	ISSUED FOR	DATE

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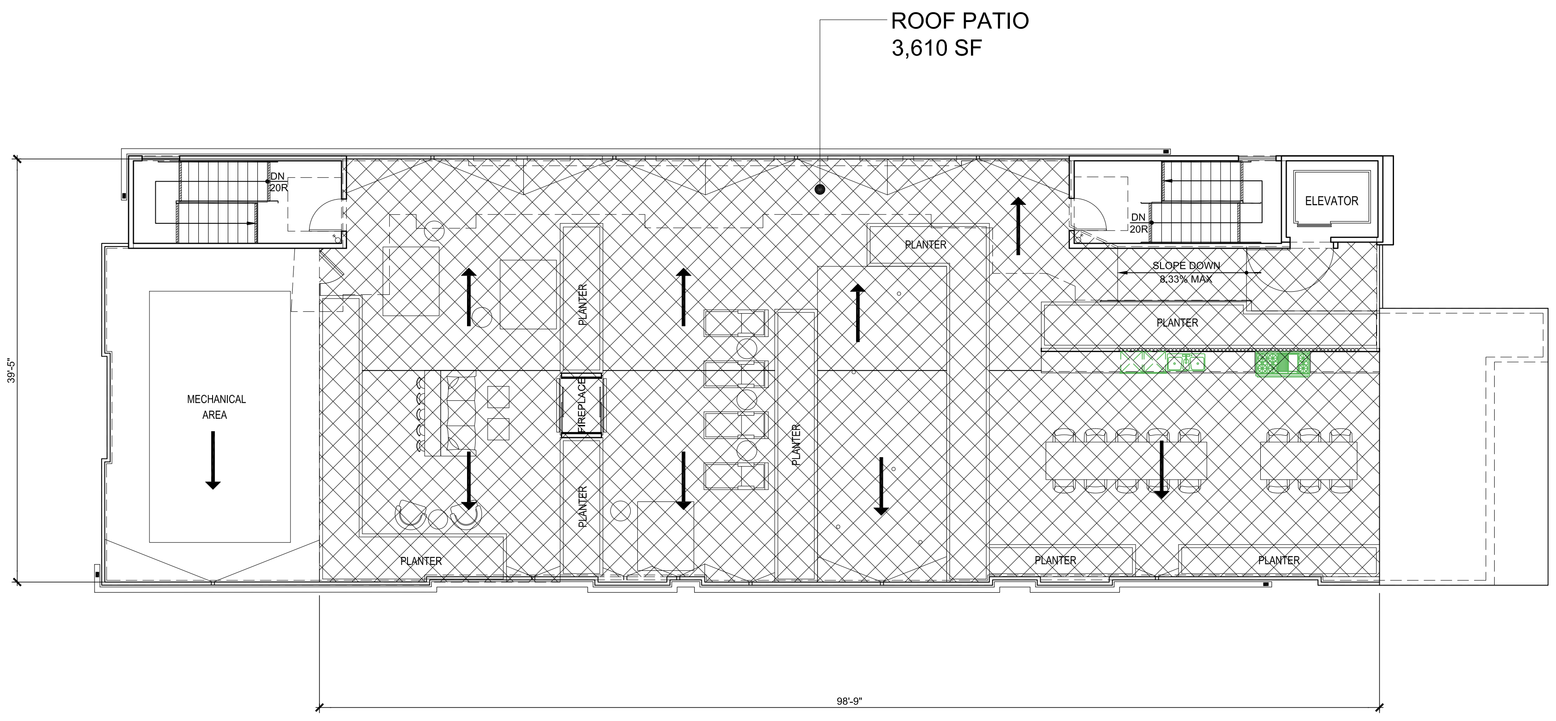
DRAWN BY | JOB NUMBER

SHEET TITLE
SITE PLAN

SHEET NUMBER AS.2



ROOF OPEN SPACE PLAN

SCALE: 1/8" = 1'-0"

OPEN SPACE TABULATION	
REQUIRED OPEN SPACE :	
27 UNITS WITH LESS THAN 3 HABITABLE ROOMS (STUDIOS)	27 X 100 = 2,700 S.F.
TOTAL	2,700 S.F.
PROVIDED OPEN SPACE :	
ROOF PATIO (675 SF LANDSCAPE)	3,610 S.F.
TOTAL	3,610 S.F.

SAMMIE TABRIZI ARCHITECT

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SHERMAN OAKS. CA. 91423

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE
OPEN SPACE PLAN

SHEET NUMBER
OS.1

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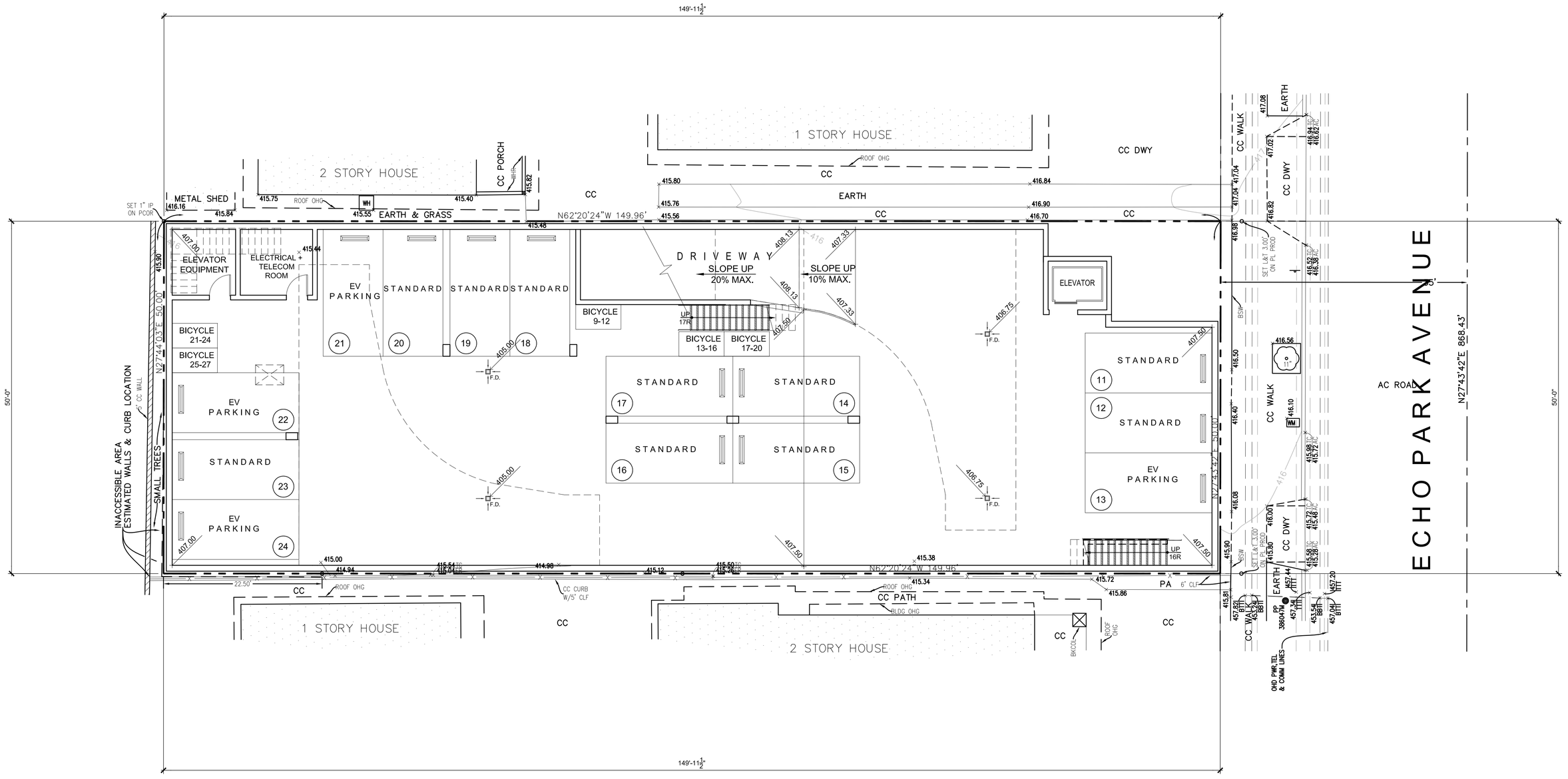


LOWER GARAGE PLAN

ACCESSIBLE BUILDING

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

NOT FOR CONSTRUCTION

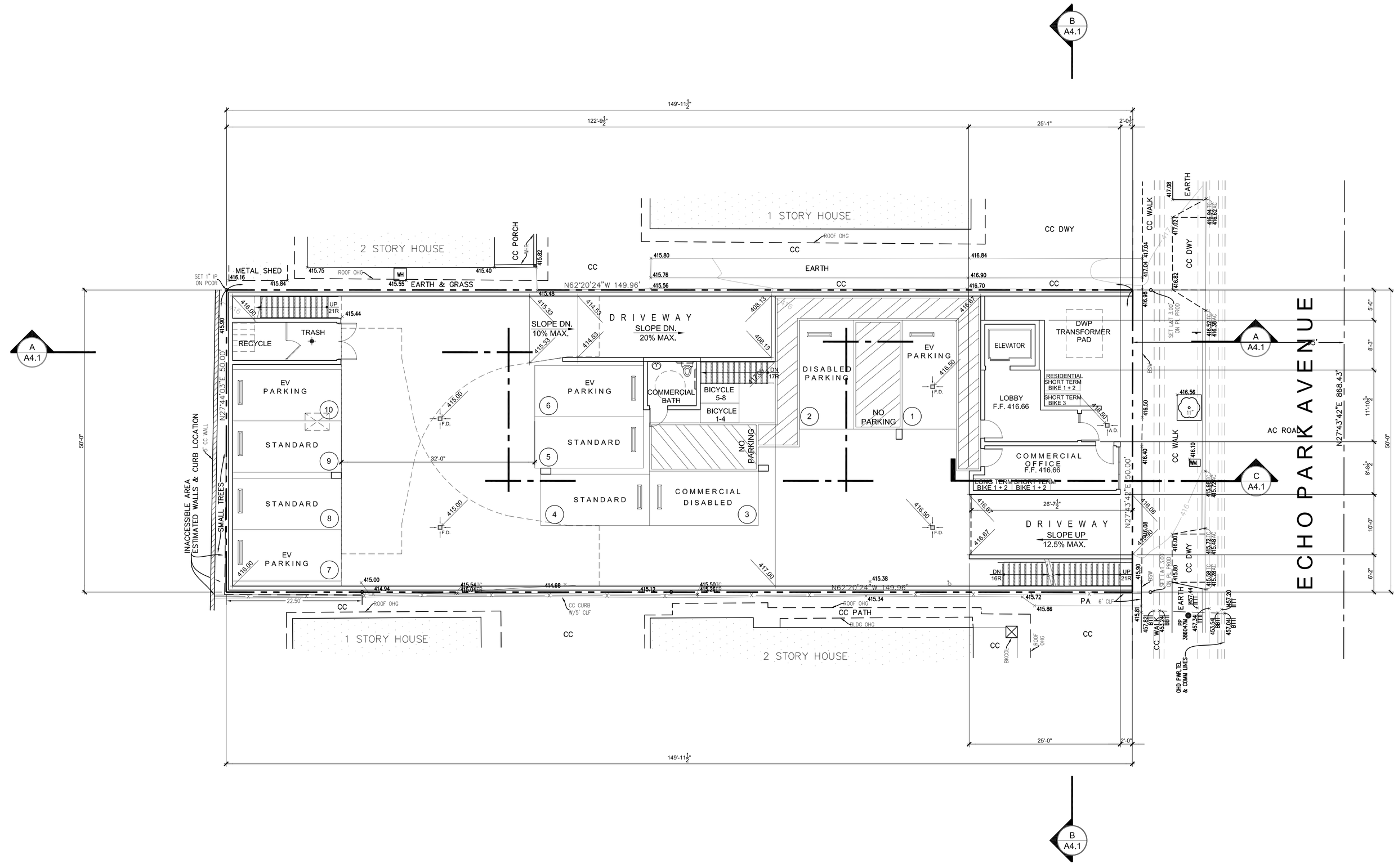
CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY
DATE
DRAWN BY
JOB NUMBER

SHEET TITLE
LOWER GARAGE FLOOR PLAN

SHEET NUMBER
A1.0

EXHIBIT "A"
Page No. 5 of 16
Case No. DIR-2020-1006-TOC-HCA



FIRST FLOOR / GARAGE PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE,
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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CONSTRUCTION			PRE-CONSTRUCTION	
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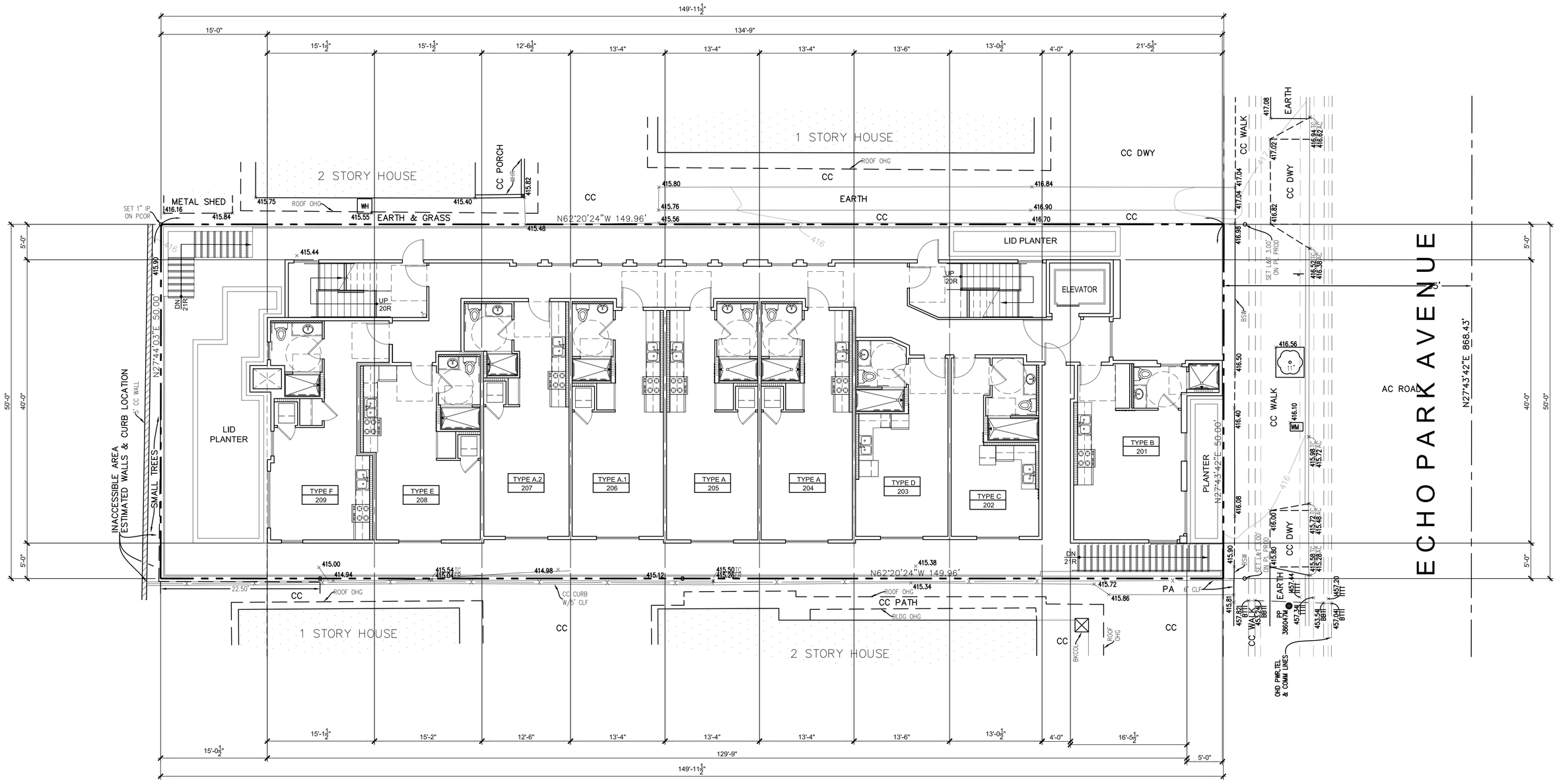
CHECKED BY
DRAWN BY
DATE
JOB NUMBER

SHEET TITLE
UPPER GARAGE / FIRST FLOOR PLAN

SHEET NUMBER A1.1

EXHIBIT "A"
Page No. 6 of 16
Case No. DIR-2020-1006-TOC-HCA



S E C O N D F L O O R P L A N

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

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MARINA DEL REY, CA 90292

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JOB NUMBER

SHEET TITLE
SECOND FLOOR PLAN

SHEET NUMBER
A1.2

EXHIBIT "A"
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Case No. DIR-2020-1006-TOC-HCA

THIRD FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
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MARINA DEL REY, CA 90292

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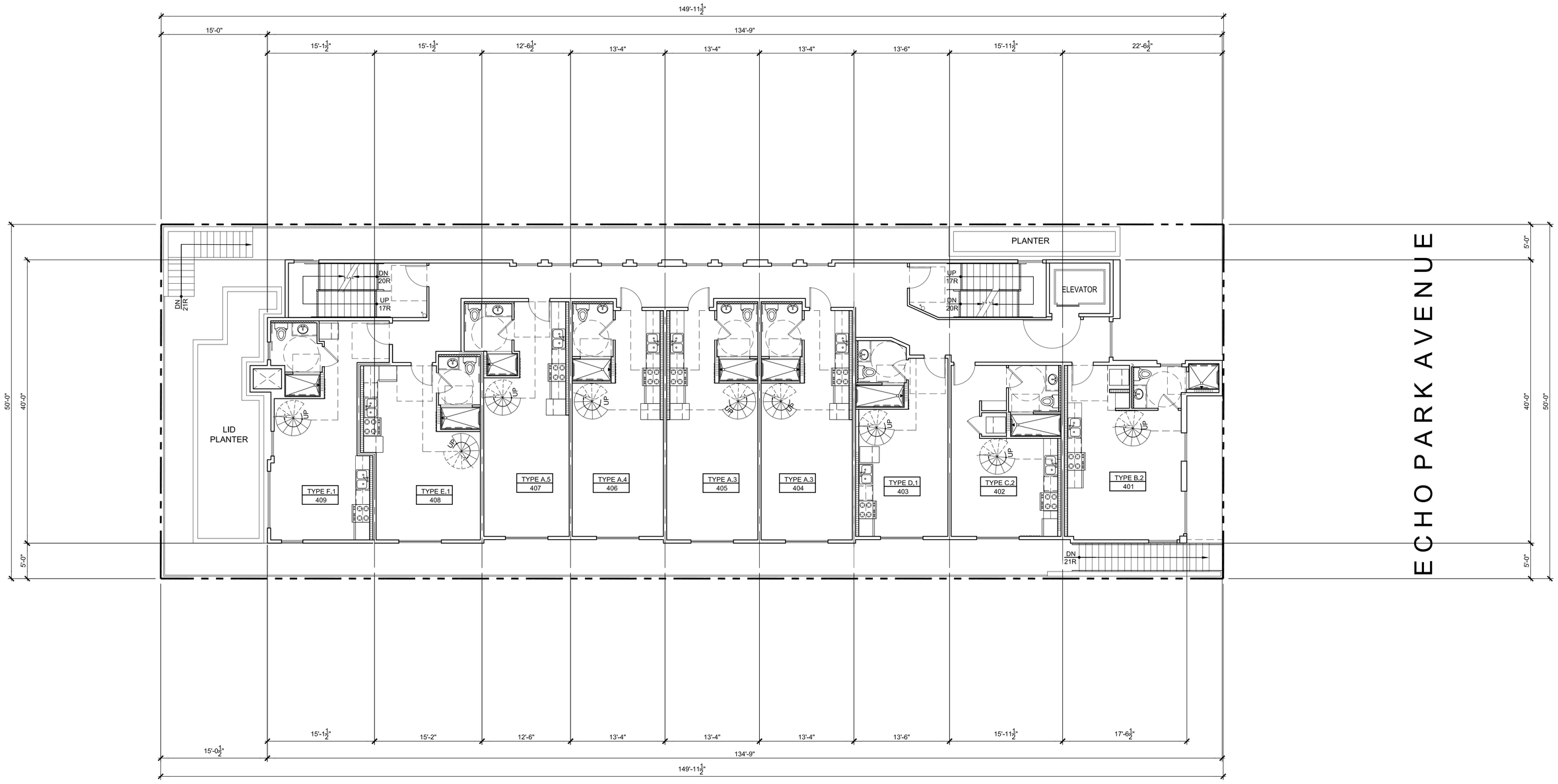
DATE
JOB NUMBER

SHEET TITLE
THIRD FLOOR PLAN

SHEET NUMBER A1.3

EXHIBIT "A"
Page No. 8 of 16
Case No. DIR-2020-1006-TOC-HCA



FOURTH FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
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578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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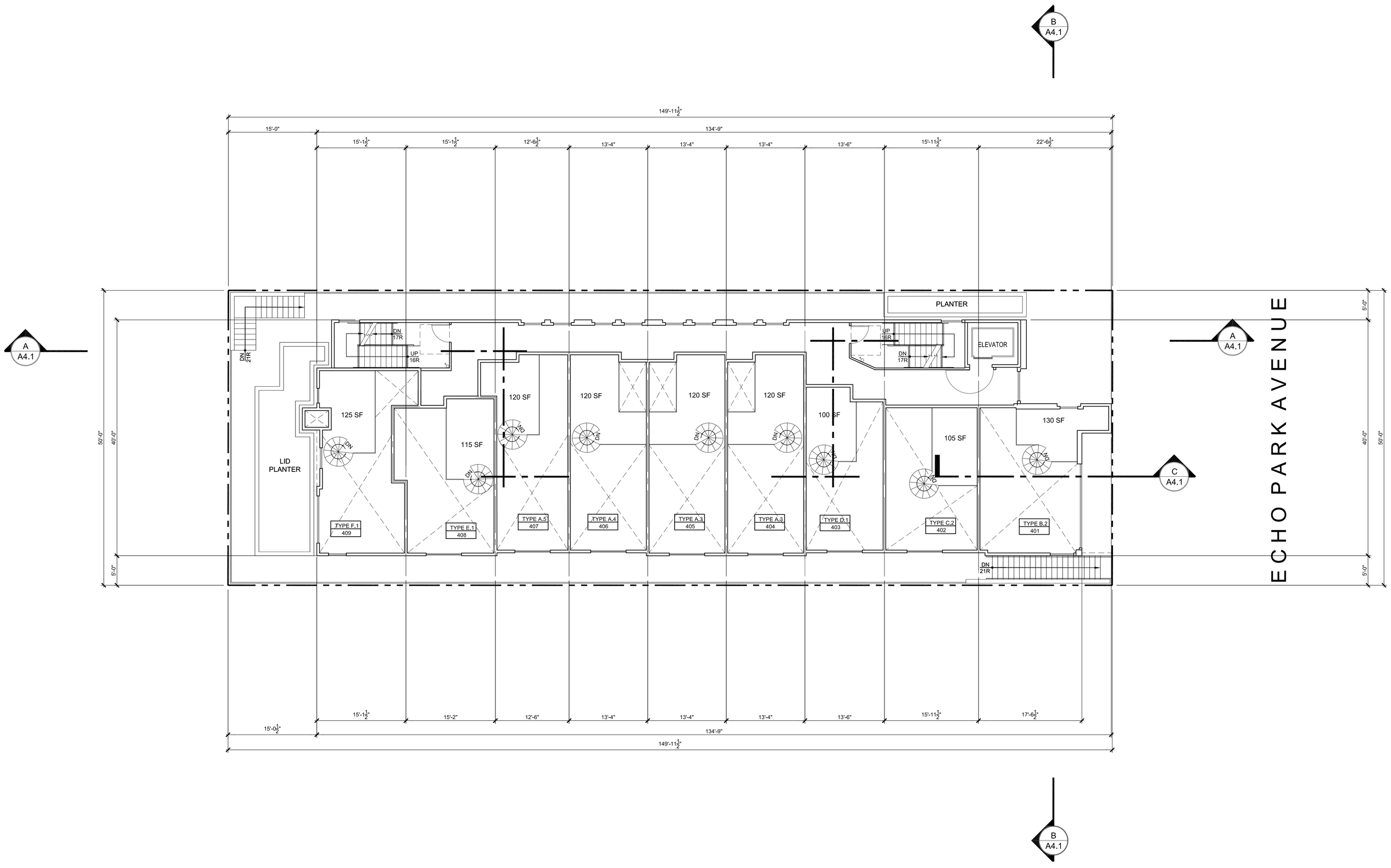
CHECKED BY
DRAWN BY
DATE
JOB NUMBER

SHEET TITLE
FOURTH FLOOR PLAN

SHEET NUMBER
A1.4

EXHIBIT "A"
Page No. 9 of 16
Case No. DIR-2020-1006-TOC-HCA



MEZZANINE FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
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1449 ECHO PARK AVENUE
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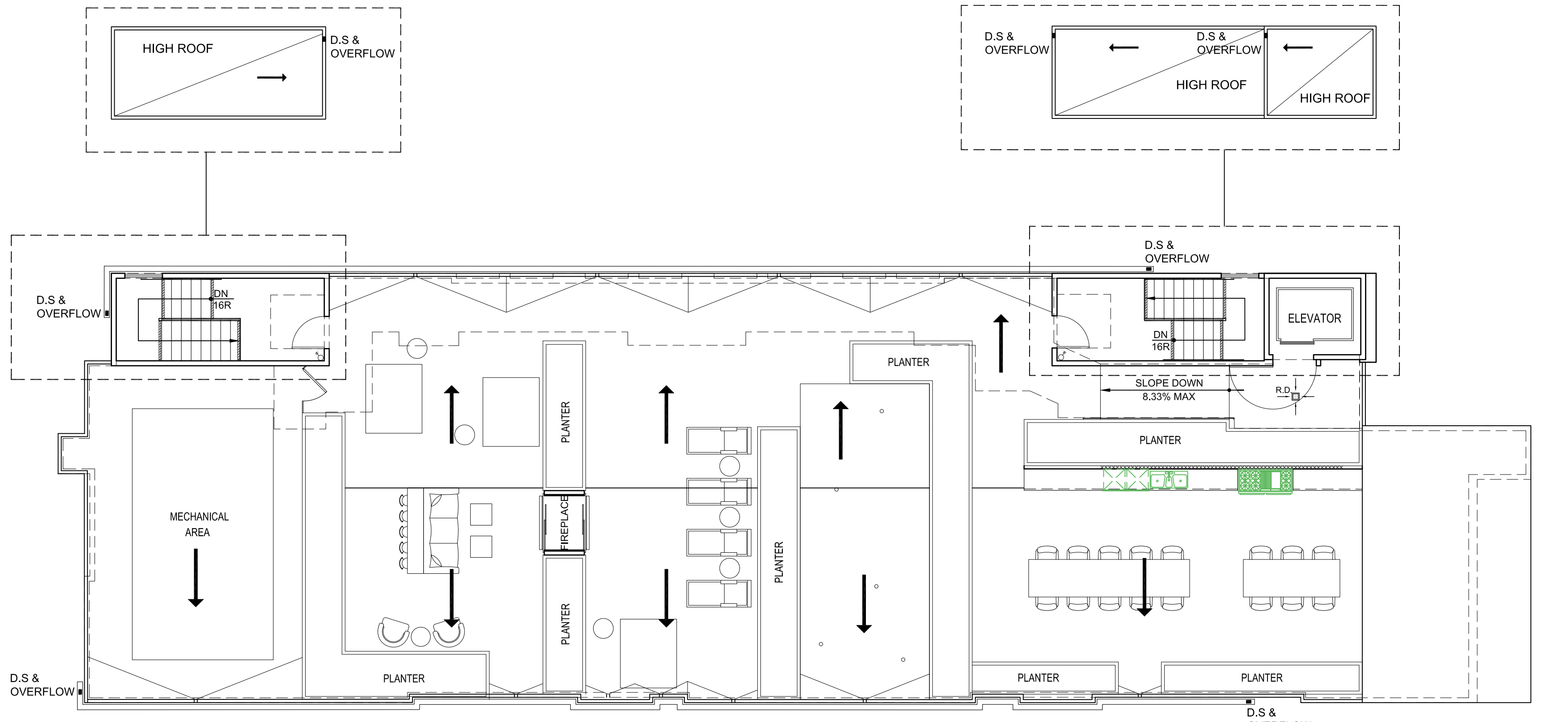
DRAWN BY | JOB NUMBER

SHEET TITLE
MEZZANINE FLOOR PLAN

SHEET NUMBER A1.4M



*SOLAR ZONE AREA NOT PROVIDED PER
LOS ANGELES GREEN CODE SECTION 110.10 EXCEPTION #4

EXCEPTION 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings meeting the following conditions:

A. All thermostats in each dwelling unit comply with Reference Joint Appendix JA5 and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency.

B. In each dwelling unit, comply with one of the following measures:

i. Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor; or

ii. Install a home automation system capable of, at a minimum, controlling the appliances and lighting of the dwelling and responding to demand response signals; or

iii. Install alternative plumbing piping to permit the discharge from the clothes washer and all showers and bathtubs to be used for an irrigation system in compliance with the *California Plumbing Code* and any applicable local ordinances; or

iv. Install a rainwater catchment system designed to comply with the *California Plumbing Code* and any applicable local ordinances, and that uses rainwater flowing from at least 65 percent of the available roof area.

ROOF PLAN

ACCESSIBLE BUILDING

SCALE: 1/8" = 1'-0"

NORTH

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
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578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

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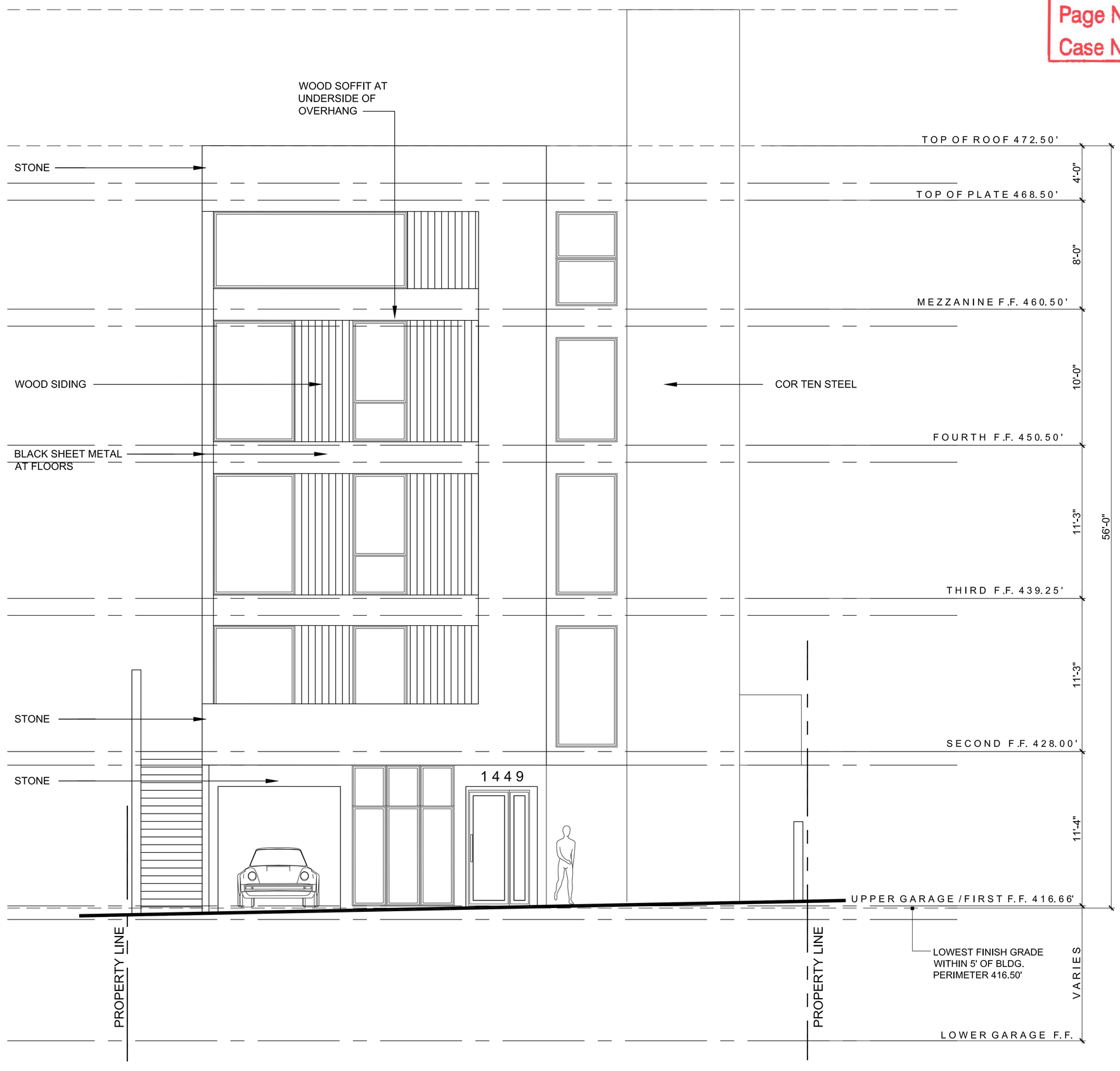
DATE
DRAWN BY
JOB NUMBER

SHEET TITLE
ROOF PLAN

SHEET NUMBER
A2.1



EAST ELEVATION

SCALE: 1/4" = 1'-0"

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

OWNER:
KENIHAN DEVELOPMENT
578 WASHINGTON BLVD #941
MARINA DEL REY, CA 90292

NOT FOR CONSTRUCTION

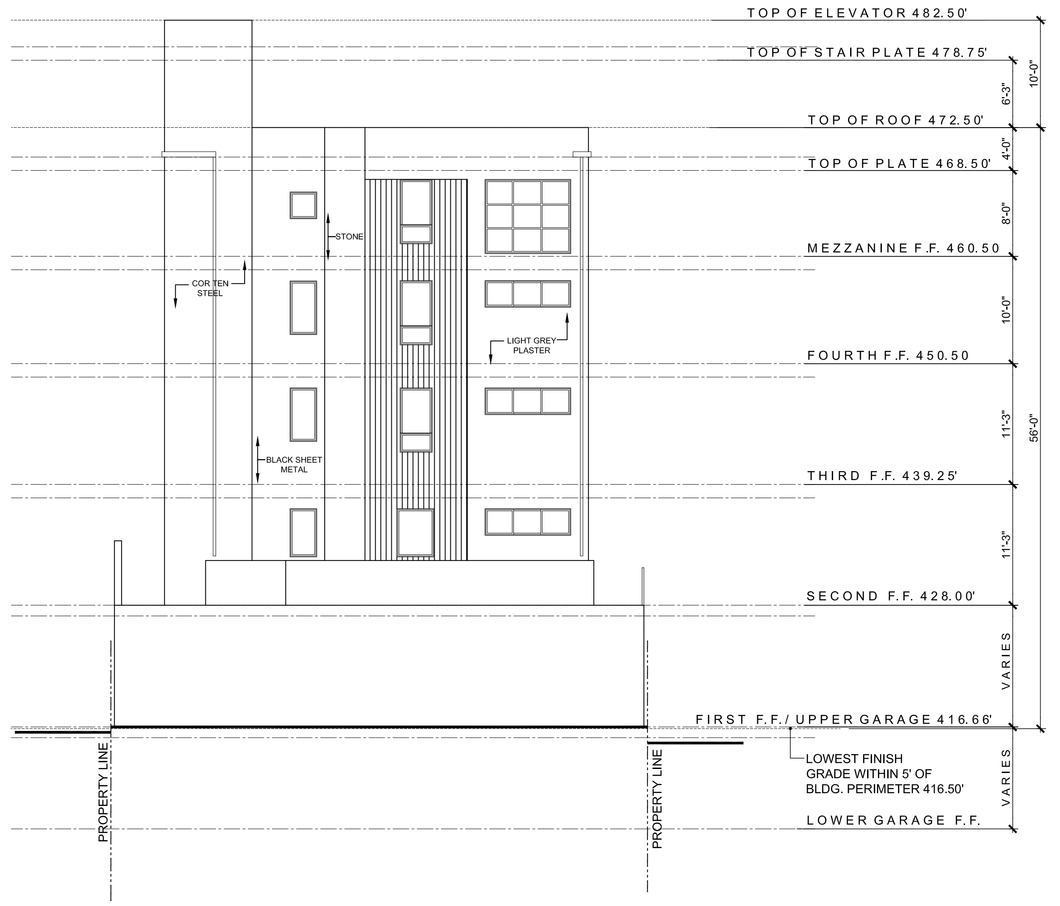
CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE
FRONT ELEVATION

SHEET NUMBER
A3.1

EXHIBIT "A"
Page No. 12 of 16
Case No. DIR-2020-1006-TOC-HCA



WEST ELEVATION

SCALE: 1/8" = 1'-0"

SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

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LOS ANGELES, CA 90026

OWNER:
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MARINA DEL REY, CA 90292

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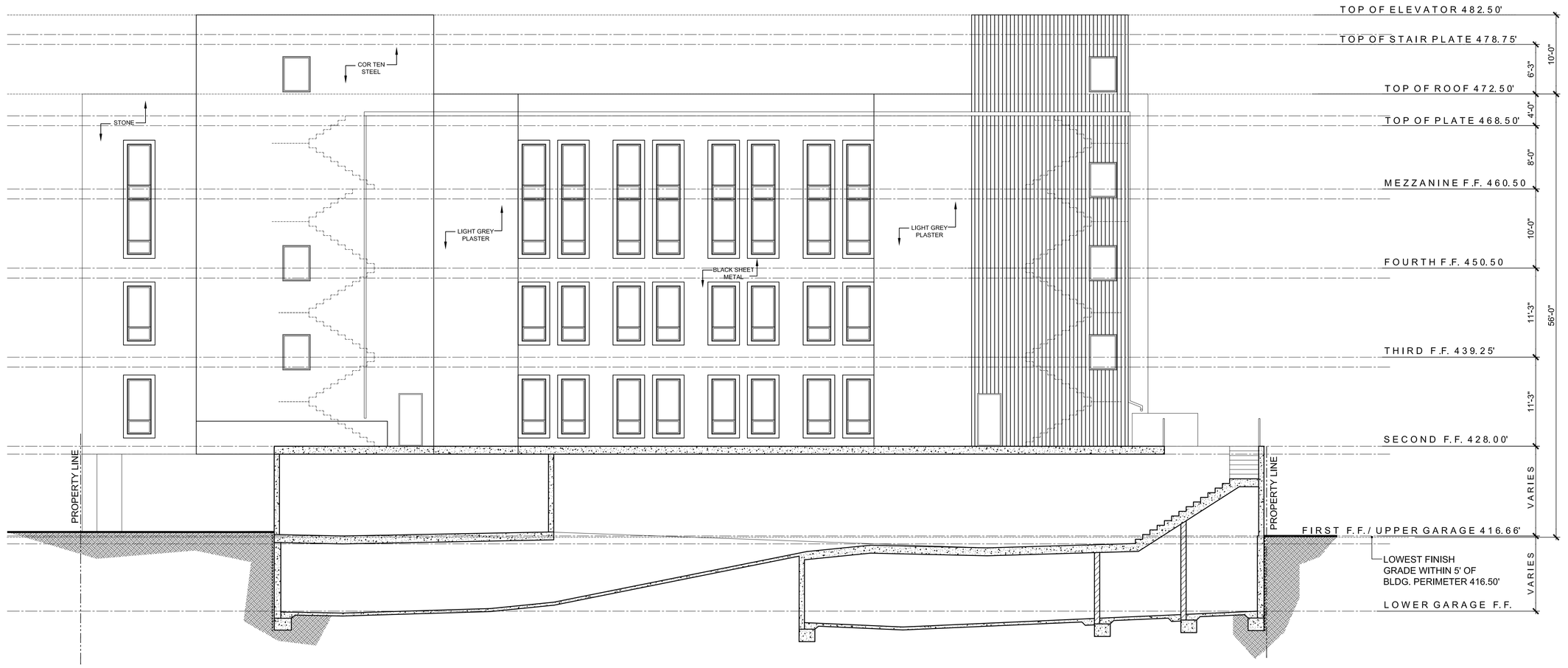
CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY
DATE
DRAWN BY
JOB NUMBER

SHEET TITLE
ELEVATIONS

SHEET NUMBER A3.2



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

EXHIBIT "A"
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Case No. DIR-2020-1006-TOC-HCA

SAMMIE TABRIZI ARCHITECT

4419 TYRONE AVENUE.
SHERMAN OAKS. CA. 91423

PROJECT:
27 UNIT APARTMENT BUILDING
1449 ECHO PARK AVENUE
LOS ANGELES, CA 90026

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SHEET TITLE
ELEVATIONS

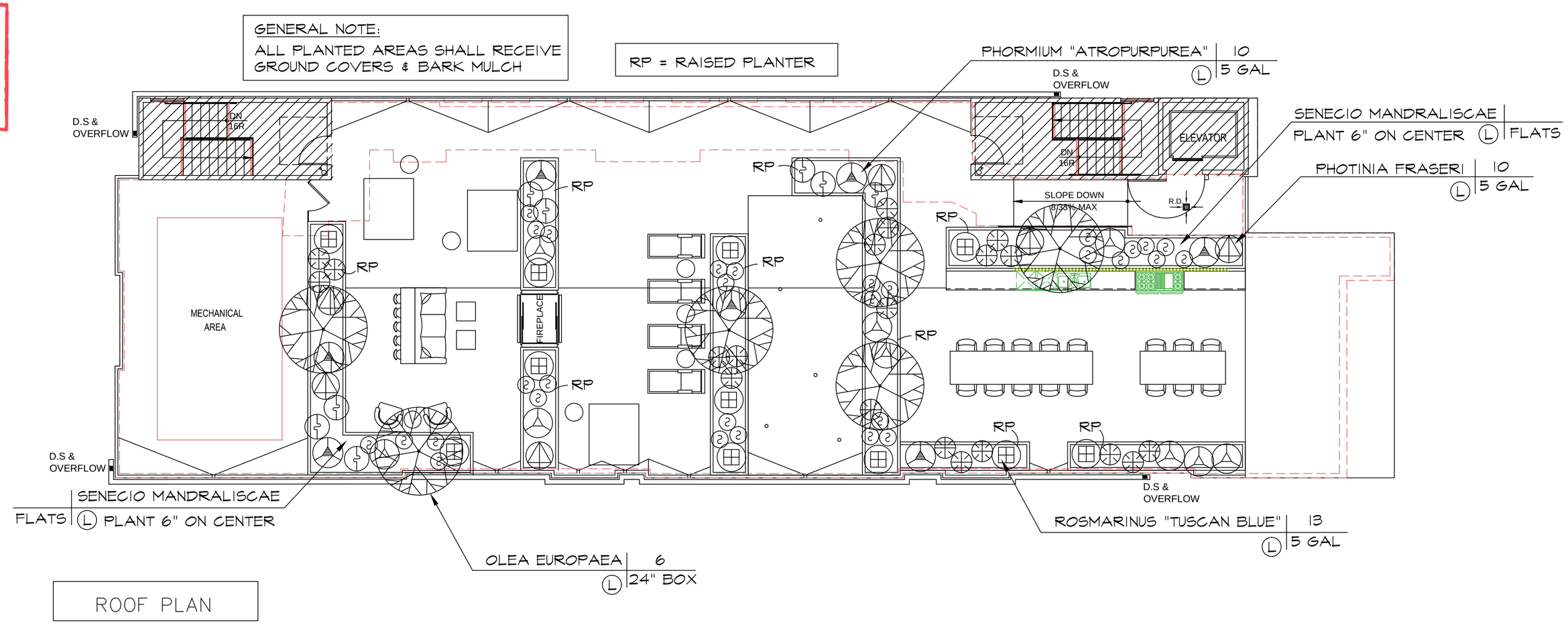
SHEET NUMBER
A3.3

EXHIBIT "A"
Page No. 14 of 16
Case No. DIR-2020-1006-TOC-HCA

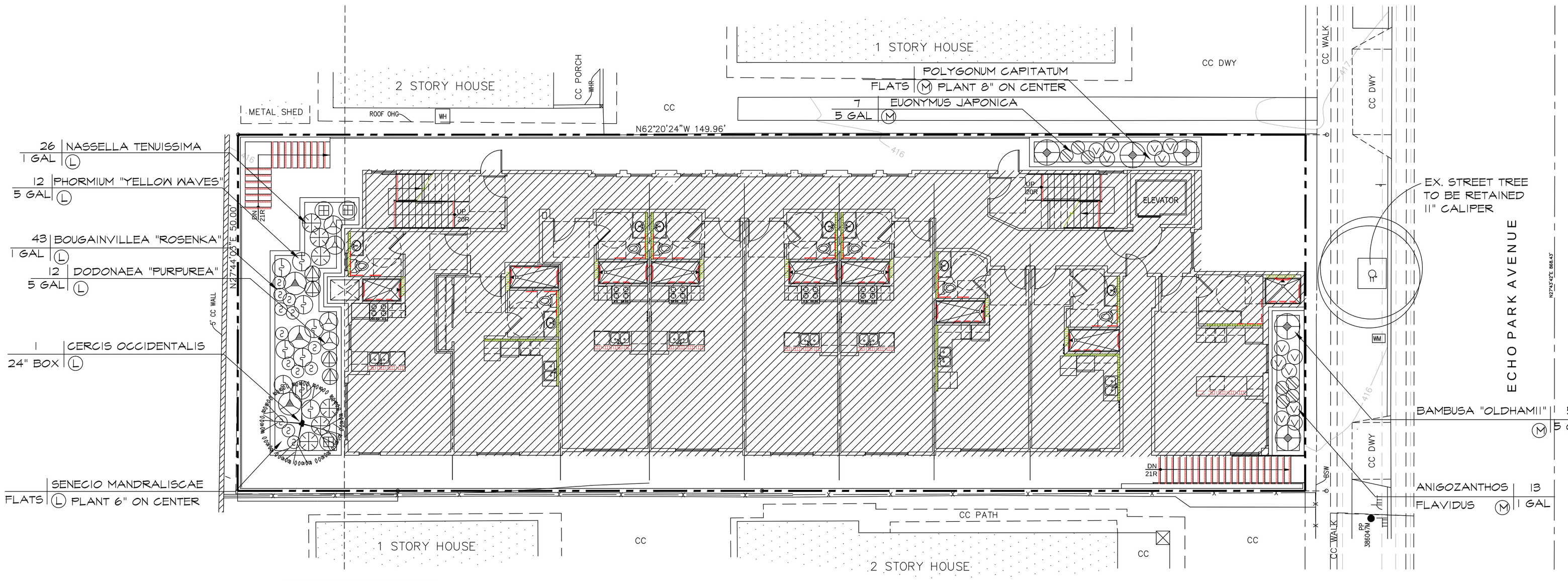
EXHIBIT "A"
Page No. 15 of 16
Case No. DIR-2020-1006-TOC-HCA

GENERAL NOTE:
ALL PLANTED AREAS SHALL RECEIVE GROUND COVERS & BARK MULCH

RP = RAISED PLANTER



ROOF PLAN



2ND FLOOR PLAN

REFER TO DWG L-4 FOR PLANTING LEGEND, SPECIFICATIONS & NOTES

REFER TO DWG L-1 FOR IRRIGATION PLAN

REFER TO DWG L-5 FOR PLANTING DETAILS

PLAN NORTH

SCALE: 1/8" = 1'-0"

0 4 8 16 24

Wynn Landscape Architects, Inc.
192 Cherokee
Topanga
CA 90290
Tel: 310-455-4245
Fax: 310-455-4269

Client:

KENIHAN DEVELOPMENT
HUNTER KENIHAN

Project:

1449 ECHO PARK
LOS ANGELES
CA 90026

LICENSED LANDSCAPE ARCHITECT
CHRISTOPHER DONALD WINN NO. 3867
SIGNATURE
2/28/23
RENEWAL DATE
5/19/21
DATE SIGNED
STATE OF CALIFORNIA

Delta	Date	Description	By

Revisions:

Date: 5/19/21

Scale:

Drawing Title:

PLANTING PLAN

Sheet No:
L-3

PLANTING SPECIFICATIONS

1. The Contractor shall be responsible for planting all plant material as shown on the drawings.

2. All plant materials shall be approved by the Owner or his assigned representative on the site prior to planting. Plants shall be supplied with nursery tags attached. Multi-trunk trees, where specified, shall consist of a minimum of three trunks growing from a single crown. Make-ups are not acceptable. Any substitutions must be approved by the Owner prior to shipment of plants to the job site. The Contractor shall assume full responsibility for the performance of substituted varieties.

3. The Contractor shall submit color photographs of all plant material 15 gallon size and larger to the Landscape Architect for preliminary approval. Include a typewritten list indicating nurseries where plants may be inspected, including phone numbers and person to contact.

4. The Contractor shall perform water percolation tests prior to installing any plant material. Conduct a minimum of 12 tests at different locations distributed throughout the entire site, as approved by the Landscape Architect. Dig holes 3 feet by 3 feet by minimum 30 inches deep, fill with water and allow to completely drain. Refill with water and observe rate of drop over a minimum 24-hour period. Report results to the Landscape Architect. If any hole fails to drain less than one inch per hour over a 24-hour period, do not proceed with any planting without further direction from the Landscape Architect.

5. The work of this contract includes import of landscape topsoil fill for planters on grade. Soil fill for planters on grade shall be a natural, friable, sandy loam topsoil; free from sticks, stones, foreign matter, alkali, or other harmful substances. It shall have an electrical conductivity of less than 4.0 millimhos per centimeter measured on the saturation extract. It shall have a sodium adsorption ratio of less than 5 as measured on the saturation extract. Boron in the saturation extract shall be less than one part per million. Particle size shall be such that a minimum of 50% of the topsoil is sand, and not more than 35% is silt, by the USDA classification. Submit soils analysis to the Owner for verification. Topsoil shall be installed to achieve relative grades shown on the drawings, and shall be compacted to a dry density of 85% to 90%.

6. In all planting areas on grade, add the following amendments per each 1,000 square feet and rototill to a depth of 6":

   4 cu yd. nitrolized sawdust
   2 lb. soil sulfur
   1 lb. iron sulfate
   8 lb. 12-12-12 fertilizer

7. Plant pits for all shrubs and trees shall be dug to a minimum width of 2 times the container diameter and 1-1/2 times the container depth. Plants shall be set so that the root crown is equal to or up to 1" higher than existing soil grade. Do not allow root crowns to be lower than the surrounding grade.

8. Backfill for plant pits on grade shall be:

   6 parts by volume site soil
   4 parts by volume nitrolized sawdust
   2 lb. / cu. yd. 12-12-12 fertilizer
   1 lb. / cu. yd. soil sulfur
   1/2 lb. / cu. yd. iron sulfate

9. Rake and smooth grade all planting areas, maintaining proper drainage. Remove all surface stones larger than 1" diameter from shrub areas and all stones larger than 1/2" diameter from lawn areas.

10. Sod for turf areas shall be "Marathon" fescue and shall be guaranteed to be sound, healthy, vigorous, and free from scars, markings, weed seed, plant disease, and insects or their eggs. All sod shall be freshly cut and shall be fully protected from damage or drying in transit or after delivery. All sod shall be installed within 24 hours after being cut.

11. Stake or guy all trees as necessary for support and wind protection, and as shown on the drawings. The Contractor shall be responsible for replacement of any tree damaged by wind during the 12 month guarantee period.

12. All trees shall be staked or guyed as detailed, and nursery stakes shall be removed. All trees in lawn areas shall be installed with "Arborguard" type trunk protectors.

13. After completion of planting, apply a general purpose pre-emergence herbicide such as "Treflan" or equal to all shrub and groundcover areas. Do not allow spray to drift over lawn area.

14. Upon completion of work, restore ground surfaces to required elevations and remove and properly dispose of excess materials, soil and rock, and all debris from the site to the satisfaction of the Owner.

15. Upon completion of work, participate in a pre-maintenance inspection with the Owner.

16. The Contractor shall provide, as part of this contract, 90 days landscape maintenance. Maintenance shall include care and adjustment of the irrigation system to assure proper watering of plants and lawn. Maintenance shall also consist of weeding, cultivation of planter beds, mowing and edging of lawns, pruning of trees and shrubs, insect and pest control, replacement of dead plant materials at no additional cost to the Owner, and general site clean-up. At the completion of the maintenance period, the Contractor shall apply one application of 16-6-8 fertilizer at the rate of 6 lbs. / 1000 sq. ft. to all planting areas including lawns and groundcover areas.

17. At the end of the maintenance period, the Contractor shall request and participate in a final inspection with the Owner.

18. All trees shall be guaranteed for a period of one year from the date of final acceptance by the Owner. All shrubs and groundcovers shall be guaranteed for a period of ninety days from the date of final acceptance by the Owner.

PLANT MATERIAL LEGEND

	SYMB	BOTANICAL NAME	COMMON NAME	PF	QTY.	SIZE	HT.	WID.	NOTES	DET.
TREES		EX. STREET TREE TO BE RETAINED							11" CALIPER	
		CERCIS OCCIDENTALIS	WESTERN REDBUD	L	1	24" BOX	9'-11'	4'-5'		3
		OLEA EUROPAEA	OLIVE TREE	L	6	24" BOX	7'-9'	3'-4'		3
G.C.	AS NOTED	POLYGONUM CAPITATUM	KNOTWEED	M		FLATS			PLANT 8" ON CENTER	
	AS NOTED	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L		FLATS			PLANT 6" ON CENTER	

	SYMB	BOTANICAL NAME	COMMON NAME	PF	QTY.	SIZE	NOTES	DET.
SHRUBS		ANIGOZANTHOS FLAVIDUS	KANGAROO PAWS	M	13	1 GAL		4
		BAMBUSA "OLDHAMII"		M	5	5 GAL		4
		BOUGAINVILLEA "ROSENKA"		L	43	1 GAL		4
		DODONAEA "PURPUREA"		L	12	5 GAL		4
		EUONYMUS JAPONICA		M	7	5 GAL		4
		NASSELLA TENUISSIMA	MEXICAN FEATHER GRASS	L	26	1 GAL		4
		PHORMIUM "ATROPURPUREA"		L	10	5 GAL		4
		PHORMIUM "YELLOW WAVES"		L	12	5 GAL		4
		PHOTINIA FRASERI		L	10	5 GAL		4
		ROSMARINUS "TUSCAN BLUE"		L	13	5 GAL		4

PLANTING NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PLANTING ALL PLANT MATERIALS PER THESE PLANS, DETAILS, AND SPECIFICATIONS. PLANT QUANTITIES SHOWN ON LEGEND ARE FOR ESTIMATING PURPOSES ONLY AND ARE NOT GUARANTEED. CONTRACTOR SHALL SUPPLY AND INSTALL QUANTITIES AS DRAWN ON THE PLANS.

2. LOCATION APPROVAL FOR ALL TREES AND SHRUBS SHALL BE OBTAINED FROM THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATION OF PLANT PITS. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO RELOCATE PLANT MATERIAL WITHOUT ADDITIONAL COST TO THE OWNER.

3. THE LANDSCAPE ARCHITECT SHALL INSPECT AND APPROVE ALL PLANT MATERIAL PRIOR TO PLANTING AT THE SITE.

4. ALL TREES SHALL BE STAKED OR GUYED AS PER PLANT LEGEND AND DETAILS.

5. MULTI-TRUNK TREES WHERE SPECIFIED SHALL CONSIST OF A MINIMUM OF THREE TRUNKS OF APPROXIMATELY EQUAL DIAMETER ALL BRANCHING FROM A SINGLE ROOT CROWN. MAKE-UP MULTI'S WILL NOT BE ACCEPTED.

6. ALL PLANTING AREAS INCLUDING LAWN AREAS ARE TO BE TILLED AND AMENDED PER SPECIFICATIONS.

7. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE LANDSCAPE ARCHITECT FOR ALL HEADER LAYOUTS PRIOR TO INSTALLATION. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO RELOCATE ANY HEADER LAYOUT PRIOR TO APPROVAL WITHOUT ADDITIONAL COST TO THE OWNER.

8. ABBREVIATIONS USED:

D – PENNY	MAX – MAXIMUM
O – DIAMETER	O. C. – ON CENTER
GAL – GALLON	RWD – REDWOOD
GALV – GALVANIZED	TYP – TYPICAL
MIN – MINIMUM	W/ – WITH

PLANTING SPECIFICATION FOR RAISED PLANTERS OVER STRUCTURE

1. The Contractor shall furnish and install a gravel drainage course, filter fabric and lightweight soil mix for all planters not on grade. Prior to installation, verify that all required waterproofing and drainage provisions have been properly installed.

2. Light weight soil mix shall consist of the following:

   35% by volume raw redwood sawdust
   25% by volume peat moss
   45% by volume washed nursery sand
   1 lb./cu.yd Potassium nitrate
   2.5 lb./cu.yd single superphosphate
   5 lb./cu.yd Dolomite lime
   5 lb./cu.yd Calcium Carbonate Lime
   1/2 lb./cu.yd Iron sulfate
   2 lb./cu.yd 38-0-0 urea

3. Contractor may propose an alternate proprietary light weight soil mix, especially formulated for this purpose, for the approval of the Owner or his representative. Alternate mixes must contain sufficient quantity of ground bark and inert material to prevent excessive soil decomposition and volume collapse.

4. Light weight soil mix shall be flood compacted in all raised planters, and shall be mounded in planters to anticipate soil shrinkage. Obtain approval of light weight soil mounding from the Owner or his representative, prior to installing plant materials.

5. Backfill for all plant pits on structure shall be lightweight soil mix, supplemented with Agriform 21 planting tablets at the rate recommended by the manufacturer.

EXHIBIT "A"
Page No. 16 of 16
Case No. DIR-2020-1006-TOC-HCA

Wynn Landscape Architects, Inc.
192 Cherokee
Topanga
CA 90290
Tel: 310-455-4245
Fax: 310-455-4269

Client:

KENIHAN DEVELOPMENT
HUNTER KENIHAN

Project:

1449 ECHO PARK
LOS ANGELES
CA 90026

LICENSED LANDSCAPE ARCHITECT
CHRISTOPHER DONALD WINN
No. 5967
SIGNATURE
2/28/23
RENEWAL DATE
5/19/21
DATE SIGNED
STATE OF CALIFORNIA

Delta	Date	Description	By

Revisions:

Date: 5/19/21

Scale:

Drawing Title:

PLANTING LEGEND, SPECIFICATIONS & NOTES

Sheet No:
L-4

COVID-19 UPDATE
Interim Appeal Filing Procedures
Fall 2020

LOS ANGELES CITY PLANNING

Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. **Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment**. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/and or phone to:
- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

Exhibit D

Environmental Clearance

Exhibit B.1: Class 32 Exemption

Exhibit B.2: Air Quality Study

Exhibit B.3: Noise Study

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2020-1006-TOC-HCA

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2020-1007-CE
PROJECT TITLE 1451,1449, 1451 ½ North Echo Park Avenue	COUNCIL DISTRICT 13

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
1451,1449, 1451 ½ North Echo Park Avenue

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
The project proposes demolition of an existing two-story triplex, and the construction, use, and maintenance of a new mixed-use building with 27 dwelling units over approximately 210 square feet of ground floor commercial space. Two of the units are reserved for Very Low Income Households and one is reserved for Extremely Low Income Households. The proposed building is 56-feet in height and four stories plus one mezzanine level. Parking is located at-grade and within one subterranean level. The proposed building will encompass approximately 14,449 square feet in total building area. The project proposes 24 automobile parking spaces. The project includes any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 2,800 cubic yards of dirt will be exported), haul route, street tree removal, on-site tree removal, and building permits.

NAME OF APPLICANT / OWNER:
1449 Echo Park, LLC c/o Hunter Kenihan

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Matthew Hayden, Hayden Planning	310-614-2964

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Renata Ooms	City Planning Associate

ENTITLEMENTS APPROVED
Transit Oriented Communities

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
$24,558.88	0302175075	

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
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February 10, 2022

1449 Echo Park, LLC (O)(A)
c/o Hunter Kenihan
578 Washington Boulevard, Suite 941
Marina Del Rey, CA 90292

Matthew Hayden (R)
Hayden Planning
10100 West Venice Boulevard
Los Angeles, CA 90232

RE: Case No.DIR-2020-1006-TOC-HCA
CEQA: ENV-2020-1007-CE
Location:1451,1449, 1451 ½ North Echo Park Avenue
Council District: 13 – Mitch O'Farrell
Neighborhood Council: Echo Park
Community Plan Area: Silverlake-Echo Park-Elysian Valley
Land Use Designation: Community Commercial
Zone: [Q]C2-1VL
Legal Description: Lot 135, Block B, Montana Tract

RE: ENV-2020-1007-CE (Categorical Exemption - Class 32)

The project site consists of one interior lot encompassing approximately 7,492 square feet of lot area located at 1449 Echo Park Avenue in the Echo Park neighborhood of Los Angeles. The site is currently developed with two buildings and one detached garage and a total of three dwelling units. The project site has a street frontage of approximately 50 feet along the westerly side of Echo Park Avenue. The subject site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan Area and is zoned [Q]C2-1VL with a corresponding land use designation of Community Commercial. The Permanent "Q" Qualified Condition, established pursuant to Ordinance Number 176,825, limits the allowable uses to those permitted in the C2 Zone, except that automotive uses are prohibited. The Q Qualified Condition also requires structures be built to the front property line except when the setback area is used for landscaping, plazas, courtyards, outdoor dining, or other publicly accessible, open space uses. The Q further requires parking be located underground or to the rear of the lot. The subject property is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452), within a fault zone (Upper Elysian Park), and a liquefaction area. The property is not within the boundaries of any specific plan, community design overlay, or interim control ordinance.

The project proposes the demolition of an existing two-story triplex, and the construction, use, and maintenance of a new mixed-use building with 27 dwelling units over approximately 210 square feet of ground floor commercial space. All 27 units will be studio units with two of the units reserved for Very Low Income Households and one reserved for Extremely Low Income Households. The proposed building is 56-feet in height and four stories plus one mezzanine level. Parking is located at-grade and within one subterranean level. The proposed building will encompass approximately 14,449 square feet in total building area, resulting in a Floor Area Ratio

(FAR) of approximately 1.9 to 1. The project proposes to provide 23 residential automobile parking spaces and one (1) commercial parking space for a total of 24 automobile parking spaces. Additionally, the project proposes 29 long-term bicycle parking and five (5) short-term bicycle parking spaces. A total of 3,610 square feet of open space will be provided on a roof patio. The project will maintain a zero-foot front yard, five-foot side yards, and a 15-foot rear year.

The proposed project is consistent with the applicable general plan designation, policies, and zoning designations. The subject property is located within the Silver Lake – Echo Park – Elysian Valley Community Plan Area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Community Commercial, corresponding to the C2 Zone. The subject property is zoned [Q]C2-1VL and is thus consistent with the existing land use designation. Mixed-use residential and commercial buildings are permitted in the [Q]C2-1VL zone. The project complies with the Q qualified condition, established pursuant to Ordinance Number 176,825, which prohibits automotive uses; requires structures be built to the front property line except when setback area is used for landscaping or other publicly accessible, open space uses; and requires parking be located underground or to the rear of the lot. The subject property is within a Transit Priority Area in the City of Los Angeles (ZA-2452). The site is not located within the boundaries, or subject to, any specific plan, community design overlay, or interim control ordinance.

The proposed project is located within ½-mile of a Major Transit Stop. The Metro Rapid Line 704 and the LADOT DASH Pico Union-Echo Park both have stops at the intersection of Echo Park Avenue and Sunset Boulevard, 900 feet south of the project site. Although the site qualifies for Tier 2 incentives, the proposed project is seeking only Tier 1 incentives as it proposes to set aside 11 percent of the total number of units for Very Low and Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program. In addition, the project will set aside more than 10 percent of the base number of units for Very Low and Extremely Low Income Households and thus the project is entitled to two (2) Additional Incentives.

The proposed project includes the following Base and Additional Incentives for a qualifying Tier 1 Project:

<u>Tier 1 Base Incentives:</u>

a. **Density:** The C2 zone establishes a by-right density ratio of one (1) dwelling unit per 400 square feet of lot area. The subject site's C2 Zone permits a base density of 18 units by-right. This is calculated by dividing the sum of the property's R4 zone lot area, 7,492 square feet, by 400. As an eligible Housing Development, the project is entitled to up to a 50 percent density increase for a maximum of 31 total units. The project proposes a 40 percent density increase for a total of 27 units.

b. **Floor Area Ratio (FAR):** The permitted FAR is 1.5 to 1 in the [Q]C2-1VL Zone. As an eligible Housing Development in a commercial zone, the project is entitled to additional FAR up to a maximum FAR of 2.75 to 1 which is equal to a maximum floor area of 20,605 square feet. As proposed, the project has total floor area of 14,449 square feet for an FAR of 1.9 to 1.

c. **Parking:** As an Eligible Housing Development in Tier 1, the project is entitled to provide ½ a parking space per dwelling unit. With the TOC parking incentive the project may provide a minimum of 14 parking spaces. As proposed, the project is providing 24 parking spaces.

Tier 1 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 1 Project is eligible for and has been granted two (2) Additional Incentives in order to construct the proposed project.

a. **RAS3 Yards.** Eligible Housing Developments in a commercial zone may utilize any or all yard requirements of the RAS3 zone. The RAS3 zone allows for five-foot side and rear yards. The project is requesting five-foot side yards and a 15-foot rear yard in lieu of the seven-foot side yard and 16-foot rear yard otherwise required by the [Q]C2-1VL zone.

b. **Height.** Eligible Housing Developments in Tier 1 may request up to 11 feet and one story in additional building height. The project is requesting an additional 11 feet and one story in height for total of 56 feet and four stories in-lieu of the 45 feet and three-story height limitation of the [Q]C2-1VL zone.

Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 2,800 cubic yards of dirt will be exported), haul route, street tree removal on-site tree removal, and building permits.

The proposed project would not have a significant effect on the environment. A "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment" (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

1. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

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

The proposed project is consistent with the applicable general plan designation, policies, and zoning designations. The subject property is located within the Silver Lake – Echo Park – Elysian Valley Community Plan Area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Community Commercial,

corresponding to the C2 Zone. The subject property is zoned [Q]C2-1VL and is thus consistent with the existing land use designation. Mixed-use residential and commercial buildings are permitted in the [Q]C2-1VL zone. The project complies with the Q qualified condition, established pursuant to Ordinance Number 176,825, which prohibits automotive uses; requires structures be built to the front property line except when setback area is used for landscaping or other publicly accessible, open space uses; and requires parking be located underground or to the rear of the lot. The subject property is within a Transit Priority Area in the City of Los Angeles (ZA-2452). The site is not located within the boundaries, or subject to, any specific plan, community design overlay, or interim control ordinance.

Consistent with the Silver Lake – Echo Park – Elysian Valley Community Plan, the proposed 27-unit mixed-use development would add new and desirable multi-family housing. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Community Plan:

Goal 1 *A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.*

Objective 1-2 *Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities*

Policy 1-2.2 *Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevard and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.*

Objective 1-4 *Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background.*

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

Policy 1-4.2 *Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability.*

Objective 2-2 *Preserve pedestrian-oriented areas through the use of available overlay zones to provide alternatives to automobile-oriented commercial activity.*

Policy 2-2.3 *The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.*

The project will receive density and floor area bonus in exchange for the provision of three affordable dwelling units within a pedestrian oriented district in the Echo Park neighborhood of Los Angeles. The project's promotes the provision of adequate housing for all income levels. The proposed 27-unit project will replace three existing residential units for a net increase of 24 units, locating new, higher density residential units near transit and neighborhood services. The project features a small, neighborhood-serving ground floor commercial space, is within walking distance from businesses located on

Echo Park Avenue and Sunset Boulevard, and is within 900 feet of two bus stops (Metro Rapid 704 and LADOT DASH Pico Union-Echo Park). The development will thus be well located for reducing vehicular trips. The project has been conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations of the City of Los Angeles.

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

The subject property is located wholly within the Silver Lake – Echo Park – Elysian Valley Community Plan Area within the City of Los Angeles. The subject site consists of one contiguous lot of approximately 7,492 square feet (0.17 acres). The project site is substantially surrounded by urban uses and is not located near areas designated for farmland or agricultural uses. The neighborhood is fully built-out with a variety of multi-family and commercial uses that are consistent with their General Plan land use designations and zoning. Echo Park Avenue is also well-serviced by public transit.

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

The existing site consists of one improved lot with three residential dwelling units and three structures (one two-story, one single-story, and one detached garage), which will be demolished as part of the project. The project site is located in a well-established urban area which is fully developed with residential and commercial uses. The project site has no value as habitat for endangered species, rare, or threatened species. A tree report, prepared by Lisa Smith, Registered Consulting Arborist with The Tree Resource on June 30, 2021, states that there were no protected trees existing on the subject property.

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

Traffic

The proposed project involves the demolition of three existing residential units construction, use, and maintenance of a new four-story, 27-unit residential mixed use building with one level of subterranean parking. The project would result in 24 net new dwelling units and 200 net new square feet of commercial space. Based on the LADOT Referral Form, the project generates 131 vehicle trips does not meet the threshold for further transportation assessment by LADOT Therefore, the project is not expected to result in any significant impact relating to traffic.

Noise

As discussed in the Noise Study, prepared by Rincon Consultants, dated December 2021, potential construction and operational noise impacts were found to be less than significant or have no impact. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover

both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities. Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays. All such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As a result of the project being required to comply with the above ordinances and regulations, it can be found that the project would not result in any significant noise impacts. All construction related noise impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Air Quality

As discussed in the Categorical Exemption Findings prepared by Rincon Consultants dated December 2021, potential air quality impacts were found to be less than significant. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The project will result in the net increase of 24 residential units, it is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2017 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

All construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality
The project is not adjacent to any water sources and construction of the project will not create any impact to water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Best Management Practices (BMP) would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The project qualifies for a Class 32 Categorical Exemption. Because the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats. As such, the requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

The development of the project site with a multifamily residential development is consistent with the zone and land use designation of the site, as designated by the Community Plan, and as permitted by the City's Transit Oriented Communities Affordable Housing Incentive Program (LAMC 12.22-A.31). A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and Los Angeles Municipal Code. Any such project would be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, building code and regulated construction methods, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will mitigate environmental impacts for an individual project and not create a cumulative impact. Thus, this exception does not apply.

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

The proposed project will be constructed in a in a fully developed urban setting. The project will be required to adhere to any and all building code requirements intended to reduce environmental impacts to less than significant levels. Thus, the project will not result in activity that will have a significant effect on the environment due to unusual circumstances.

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

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. As such, this exception does not apply to the proposed project.

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

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site or within the immediate vicinity. The subject property has been previously developed with residential uses which are not expected to utilize hazardous waste or materials that pose significant constraint on the site. Additionally, the project site is not located within a Methane Zone or Methane Buffer Zone, nor is it located in a Hazardous Waste / Border Zone Property area as designated by the City of Los Angeles.

In addition, a number of existing state and federal laws and programs apply to hazards and hazardous materials and would apply to subsequent future individual development projects. These include the Resource Conservation and Recovery Act, California Fire Codes, Senate Bill 1082 (Facilities Subject to Corrective Action), Department of Health Services regulations, and Department of Housing regulations. Finally, Municipal Code Section 54.05 requires that a hazardous substance clearance report, including provisions for site remediation if warranted, be approved by the County Health Department and recorded with the County for sale or transfer of any property, upon which there has been an unauthorized disposal or release of a hazardous substance.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. While the existing structure was built in 1915, the project site is not identified as a historic resource subject to historic preservation review, nor is it located within a Historic Preservation Overlay Zone. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CONCLUSION

Therefore, it has been determined, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

1449 North Echo Park Avenue Apartments Project

Air Quality Study

prepared for

Hunter Kenihan
Kenihan Development
578 Washington Boulevard, Suite 941
Marina Del Rey, California 90292

prepared by

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

December 2021

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

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Appendices

Appendix A Air Quality Modeling Results

1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential air quality impacts of the proposed 1449 North Echo Park Avenue Apartments Project (project) in the City of Los Angeles, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Kenihan Development, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's air quality impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1, followed by the Regulatory Compliance Measures (RCMs) required for the project.

CEQA Class 32 Categorical Exemption

This air quality study has been prepared to support CEQA documentation for a Class 32 Categorical Exemption (CE). A Class 32 CE exempts infill development within urbanized areas if the project meets certain criteria. These criteria include demonstrating that the project will not result in significant air quality impacts. This analysis demonstrates that project construction and operation would not result in significant air quality impacts; therefore, air quality impacts would not create an exception to the Class 32 CE. The conclusions of this study are summarized in Table 1. The RCMs are summarized in Table 1 as well as in Section 4, *Conclusions and Recommendations*.

Table 1 Summary of Impacts

Impact Statement	Proposed Project's Level of Significance	Applicable RCMs
Conflict with or obstruct implementation of the applicable air quality plan?	Less than significant impact	None
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Less than significant impact	RCM-1 through RCM-5
Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	RCM-1 through RCM-5
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No impact	RCM-2

Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs) are existing requirements and reasonably-anticipated standard conditions that are based on local, state, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through state and local regulations.

RCM-1 Odors: Compliance with Provisions of SCAQMD Rule 402

The project shall comply with the following provision of SCAQMD Rule 402:

- A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

RCM-2 Demolition, Grading, and Construction Activities: Compliance with Provisions of SCAQMD Rule 403.

The project shall comply with all applicable standards of the Southern California Air Quality Management District (SCAQMD) Rule 403, including the following provisions:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- Vehicle speeds shall be restricted to 15 miles per hour (mph) on unpaved roads.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RCM-3 Architectural Coatings: Compliance with SCAQMD Rule 1113

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

RCM-4 Engine Idling

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

RCM-5 Emission Standards

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

1.2 Project Summary

Project Location and Setting

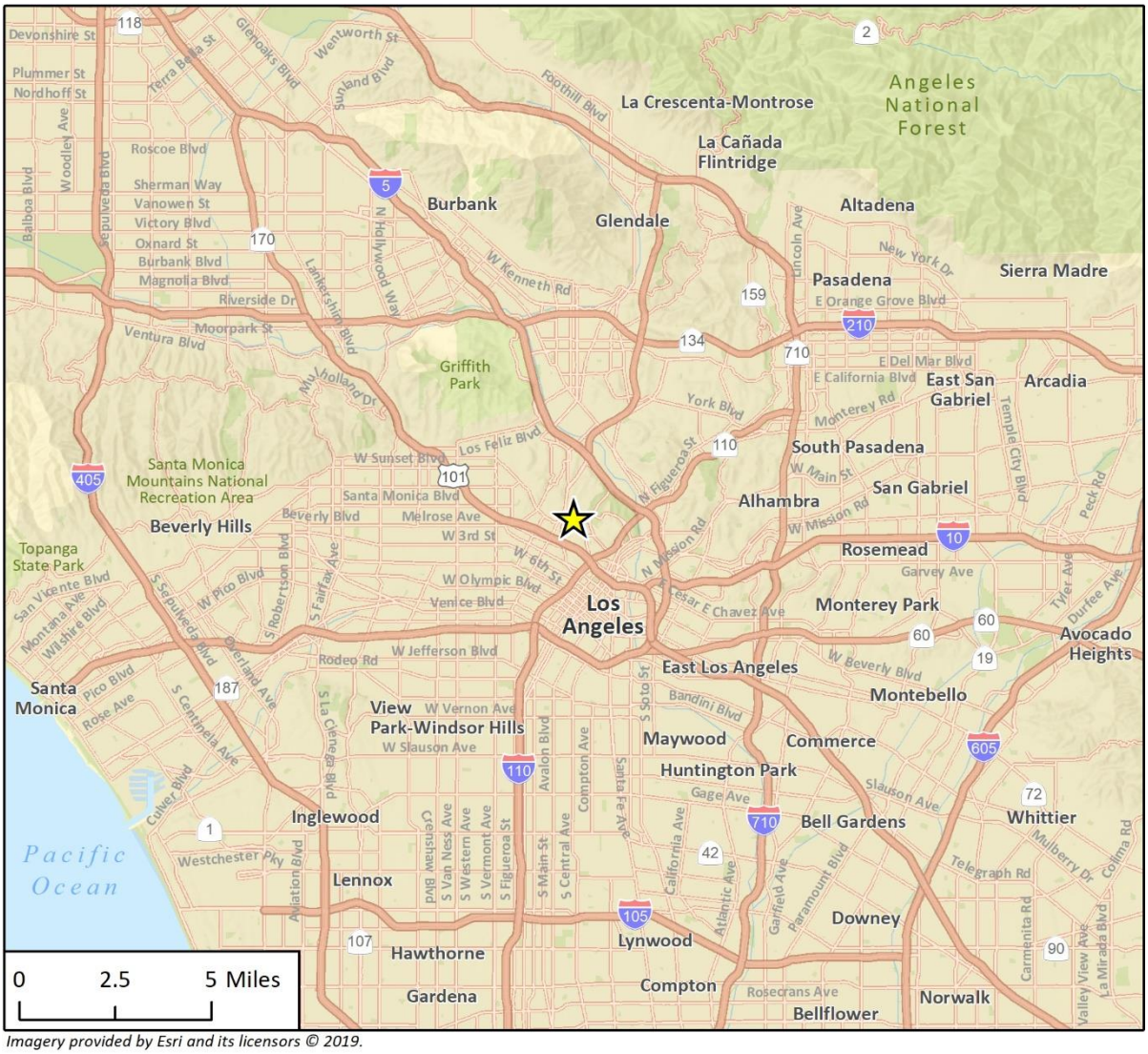
The 0.17-acre, or approximately 7,493-square foot, project site is located at 1449 North Echo Park Avenue in the City of Los Angeles, California (Assessor Parcel Number [APN] 5419-023-010). The project site is in the Silver Lake-Echo Park-Elysian Valley Community Plan Area and is designated Community Commercial and zoned Commercial (C2). In addition, the project is in a Transit Priority Area. The project site is bounded by single- and multi-family residential uses on all sides, with North Echo Park Avenue directly to the east of the site. See Figure 1 for the regional location and Figure 2 for the project site vicinity.

Proposed Project

The project is a proposed apartment building in the Echo Park neighborhood of Los Angeles. The project would include demolition of three on-site residences for construction of a 27-unit mixed-use apartment building that would be four stories (56 feet) in height with one subterranean a mezzanine level. The subterranean and ground levels would include 24 parking spaces (22 standard spaces, two ADA accessible space), five bicycle spaces, and 210 square feet of commercial office space. The upper levels would consist of 27 studio apartment units that would provide a total of 16,105 square feet of livable space. The project would also include 4,010 square feet of open space, consisting of a 400 square-foot rear yard and a 3,610 square-foot roof patio, including outdoor lounge areas and a fireplace. Vehicular access would be provided via an entrance/exit off North Echo Park Avenue. See Figure 3 for the project site plan.

Construction of the project would require demolition of 2,280 square feet of building material associated with the existing duplex residences and ancillary structures. The project would also require approximately 2,800 cubic yards (CY) of cut soil for the construction of the subterranean parking garage. All cut soil would be exported from the site. Project construction is anticipated to occur from April 2022 to April 2024 between the hours of 7:00 a.m. and 4:00 p.m., Monday through Saturday.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2019.

Project Location

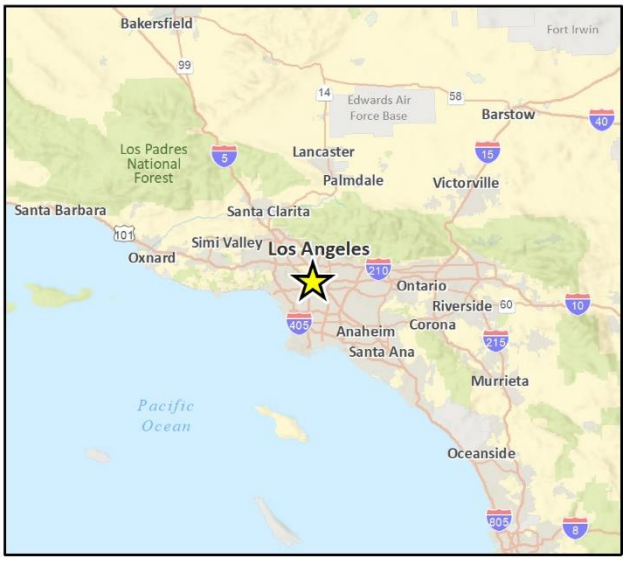
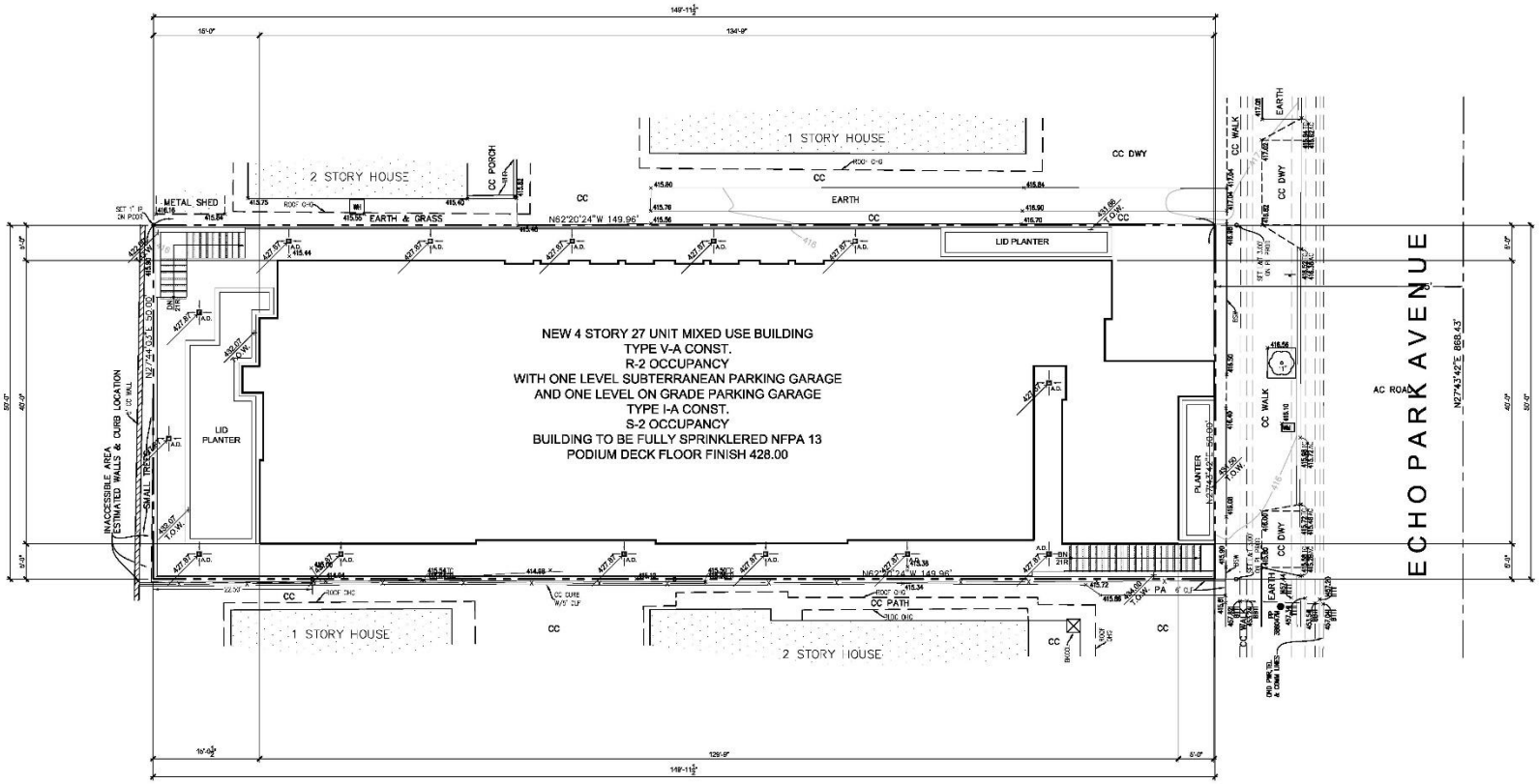


Figure 2 Project Site Location

Imagery provided by Microsoft Bing and its licensors © 2019.

Figure 3 Project Site Plan



2 Background

2.1 Local Climate and Meteorology

The project site is in the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

2.2 Air Quality Regulation

The federal and state governments have established ambient air quality standards (AAQS) for the protection of public health. The United States Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency (CalEPA). County-level Air Quality Management Districts (AQMDs) provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local AQMDs are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the SCAB.

The U.S. EPA has set primary national ambient air quality standards (NAAQS) for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with diameters of up to ten microns (PM_{10}) and up to 2.5 microns ($PM_{2.5}$), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Table 2 lists the current federal and state standards for regulated pollutants.

In accordance with Section 109(b) of the federal Clean Air Act, the NAAQS established at the federal level are designed to be protective of public health within an adequate margin of safety. To derive

these standards, the U.S. EPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish an adequate margin of safety that is protective of those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (U. S. EPA 2018a). As a result, human health impacts caused by the air pollutants discussed above generally affect people at the concentrations established by the NAAQS. The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (U.S. EPA 2015).

Table 2 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS	CAAQS
Ozone	1-Hour	–	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.030 ppm	–
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM_{10}	Annual	–	20 µg/m^3
	24-Hour	150 µg/m^3	50 µg/m^3
$PM_{2.5}$	Annual	12 µg/m^3	12 µg/m^3
	24-Hour	35 µg/m^3	–
Lead	30-Day Average	–	1.5 µg/m^3
	3-Month Average	0.15 µg/m^3	–

ppm = parts per million; NAAQS = national ambient air quality standards; CAAQS = California ambient air quality standards
µg/m^3 = micrograms per cubic meter
Source: CARB 2016

South Coast Air Quality Management District (SCAQMD)

The South Coast Air Quality Management District (SCAQMD) is the designated air quality control agency in the SCAB. As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the SCAB is classified as being in “attainment” or “nonattainment.” In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts described above are already occurring in that

area. The SCAB is designated a non-attainment area for the federal standards for ozone and $PM_{2.5}$ and the state standards for ozone, PM_{10} and $PM_{2.5}$. Areas of the SCAB located in Los Angeles County are also in nonattainment for lead (SCAQMD 2016). The SCAB is designated unclassifiable or in attainment for all other federal and state standards.

This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources in the SCAB. Because the SCAB currently exceeds these state and federal ambient air quality standards, the SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

Project-level significance thresholds established by local air districts are intended to set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or state AAQS. Therefore, if a project's air pollutant emissions exceed the significance thresholds, the project would cause or contribute to the human health impacts described under Section 2.3, *Criteria Air Pollutants*. For example, SCAQMD has set its significance thresholds for ozone precursors and PM, described further in Section 3.2 *Significance Thresholds*, such that an exceedance of the thresholds would jeopardize attainment of the federal and state standards and thus have a significant adverse impact on air quality and health (SCAQMD 1993). SCAQMD has also set Localized Significance Thresholds (LSTs) to ensure the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor are met, taking into consideration ambient concentrations. As previously discussed, the NAAQS are set at concentrations intended to be protective of public health. Therefore, if project-related air pollutant emissions exceed the SCAQMD thresholds for ozone precursors or PM the project would contribute to a cumulative concentration that would result in adverse impacts on human health. The SCAQMD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

Rule 403 – Nuisance

According to SCAQMD Rule 403, a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 403 – Fugitive Dust

The purpose of Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources. Rule 403 requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line.

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. For the purposes of construction emissions modeling, it was assumed that the project would comply with the SCAQMD Rule 403, which is required to be implemented at all construction sites located within the SCAB. However, based on applicant-provided information construction activities would include watering of exposed soil on-

site at least three times per day. Therefore, the following conditions were included in CalEEMod for the site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times per day, preferably in the late morning, noon, and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. In addition, a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide, shall be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the site. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all onsite driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Rule 1113- Architectural Coatings

Rule 1113 was adopted in September 1977 to tackle area source emissions, specifically paint and coatings, as they constitute the majority of area source emissions. This rule limits the volatile organic content (VOC) of architectural coatings used in the SCAQMD. Currently, SCAQMD requires architectural coatings limits VOC content to 50 g/L for both indoor and outdoor use in commercial and residential buildings. The emissions modeling also includes the use of low-VOC paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113.

2.3 Criteria Air Pollutants

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include CO, NO_2, PM_{10} and $PM_{2.5}$, SO_2, and Pb. Ozone (O_3) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_X). The following subsections describe the characteristics, sources, and health and atmospheric effects of critical air contaminants. Characteristics of O_3, CO, NO_2, and suspended particulate matter are described below.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between (NO_X) and ROG.[1] Nitrogen oxides are formed during the combustion of fuels, while ROG are formed during combustion and evaporation of organic solvents. Because O_3 requires sunlight to form, it usually occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to O_3 include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide is a local pollutant that is found in high concentrations only near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone/smog and acid rain.

Suspended Particulates

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are PM_{10} (small particulate matter which measures no more than 10 microns in diameter) and $PM_{2.5}$ (fine particulate matter which measures no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with PM_{10} and $PM_{2.5}$ can be different. Major man-made sources of PM_{10} are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer $PM_{2.5}$ particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. Particulate matter with diameters of up to 2.5 microns is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the

[1] Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SCAQMD uses the term VOC to denote organic precursors.

small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

2.4 Current Air Quality

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station closest to the project is the Los Angeles – North Main Street monitoring station, located at 1630 North Main Street in Los Angeles, approximately 1.8 miles southeast of the project site. Table 3 indicates the number of days that each of the federal and state standards has been exceeded at this station in each of the last three years for which data is available. The data collected at the station indicate that the federal and state eight-hour ozone standards were exceeded each year from 2018 to 2020, and the state worst hour ozone standard was exceeded each year from 2018 to 2020. In addition, the PM_{10} state standard and the $PM_{2.5}$ federal standard were both exceeded each year from 2018 to 2020. No other state or federal standards were exceeded at the monitoring station.

Table 3 Ambient Air Quality

Pollutant	2018	2019	2020
Ozone (ppm), eight-Hour Average	0.073	0.080	0.118
Number of days of State exceedances (>0.070 ppm)	4	2	22
Number of days of federal exceedances (>0.070 ppm)	4	2	22
Ozone (ppm), Worst Hour	0.098	0.093	0.185
Number of days of State exceedances (>0.09 ppm)	2	0	14
Nitrogen Dioxide (ppm), Worst Hour	0.0701	0.0697	0.0616
Number of days of State exceedances (>0.18 ppm)	0		
Particulate Matter <10 microns ($\mu g/m^3$), Worst 24 Hours	81.2	93.9	185.2
Number of days of State exceedances (>50 $\mu g/m^3$)	31	15	34
Number of days of federal exceedances (>150 $\mu g/m^3$)	0	0	0
Particulate Matter <2.5 microns ($\mu g/m^3$), Worst 24 Hours	61.4	43.5	175.0
Number of days of federal exceedances (>35 $\mu g/m^3$)	6	1	12

Source: CARB 2021

2.5 Air Quality Management Plan

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March

3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal eight-hour ozone standard of 0.070 ppm that was finalized in 2015. The Final 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Government's (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP. This Plan builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The Plan also demonstrates strategies for attainment of the new federal eight-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, pursuant to recent U.S. EPA requirements (SCAQMD 2017).

2.6 Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; people engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, most sensitive receptors include schools, hospitals, and residences. As shown in Figure 2, the nearest sensitive receptors to the project site are the adjacent single-and multi-family residences surrounding the site on all sides, Gabriella Charter School, and Logan Elementary School.

3 Impact Analysis

This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993) and supplemental guidance provided by the SCAQMD, including recommended thresholds for emissions associated with both construction and operation of the project (SCAQMD 2015).

3.1 Methodology

The project's construction and operational emissions were estimated using CalEEMod, version 2020.4.0. CalEEMod uses project-specific information, including a project's land uses, square footages for different uses (e.g., mid-rise apartments), and location, to estimate a project's construction and operational emissions.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. Emissions were modeled assuming construction of a 27-unit apartment building and 24 parking spaces. Based on applicant-provided information, construction of the project would require demolition of 2,280 square feet of building material associated with the existing duplex residences and ancillary structures and 2,800 CY of soil export. Furthermore, based on the applicant-provided construction schedule, construction of the project would occur for approximately two years, beginning in April 2022 and ending in April 2024. The architectural coating phase of the construction schedule was adjusted to begin during the building construction phase because individual components of the building would be realistically painted as they are completed. In addition, as detailed in Section 1, *Project Description and Impact Summary*, it was assumed that the project would comply with all applicable regulatory standards, including SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings), among the other RCMs listed above.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions consist of emissions generated by resident trips to and from the project site. The trip generation rates for mid-rise apartments were based on average trip rates from the Institute of Transportation Engineers (ITE) 10th edition of the Trip Generation Manual. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating as well as electricity for lighting. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. Although the site is currently developed with a duplex residence and ancillary structures, this analysis does not consider operational emissions from the existing residence and conservatively assumes that all air pollutant emissions associated with the proposed project are net new emissions.

3.2 Significance Thresholds

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

1. Conflict with or obstruct implementation of the applicable air quality plan

2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard
3. Expose sensitive receptors to substantial pollutant concentrations
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 4.

Table 4 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG	55 pounds per day of ROG
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO_X	150 pounds per day of SO_X
150 pounds per day of PM_{10}	150 pounds per day of PM_{10}
55 pounds per day of $PM_{2.5}$	55 pounds per day of $PM_{2.5}$

Source: SCAQMD 2015

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips.

The project site is in source receptor area 1 (SRA 1), Central Los Angeles, and is 0.17-acre in size (SCAQMD 2008). The SCAQMD provides LSTs for one-, two-, and five-acre project sites for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the project site boundary. The project site is less than one acre; accordingly, this analysis uses LSTs for construction on a site that is one acre (see Table 5). As described under *Sensitive Receptors*, the nearest sensitive receptors are located adjacent to the project site. Therefore, the distance from the project site boundaries to the nearest sensitive receptor is less than 82 feet (25 meters). According to the SCAQMD's *Final Localized Significance Threshold Methodology* (2008), projects with boundaries located closer than 82 feet from the nearest receptor should use the LSTs for receptors located at 82 feet. Therefore, for the purpose of this analysis, it is assumed that the nearest receptor is located at a distance of 82 feet.

Table 5 SCAQMD LSTs for Construction (SRA 1)

Pollutant	Allowable Emissions for a 1-Acre Site in SRA 1 for a Receptor 82 Feet Away (lbs/day)
Gradual conversion of NO_X to NO_2	74
CO	680
PM_{10}	5
$PM_{2.5}$	3

Source: SCAQMD 2009

3.3 Impact Analysis

CEQA Appendix G Air Quality Threshold 1
Conflict with or obstruct implementation of the applicable air quality plan *(Less Than Significant)*.

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the SCAG's 2016 RTP/SCS socioeconomic forecast projections of regional population, housing, and employment growth.

The proposed project involves the construction of a 27-unit apartment building, consisting of studio units. According to the California Department of Finance (DOF), the City of Los Angeles has an average household rate of 2.72 persons per household. Conservatively assuming an average of 2.72 persons per studio unit, the proposed project would accommodate approximately 73 residents (2.72 persons per bedroom x 27 studio units = 73) on the project site (California DOF 2021). It is likely that the actual on-site population would be lower than this estimate and that some residents of the proposed project would relocate from within the City of Los Angeles, resulting in less direct population growth than what is accounted for here. Nonetheless, based on the City's estimated 2021 population of 3,923,341, the 73 project residents would increase the City's population to about 3,923,413 residents (California DOF 2021). In its 2016 RTP/SCS, SCAG forecasts that the City's population will increase to 4,609,400 by 2040 — an increase of 685,987 persons relative to the 2021 population (SCAG 2016). Conservatively assuming that all project residents would be new to the City, the project would contribute approximately 0.01 percent to the City's projected population growth. Therefore, the population growth associated with the project was accounted for in SCAG's long-term forecasts, and the project would not cause the City to exceed official regional population projections.

Likewise, based on SCAG estimates in the 2016-2040 RTP/SCS, there were approximately 1,325,500 dwelling units in Los Angeles in 2012, with a projected increase of approximately 364,800 units through 2040, for a total of 1,690,300 units. The project would result in construction of 27 units, which would represent less than 0.01 percent of the projected increase of approximately 364,800 units. Because this housing increase would be within SCAG's projected 2040 growth for the City of Los Angeles, housing growth generated by the project would be consistent with the AQMP. As a result, the project would not conflict with the 2016 AQMP; therefore, impacts would be less than significant.

CEQA Appendix G Air Quality Threshold 2
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard *(Less Than Significant)*.

The following analysis evaluates air pollutant emissions generated by project construction and operation in consideration of the regional significance thresholds established by SCAQMD in the *CEQA Air Quality Handbook* as well as the SCAQMD LSTs.

Construction Impacts

Table 6 summarizes the estimated maximum daily emissions (lbs) of pollutants associated with construction of the proposed project. As shown below, ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions would not exceed SCAQMD regional thresholds or LSTs. Because the project would not generate emissions exceeding SCAQMD's regional construction thresholds or LSTs, project construction would not contribute substantially to an existing or projected air quality violation.

Table 6 Project Construction Emissions

	Maximum Emissions (lbs/day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 2022	1.9	20.1	16,8	<0.1	3.3	1.9
Construction Year 2023	1.1	9.9	11.5	<0.1	0.7	0.5
Construction Year 2024	4.8	15.8	21.0	<0.1	1.2	0.8
Maximum Emissions	**4.8**	**20.1**	**21.0**	**<0.1**	**3.3**	**1.9**
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	*No*	*No*	*No*	*No*	*No*	*No*
Maximum On-site Emissions	**3.0**	**19.5**	**15.7**	**<0.1**	**2.9**	**1.8**
SCAQMD Localized Significance Thresholds (LSTs)	N/A	74	680	N/A	5	3
Threshold Exceeded?	*N/A*	*No*	*No*	*N/A*	*No*	*No*

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations and project design features. Emissions presented are the highest of the winter and summer modeled emissions. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources such as heavy construction equipment and architectural coatings and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Operational Impacts

The project would include construction of a 27-unit apartment building. Table 7 summarizes the project's operational emissions by emission source. As shown below, the emissions generated by operation of the proposed project would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, the project would not contribute substantially to an existing or projected air quality violation.

Table 7 Project Operational Emissions

Emission Source	Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.7	<0.1	2.2	<0.1	<0.1	<0.1
Energy	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.4	0.5	4.2	<0.1	1.1	0.3
Project Emissions	**1.1**	**0.6**	**6.5**	**<0.1**	**1.1**	**0.3**
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulations and project design features that will be included in the project. Emissions presented are the highest of the winter and summer modeled emissions.

CEQA Appendix G Air Quality Threshold 3
Expose sensitive receptors to substantial pollutant concentrations *(Less Than Significant)*.

CEQA Appendix G Air Quality Threshold 4
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people *(No Impact)*.

Localized Carbon Monoxide Hotspot Impact

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

The entire SCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations within the vicinity of the project site have monitored CO in the last four years. In 2012, the West Los Angeles-VA Hospital detected an eight-hour maximum CO concentration of 1.2 ppm, which is substantially below the state and federal standard of 9.0 ppm (CARB 2019). As shown in Table 7, area, energy, and mobile emissions sources of operational pollutants would generate combined maximum daily CO emissions of approximately seven pounds, which is well below the SCAQMD regional threshold of 550 pounds. Based on the low background level of CO in the project area, ever-improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project's low level of operational CO emissions, the project would not create new hotspots or contribute substantially to existing hotspots. Therefore, impacts related to substantial pollutant concentrations would be less than significant.

Objectionable Odor Impact

The project would generate oil or diesel fuel odors during construction from equipment as well as odors related to asphalt paving. The odors would be limited to the construction period and would

be temporary. With respect to odors generated by project operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential uses are not identified on this list. Furthermore, no odor-producing uses are in the project site vicinity. In addition, the project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people.

4 Conclusions and Recommendations

As determined in Section 3, *Impact Analysis*, neither construction nor operation of the project would result in significant air quality impacts. Population and employment growth associated with the proposed project would be within SCAG regional growth projections; therefore, the project would be consistent with the AQMP. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment (i.e., ozone, PM_{10}, $PM_{2.5}$, and lead) and would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots. In addition, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, the project meets the requirements of a Class 32 CE. The project would also be required to comply with the following RCMs.

Regulatory Compliance Measures

RCM-1 Odors: Compliance with Provisions of SCAQMD Rule 402

The project shall comply with the following provision of SCAQMD Rule 402:

- A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

RCM-2 Demolition, Grading, and Construction Activities: Compliance with provisions of SCAQMD Rule 403.

The project shall comply with all applicable standards of the Southern California Air Quality Management District (SCAQMD) Rule 403, including the following provisions:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- Vehicle speeds shall be restricted to 15 miles per hour (mph) on unpaved roads.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RCM-3 Architectural Coatings: Compliance with SCAQMD Rule 1113

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

RCM-4 Engine Idling

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

RCM-5 Emission Standards

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

5 References

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Appendix A

Air Quality Modeling Results

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1449 Echo Park Avenue Apartments

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	24.00	Space	0.00	9,600.00	0
Apartments Mid Rise	27.00	Dwelling Unit	0.17	27,000.00	77

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Per project information

Land Use - Per project plans

Construction Phase - Based on applicant information (approx. 2 years between 4/2022 and 4/2024)

Off-road Equipment - Per applicant information

Off-road Equipment - Per applicant information

Off-road Equipment - Per applicant information

Off-road Equipment - Per applicant information

Off-road Equipment -

Off-road Equipment -

Grading - Per applicant information

Demolition - Per applicant information

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Woodstoves - Per applicant information

Construction Off-road Equipment Mitigation - Per applicant information

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	365.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	90.00
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	1.00	14.00
tblConstructionPhase	PhaseEndDate	10/4/2022	4/24/2024
tblConstructionPhase	PhaseEndDate	9/20/2022	3/13/2024
tblConstructionPhase	PhaseEndDate	4/28/2022	5/26/2022
tblConstructionPhase	PhaseEndDate	5/3/2022	10/19/2022
tblConstructionPhase	PhaseEndDate	9/27/2022	4/24/2024
tblConstructionPhase	PhaseEndDate	4/29/2022	6/15/2022
tblConstructionPhase	PhaseStartDate	9/28/2022	2/1/2024
tblConstructionPhase	PhaseStartDate	5/4/2022	10/20/2022
tblConstructionPhase	PhaseStartDate	4/30/2022	6/16/2022
tblConstructionPhase	PhaseStartDate	9/21/2022	2/1/2024
tblConstructionPhase	PhaseStartDate	4/29/2022	5/27/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	22.95	0.00
tblFireplaces	NumberNoFireplace	2.70	0.00
tblFireplaces	NumberWood	1.35	0.00
tblGrading	MaterialExported	0.00	2,800.00
tblLandUse	LotAcreage	0.22	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.71	0.17
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblWoodstoves	NumberCatalytic	1.35	0.00
tblWoodstoves	NumberNoncatalytic	1.35	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.9244	20.1196	16.7533	0.0379	5.6406	0.8789	6.5195	2.6559	0.8088	3.4647	0.0000	3,708.3507	3,708.3507	1.0593	0.0466	3,748.7232
2023	1.1368	9.9376	11.4686	0.0259	0.2827	0.4412	0.7239	0.0756	0.4060	0.4815	0.0000	2,523.7621	2,523.7621	0.7245	0.0166	2,546.8064
2024	4.7874	15.7721	20.9507	0.0422	0.5398	0.6995	1.2393	0.1437	0.6519	0.7957	0.0000	4,061.6481	4,061.6481	1.0469	0.0209	4,094.0451
Maximum	**4.7874**	**20.1196**	**20.9507**	**0.0422**	**5.6406**	**0.8789**	**6.5195**	**2.6559**	**0.8088**	**3.4647**	**0.0000**	**4,061.6481**	**4,061.6481**	**1.0593**	**0.0466**	**4,094.0451**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.9244	20.1196	16.7533	0.0379	2.3981	0.8789	3.2770	1.0888	0.8088	1.8975	0.0000	3,708.3507	3,708.3507	1.0593	0.0466	3,748.7232
2023	1.1368	9.9376	11.4686	0.0259	0.2827	0.4412	0.7239	0.0756	0.4060	0.4815	0.0000	2,523.7621	2,523.7621	0.7245	0.0166	2,546.8064
2024	4.7874	15.7721	20.9507	0.0422	0.5398	0.6995	1.2393	0.1437	0.6519	0.7957	0.0000	4,061.6481	4,061.6481	1.0469	0.0209	4,094.0451
Maximum	**4.7874**	**20.1196**	**20.9507**	**0.0422**	**2.3981**	**0.8789**	**3.2770**	**1.0888**	**0.8088**	**1.8975**	**0.0000**	**4,061.6481**	**4,061.6481**	**1.0593**	**0.0466**	**4,094.0451**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	50.17	0.00	38.22	54.51	0.00	33.05	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125
Energy	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Mobile	0.4206	0.4408	4.2409	9.7500e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		1,019.6029	1,019.6029	0.0601	0.0405	1,033.1759
Total	**1.0799**	**0.5279**	**6.4949**	**0.0103**	**1.0576**	**0.0242**	**1.0818**	**0.2818**	**0.0237**	**0.3056**	**0.0000**	**1,102.0370**	**1,102.0370**	**0.0654**	**0.0420**	**1,116.1724**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125
Energy	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Mobile	0.4206	0.4408	4.2409	9.7500e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		1,019.6029	1,019.6029	0.0601	0.0405	1,033.1759
Total	**1.0799**	**0.5279**	**6.4949**	**0.0103**	**1.0576**	**0.0242**	**1.0818**	**0.2818**	**0.0237**	**0.3056**	**0.0000**	**1,102.0370**	**1,102.0370**	**0.0654**	**0.0420**	**1,116.1724**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/15/2022	5/26/2022	5	30	
2	Site Preparation	Site Preparation	5/27/2022	6/15/2022	5	14	
3	Grading	Grading	6/16/2022	10/19/2022	5	90	
4	Building Construction	Building Construction	10/20/2022	3/13/2024	5	365	
5	Paving	Paving	2/1/2024	4/24/2024	5	60	
6	Architectural Coating	Architectural Coating	2/1/2024	4/24/2024	5	60	

Acres of Grading (Site Preparation Phase): 7

Acres of Grading (Grading Phase): 67.5

Acres of Paving: 0

Residential Indoor: 54,675; Residential Outdoor: 18,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 576 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Excavators	1	6.00	158	0.38
Site Preparation	Excavators	1	6.00	158	0.38
Grading	Bore/Drill Rigs	1	6.00	221	0.50
Grading	Excavators	1	6.00	158	0.38
Grading	Forklifts	1	6.00	89	0.20
Grading	Skid Steer Loaders	1	6.00	65	0.37
Building Construction	Skid Steer Loaders	1	6.00	65	0.37
Building Construction	Off-Highway Trucks	1	6.00	402	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	23.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	350.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0751	0.0000	0.0751	0.0114	0.0000	0.0114			0.0000			0.0000
Off-Road	0.8612	7.7466	9.9107	0.0159		0.4020	0.4020		0.3818	0.3818		1,522.9139	1,522.9139	0.3332		1,531.2437
Total	**0.8612**	**7.7466**	**9.9107**	**0.0159**	**0.0751**	**0.4020**	**0.4770**	**0.0114**	**0.3818**	**0.3932**		**1,522.9139**	**1,522.9139**	**0.3332**		**1,531.2437**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4100e-003	0.0520	0.0124	2.0000e-004	5.8300e-003	4.3000e-004	6.2700e-003	1.6000e-003	4.2000e-004	2.0100e-003		22.1280	22.1280	1.1900e-003	3.5100e-003	23.2045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.0462**	**0.0835**	**0.5086**	**1.5200e-003**	**0.1511**	**1.3000e-003**	**0.1525**	**0.0401**	**1.2200e-003**	**0.0414**		**155.9172**	**155.9172**	**4.6700e-003**	**6.6900e-003**	**158.0283**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0293	0.0000	0.0293	4.4300e-003	0.0000	4.4300e-003			0.0000			0.0000
Off-Road	0.8612	7.7466	9.9107	0.0159		0.4020	0.4020		0.3818	0.3818	0.0000	1,522.9139	1,522.9139	0.3332		1,531.2437
Total	**0.8612**	**7.7466**	**9.9107**	**0.0159**	**0.0293**	**0.4020**	**0.4312**	**4.4300e-003**	**0.3818**	**0.3863**	**0.0000**	**1,522.9139**	**1,522.9139**	**0.3332**		**1,531.2437**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4100e-003	0.0520	0.0124	2.0000e-004	5.8300e-003	4.3000e-004	6.2700e-003	1.6000e-003	4.2000e-004	2.0100e-003		22.1280	22.1280	1.1900e-003	3.5100e-003	23.2045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.0462**	**0.0835**	**0.5086**	**1.5200e-003**	**0.1511**	**1.3000e-003**	**0.1525**	**0.0401**	**1.2200e-003**	**0.0414**		**155.9172**	**155.9172**	**4.6700e-003**	**6.6900e-003**	**158.0283**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7315	8.2660	6.4011	0.0136		0.3218	0.3218		0.2960	0.2960		1,317.5293	1,317.5293	0.4261		1,328.1822
Total	**0.7315**	**8.2660**	**6.4011**	**0.0136**	**0.5303**	**0.3218**	**0.8520**	**0.0573**	**0.2960**	**0.3533**		**1,317.5293**	**1,317.5293**	**0.4261**		**1,328.1822**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0276	0.0194	0.3054	8.1000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		82.3318	82.3318	2.1400e-003	1.9600e-003	82.9685
Total	**0.0276**	**0.0194**	**0.3054**	**8.1000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**82.3318**	**82.3318**	**2.1400e-003**	**1.9600e-003**	**82.9685**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.7315	8.2660	6.4011	0.0136		0.3218	0.3218		0.2960	0.2960	0.0000	1,317.5293	1,317.5293	0.4261		1,328.1822
Total	**0.7315**	**8.2660**	**6.4011**	**0.0136**	**0.2068**	**0.3218**	**0.5286**	**0.0223**	**0.2960**	**0.3184**	**0.0000**	**1,317.5293**	**1,317.5293**	**0.4261**		**1,328.1822**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0276	0.0194	0.3054	8.1000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		82.3318	82.3318	2.1400e-003	1.9600e-003	82.9685
Total	**0.0276**	**0.0194**	**0.3054**	**8.1000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**82.3318**	**82.3318**	**2.1400e-003**	**1.9600e-003**	**82.9685**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3155	0.0000	5.3155	2.5691	0.0000	2.5691			0.0000			0.0000
Off-Road	1.8287	19.4572	15.7303	0.0332		0.8723	0.8723		0.8025	0.8025		3,213.4866	3,213.4866	1.0393		3,239.4693
Total	**1.8287**	**19.4572**	**15.7303**	**0.0332**	**5.3155**	**0.8723**	**6.1877**	**2.5691**	**0.8025**	**3.3716**		**3,213.4866**	**3,213.4866**	**1.0393**		**3,239.4693**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0164	0.6068	0.1450	2.3500e-003	0.0680	5.0700e-003	0.0731	0.0187	4.8500e-003	0.0235		258.1603	258.1603	0.0139	0.0410	270.7197
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0792	0.0557	0.8779	2.3300e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		236.7039	236.7039	6.1500e-003	5.6300e-003	238.5343
Total	**0.0956**	**0.6625**	**1.0229**	**4.6800e-003**	**0.3251**	**6.6100e-003**	**0.3317**	**0.0868**	**6.2600e-003**	**0.0931**		**494.8641**	**494.8641**	**0.0200**	**0.0466**	**509.2540**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0730	0.0000	2.0730	1.0019	0.0000	1.0019			0.0000			0.0000
Off-Road	1.8287	19.4572	15.7303	0.0332		0.8723	0.8723		0.8025	0.8025	0.0000	3,213.4866	3,213.4866	1.0393		3,239.4693
Total	**1.8287**	**19.4572**	**15.7303**	**0.0332**	**2.0730**	**0.8723**	**2.9453**	**1.0019**	**0.8025**	**1.8044**	**0.0000**	**3,213.4866**	**3,213.4866**	**1.0393**		**3,239.4693**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0164	0.6068	0.1450	2.3500e-003	0.0680	5.0700e-003	0.0731	0.0187	4.8500e-003	0.0235		258.1603	258.1603	0.0139	0.0410	270.7197
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0792	0.0557	0.8779	2.3300e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		236.7039	236.7039	6.1500e-003	5.6300e-003	238.5343
Total	**0.0956**	**0.6625**	**1.0229**	**4.6800e-003**	**0.3251**	**6.6100e-003**	**0.3317**	**0.0868**	**6.2600e-003**	**0.0931**		**494.8641**	**494.8641**	**0.0200**	**0.0466**	**509.2540**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1348	10.7325	10.7121	0.0229		0.5073	0.5073		0.4667	0.4667		2,213.4717	2,213.4717	0.7159		2,231.3688
Total	**1.1348**	**10.7325**	**10.7121**	**0.0229**		**0.5073**	**0.5073**		**0.4667**	**0.4667**		**2,213.4717**	**2,213.4717**	**0.7159**		**2,231.3688**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.2900e-003	0.1861	0.0638	7.6000e-004	0.0256	1.9500e-003	0.0276	7.3700e-003	1.8600e-003	9.2400e-003		82.2677	82.2677	2.7600e-003	0.0119	85.8909
Worker	0.0792	0.0557	0.8779	2.3300e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		236.7039	236.7039	6.1500e-003	5.6300e-003	238.5343
Total	**0.0865**	**0.2419**	**0.9417**	**3.0900e-003**	**0.2827**	**3.4900e-003**	**0.2862**	**0.0756**	**3.2700e-003**	**0.0788**		**318.9716**	**318.9716**	**8.9100e-003**	**0.0176**	**324.4252**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1348	10.7325	10.7121	0.0229		0.5073	0.5073		0.4667	0.4667	0.0000	2,213.4717	2,213.4717	0.7159		2,231.3688
Total	**1.1348**	**10.7325**	**10.7121**	**0.0229**		**0.5073**	**0.5073**		**0.4667**	**0.4667**	**0.0000**	**2,213.4717**	**2,213.4717**	**0.7159**		**2,231.3688**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.2900e-003	0.1861	0.0638	7.6000e-004	0.0256	1.9500e-003	0.0276	7.3700e-003	1.8600e-003	9.2400e-003		82.2677	82.2677	2.7600e-003	0.0119	85.8909
Worker	0.0792	0.0557	0.8779	2.3300e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		236.7039	236.7039	6.1500e-003	5.6300e-003	238.5343
Total	**0.0865**	**0.2419**	**0.9417**	**3.0900e-003**	**0.2827**	**3.4900e-003**	**0.2862**	**0.0756**	**3.2700e-003**	**0.0788**		**318.9716**	**318.9716**	**8.9100e-003**	**0.0176**	**324.4252**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0590	9.7431	10.6025	0.0229		0.4390	0.4390		0.4038	0.4038		2,214.8899	2,214.8899	0.7163		2,232.7984
Total	**1.0590**	**9.7431**	**10.6025**	**0.0229**		**0.4390**	**0.4390**		**0.4038**	**0.4038**		**2,214.8899**	**2,214.8899**	**0.7163**		**2,232.7984**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4200e-003	0.1452	0.0572	7.3000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1800e-003		78.4124	78.4124	2.6400e-003	0.0114	81.8611
Worker	0.0735	0.0493	0.8090	2.2500e-003	0.2571	1.4500e-003	0.2585	0.0682	1.3300e-003	0.0695		230.4598	230.4598	5.5200e-003	5.2000e-003	232.1469
Total	**0.0779**	**0.1945**	**0.8662**	**2.9800e-003**	**0.2827**	**2.3000e-003**	**0.2850**	**0.0756**	**2.1400e-003**	**0.0777**		**308.8722**	**308.8722**	**8.1600e-003**	**0.0166**	**314.0080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0590	9.7431	10.6025	0.0229		0.4390	0.4390		0.4038	0.4038	0.0000	2,214.8899	2,214.8899	0.7163		2,232.7984
Total	**1.0590**	**9.7431**	**10.6025**	**0.0229**		**0.4390**	**0.4390**		**0.4038**	**0.4038**	**0.0000**	**2,214.8899**	**2,214.8899**	**0.7163**		**2,232.7984**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4200e-003	0.1452	0.0572	7.3000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1800e-003		78.4124	78.4124	2.6400e-003	0.0114	81.8611
Worker	0.0735	0.0493	0.8090	2.2500e-003	0.2571	1.4500e-003	0.2585	0.0682	1.3300e-003	0.0695		230.4598	230.4598	5.5200e-003	5.2000e-003	232.1469
Total	**0.0779**	**0.1945**	**0.8662**	**2.9800e-003**	**0.2827**	**2.3000e-003**	**0.2850**	**0.0756**	**2.1400e-003**	**0.0777**		**308.8722**	**308.8722**	**8.1600e-003**	**0.0166**	**314.0080**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0145	9.0897	10.5436	0.0229		0.3922	0.3922		0.3608	0.3608		2,215.6716	2,215.6716	0.7166		2,233.5865
Total	**1.0145**	**9.0897**	**10.5436**	**0.0229**		**0.3922**	**0.3922**		**0.3608**	**0.3608**		**2,215.6716**	**2,215.6716**	**0.7166**		**2,233.5865**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3200e-003	0.1459	0.0562	7.2000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1800e-003		77.2843	77.2843	2.6400e-003	0.0112	80.6893
Worker	0.0686	0.0441	0.7547	2.1900e-003	0.2571	1.3900e-003	0.2585	0.0682	1.2800e-003	0.0695		225.5024	225.5024	5.0000e-003	4.8400e-003	227.0697
Total	**0.0729**	**0.1899**	**0.8109**	**2.9100e-003**	**0.2827**	**2.2400e-003**	**0.2849**	**0.0756**	**2.0900e-003**	**0.0776**		**302.7868**	**302.7868**	**7.6400e-003**	**0.0160**	**307.7589**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0145	9.0897	10.5436	0.0229		0.3922	0.3922		0.3608	0.3608	0.0000	2,215.6716	2,215.6716	0.7166		2,233.5865
Total	**1.0145**	**9.0897**	**10.5436**	**0.0229**		**0.3922**	**0.3922**		**0.3608**	**0.3608**	**0.0000**	**2,215.6716**	**2,215.6716**	**0.7166**		**2,233.5865**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3200e-003	0.1459	0.0562	7.2000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1800e-003		77.2843	77.2843	2.6400e-003	0.0112	80.6893
Worker	0.0686	0.0441	0.7547	2.1900e-003	0.2571	1.3900e-003	0.2585	0.0682	1.2800e-003	0.0695		225.5024	225.5024	5.0000e-003	4.8400e-003	227.0697
Total	**0.0729**	**0.1899**	**0.8109**	**2.9100e-003**	**0.2827**	**2.2400e-003**	**0.2849**	**0.0756**	**2.0900e-003**	**0.0776**		**302.7868**	**302.7868**	**7.6400e-003**	**0.0160**	**307.7589**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**		**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0345	0.5906	1.7100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		176.4802	176.4802	3.9100e-003	3.7900e-003	177.7067
Total	**0.0537**	**0.0345**	**0.5906**	**1.7100e-003**	**0.2012**	**1.0900e-003**	**0.2023**	**0.0534**	**1.0000e-003**	**0.0544**		**176.4802**	**176.4802**	**3.9100e-003**	**3.7900e-003**	**177.7067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**	**0.0000**	**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0537	0.0345	0.5906	1.7100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		176.4802	176.4802	3.9100e-003	3.7900e-003	177.7067
Total	**0.0537**	**0.0345**	**0.5906**	**1.7100e-003**	**0.2012**	**1.0900e-003**	**0.2023**	**0.0534**	**1.0000e-003**	**0.0544**		**176.4802**	**176.4802**	**3.9100e-003**	**3.7900e-003**	**177.7067**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**3.0410**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	9.5800e-003	0.1641	4.8000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		49.0223	49.0223	1.0900e-003	1.0500e-003	49.3630
Total	**0.0149**	**9.5800e-003**	**0.1641**	**4.8000e-004**	**0.0559**	**3.0000e-004**	**0.0562**	**0.0148**	**2.8000e-004**	**0.0151**		**49.0223**	**49.0223**	**1.0900e-003**	**1.0500e-003**	**49.3630**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**3.0410**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	9.5800e-003	0.1641	4.8000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		49.0223	49.0223	1.0900e-003	1.0500e-003	49.3630
Total	**0.0149**	**9.5800e-003**	**0.1641**	**4.8000e-004**	**0.0559**	**3.0000e-004**	**0.0562**	**0.0148**	**2.8000e-004**	**0.0151**		**49.0223**	**49.0223**	**1.0900e-003**	**1.0500e-003**	**49.3630**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4206	0.4408	4.2409	9.7500e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		1,019.6029	1,019.6029	0.0601	0.0405	1,033.1759
Unmitigated	0.4206	0.4408	4.2409	9.7500e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		1,019.6029	1,019.6029	0.0601	0.0405	1,033.1759

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	146.88	132.57	110.43	477,132	477,132
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	146.88	132.57	110.43	477,132	477,132

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking with Elevator	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

5.0 Energy Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
NaturalGas Unmitigated	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	666.552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.1900e-003**	**0.0614**	**0.0261**	**3.9000e-004**		**4.9700e-003**	**4.9700e-003**		**4.9700e-003**	**4.9700e-003**		**78.4179**	**78.4179**	**1.5000e-003**	**1.4400e-003**	**78.8839**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.666552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.1900e-003**	**0.0614**	**0.0261**	**3.9000e-004**		**4.9700e-003**	**4.9700e-003**		**4.9700e-003**	**4.9700e-003**		**78.4179**	**78.4179**	**1.5000e-003**	**1.4400e-003**	**78.8839**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125
Unmitigated	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0470					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5380					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0670	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0162	4.0162	3.8500e-003		4.1125
Total	**0.6521**	**0.0257**	**2.2279**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0162**	**4.0162**	**3.8500e-003**	**0.0000**	**4.1125**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0470					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5380					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0670	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0162	4.0162	3.8500e-003		4.1125
Total	**0.6521**	**0.0257**	**2.2279**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0162**	**4.0162**	**3.8500e-003**	**0.0000**	**4.1125**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1449 Echo Park Avenue Apartments

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	24.00	Space	0.00	9,600.00	0
Apartments Mid Rise	27.00	Dwelling Unit	0.17	27,000.00	77

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Per project information

Land Use - Per project plans

Construction Phase - Based on applicant information (approx. 2 years between 4/2022 and 4/2024)

Off-road Equipment - Per applicant information

Off-road Equipment - Per applicant information

Off-road Equipment - Per applicant information

Off-road Equipment - Per applicant information

Off-road Equipment -

Off-road Equipment -

Grading - Per applicant information

Demolition - Per applicant information

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Woodstoves - Per applicant information

Construction Off-road Equipment Mitigation - Per applicant information

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	365.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	90.00
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	1.00	14.00
tblConstructionPhase	PhaseEndDate	10/4/2022	4/24/2024
tblConstructionPhase	PhaseEndDate	9/20/2022	3/13/2024
tblConstructionPhase	PhaseEndDate	4/28/2022	5/26/2022
tblConstructionPhase	PhaseEndDate	5/3/2022	10/19/2022
tblConstructionPhase	PhaseEndDate	9/27/2022	4/24/2024
tblConstructionPhase	PhaseEndDate	4/29/2022	6/15/2022
tblConstructionPhase	PhaseStartDate	9/28/2022	2/1/2024
tblConstructionPhase	PhaseStartDate	5/4/2022	10/20/2022
tblConstructionPhase	PhaseStartDate	4/30/2022	6/16/2022
tblConstructionPhase	PhaseStartDate	9/21/2022	2/1/2024
tblConstructionPhase	PhaseStartDate	4/29/2022	5/27/2022
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	22.95	0.00
tblFireplaces	NumberNoFireplace	2.70	0.00
tblFireplaces	NumberWood	1.35	0.00
tblGrading	MaterialExported	0.00	2,800.00
tblLandUse	LotAcreage	0.22	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.71	0.17
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblWoodstoves	NumberCatalytic	1.35	0.00
tblWoodstoves	NumberNoncatalytic	1.35	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.9281	20.1515	16.6717	0.0377	5.6406	0.8789	6.5195	2.6559	0.8088	3.4647	0.0000	3,694.6822	3,694.6822	1.0594	0.0470	3,735.1632
2023	1.1407	9.9494	11.3936	0.0257	0.2827	0.4412	0.7239	0.0756	0.4060	0.4815	0.0000	2,510.5293	2,510.5293	0.7246	0.0169	2,533.6783
2024	4.7953	15.7876	20.8097	0.0420	0.5398	0.6996	1.2393	0.1437	0.6519	0.7957	0.0000	4,035.6324	4,035.6324	1.0471	0.0215	4,068.2155
Maximum	**4.7953**	**20.1515**	**20.8097**	**0.0420**	**5.6406**	**0.8789**	**6.5195**	**2.6559**	**0.8088**	**3.4647**	**0.0000**	**4,035.6324**	**4,035.6324**	**1.0594**	**0.0470**	**4,068.2155**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.9281	20.1515	16.6717	0.0377	2.3981	0.8789	3.2770	1.0888	0.8088	1.8975	0.0000	3,694.6822	3,694.6822	1.0594	0.0470	3,735.1632
2023	1.1407	9.9494	11.3936	0.0257	0.2827	0.4412	0.7239	0.0756	0.4060	0.4815	0.0000	2,510.5293	2,510.5293	0.7246	0.0169	2,533.6783
2024	4.7953	15.7876	20.8097	0.0420	0.5398	0.6996	1.2393	0.1437	0.6519	0.7957	0.0000	4,035.6324	4,035.6324	1.0471	0.0215	4,068.2155
Maximum	**4.7953**	**20.1515**	**20.8097**	**0.0420**	**2.3981**	**0.8789**	**3.2770**	**1.0888**	**0.8088**	**1.8975**	**0.0000**	**4,035.6324**	**4,035.6324**	**1.0594**	**0.0470**	**4,068.2155**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	50.17	0.00	38.22	54.51	0.00	33.05	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125
Energy	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Mobile	0.4055	0.4735	4.0972	9.3000e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		972.4128	972.4128	0.0617	0.0421	986.4887
Total	**1.0647**	**0.5606**	**6.3512**	**9.8100e-003**	**1.0576**	**0.0242**	**1.0818**	**0.2818**	**0.0237**	**0.3056**	**0.0000**	**1,054.8469**	**1,054.8469**	**0.0671**	**0.0435**	**1,069.4851**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125
Energy	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Mobile	0.4055	0.4735	4.0972	9.3000e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		972.4128	972.4128	0.0617	0.0421	986.4887
Total	**1.0647**	**0.5606**	**6.3512**	**9.8100e-003**	**1.0576**	**0.0242**	**1.0818**	**0.2818**	**0.0237**	**0.3056**	**0.0000**	**1,054.8469**	**1,054.8469**	**0.0671**	**0.0435**	**1,069.4851**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/15/2022	5/26/2022	5	30	
2	Site Preparation	Site Preparation	5/27/2022	6/15/2022	5	14	
3	Grading	Grading	6/16/2022	10/19/2022	5	90	
4	Building Construction	Building Construction	10/20/2022	3/13/2024	5	365	
5	Paving	Paving	2/1/2024	4/24/2024	5	60	
6	Architectural Coating	Architectural Coating	2/1/2024	4/24/2024	5	60	

Acres of Grading (Site Preparation Phase): 7

Acres of Grading (Grading Phase): 67.5

Acres of Paving: 0

Residential Indoor: 54,675; Residential Outdoor: 18,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 576 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Excavators	1	6.00	158	0.38
Site Preparation	Excavators	1	6.00	158	0.38
Grading	Bore/Drill Rigs	1	6.00	221	0.50
Grading	Excavators	1	6.00	158	0.38
Grading	Forklifts	1	6.00	89	0.20
Grading	Skid Steer Loaders	1	6.00	65	0.37
Building Construction	Skid Steer Loaders	1	6.00	65	0.37
Building Construction	Off-Highway Trucks	1	6.00	402	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	23.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	350.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0751	0.0000	0.0751	0.0114	0.0000	0.0114			0.0000			0.0000
Off-Road	0.8612	7.7466	9.9107	0.0159		0.4020	0.4020		0.3818	0.3818		1,522.9139	1,522.9139	0.3332		1,531.2437
Total	**0.8612**	**7.7466**	**9.9107**	**0.0159**	**0.0751**	**0.4020**	**0.4770**	**0.0114**	**0.3818**	**0.3932**		**1,522.9139**	**1,522.9139**	**0.3332**		**1,531.2437**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3700e-003	0.0543	0.0127	2.0000e-004	5.8300e-003	4.4000e-004	6.2700e-003	1.6000e-003	4.2000e-004	2.0200e-003		22.1362	22.1362	1.1900e-003	3.5100e-003	23.2131
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.0485**	**0.0888**	**0.4612**	**1.4400e-003**	**0.1511**	**1.3100e-003**	**0.1525**	**0.0401**	**1.2200e-003**	**0.0414**		**148.1459**	**148.1459**	**4.7100e-003**	**6.8800e-003**	**150.3163**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0293	0.0000	0.0293	4.4300e-003	0.0000	4.4300e-003			0.0000			0.0000
Off-Road	0.8612	7.7466	9.9107	0.0159		0.4020	0.4020		0.3818	0.3818	0.0000	1,522.9139	1,522.9139	0.3332		1,531.2437
Total	**0.8612**	**7.7466**	**9.9107**	**0.0159**	**0.0293**	**0.4020**	**0.4312**	**4.4300e-003**	**0.3818**	**0.3863**	**0.0000**	**1,522.9139**	**1,522.9139**	**0.3332**		**1,531.2437**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3700e-003	0.0543	0.0127	2.0000e-004	5.8300e-003	4.4000e-004	6.2700e-003	1.6000e-003	4.2000e-004	2.0200e-003		22.1362	22.1362	1.1900e-003	3.5100e-003	23.2131
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.0485**	**0.0888**	**0.4612**	**1.4400e-003**	**0.1511**	**1.3100e-003**	**0.1525**	**0.0401**	**1.2200e-003**	**0.0414**		**148.1459**	**148.1459**	**4.7100e-003**	**6.8800e-003**	**150.3163**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7315	8.2660	6.4011	0.0136		0.3218	0.3218		0.2960	0.2960		1,317.5293	1,317.5293	0.4261		1,328.1822
Total	**0.7315**	**8.2660**	**6.4011**	**0.0136**	**0.5303**	**0.3218**	**0.8520**	**0.0573**	**0.2960**	**0.3533**		**1,317.5293**	**1,317.5293**	**0.4261**		**1,328.1822**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0290	0.0212	0.2761	7.6000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		77.5444	77.5444	2.1600e-003	2.0800e-003	78.2174
Total	**0.0290**	**0.0212**	**0.2761**	**7.6000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**77.5444**	**77.5444**	**2.1600e-003**	**2.0800e-003**	**78.2174**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.7315	8.2660	6.4011	0.0136		0.3218	0.3218		0.2960	0.2960	0.0000	1,317.5293	1,317.5293	0.4261		1,328.1822
Total	**0.7315**	**8.2660**	**6.4011**	**0.0136**	**0.2068**	**0.3218**	**0.5286**	**0.0223**	**0.2960**	**0.3184**	**0.0000**	**1,317.5293**	**1,317.5293**	**0.4261**		**1,328.1822**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0290	0.0212	0.2761	7.6000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		77.5444	77.5444	2.1600e-003	2.0800e-003	78.2174
Total	**0.0290**	**0.0212**	**0.2761**	**7.6000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**77.5444**	**77.5444**	**2.1600e-003**	**2.0800e-003**	**78.2174**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3155	0.0000	5.3155	2.5691	0.0000	2.5691			0.0000			0.0000
Off-Road	1.8287	19.4572	15.7303	0.0332		0.8723	0.8723		0.8025	0.8025		3,213.4866	3,213.4866	1.0393		3,239.4693
Total	**1.8287**	**19.4572**	**15.7303**	**0.0332**	**5.3155**	**0.8723**	**6.1877**	**2.5691**	**0.8025**	**3.3716**		**3,213.4866**	**3,213.4866**	**1.0393**		**3,239.4693**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0160	0.6334	0.1477	2.3500e-003	0.0680	5.0800e-003	0.0731	0.0187	4.8600e-003	0.0235		258.2554	258.2554	0.0138	0.0410	270.8189
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0833	0.0610	0.7936	2.1900e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		222.9402	222.9402	6.2200e-003	5.9700e-003	224.8750
Total	**0.0993**	**0.6944**	**0.9414**	**4.5400e-003**	**0.3251**	**6.6200e-003**	**0.3317**	**0.0868**	**6.2700e-003**	**0.0931**		**481.1956**	**481.1956**	**0.0201**	**0.0470**	**495.6939**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0730	0.0000	2.0730	1.0019	0.0000	1.0019			0.0000			0.0000
Off-Road	1.8287	19.4572	15.7303	0.0332		0.8723	0.8723		0.8025	0.8025	0.0000	3,213.4866	3,213.4866	1.0393		3,239.4693
Total	**1.8287**	**19.4572**	**15.7303**	**0.0332**	**2.0730**	**0.8723**	**2.9453**	**1.0019**	**0.8025**	**1.8044**	**0.0000**	**3,213.4866**	**3,213.4866**	**1.0393**		**3,239.4693**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0160	0.6334	0.1477	2.3500e-003	0.0680	5.0800e-003	0.0731	0.0187	4.8600e-003	0.0235		258.2554	258.2554	0.0138	0.0410	270.8189
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0833	0.0610	0.7936	2.1900e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		222.9402	222.9402	6.2200e-003	5.9700e-003	224.8750
Total	**0.0993**	**0.6944**	**0.9414**	**4.5400e-003**	**0.3251**	**6.6200e-003**	**0.3317**	**0.0868**	**6.2700e-003**	**0.0931**		**481.1956**	**481.1956**	**0.0201**	**0.0470**	**495.6939**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1348	10.7325	10.7121	0.0229		0.5073	0.5073		0.4667	0.4667		2,213.4717	2,213.4717	0.7159		2,231.3688
Total	**1.1348**	**10.7325**	**10.7121**	**0.0229**		**0.5073**	**0.5073**		**0.4667**	**0.4667**		**2,213.4717**	**2,213.4717**	**0.7159**		**2,231.3688**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1600e-003	0.1943	0.0661	7.7000e-004	0.0256	1.9500e-003	0.0276	7.3700e-003	1.8700e-003	9.2400e-003		82.3089	82.3089	2.7500e-003	0.0119	85.9365
Worker	0.0833	0.0610	0.7936	2.1900e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		222.9402	222.9402	6.2200e-003	5.9700e-003	224.8750
Total	**0.0905**	**0.2552**	**0.8597**	**2.9600e-003**	**0.2827**	**3.4900e-003**	**0.2862**	**0.0756**	**3.2800e-003**	**0.0788**		**305.2492**	**305.2492**	**8.9700e-003**	**0.0179**	**310.8115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1348	10.7325	10.7121	0.0229		0.5073	0.5073		0.4667	0.4667	0.0000	2,213.4717	2,213.4717	0.7159		2,231.3688
Total	**1.1348**	**10.7325**	**10.7121**	**0.0229**		**0.5073**	**0.5073**		**0.4667**	**0.4667**	**0.0000**	**2,213.4717**	**2,213.4717**	**0.7159**		**2,231.3688**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1600e-003	0.1943	0.0661	7.7000e-004	0.0256	1.9500e-003	0.0276	7.3700e-003	1.8700e-003	9.2400e-003		82.3089	82.3089	2.7500e-003	0.0119	85.9365
Worker	0.0833	0.0610	0.7936	2.1900e-003	0.2571	1.5400e-003	0.2586	0.0682	1.4100e-003	0.0696		222.9402	222.9402	6.2200e-003	5.9700e-003	224.8750
Total	**0.0905**	**0.2552**	**0.8597**	**2.9600e-003**	**0.2827**	**3.4900e-003**	**0.2862**	**0.0756**	**3.2800e-003**	**0.0788**		**305.2492**	**305.2492**	**8.9700e-003**	**0.0179**	**310.8115**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0590	9.7431	10.6025	0.0229		0.4390	0.4390		0.4038	0.4038		2,214.8899	2,214.8899	0.7163		2,232.7984
Total	**1.0590**	**9.7431**	**10.6025**	**0.0229**		**0.4390**	**0.4390**		**0.4038**	**0.4038**		**2,214.8899**	**2,214.8899**	**0.7163**		**2,232.7984**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2300e-003	0.1524	0.0590	7.3000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1900e-003		78.5541	78.5541	2.6200e-003	0.0114	82.0116
Worker	0.0776	0.0539	0.7321	2.1200e-003	0.2571	1.4500e-003	0.2585	0.0682	1.3300e-003	0.0695		217.0853	217.0853	5.5900e-003	5.5100e-003	218.8683
Total	**0.0818**	**0.2063**	**0.7911**	**2.8500e-003**	**0.2827**	**2.3000e-003**	**0.2850**	**0.0756**	**2.1400e-003**	**0.0777**		**295.6394**	**295.6394**	**8.2100e-003**	**0.0169**	**300.8799**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0590	9.7431	10.6025	0.0229		0.4390	0.4390		0.4038	0.4038	0.0000	2,214.8899	2,214.8899	0.7163		2,232.7984
Total	**1.0590**	**9.7431**	**10.6025**	**0.0229**		**0.4390**	**0.4390**		**0.4038**	**0.4038**	**0.0000**	**2,214.8899**	**2,214.8899**	**0.7163**		**2,232.7984**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2300e-003	0.1524	0.0590	7.3000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1900e-003		78.5541	78.5541	2.6200e-003	0.0114	82.0116
Worker	0.0776	0.0539	0.7321	2.1200e-003	0.2571	1.4500e-003	0.2585	0.0682	1.3300e-003	0.0695		217.0853	217.0853	5.5900e-003	5.5100e-003	218.8683
Total	**0.0818**	**0.2063**	**0.7911**	**2.8500e-003**	**0.2827**	**2.3000e-003**	**0.2850**	**0.0756**	**2.1400e-003**	**0.0777**		**295.6394**	**295.6394**	**8.2100e-003**	**0.0169**	**300.8799**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0145	9.0897	10.5436	0.0229		0.3922	0.3922		0.3608	0.3608		2,215.6716	2,215.6716	0.7166		2,233.5865
Total	**1.0145**	**9.0897**	**10.5436**	**0.0229**		**0.3922**	**0.3922**		**0.3608**	**0.3608**		**2,215.6716**	**2,215.6716**	**0.7166**		**2,233.5865**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1200e-003	0.1531	0.0580	7.2000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1900e-003		77.4264	77.4264	2.6200e-003	0.0112	80.8398
Worker	0.0726	0.0482	0.6833	2.0600e-003	0.2571	1.3900e-003	0.2585	0.0682	1.2800e-003	0.0695		212.4235	212.4235	5.0700e-003	5.1300e-003	214.0796
Total	**0.0768**	**0.2013**	**0.7413**	**2.7800e-003**	**0.2827**	**2.2400e-003**	**0.2849**	**0.0756**	**2.0900e-003**	**0.0777**		**289.8499**	**289.8499**	**7.6900e-003**	**0.0164**	**294.9194**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0145	9.0897	10.5436	0.0229		0.3922	0.3922		0.3608	0.3608	0.0000	2,215.6716	2,215.6716	0.7166		2,233.5865
Total	**1.0145**	**9.0897**	**10.5436**	**0.0229**		**0.3922**	**0.3922**		**0.3608**	**0.3608**	**0.0000**	**2,215.6716**	**2,215.6716**	**0.7166**		**2,233.5865**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1200e-003	0.1531	0.0580	7.2000e-004	0.0256	8.5000e-004	0.0265	7.3700e-003	8.1000e-004	8.1900e-003		77.4264	77.4264	2.6200e-003	0.0112	80.8398
Worker	0.0726	0.0482	0.6833	2.0600e-003	0.2571	1.3900e-003	0.2585	0.0682	1.2800e-003	0.0695		212.4235	212.4235	5.0700e-003	5.1300e-003	214.0796
Total	**0.0768**	**0.2013**	**0.7413**	**2.7800e-003**	**0.2827**	**2.2400e-003**	**0.2849**	**0.0756**	**2.0900e-003**	**0.0777**		**289.8499**	**289.8499**	**7.6900e-003**	**0.0164**	**294.9194**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**		**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0377	0.5347	1.6100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		166.2445	166.2445	3.9700e-003	4.0200e-003	167.5405
Total	**0.0569**	**0.0377**	**0.5347**	**1.6100e-003**	**0.2012**	**1.0900e-003**	**0.2023**	**0.0534**	**1.0000e-003**	**0.0544**		**166.2445**	**166.2445**	**3.9700e-003**	**4.0200e-003**	**167.5405**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**	**0.0000**	**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0377	0.5347	1.6100e-003	0.2012	1.0900e-003	0.2023	0.0534	1.0000e-003	0.0544		166.2445	166.2445	3.9700e-003	4.0200e-003	167.5405
Total	**0.0569**	**0.0377**	**0.5347**	**1.6100e-003**	**0.2012**	**1.0900e-003**	**0.2023**	**0.0534**	**1.0000e-003**	**0.0544**		**166.2445**	**166.2445**	**3.9700e-003**	**4.0200e-003**	**167.5405**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**3.0410**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0158	0.0105	0.1485	4.5000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		46.1790	46.1790	1.1000e-003	1.1200e-003	46.5390
Total	**0.0158**	**0.0105**	**0.1485**	**4.5000e-004**	**0.0559**	**3.0000e-004**	**0.0562**	**0.0148**	**2.8000e-004**	**0.0151**		**46.1790**	**46.1790**	**1.1000e-003**	**1.1200e-003**	**46.5390**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**3.0410**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0158	0.0105	0.1485	4.5000e-004	0.0559	3.0000e-004	0.0562	0.0148	2.8000e-004	0.0151		46.1790	46.1790	1.1000e-003	1.1200e-003	46.5390
Total	**0.0158**	**0.0105**	**0.1485**	**4.5000e-004**	**0.0559**	**3.0000e-004**	**0.0562**	**0.0148**	**2.8000e-004**	**0.0151**		**46.1790**	**46.1790**	**1.1000e-003**	**1.1200e-003**	**46.5390**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4055	0.4735	4.0972	9.3000e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		972.4128	972.4128	0.0617	0.0421	986.4887
Unmitigated	0.4055	0.4735	4.0972	9.3000e-003	1.0576	6.8800e-003	1.0645	0.2818	6.4000e-003	0.2882		972.4128	972.4128	0.0617	0.0421	986.4887

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	146.88	132.57	110.43	477,132	477,132
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	146.88	132.57	110.43	477,132	477,132

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657
Enclosed Parking with Elevator	0.541709	0.062136	0.185590	0.128486	0.023783	0.006533	0.012157	0.009216	0.000814	0.000497	0.024669	0.000753	0.003657

5.0 Energy Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
NaturalGas Unmitigated	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	666.552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.1900e-003**	**0.0614**	**0.0261**	**3.9000e-004**		**4.9700e-003**	**4.9700e-003**		**4.9700e-003**	**4.9700e-003**		**78.4179**	**78.4179**	**1.5000e-003**	**1.4400e-003**	**78.8839**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.666552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.1900e-003**	**0.0614**	**0.0261**	**3.9000e-004**		**4.9700e-003**	**4.9700e-003**		**4.9700e-003**	**4.9700e-003**		**78.4179**	**78.4179**	**1.5000e-003**	**1.4400e-003**	**78.8839**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125
Unmitigated	0.6521	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0162	4.0162	3.8500e-003	0.0000	4.1125

1449 Echo Park Avenue Apartments - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0470					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5380					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0670	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0162	4.0162	3.8500e-003		4.1125
Total	**0.6521**	**0.0257**	**2.2279**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0162**	**4.0162**	**3.8500e-003**	**0.0000**	**4.1125**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0470					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5380					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0670	0.0257	2.2279	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0162	4.0162	3.8500e-003		4.1125
Total	**0.6521**	**0.0257**	**2.2279**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0162**	**4.0162**	**3.8500e-003**	**0.0000**	**4.1125**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1449 North Echo Park Avenue Apartments Project

Noise and Vibration Study

prepared for

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1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential noise and vibration impacts of the proposed 1449 North Echo Park Avenue Apartments Project (project) in the City of Los Angeles, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Kenihan Development, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's noise and vibration impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1, followed by the Regulatory Compliance Measures (RCMs) required for the project.

CEQA Class 32 Categorical Exemption

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

Table 1 Summary of Impacts

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

Regulatory Compliance Measures

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

RCM-1 Adherence to Existing Noise Standards

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

To implement RCM-1 and reduce construction noise, the construction contractor would be required to implement noise-reducing practices during construction, which may include but are not limited to:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit mobile equipment with an industrial grade silencer or silencer of similar capacity, capable of reducing engine noise by at least 15 dBA (see Appendix E for specifications).
- Enclose stationary equipment with materials capable of reducing noise levels by at least 10 dBA (see Appendix E for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receptors.
- Erect temporary noise barriers with a minimum height of 10 feet along the eastern and northern boundaries of the project site adjacent to residences. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Per the specifications in Appendix C, barriers would be able to reduce construction noise by 10 to 20 dBA.

RCM-2 Construction Hours

The proposed project shall comply with Los Angeles Municipal Code (LAMC) Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and national holidays with no construction permitted on Sunday.

RCM-3 Construction Site Noticing

The proposed project shall comply with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

RCM-4 Interior Noise

To comply with LAMC Section 91.1206.14.2 and the California Code of Regulations, Title 24, Section 1206.4, the applicant shall coordinate with project architects and other contractors to ensure compliance with a 45 CNEL interior noise level standard for residential units where exterior noise levels exceed 70 CNEL, including units with direct line-of-sight to Echo Park Avenue. Possible noise reduction techniques include, but are not limited to:

- Windows and sliding glass doors would be mounted in low air infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications).
- Exterior doors would have a solid core with perimeter weather-stripping and threshold seals with a Sound Transmission Class (STC) rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- Exterior walls would include minimum of 5/8-inch of stucco or brick veneer over a minimum ½-inch plywood or OSB shear panel, R11 insulation and interior 5/8-inch gypsum board.
- Walls would have a STC rating of at least 46.
- Dual-paned windows would be installed with a STC rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- If exterior sliding glass doors are included, high-performance glazing would be installed with a minimum STC rating of 36.

Air conditioning or mechanical ventilation systems would be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code). Acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1206.4.

1.2 Project Summary

Project Location and Setting

The 0.17-acre, or approximately 7,493-square foot, project site is located at 1449 North Echo Park Avenue in the City of Los Angeles, California (Assessor Parcel Number [APN] 5419-023-010). The project site is in the Silver Lake-Echo Park-Elysian Valley Community Plan Area and is designated Community Commercial and zoned Commercial (C2). In addition, the project is in a Transit Priority Area. The project site is bounded by single- and multi-family residential uses on all sides, with North Echo Park Avenue directly to the east of the site. See Figure 1 for the regional location and Figure 2 for the project site vicinity.

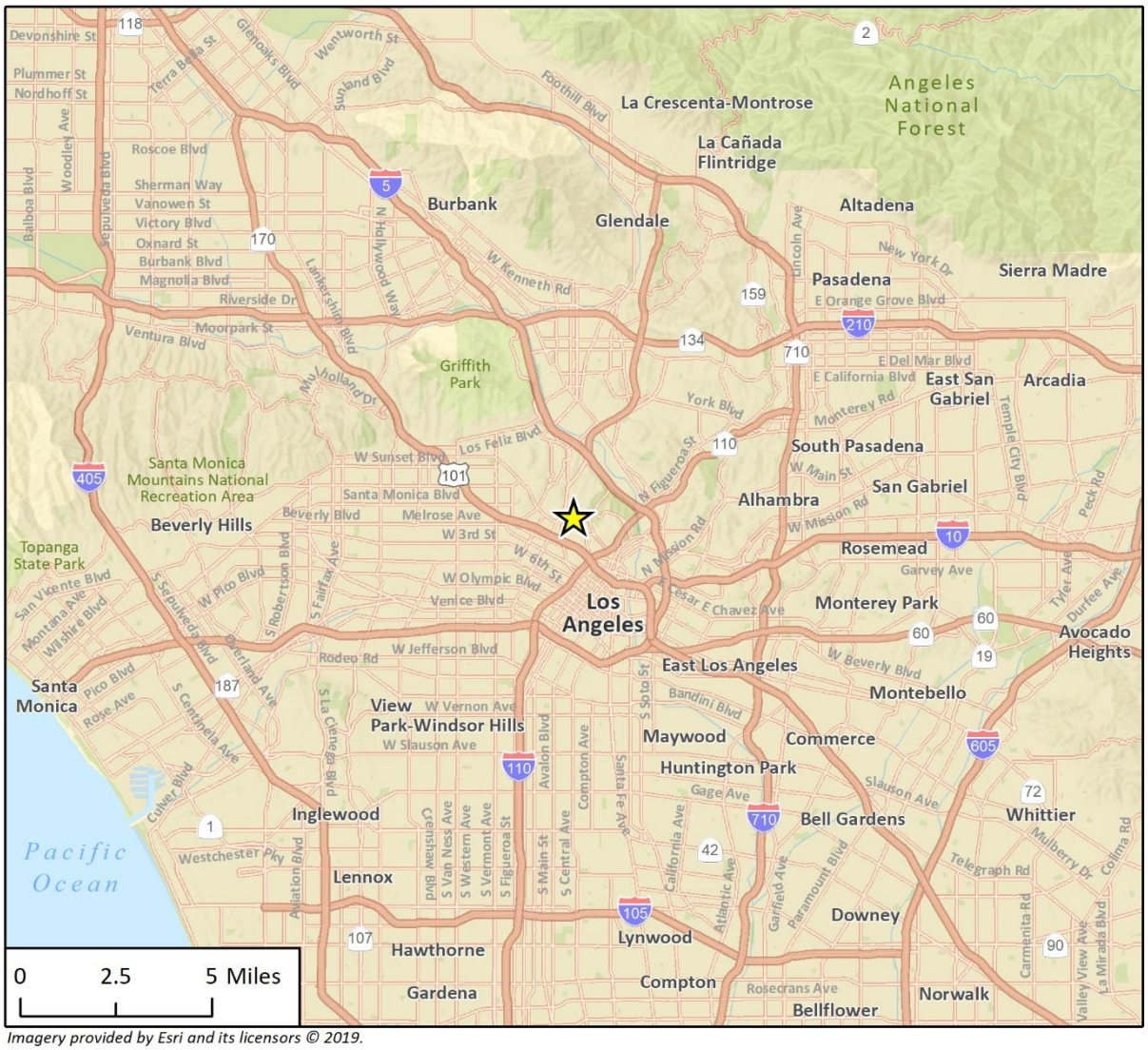
Proposed Project

The project is a proposed apartment building in the Echo Park neighborhood of Los Angeles. The project would include demolition of three on-site residences for construction of a 27-unit mixed-use apartment building that would be four stories (56 feet) in height with one subterranean a

mezzanine level. The subterranean and ground levels would include 24 parking spaces (22 standard spaces, two ADA accessible space), five bicycle spaces, and 210 square feet of commercial office space. The upper levels would consist of 27 studio apartment units that would provide a total of 16,105 square feet of livable space. The project would also include 4,010 square feet of open space, consisting of a 400 square-foot rear yard and a 3,610 square-foot roof patio, including outdoor lounge areas and a fireplace. Vehicular access would be provided via an entrance/exit off North Echo Park Avenue. See Figure 3 for the project site plan.

Construction of the project would require demolition of 2,280 square feet of building material associated with the existing duplex residences and ancillary structures. The project would also require approximately 2,800 cubic yards (CY) of cut soil for the construction of the subterranean parking garage. All cut soil would be exported from the site. Project construction is anticipated to occur from April 2022 to April 2024 between the hours of 7:00 a.m. and 4:00 p.m., Monday through Saturday.

Figure 1 Regional Location



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Project Location

N

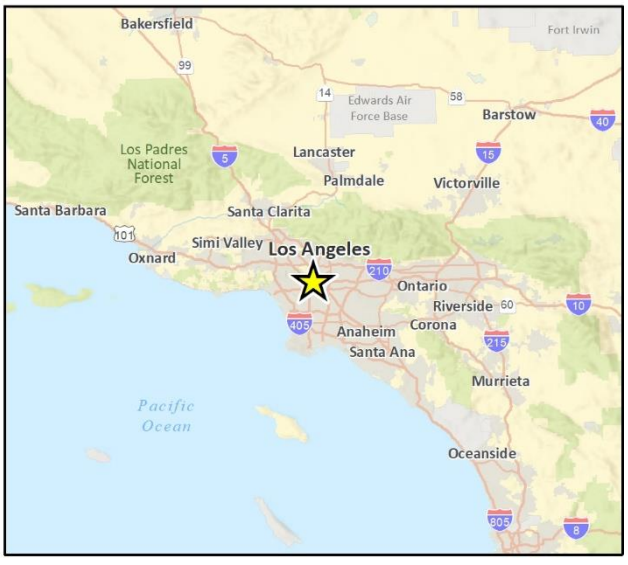

Figure 2 Project Site Location

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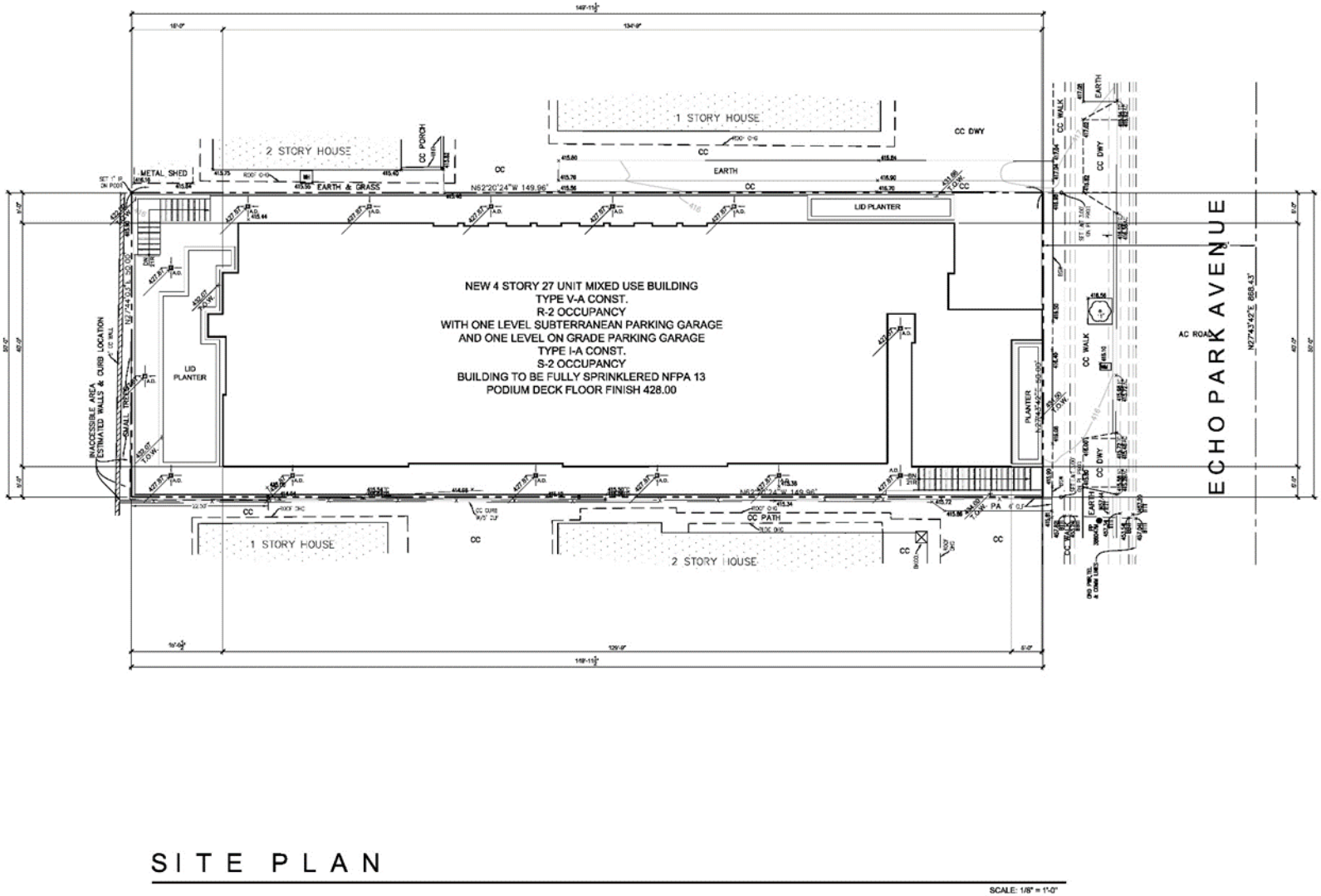
Figure 3 Project Site Plan



2 Background

Noise

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

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

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

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

Descriptors

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

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

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

There is no precise way to convert a peak hour L_{eq} to DNL or CNEL - the relationship between the peak hour L_{eq} value and the DNL/CNEL value depends on the distribution of traffic volumes during the day, evening, and night. However, in urban areas near heavy traffic, the peak hour L_{eq} is typically 2 to 4 dBA lower than the daily DNL/CNEL. In less heavily developed areas, such as suburban areas, the peak hour L_{eq} is often roughly equal to the daily DNL/CNEL. For rural areas with little nighttime traffic, the peak hour L_{eq} will often be 3 to 4 dBA greater than the daily DNL/CNEL value (California State Water Resources Control Board [SWRCB] 1999).

Propagation

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

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

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most

groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise may result in adverse effects, such as building damage, when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz). Vibration may also damage infrastructure when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. Particle velocity is the velocity at which the ground moves. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the greatest magnitude of particle velocity associated with a vibration event. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2013b).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018).

Response to Vibration

Damage to structures occurs when vibration levels range from two to six in/sec PPV. One half this minimum threshold, or one in/sec PPV, is considered a safe criterion that would protect modern structures (i.e., post 1975 construction in California) against structural damage (Caltrans 2013b).

The general human response to different levels of groundborne vibration velocity levels is described in Table 2.

Table 2 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

Source: FTA 2018

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2013b). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

2.1 Sensitive Receivers

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

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as schools, churches, and hospitals. However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment).

As shown in Figure 2, the nearest sensitive receptors to the project site are the adjacent single-and multi-family residences surrounding the site on all sides, Gabriella Charter School, and Logan Elementary School.

2.2 Project Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic on North Echo Park Avenue, which controls noise levels throughout the project site. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds.

To determine ambient noise levels at and near the project site, two 15-minute noise level measurements were collected by Rincon on December 20, 2019 during the morning peak hour between 8:30 a.m. and 9:15 a.m using an Extech (Model 407780A) ANSI Type 2 integrating sound level meter. Noise Measurement (NM) 1 and NM 2 were taken along Logan Avenue and North Echo Park Avenue, respectively, and are representative of existing ambient noise levels along these roadways.

Figure 4 shows the noise measurement locations and Table 3 summarizes the noise measurement results. Noise levels for the 15-minute measurements are provided in L_{eq} for the measurement period; L_{min} and L_{max} are also provided. Detailed sound level measurement data are included in Appendix A.

Figure 4 Noise Measurement Locations

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Table 3 Project Vicinity Sound Level Monitoring Results

#	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
1	Logan Avenue	8:39 – 9:54 a.m.	25 feet to centerline of Logan Avenue	58.4	47.9	74.8
2	North Echo Park Avenue	8:59 – 9:15 a.m.	25 feet to centerline of North Echo Park Avenue	70.0	91.1	48.6

See Appendix A for noise monitoring data.

Source: Rincon field visit on December 20, 2019.

2.3 Regulatory Setting

City of Los Angeles Noise Element

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

City of Los Angeles Municipal Code

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

- Monday through Friday between 7:00 a.m. and 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. and 6:00 p.m.
- No construction on Sundays except for residents

LAMC Section 112.01 prohibits noise from radios, musical instruments, television sets, and other sound-amplifying devices from being audible at a distance in excess of 150 feet from the property line of the noise source within 500 feet of any residential zone or from exceeding the ambient noise level on the premises of any other occupied property. LAMC Section 112.02 prohibits the operation of air conditioning, refrigeration, heating, pumping, and filtering equipment associated with any residence or other structure from exceeding the ambient noise of any other occupied property by more than 5 dBA. Consistent with the City's Noise Element, LAMC Section 91.1207.14.2 requires that interior noise levels not exceed 45 CNEL in any habitable room.

Table 4 Land Use and Noise Compatibility Matrix (CNEL)

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

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

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

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

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

Note: Noise levels are provided in CNEL.

Source: City of Los Angeles 1999.

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

LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between 10:00 p.m. and 7:00 a.m.

3 Impact Analysis

3.1 Significance Thresholds

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

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

Construction Noise

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

Land Use Compatibility

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

On-site Operational Noise

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

Off-site Traffic Noise

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

Construction Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) and the FTA *Transit Noise and Vibration Impact Assessment Manual* (2018) are used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the Caltrans and FTA criteria, construction vibration impacts would be significant if vibration levels exceed 0.5 in/sec PPV for residential structures or 1.0 in/sec PPV for commercial and industrial structures, which are the limits where minor architectural damage may occur to each type of buildings.

3.2 Methodology

Construction Noise

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

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

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

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

Project construction is estimated to occur over approximately two years between April 2022 and April 2024. Construction phases would include demolition, site preparation, grading, building construction, architectural coating, and paving of the project site. According to applicant-provided information, building construction would not require pile driving or rock blasting. It is assumed that diesel engines would power all construction equipment. For analysis purposes, and to be conservative, the “loudest hour” has been used for assessment regardless of phase. The loudest

hour of construction would likely occur during the demolition, site preparation, and grading phases. For this analysis, the loudest phase (i.e., demolition/relocation, grading, and building construction) has been modeled under the conservative assumption that a dozer, an excavator, and a loader would be operating simultaneously.

Using the FHWA RCNM, noise was modeled at the property line of the nearest noise-sensitive receivers from the center of on-site construction activity and at 50 feet to compare noise levels to the restrictions of LAMC Section 112.05. The residential receivers nearest to the proposed construction are the existing single- and multi-family residences located immediately north, west, south of the project site, and 50 feet east of the project site across North Echo Park Avenue. In addition, Gabriella Charter School and Logan Elementary School are located approximately 200 feet and 300 feet west of the project site, respectively. Therefore, construction noise was modeled at 25 feet from the nearest residences to the north, west, and south, 50 feet per LAMC Section 112.05, 75 feet from residences to the east across North Echo Park Avenue, 225 feet from Gabriella Charter School to the west, and 325 feet from Logan Elementary School to the west. For a conservative analysis, construction noise modeling does not account for noise reduction from existing noise barriers (e.g., masonry walls). RCNM calculations are included in Appendix B.

Land Use Compatibility

To determine ambient noise levels at the project site and at nearby sensitive receivers, Rincon collected two 15-minute peak hour sound level measurement on December 20, 2019 during the morning peak hours (Table 3 and Appendix A). The FHWA Traffic Noise Prediction Model was used to model traffic noise along North Echo Park Avenue under Existing Plus Project traffic conditions to determine noise levels upon implementation of the project in comparison to the City's noise compatibility matrix shown in Table 4. Conservative vehicle mixes of 97 percent automobile, two percent medium-duty trucks, and one percent heavy-duty trucks were assumed for these roadways. Traffic Noise Prediction Model results are included in Appendix C.

Off-site Traffic Noise

The project would generate vehicle trips, thereby increasing traffic on area roadways. The trip generation rates for the proposed multi-family residential use was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The trip generation rate for a mid-rise multi-family use (ITE Code 221) is 5.44 average daily trips (ADT) per dwelling unit. For a conservative estimate of off-site traffic noise, this analysis does not consider existing trips generated by the on-site duplex residence. Rather, off-site traffic noise levels are calculated using the full estimate of ADT generated by the project. Based on a daily trip generation rate of 5.44 vehicle trips per dwelling unit, the proposed project would generate approximately 147 ADT (5.44 ADT x 27 units). Roadway noise impacts were assessed on North Echo Park Avenue between Scott Avenue and Sunset Boulevard because it is anticipated this roadway would collect most project-related traffic heading to and from the project site. A significant impact from off-site traffic noise would occur if the project-generated traffic doubles existing volumes and increases existing traffic noise by 3 dBA, which would be a perceptible increase in traffic noise.

Groundborne Vibration

The proposed project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers, especially during grading of the project site. A quantitative assessment of

potential vibration impacts from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, may be conducted using the equations developed by Caltrans and the FTA (Caltrans 2013b, FTA 2018). The greatest vibratory sources during construction would be from operation of bulldozers and loaded trucks. Neither blasting nor pile driving would be required for construction of the proposed project. Table 5 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 5 Typical Vibration Levels during Construction Activities

Equipment	in/sec PPV at 25 feet	Approximate L_v VdB at 25 feet
Large bulldozer	0.089	87
Loaded trucks	0.076	86
Small bulldozer	0.003	58

Source: FTA 2018

Since groundborne vibration could cause physical damage to structures, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of the project site, to the edge of nearby off-site structures. Based on the distance of nearby structures to the project site, equipment was modeled at 25 feet from the nearest residences to the north, west, and south, 75 feet from the nearest residence to the east, 200 feet from Gabriella Charter School to the west, and 300 feet from Logan Elementary School to the west. Vibration calculations are included in Appendix D.

3.3 Impact Analysis

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

Temporary Construction Noise Impacts

Construction activity would result in temporary increases in ambient noise in the project area on an intermittent basis and, as such, would expose surrounding noise sensitive receivers to increased noise. Nearest receivers include residences to the north, west, and south of the project site, and east of the project site across North Echo Park Avenue. In addition, Gabriella Charter School and Logan Elementary School are located west of the project site across Logan Avenue.

While the project site is adjacent to existing residential properties to the north, west, and south, construction equipment would be continuously moving across the site, coming near and then moving further away from individual receivers. Due to the dynamic nature of construction, maximum hourly noise levels are calculated at various distances from the center of on-site construction activity to the nearest receivers as well as at 50 feet per LAMC Section 112.05.

As discussed under Section 3.2, *Methodology*, the FHWA RCNM was used to calculate noise associated with construction equipment. RCNM calculations are included in Appendix B. Construction noise levels and distances to the nearest receivers are shown in Table 6.

Table 6 Construction Noise Levels at Receivers

Construction Equipment	Approximate L_{eq}, dBA				
	25 Feet	50 Feet	75 Feet	225 Feet	325 Feet
Bulldozer, Front-End Loader, Excavator	87	81	78	68	65

See Appendix B for RCNM results.

Maximum hourly noise levels during project construction, which would occur during the demolition, site preparation, and grading phases of construction, were calculated between 65 dBA L_{eq} and 87 dBA L_{eq} at the nearest noise-sensitive receivers. Per LAMC standards, construction noise should not exceed a maximum hourly noise level of 75 dBA between 7:00 a.m. and 10:00 p.m. when measured at 50 feet from the source within 500 feet of a residential zone, unless compliance is technically infeasible. The project site is adjacent to residential land uses. Based on the RCNM results shown in Table 6, noise levels from construction equipment could exceed 75 dBA at 50 feet. Therefore, the applicant would be required to comply with construction RCM-1 (Adherence to Existing Noise Standards), RCM-2 (Construction Hours), and RCM-3 (Construction Site Noticing), which would reduce temporary construction noise impacts. To implement RCM-1 and reduce construction noise, the project would require the following specific noise-reducing practices during construction:

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit mobile equipment with an industrial grade silencer or silencer of similar capacity, capable of reducing engine noise by at least 15 dBA (see Appendix E for specifications).
- Enclose stationary equipment with materials capable of reducing noise levels by at least 10 dBA (see Appendix E for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receptors.
- Erect temporary noise barriers with a minimum height of 10 feet along the eastern and northern boundaries of the project site adjacent to residences. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Per the specifications in Appendix C, barriers would be able to reduce construction noise by 10 to 20 dBA.

Noise reductions associated with RCMs and the construction practices listed above are shown in Section 4, *Conclusions and Recommendations*. With implementation of RCM-1 through RCM-3, construction noise would be reduced to the degree feasible and would not constitute an unusual circumstance that would create an exception to the Class 32 Categorical Exemption. Therefore, construction noise impacts would be less than significant with implementation of RCM-1 through RCM-3.

Land Use Compatibility

Operation of the proposed project would also expose future residential development to ambient noise levels. However, agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369*, the California Supreme Court explained that an agency is only required to analyze the potential impact

of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, bringing a new population into an area where noise currently exists is not a significant environmental impact under CEQA unless doing so would exacerbate noise conditions. Nonetheless, the following analysis of potential exposure to excessive noise is provided for informational purposes.

According to the City's noise compatibility matrix shown in Table 4, ambient noise up to 60 CNEL is normally acceptable and noise up to 70 CNEL is conditional acceptable for multi-family residences. Based on noise contours calculated using the FHWA Traffic Noise Prediction Model (Appendix C) for the Existing Plus Project traffic volume scenario, the project's façade facing Echo Park Avenue would be exposed to daily noise levels up to 74 CNEL. In comparison to the City's noise compatibility matrix, the project would be exposed to noise levels within the "normally unacceptable" range for a multi-family residential use. As detailed in Table 4, "normally unacceptable" means that new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. This noise study is a detailed analysis of the noise reduction requirements that must be incorporated into the project and includes recommendations for noise insulation features to include in the design under RCM-4.

The City also has an interior residential noise standard of 45 CNEL for any habitable room. Modern building construction techniques that comply with the 2016 California Green Building Code requirements typically provide an exterior-to-interior noise attenuation of at least 25 dBA. (FTA 2018). Based on modeled future noise levels of up to 74 CNEL and a noise attenuation of 25 dBA, the interior noise level at habitable rooms facing Echo Park Avenue would be 49 CNEL. Therefore, interior noise levels for the project would exceed the City's interior noise standard of 45 CNEL. However, compliance with RCM-4, which requires adherence to LAMC Section 91.1207.14.2 and the California Code of Regulations, Title 24, Section 1207.4, would reduce interior noise and achieve compliance with the applicable interior noise standard of 45 CNEL.

On-site Operational Noise

The proposed residential project would require periodic delivery and trash hauling services. However, noise associated with delivery and trash-hauling trucks would be an intermittent noise source and are already a common occurrence in the project area due to existing residential uses that make up the developed urban area. Therefore, because delivery and trash trucks are already a common occurrence in the project vicinity, such services associated with the project would not result in a substantial permanent increase in ambient noise levels above levels existing without the project. Furthermore, LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between 10:00 p.m. and 7:00 a.m. Therefore, operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

The project would include a roof patio with outdoor lounge areas and a fireplace. Operational noise associated with outdoor use areas would include conversations, music, television, or other sound-generating equipment. These noise-generating activities would be similar to those of existing multi-family residences in the vicinity and would result in a negligible change to existing noise levels. Noise from conversation would be an intermittent and temporary noise source, which would

typically be limited to the daytime, outside of noise-sensitive hours of sleep. Moreover, compliance with RCM-1, which requires adherence to the City's Noise Ordinance; LAMC Section 112.01, which regulates the operation of radios, musical instruments, television sets, and other sound-amplifying devices; and LAMC Section 112.04, which prohibits use of landscaping equipment that creates nuisance noise during nighttime hours, would reduce operational noise impacts related to outdoor activity areas to a less than significant level.

Noise from rooftop-mounted HVAC equipment typically generates noise in the range of 60 to 70 dBA L_{eq} at a reference distance of 15 feet from the source (Illingworth & Rodkin, Inc. 2009). The nearest noise-sensitive receivers, consisting of residences north, west, and south of the project site, would be located at least 57 feet from the nearest rooftop-mounted HVAC equipment based on the approximate 56-foot roof-level height of the proposed residential building and approximate 10-foot setback of the proposed building to the nearest off-site residences. Because noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source, rooftop-mounted equipment would generate a noise levels in the range of 48 to 58 dBA L_{eq} at 57 feet. As shown in Table 3, ambient noise levels at these residences along Logan Avenue and Echo Park Avenue were measured at 58.7 dBA L_{eq} and 70 dBA L_{eq}, respectively. Based on estimated noise levels between 48 to 58 dBA L_{eq} at 57 feet for HVAC equipment, noise levels from such equipment at the proposed residential building would not exceed limitations of LAMC Section 112.02. Furthermore, rooftop HVAC units are traditionally shielded from surrounding land uses with parapets, and roofs that block line-of-sight to sensitive receivers would typically provide at least a 5-dBA noise reduction. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

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

Off-Site Traffic Noise Impacts

The proposed project would generate new vehicle trips and incrementally increase traffic on area roadways, particularly South Wilton Place. Based on the ITE daily trip generation rate of 5.44 vehicle trips per dwelling unit for a mid-rise multi-family use (ITE Code 221), the proposed project would generate approximately 147 ADT (5.44 ADT x 27 units) along Echo Park Avenue between Scott Avenue and Montana Street. Based on 2017 traffic volume data from the Los Angeles Department of Transportation (LADOT), this segment of Echo Park Avenue carries a daily traffic volume of approximately 6,800 ADT (LADOT 2017). Conservatively adding all 147 daily vehicle trips generated by the proposed project to this segment of Echo Park Avenue would increase traffic along Echo Park Avenue by approximately two percent, which would generate a less than 0.5 CNEL increase in traffic noise.[1] Therefore, the project would not double existing traffic volumes, which would create a perceptible 3-dBA increase in traffic noise. Noise impacts associated with off-site traffic generated by the proposed project would be less than significant.

[1] A doubling of traffic is required for an audible 3 dB increase in traffic noise levels. However, the increase in traffic generated by the proposed project would be approximately two percent of existing traffic on Echo Park Avenue based on the traffic volume reported by LADOT.

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

Vibration Impacts

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would potentially utilize loaded trucks and a bulldozer during most construction phases and during the demolition phase. Vibration impacts are assessed based on the distance from the location of vibration- intensive construction activities, conservatively assumed to be at edge of the project site, to the edge of nearby off-site structures. Therefore, equipment was modeled at 25 feet from the nearest residences to the north, west, and south, 75 feet from the nearest residence to the east, 200 feet from Gabriella Charter School to the west, and 300 feet from Logan Elementary School to the west. Table 7 shows estimated groundborne vibration levels from project equipment that is likely to result in the highest vibration levels.

Table 7 Vibration Levels at Receivers

	in/sec PPV			
Equipment	**25 Feet**	**75 Feet**	**200 Feet**	**300 Feet**
Large Bulldozer	0.089	0.027	0.009	0.006
Loaded Trucks	0.076	0.010	0.008	0.005
Small Bulldozer	0.003	0.001	0.000	0.000
Threshold	**0.5**	**0.5**	**0.5**	**0.5**
Threshold Exceeded?	No	No	No	No

See Appendix D for vibration analysis worksheets.

Source: FTA 2018

As shown in Table 7, groundborne vibration from typical construction equipment would not exceed the threshold of 0.5 in/sec PPV at adjacent residences north, west, and south of the site. In addition, in accordance with RCM-2 and LAMC Section 41.40, project construction would be required to occur during daytime hours and would not disturb residences during sensitive hours of sleep. Furthermore, as a residential use, the proposed project would not generate significant stationary sources of vibration, such as heavy equipment operations or press operations. Therefore, operational vibration impacts would be less than significant.

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

Airport Noise Impacts

The airports closest to the project site are the Santa Monica Municipal Airport, which is a general aviation airport for small aircraft located approximately 11 miles southwest of the site, and Los Angeles International Airport, which is a public airport located approximately 12 miles southwest of the site. While the project site would be subject to temporary and intermittent noise from aircraft overflights, the site is not located in either airports' noise contours and would not be affected by

substantial noise from aircraft operations (Los Angeles County 2003). In addition, the project site is not near a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft noise and no impact would occur.

4 Conclusions

Construction would occur within 500 feet of residential uses and construction noise could exceed 75 dBA at 50 feet. However, with implementation of RCM-1 through RCM-3, construction noise would be reduced to the degree feasible and would not constitute an unusual circumstance that would create an exception to the Class 32 Categorical Exemption. Project construction would also result in vibration; however, based on the analysis of potential construction-related vibration, vibration levels would be below the identified thresholds. The project does not include any substantial vibration sources. Therefore, the project would not expose local vibration sensitive receivers to excessive vibration levels and vibration impacts would be less than significant.

Off-site traffic noise impacts would be less than significant, and on-site operational noise impacts would be less than significant. In addition, the proposed project would be compatible with the existing noise environment. Therefore, the project would result in a less than significant permanent increase in ambient noise levels due to project operation. Furthermore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft noise.

This analysis demonstrates that, with implementation of RCMs, the project would not generate significant noise impacts, therefore meeting the requirements of a Class 32 CE. The project would be required to comply with the following RCMs.

Regulatory Compliance Measures

RCM-1 Adherence to Existing Noise Standards

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

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

- Schedule construction activities to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Retrofit mobile equipment with an industrial grade silencer or silencer of similar capacity, capable of reducing engine noise by at least 15 dBA (see Appendix E for specifications).
- Enclose stationary equipment with materials capable of reducing noise levels by at least 10 dBA (see Appendix E for specifications).
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receptors.
- Erect temporary noise barriers with a minimum height of 10 feet along the eastern and northern boundaries of the project site adjacent to residences. The noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Per the specifications in Appendix C, barriers would be able to reduce construction noise by 10 to 20 dBA.

RCM-2 Construction Hours

The proposed project shall comply with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and national holidays with no construction permitted on Sunday.

RCM-3 Construction Site Noticing

The proposed project shall comply with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the City's telephone number where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

RCM-4 Interior Noise

To comply with LAMC Section 91.1206.14.2 and the California Code of Regulations, Title 24, Section 1206.4, the applicant shall coordinate with project architects and other contractors to ensure compliance with a 45 CNEL interior noise level standard for residential units where exterior noise levels exceed 70 CNEL, including units with direct line-of-sight to Echo Park Avenue. Possible noise reduction techniques include, but are not limited to:

- Windows and sliding glass doors would be mounted in low air infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications).
- Exterior doors would have a solid core with perimeter weather-stripping and threshold seals with a Sound Transmission Class (STC) rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- Exterior walls would include minimum of 5/8-inch of stucco or brick veneer over a minimum ½-inch plywood or OSB shear panel, R11 insulation and interior 5/8-inch gypsum board.
- Walls would have a STC rating of at least 46.
- Dual-paned windows would be installed with a STC rating of at least 32, with the potential for STC rating of 36 or higher if necessary.
- If exterior sliding glass doors are included, high-performance glazing would be installed with a minimum STC rating of 36.

Air conditioning or mechanical ventilation systems would be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code). Acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1206.4.

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Appendix A

Noise Measurement Data

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 74.8 - 2019/12/20 08:44:34
- Level Range : 40-100
- SEL : 88.2
- Leq : 58.7
-

No.s	Date Time	(dB)
1	2019/12/20 08:39:50	52.2
2	2019/12/20 08:39:53	53.5
3	2019/12/20 08:39:56	53.2
4	2019/12/20 08:39:59	55.3
5	2019/12/20 08:40:02	59.8
6	2019/12/20 08:40:05	56.9
7	2019/12/20 08:40:08	52.4
8	2019/12/20 08:40:11	52.7
9	2019/12/20 08:40:14	51.7
10	2019/12/20 08:40:17	52.6
11	2019/12/20 08:40:20	50.4
12	2019/12/20 08:40:23	50.0
13	2019/12/20 08:40:26	50.9
14	2019/12/20 08:40:29	50.5
15	2019/12/20 08:40:32	50.2
16	2019/12/20 08:40:35	52.6
17	2019/12/20 08:40:38	54.0
18	2019/12/20 08:40:41	59.7
19	2019/12/20 08:40:44	60.7
20	2019/12/20 08:40:47	55.2
21	2019/12/20 08:40:50	51.9
22	2019/12/20 08:40:53	51.1
23	2019/12/20 08:40:56	51.6
24	2019/12/20 08:40:59	52.2
25	2019/12/20 08:41:02	50.7
26	2019/12/20 08:41:05	49.4
27	2019/12/20 08:41:08	50.1
28	2019/12/20 08:41:11	52.6
29	2019/12/20 08:41:14	52.1
30	2019/12/20 08:41:17	54.1
31	2019/12/20 08:41:20	52.3
32	2019/12/20 08:41:23	49.8
33	2019/12/20 08:41:26	49.3
34	2019/12/20 08:41:29	49.3
35	2019/12/20 08:41:32	51.1
36	2019/12/20 08:41:35	50.2
37	2019/12/20 08:41:38	52.2
38	2019/12/20 08:41:41	50.8
39	2019/12/20 08:41:44	52.2
40	2019/12/20 08:41:47	50.9
41	2019/12/20 08:41:50	51.3
42	2019/12/20 08:41:53	53.9
43	2019/12/20 08:41:56	56.3
44	2019/12/20 08:41:59	67.2
45	2019/12/20 08:42:02	61.3
46	2019/12/20 08:42:05	55.6
47	2019/12/20 08:42:08	53.6
48	2019/12/20 08:42:11	54.1
49	2019/12/20 08:42:14	55.4
50	2019/12/20 08:42:17	58.8
51	2019/12/20 08:42:20	67.7
52	2019/12/20 08:42:23	59.6
53	2019/12/20 08:42:26	53.7
54	2019/12/20 08:42:29	52.1
55	2019/12/20 08:42:32	51.8
56	2019/12/20 08:42:35	53.0
57	2019/12/20 08:42:38	55.5
58	2019/12/20 08:42:41	51.8
59	2019/12/20 08:42:44	51.5
60	2019/12/20 08:42:47	50.9
61	2019/12/20 08:42:50	51.1
62	2019/12/20 08:42:53	59.8
63	2019/12/20 08:42:56	65.6
64	2019/12/20 08:42:59	58.7
65	2019/12/20 08:43:02	58.3
66	2019/12/20 08:43:05	53.3
67	2019/12/20 08:43:08	55.8
68	2019/12/20 08:43:11	63.6
69	2019/12/20 08:43:14	68.8
70	2019/12/20 08:43:17	59.2
71	2019/12/20 08:43:20	53.4
72	2019/12/20 08:43:23	52.0
73	2019/12/20 08:43:26	51.7
74	2019/12/20 08:43:29	51.6
75	2019/12/20 08:43:32	50.1
76	2019/12/20 08:43:35	55.1
77	2019/12/20 08:43:38	63.8
78	2019/12/20 08:43:41	55.2
79	2019/12/20 08:43:44	50.7
80	2019/12/20 08:43:47	50.9
81	2019/12/20 08:43:50	52.1
82	2019/12/20 08:43:53	53.0
83	2019/12/20 08:43:56	53.7
84	2019/12/20 08:43:59	51.7
85	2019/12/20 08:44:02	52.1

86	2019/12/20	08:44:05	52.5
87	2019/12/20	08:44:08	54.6
88	2019/12/20	08:44:11	52.7
89	2019/12/20	08:44:14	51.8
90	2019/12/20	08:44:17	52.2
91	2019/12/20	08:44:20	50.6
92	2019/12/20	08:44:23	52.0
93	2019/12/20	08:44:26	53.9
94	2019/12/20	08:44:29	66.0
95	2019/12/20	08:44:32	74.3
96	2019/12/20	08:44:35	64.7
97	2019/12/20	08:44:38	57.7
98	2019/12/20	08:44:41	56.6
99	2019/12/20	08:44:44	67.8
100	2019/12/20	08:44:47	70.1
101	2019/12/20	08:44:50	60.6
102	2019/12/20	08:44:53	52.9
103	2019/12/20	08:44:56	50.7
104	2019/12/20	08:44:59	50.8
105	2019/12/20	08:45:02	52.9
106	2019/12/20	08:45:05	50.9
107	2019/12/20	08:45:08	49.9
108	2019/12/20	08:45:11	49.9
109	2019/12/20	08:45:14	50.0
110	2019/12/20	08:45:17	50.0
111	2019/12/20	08:45:20	49.8
112	2019/12/20	08:45:23	50.2
113	2019/12/20	08:45:26	50.9
114	2019/12/20	08:45:29	54.3
115	2019/12/20	08:45:32	52.3
116	2019/12/20	08:45:35	51.4
117	2019/12/20	08:45:38	50.6
118	2019/12/20	08:45:41	50.4
119	2019/12/20	08:45:44	51.0
120	2019/12/20	08:45:47	53.8
121	2019/12/20	08:45:50	59.3
122	2019/12/20	08:45:53	70.1
123	2019/12/20	08:45:56	61.4
124	2019/12/20	08:45:59	54.4
125	2019/12/20	08:46:02	52.4
126	2019/12/20	08:46:05	52.9
127	2019/12/20	08:46:08	57.0
128	2019/12/20	08:46:11	71.1
129	2019/12/20	08:46:14	66.2
130	2019/12/20	08:46:17	63.1
131	2019/12/20	08:46:20	67.1
132	2019/12/20	08:46:23	59.7
133	2019/12/20	08:46:26	54.5
134	2019/12/20	08:46:29	52.8
135	2019/12/20	08:46:32	54.7
136	2019/12/20	08:46:35	57.5
137	2019/12/20	08:46:38	56.3
138	2019/12/20	08:46:41	54.7
139	2019/12/20	08:46:44	51.6
140	2019/12/20	08:46:47	51.5
141	2019/12/20	08:46:50	52.2
142	2019/12/20	08:46:53	51.5
143	2019/12/20	08:46:56	52.1
144	2019/12/20	08:46:59	50.7
145	2019/12/20	08:47:02	50.7
146	2019/12/20	08:47:05	51.2
147	2019/12/20	08:47:08	52.7
148	2019/12/20	08:47:11	51.9
149	2019/12/20	08:47:14	50.5
150	2019/12/20	08:47:17	51.4
151	2019/12/20	08:47:20	50.4
152	2019/12/20	08:47:23	50.5
153	2019/12/20	08:47:26	51.3
154	2019/12/20	08:47:29	51.2
155	2019/12/20	08:47:32	51.9
156	2019/12/20	08:47:35	61.9
157	2019/12/20	08:47:38	64.1
158	2019/12/20	08:47:41	56.3
159	2019/12/20	08:47:44	51.5
160	2019/12/20	08:47:47	49.8
161	2019/12/20	08:47:50	49.4
162	2019/12/20	08:47:53	49.7
163	2019/12/20	08:47:56	50.4
164	2019/12/20	08:47:59	50.6
165	2019/12/20	08:48:02	51.5
166	2019/12/20	08:48:05	51.3
167	2019/12/20	08:48:08	54.1
168	2019/12/20	08:48:11	55.9
169	2019/12/20	08:48:14	52.3
170	2019/12/20	08:48:17	53.5
171	2019/12/20	08:48:20	50.3
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176	2019/12/20	08:48:35	57.2
177	2019/12/20	08:48:38	54.5
178	2019/12/20	08:48:41	56.5
179	2019/12/20	08:48:44	56.2
180	2019/12/20	08:48:47	54.5
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185	2019/12/20	08:49:02	48.9
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195	2019/12/20	08:49:32	49.4
196	2019/12/20	08:49:35	49.6
197	2019/12/20	08:49:38	49.3
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203	2019/12/20	08:49:56	49.0
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207	2019/12/20	08:50:08	49.1
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213	2019/12/20	08:50:26	49.0
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281	2019/12/20	08:53:50	52.9
282	2019/12/20	08:53:53	49.2
283	2019/12/20	08:53:56	48.9

284	2019/12/20	08:53:59	49.4
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297	2019/12/20	08:54:38	51.4
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299	2019/12/20	08:54:44	49.8
300	2019/12/20	08:54:47	49.3

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 91.1 - 2019/12/20 09:06:12
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
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2	2019/12/20 08:59:17	70.3
3	2019/12/20 08:59:20	68.4
4	2019/12/20 08:59:23	72.2
5	2019/12/20 08:59:26	68.4
6	2019/12/20 08:59:29	73.2
7	2019/12/20 08:59:32	71.9
8	2019/12/20 08:59:35	65.8
9	2019/12/20 08:59:38	69.8
10	2019/12/20 08:59:41	71.2
11	2019/12/20 08:59:44	72.0
12	2019/12/20 08:59:47	69.4
13	2019/12/20 08:59:50	70.1
14	2019/12/20 08:59:53	68.1
15	2019/12/20 08:59:56	73.6
16	2019/12/20 08:59:59	72.8
17	2019/12/20 09:00:02	68.6
18	2019/12/20 09:00:05	69.2
19	2019/12/20 09:00:08	68.1
20	2019/12/20 09:00:11	59.2
21	2019/12/20 09:00:14	54.4
22	2019/12/20 09:00:17	59.7
23	2019/12/20 09:00:20	72.4
24	2019/12/20 09:00:23	64.4
25	2019/12/20 09:00:26	57.2
26	2019/12/20 09:00:29	60.8
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36	2019/12/20 09:00:59	67.4
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290	2019/12/20	09:13:41	73.1
291	2019/12/20	09:13:44	70.0
292	2019/12/20	09:13:47	73.2
293	2019/12/20	09:13:50	70.5
294	2019/12/20	09:13:53	64.4
295	2019/12/20	09:13:56	63.3
296	2019/12/20	09:13:59	60.6
297	2019/12/20	09:14:02	61.2
298	2019/12/20	09:14:05	63.4
299	2019/12/20	09:14:08	59.7
300	2019/12/20	09:14:11	56.0

Appendix B

Roadway Construction Noise Model Results

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/09/2020
Case Description: 1449 Echo Park Apts

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residences	Residential	75.0	75.0	75.0

Description	Impact Device	Usage (%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	25.0	0.0
Dozer	No	40		81.7	25.0	0.0
Front End Loader	No	40		79.1	25.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	86.7	82.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	87.7	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	87.7	87.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
LAMC Section 112.05	Residential	75.0	75.0	75.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Front End Loader	No	40		79.1	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA)

Equipment	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81.7	81.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Residences	Residential	75.0	75.0	75.0

Equipment

Impact	Usage	Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding

Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)
Excavator	No	40	80.7	75.0	0.0	
Dozer	No	40	81.7	75.0	0.0	
Front End Loader	No	40	79.1	75.0	0.0	

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	77.2	73.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	78.1	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	75.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.1	77.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Gabriella Charter School	Residential	75.0	75.0	75.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40	80.7	225.0	0.0	
Dozer	No	40	81.7	225.0	0.0	
Front End Loader	No	40	79.1	225.0	0.0	

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA)				Day		Evening				
Night		Day		Evening		Night				
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	68.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	66.0	62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	68.6	68.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #5 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Logan Elementary School	Residential	75.0	75.0	75.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	325.0	0.0
Dozer	No	40		81.7	325.0	0.0
Front End Loader	No	40		79.1	325.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA)				Day		Evening				
Night		Day		Evening		Night				

Equipment	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq
Excavator	64.5 60.5	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
Dozer	65.4 61.4	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
Front End Loader	62.9 58.9	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
Total	65.4 65.2	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A

Appendix C

Traffic Noise Prediction Model Results

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : 1449 Echo Park Avenue
Project Number : 19-08832
Modeled Condition : Existing Plus Project

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment From	Segment To	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Echo Park Avenue	Scott Avenue	Montana Street	6,947	25	25	98.00	1.50	0.50	75.00	10.00	15.00	

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : 1449 Echo Park Avenue
Project Number : 19-08832
Modeled Condition : Existing Plus Project
Assessment Metric: Hard

		Segment		Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	From	To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Echo Park Avenue	Scott Avenue	Montana Street	72.0	65.5	68.3	74	21	66	208	658	2,079	6,576

Appendix D

Vibration Analysis

Peak Ground Acceleration

	PPV_{ref}	Ref Distanc	Distance	PPV_x	Frequency	Omega	Gravity	Acceleration
	(in/sec)	(feet)	(feet)	(in/sec)	(Hertz)	(unitless)	(in/sec^2)	(in/sec^2)
Large Bull	0.089	25	25	0.089	30.0000	8.3881	386.0681	0.022
Loaded Tr	0.076	25	25	0.076	30.0000	7.1628	386.0681	0.019
Small Bull	0.003	25	25	0.003	30.0000	0.2827	386.0681	0.001

	PPV_{ref}	Ref Distanc	Distance	PPV_x	Frequency	Omega	Gravity	Acceleration
	(in/sec)	(feet)	(feet)	(in/sec)	(Hertz)	(unitless)	(in/sec^2)	(in/sec^2)
Large Bull	0.089	25	75	0.027	30.0000	2.5051	386.0681	0.006
Loaded Tr	0.076	25	75	0.023	30.0000	2.1392	386.0681	0.006
Small Bull	0.003	25	75	0.001	30.0000	0.0844	386.0681	0.000

	PPV_{ref}	Ref Distanc	Distance	PPV_x	Frequency	Omega	Gravity	Acceleration
	(in/sec)	(feet)	(feet)	(in/sec)	(Hertz)	(unitless)	(in/sec^2)	(in/sec^2)
Large Bull	0.089	25	200	0.009	30.0000	0.8517	386.0681	0.002
Loaded Tr	0.076	25	200	0.008	30.0000	0.7273	386.0681	0.002
Small Bull	0.003	25	200	0.000	30.0000	0.0287	386.0681	0.000

	PPV_{ref}	Ref Distanc	Distance	PPV_x	Frequency	Omega	Gravity	Acceleration
	(in/sec)	(feet)	(feet)	(in/sec)	(Hertz)	(unitless)	(in/sec^2)	(in/sec^2)
Large Bull	0.089	25	300	0.006	30.0000	0.5452	386.0681	0.001
Loaded Tr	0.076	25	300	0.005	30.0000	0.4656	386.0681	0.001
Small Bull	0.003	25	300	0.000	30.0000	0.0184	386.0681	0.000

Appendix E

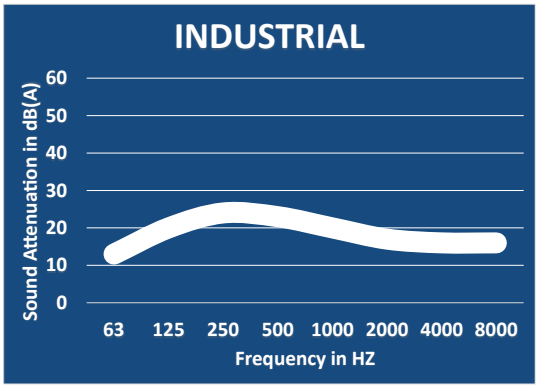
Manufacturers' Specifications

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

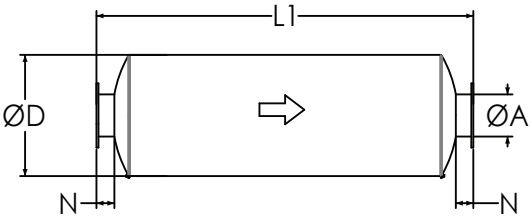
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

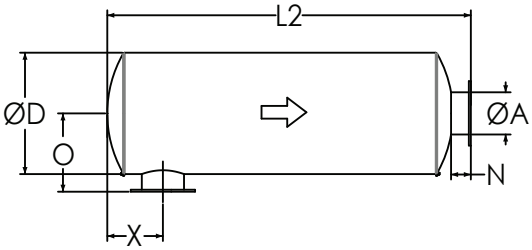
TYPICAL ATTENUATION CURVE



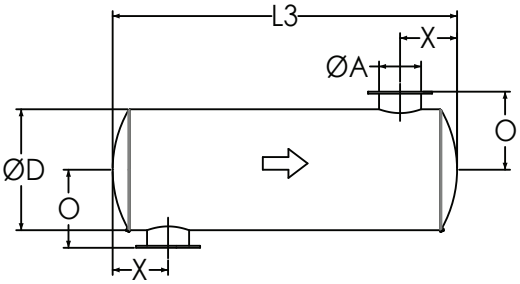
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: sales@acousticalsurfaces.com

Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems

Echo Barrier™

The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

Exhibit E

Appeal Documents

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

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

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

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: DIR-2020-1006-TOC-HCO

Project Address: 1449 ECHO PARK AVE.

Final Date to Appeal: 09/01/2021

2. APPELLANT

Appellant Identity: (check all that apply)
☐ Representative ☑ Property Owner
☐ Applicant ☐ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
ROSITA L/ UY

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

☐ Representative ☐ Owner ☐ Aggrieved Party
☐ Applicant ☐ Operator

3. APPELLANT INFORMATION

Appellant's Name: ROSITA L. UY

Company/Organization: SELF

Mailing Address: 1445 ECHO PARK AVE

City: LOS ANGELES State: CA Zip: 90029

Telephone: (323) 788-2564 E-mail: residentialdesigner@hotmail.com

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

☑ Self ☐ Other: _____

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

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): CARLOS A. TORRES

Company: CARLOS A. TORRES, BSCE

Mailing Address: 13535 VALERIO ST. STE118

City: VAN NUYS State: CA Zip: 91405

Telephone: (323) 788-2564 E-mail: residentialdesigner@hotmail.com

5. JUSTIFICATION/REASON FOR APPEAL

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

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

If Yes, list the condition number(s) here: 6 (b)

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

☑ The reason for the appeal ☐ How you are aggrieved by the decision

☐ Specifically the points at issue ☐ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

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

Appellant Signature: _____ Date: 8,27,21

GENERAL APPEAL FILING REQUIREMENTS

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

1. Appeal Documents

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

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

b. Electronic Copy

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

c. Appeal Fee

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

d. Notice Requirement

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

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

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

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

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

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

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

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

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

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

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

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

F. BUILDING AND SAFETY DETERMINATION

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

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

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

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

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

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

G. NUISANCE ABATEMENT

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

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

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

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

a. Appeal Fee

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

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

NOTES

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

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

This Section for City Planning Staff Use Only		
Base Fee: $89.00	Reviewed & Accepted by (DSC Planner): D	Date: 8-30-2021
Receipt No: Online - see attached	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

CARLOS A. TORRES, BSCE

****

(se habla espanol) residentialdesigner@hotmail.com 323-788-2564
"comitted to excellence"

DATE: 08/27/2021

APPELLANT: ROSITA L. UY
ADDRESS: 1445 ECHO PARK AVE.
LOS ANGELES, CA 90026

VINCENT P. BERTONI, AICP
HEATHER BLEEMERS, SENIOR CITY PLANN
RENATA OOMS, CITY PLANNING ASSOCIATE
DEPARTMENT OF CITY PLANNING
EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CASE No: DIR-2020-1006-TOC-HCA

HONORABLE MR. BERTONI:

I, THROUGH MY REPRESENTATIVE, HAVE DECIDED TO PURSUE AND APPEAL YOUR DECISION ON THE ABOVE MENTIONED CASE.

I MUST MENTION THAT I MUST HAVE RECEIVED WRITTEN NOTICE OF THE HEARING HELD WHEN YOU HEARD THE CASE TO ARRIVE AT YOUR DECISION; HOWEVER, I MUST HAVE OVERLOOKED IT OR FAILED TO UNDERSTAND THAT I COULD HAVE SHOWN UP TO IT.

I RECEIVED A COPY OF YOUR DECISION, AND DECIDED TO SEEK SOMEONE WHO WOULD BE ABLE TO EXPLAIN TO ME IT'S CONTENTS. AFTER A COUPLE OF MEETINGS WITH MY AGENT, I REALIZED THE MAGNITUDE OF THE IMPACT THAT THE IMPLEMENTATION OF THIS PROJECT WILL HAVE IN MY EVERY DAY LIFE PERMANENTLY. THEREFORE, I HAVE DECIDED TO FILE THIS APPEAL

WE CATEGORICALLY AND PREEMPTIVELY REFUSE AND REJECT THIS PROJECT AS IT IS PRESENTED.

I HAVE LIVED IN MY HOME FOR THE PAST FIVE DECADES. I BORE CHILDREN HERE, I RAISED THOSE CHILDREN HERE, I BURIED MY HUSBAND HERE SUDDENLY, I AM INFORMED THAT YOU ARE GOING TO BUILD A DE-FACTO HOTEL, 67 FEET HIGH, UNDER THE DISGUISE OF 57 FEET LIKE THE TEXT STATES IT. THERE IS ROOM FOR COMPROMISE, BUT A SCALE DOWN THAT PROPOSED, AND CERTAIN OTHER MODIFICATIONS THAT WILL BE COVERED IN THE ANSWER OF "CONDITIONS OF APPROVAL"

CONDITIONS OF APPROVAL:

2. On-site Restricted Affordable Units. Three (3) units, or units equal to 11 percent of the total number of dwelling units, shall be designated as affordable with one (1) unit reserved for Extremely Low Income (ELI) Household occupancy and two (2) units reserved for Very Low Income (VLI) Household occupancy, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).

PROVIDE AN ADDITIONAL CLAUSE THAT SPECIFICALLY STATES THAT THOSE THREE UNITS WILL BE IMMEDIATELY AND READILY AVAILABLE TO THE FAMILIES THAT NEEDED THE MOST; FURTHERMORE, THAT THOSE UNITS ARE THE FIRST ONES TO BE ACCOMMODATED BEFORE THE OTHER ONES CAN BE.

3. Changes in On-site Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with the Transit Oriented Communities Guidelines.

A SEPARATE CLAUSE THAT GUARANTEES THAT ADEQUATE PARKING SUPPLY IS MET FOR HE CONDITIONS UNDERLINED. IT IS A FACT THAT PARKING IS DEPRESSED IN THE VICINITY.

5. Base Incentives.
a. Residential Density. The project shall be limited to a maximum density of 27 residential dwelling units, including On-site Restricted Affordable Units.

CATEGORICALLY AND WITHOUT A DOUBT REFUSE AND REJECT THE INTRODUCTION OF TWENTY SEVEN NEW UNITS IN SUCH A REDUCE AMOUNT OF LAND THAT IS GOING TO RE SIT NEXT DOOR TO MY PROPERTY. THESE UNITS REPRESENT NOISE, DRAMA, AND INVASION OF PRIVACY BY THE SHEAR VOLUME OF NEW TENANTS THAT WILL BE CONSTANTLY DIMINISHING MY QUALITY OF LIFE, THAT I AM ENTITLED AS AN OWNER OCCUPIED PROPERTY.

b. Floor Area Ratio (FAR). The project shall be permitted a maximum FAR of 1.9 to 1.

THE FACTOR OF A COMPLETE NEIGHBORHOOD BEING AFFECTED NEGATIVELY BY THIS PROJECT NEEDS TO BE INCORPORATED TO THE FORMULA, SO A BALANCE BETWEEN PROGRESS AND QUALITY OF LIFE OF THE NEIGHBORHOOD CAN BE REACHED AND ATTAINED.

6. Additional Incentives. a. Yard/Setback. The project shall be permitted side yard setbacks of five feet and a rear yard setback of 15 feet in lieu of the seven-foot side yard and 16-foot rear yard requirements of the C2 Zone; and b. Height. The project shall be permitted a height increase of one additional story, up to 11 feet in building height, allowing for a total of four stories and a maximum building height of 56 feet in lieu of three stories and 45 feet otherwise permitted in the [Q]C2-1VL Zone. Limited additional height is permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC.

SOMEONE NEEDS TO POINT OUT HOW THE SIXTEEN FEET REAR YARD SETBACK IS OBSERVED IN THE PLANS. THE SIXTEEN FEET OUGHT TO BE FREE IN THE WHOLE

WIDTH OF THE LOT FOR PURPOSES OF CONGREGATION OF THE OCCUPANTS, YOU ARE PROPOSING 27 UNITS, WHERE WILL THEY HAVE REAL GREEN AREA. THE PLANS SHOW SOMEKIND OF STRUCTURE USING MORE THAN HALF OF THE AREA OF THE REAR YARD SETBACK SPECIFIED IN YOUR REQUEST FOR APPROVAL OF THIS PROJECT.

8. Parking. With the exception of vehicle entrances, vehicle parking shall be located to the rear of the lot or underground, as shown in Exhibit A. 9

THE WHOLE PARKING AREA IN THE FIRST FLOOR PLAN VIOLATES ITS OWN DEFINITION, THE PLAN CALLS FOR COMBINING UNITS WITH PARKING.
AN ALTERNATE PROPOSAL FOR TWO LEVELS OF SUBTERRANEAN PARKING OUGHT TO BE IMPLEMENTED, SO YOU INCLUDE GUEST PARKING ALLOWANCE, AND A LAYOUT THAT IS IN TANDEM WITH THE THEORY OF THE TEXT AS IT STANDS.

PERSONAL NOTE:

I AM AN OCTOGENARIAN, WHO HAS LIVED HERE THE MAJORITY OF MY LIFE, AND I HAVE SEEN MY NEIGHBORHOOD GO THROUGH SO MANY CHANGES, BUT NOT UNTIL NOW HAVE I SEEN A MONSTROSITY THAT YOU GUYS (PLANING DEPARTMENT AND CORPORATIONS BEHIND THIS PROJECT) MY NEIGHBORHOOD IS NINETY PERCENT TWO STORY SINGLE FAMILY DWELLINGS, WITH AA FEW, VERY FEW THREE STORY PROPERTIES. I HAVE A RIGHT TO NATURAL ILLUMINATION, WHICH YOUR PROJECT WITH PERMANENTLY AND NEGATIVELY AFFECT MY QUALITY OF LIFE AND THAT OF ALL OF MY NEIGHBORHOOD. FURTHERMORE, I HAVE THE RIGHT TO PRIVACY WHICH YOUR PROJECT WILL FOREVER TAKE AWAY FROM ME; NOW I WILL BE EXPOSED TO NOISE POLLUTION, PEEPING NEIGHBORS INEVITABLY WATCHING ME. MY HOME AT ITS HIGHEST PEAK IS PERHAPS TWENTY FIVE FEET VERSUS YOUR SIXTY FEET MONSTER. IT WILL HAVE A NEGATIVE IMPACT IN THE VALUE OF MY HOME. MOREOVER I WILL HAVE TO LIVE WITH THIS TOWER OVERSHADOWING ME AT ALL TIMES. **ABSOLUTELY UNACCEPTABLE; I ALSO HAVE RIGHT AS A HOME OWNER.**

LET'S EXERCISE FRIENDLY NEIGHBOR RULES, AND COMPROMISE. I PROPOSE THAT YOU SCALE DOWN YOUR PROJECT TO NO MORE THAN THREE FLOORS WITHOUT MEZZANINE ABOVE. SUBTERRANEAN PARKING SO YOU WON'T MAKE PARKING IN THE VICINITY EVEN MORE DIFFICULT.

I HAVE HIRED THE PERSON CAPTIONED ABOVE, SO ANY AND ALL COMMUNICATIONS, PLEASE DIRECT THEM TO HIM.

I, CARLOS A. TORRES, CAN BE REACHED AT 323-788-2564 WITH ANY QUESTIONS OR CONCERNS. IF YOU PREFER ONLINE ACCESS PLEASE e-mail me at residentialdesigner@hotmail.com I WILL GET BACK TO YOU EXPEDITIOUSLY.

Exhibit F

Public Comment Letter

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(se habla espanol) residentialdesigner@hotmail.com 323-788-2564
"comitted to excellence"

DATE: 09/06/2021

NEIGHBORS OF ECHO PARK AVE.

ADDRESS: 1451, 1449 ECHO PARK AVE
ECHO PAK, CA

RE: DIR-2020-1006-TOC-HCA3053-012-003

Dear Neighbors:

The City of Los Angeles has allowed to build a 5-story building in the middle of our 2-story homes.

I am reaching out to all those of us, who are going to be affected to make our final opportunity to try to stop it.

Mark with an "X"

I support this project
I don't support this project X

Name: Jerry Cheung
Address: 1415 ECHO PARK AVE
Echo Park, CA

If you want to join us in this quest, please contact Carlos with any questions, e-mails, text, or postal service.

Thank you for anticipated courtesy and attention to this matter.

Respectfully yours,

Carlos A. Torres, BSCE
Residential Designer
(323) 788-2564

Rosita Uy
1445 ECHO PARK AVE.
ECHO PARK, CA

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar  to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

November 2, 2021

Honorable Members
Los Angeles City Planning Commission
200 N. Spring Street
Los Angeles, CA 90012

RE: DIR-2020-1006-TOC-HCA-1A
1449 N. Echo Park Avenue

Dear Commissioners,

On behalf of my Client, 1449 Echo Park, LLC, we are writing to comment on the appeal filed against the approval in the above referenced case of a proposed new mixed use development (the "Project") located at 1449 N. Echo Park Avenue, Los Angeles, CA 90026. In summary, the appeal is baseless and unsubstantiated, and we urge the Commission to deny it.

Appeal

On August 30, 2021, an appeal of the Project approval was filed. The appeal sets forth 6 main points of opposition, with some additional comments. Below is our response to these points:

Appeal Point 1 – Affordable Units

The appeal requests additional conditions of approval for the affordable units. These units are fully overseen, regulated, and governed by State and City regulations – as implemented by the City's Housing & Community Investment Department ("HCID"). Two of the units will be reserved for a period of 55 years for Very Low Income ("VLI") households and one for Extremely Low Income ("ELI") households as required by HCID. These units will offer affordable housing opportunities to qualified households and there are no further requirements needed.

Appeal Point 2 – Parking

The appeal requests a condition for "adequate" parking and states that parking in the vicinity is "depressed." However, there is no technical data provided to support the claim. Furthermore, the project is fully compliant with the parking incentives allowed under the City's Transit Oriented Communities ("TOC") Density Bonus program / zoning code requirements, thus there are no further requirements needed.

Appeal Point 3 – Density

The appeal rejects the Project's density increase due to noise, drama, and invasion of privacy that will diminish quality of life. There is no technical data or analysis to support this claim. Additionally, the Project's noise impacts have been studied and found to have no impact. Drama and invasion of privacy are not subject to environmental review. Finally, the Project's density is fully allowed under and compliant with the City's TOC Density Bonus program. Thus, there is no basis for this appeal point.

Appeal Point 4 – Floor Area Ratio ("FAR")

The appeal implies the Project FAR is improper. The site is allowed a 1.5:1 FAR by-right and the Project is seeking a modest increase to 1.9:1 through the City's TOC Density Bonus program (and is allowed up to a 2.75:1 FAR if required/requested). The Project's FAR is fully compliant, thus there is no basis to the appeal comment.

Appeal Point 5 – Rear Yard

The appeal opposes the Project's rear yard setback. As allowed under the City's TOC Density Bonus program, the Project is permitted an incentive to observe the setbacks for the RAS3 Zone, which permit a 5-foot setback for the rear yard. The Project provides a 15-foot setback. The rear yard provides planter areas as required to comply with the City's Low Impact Development standards, which address urban runoff. As designed, the Project fully complies with all requirements for the rear yard. Thus, there is no basis to the appeal point. (Note, the Project's Open Space is also fully compliant, and provided on the roof top.)

Appeal Point 6 – Parking Design

The appeal opposes the Project's parking design and requests fully subterranean parking. The appeal also requests guest parking. There is no zoning code requirement for the Project to provide either subterranean parking or guest parking. The Project is fully compliant with the applicable parking requirements, thus there is no basis to the appeal point.

Additional Comment 1 – "Hotel"

The appeal implies the Project is a hotel. This is simply not true, nor does the Director's Determination approve a hotel.

Additional Comment 2 – Single Family Neighborhood

The appeal implies the neighborhood is single family. The nearest R1 zoned property is approximately 2,900 feet northerly the site. The subject property, and property extending to the north and south along the west side of Echo Park Avenue, are commercially zoned. The built environment within 500 feet of the subject property is predominantly multi-family (including the appellant's 3 structure / 4 unit property). The site is appropriately zoned for the Project and will provide new housing, including affordable units, to the community, thus there is no basis to the appeal comment.

As indicated above, the Project appeal is baseless and unsubstantiated. We therefore request the Commission deny the appeal and sustain the Director Determination approving the Project.

Sincerely,

R. Matthew Hayden
Hayden Planning