



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 27, 2023
Time: After 8:30 a.m.
Place: Van Nuys City Hall
Council Chamber 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Case No.: CPC-2022-3161-DB-CU-HCA-PHP
CEQA No.: ENV-2022-3162-CE
Incidental Cases: N/A
Council No.: 5 – Katy Young Yaroslavsky
Plan Area: Wilshire
Specific Plan: N/A
Certified NC: South Robertson
GPLU: Medium Residential
Zone: [Q]R3-1-O
Applicant: Horner Property, LLC
Representative: Jordan Beroukhim, Beroukhim & Company, LLC

Public Hearing: June 29, 2023 and July 24, 2023

Appeal Status: On-Menu Density Bonus/Affordable Housing Incentives are appealable to City Council by adjacent and abutting owners and tenants only. Density Bonus/Affordable Housing Waivers of Development Standards are not further appealable to City Council.

Expiration Date: August 10, 2023
Multiple Approval: Yes

PROJECT LOCATION: 8521 W. Horner Street

PROPOSED PROJECT: The proposed project involves the demolition of a two-story, eight-unit multi-family residential building and two one-story garage buildings, and the construction, use and maintenance of a five-story multi-family residential building containing 29 dwelling units, including six (6) units set aside for Very Low Income Households. The proposed building will be 61 feet in height with 24,164 square feet of floor area. The project will provide 30 automobile parking spaces in a two-level subterranean parking garage, 31 bicycle parking spaces, and 2,882 square feet of open space, including a rear yard, a recreation room, balconies, and a roof deck.

REQUESTED ACTION:

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that any exceptions listed in CEQA Guidelines, Section 15300.2 regarding cumulative impacts, significant effects, unusual circumstances, scenic highways, hazardous waste sites or historical resources applies;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a Conditional Use to permit a 122.5-percent density bonus for a Housing Development Project in which the density increase is greater than the maximum 35 percent permitted in LAMC Section 12.22 A.25, allowing a total of 29 dwelling units in lieu of 13 units as otherwise permitted in the [Q]R3-1-O Zone; and

3. Pursuant to LAMC Section 12.22 A.25(g), a Density Bonus/Affordable Housing Incentive Program Review to permit three (3) On-Menu Incentives and two (2) Waivers of Development Standards for a Housing Development Project totaling 29 dwelling units, reserving six (6) units for Very Low Income Households for a period of 55 years, as follows:
 - a. An On-Menu Incentive for an 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet as otherwise permitted per [Q] Qualified Condition No. 2 in Ordinance No. 167,938;
 - b. An On-Menu Incentive for a 24-percent increase in the maximum floor area ratio to allow 3.7:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O Zone;
 - c. An On-Menu Incentive for a 20-percent reduction in the westerly side yard setback to allow 6 feet, 5 inches in lieu of 8 feet as otherwise required in the [Q]R3-1-O Zone;
 - d. A Waiver of Development Standard to allow 800 square feet of usable open space to be located at the rooftop level as otherwise not permitted by [Q] Qualified Condition No. 5 in Ordinance No. 167,938; and
 - e. A Waiver of Development Standard to allow an average width of less than 20 feet for common usable open space as otherwise required by [Q] Qualified Condition No. 5.b in Ordinance No. 167,938.

RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, an Exemption from CEQA, and there is no substantial evidence demonstrating that any exceptions listed in CEQA Guidelines, Section 15300.2 regarding cumulative impacts, significant effects, unusual circumstances, scenic highways, hazardous waste sites or historical resources applies;
2. **Approve**, pursuant to LAMC Section 12.24 U.26, a Conditional Use to permit a 122.5-percent density bonus for a Housing Development Project in which the density increase is greater than the maximum 35 percent permitted in LAMC Section 12.22 A.25, allowing a total of 29 dwelling units in lieu of 13 units as otherwise permitted in the [Q]R3-1-O Zone; and
3. **Approve**, pursuant to LAMC Section 12.22 A.25(g), a Density Bonus/Affordable Housing Incentive Program Review to permit three (3) On-Menu Incentives and two (2) Waivers of Development Standards for a Housing Development Project totaling 29 dwelling units, reserving six (6) units for Very Low Income Households for a period of 55 years, as follows:
 - a. An On-Menu Incentive for an 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet as otherwise permitted per [Q] Qualified Condition No. 2 in Ordinance No. 167,938;
 - b. An On-Menu Incentive for a 24-percent increase in the maximum floor area ratio to allow 3.7:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O Zone;
 - c. An On-Menu Incentive for a 20-percent reduction in the westerly side yard setback to allow 6 feet, 5 inches in lieu of 8 feet as otherwise required in the [Q]R3-1-O Zone;

- d. A Waiver of Development Standard to allow 800 square feet of usable open space to be located at the rooftop level as otherwise not permitted by [Q] Qualified Condition No. 5 in Ordinance No. 167,938; and
 - e. A Waiver of Development Standard to allow an average width of less than 20 feet for common usable open space as otherwise required by [Q] Qualified Condition No. 5.b in Ordinance No. 167,938.
4. **Adopt** the attached Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Jane Choi, AICP, Principal City Planner



Nuri Cho, Senior City Planner

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

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of a two-story, eight-unit multi-family residential building and two one-story garage buildings, and the construction, use and maintenance of a five-story multi-family residential building containing 29 dwelling units, including six (6) units set aside for Very Low Income Households (Exhibit A). The unit mix consists of one (1) studio, 19 one bedroom units, seven (7) two bedroom units and two (2) three bedroom units.



Figure 1. Rendering of the proposed project

The proposed building will be 61 feet in height with 24,164 square feet of floor area with a floor area ratio (FAR) of 3.7:1. The ground floor includes a lobby, a mail room, a 845 square foot recreation room, and five (5) dwelling units. Each of the second and third floor includes six (6) dwelling units and an 860 square foot recreation room, which is not counted towards the Code required usable open space. The fourth and fifth floors have six (6) dwelling units each. The project will provide 775 square feet of rooftop solar panels. The first basement level will have vehicular parking spaces, bicycle parking spaces, 100 square feet of bicycle repair area, and a fully enclosed trash and recycle area. The second basement floor will provide additional vehicular parking spaces.

The project will provide 30 automobile parking spaces, 31 bicycle parking spaces, and 2,882 square feet of usable open space, including a 1,176-square-foot rear yard, 806.25 square feet of recreation room, balconies, and an 800-square-foot roof deck.

The project site has one Italian Stone Pine, a non-protected tree, which will be removed as part of the project. There are no street trees or protected trees on site. The project requires an export of approximately 11,000 cubic yards of earth material.

BACKGROUND

Subject Site

The project site consists of one (1) irregularly shaped, 9,800-square-foot interior lot with a street frontage of approximately 70 feet on the north side of Horner Street, between La Cienega Boulevard to the east and Holt Avenue to the west (Exhibit B). The site is improved with a two-story, eight-unit apartment building and two one-story garage buildings. Only six (6) of the eight (8) units are currently occupied. The existing units are subject to the Rent Stabilization Ordinance and Housing Crisis Act Replacement Review.

Zoning and Land Use Designation

The subject property is located within the Wilshire Community Plan area, which designates the site for Medium Residential Land Uses with the corresponding zone of R3. The project site is zoned [Q]R3-1-O. [Q] Qualified Conditions are listed in Ordinance No. 167,938, which regulate building height, landscaping, open space, parking, massing, driveways, yards, street trees and graffiti removal and deterrence. The project site is in an Oil Drilling District, Transit Priority Area, Methane Zone, and Liquefaction Zone. The site is not located in any specific plan areas.

Surrounding Properties

The project site is located in an urbanized area surrounded primarily by residential uses. Properties to the north, adjacent to the site, is zoned [Q]R3-1-O, designated for Medium Residential Land Uses, and improved with two- to three-story multi-family residential buildings and a one-story garage building. Adjacent to the site to the west is a site zoned [Q]R3-1-O, designated for Medium Residential Land Uses and improved with a two-story multi-family duplex residential building. Properties to the south, across Horner Street, are zoned [Q]RD1.5-1-O, designated for Low Medium II Residential Land Uses and improved with one- to two-story single- and multi-family residential buildings. Directly to the east of the subject property is a site that is zoned [Q]R3-1-O, designated for Medium Residential Land Uses and improved with a two-story multi-family residential building. Properties to the further east, along La Cienega Boulevard, are zoned C2-1-O, designated for General Commercial Land Uses and improved with one- to two-story retail and commercial buildings.

Streets and Circulation

Horner Street, adjoining the property to the south, is a Local Street per the Mobility Plan 2035 with a designated full right-of-way width of 60 feet and roadway width of 36 feet. The street is currently improved to a right-of-way width of 60 feet with curb, gutter, sidewalk, and landscaping.

La Cienega Boulevard, located further east, is an Avenue I per the Mobility Plan 2035 with a designated full right-of-way width of 100 feet and roadway width of 70 feet. The street is currently improved to a right-of-way width of 100 feet and roadway width of 70 feet with curb, gutter, sidewalk and street trees.

Public Transit

The site is within a High-Quality Transit Area (HQTA) and Transit Priority Area (TPA), which are areas within one-half mile of a High-Quality Transit Corridor (HQTC) or Major Transit Stop. A HQTC must have a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, and a Major Transit Stop must contain either an existing rail station, ferry terminal, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods.

The site qualifies for HQTA and TPA status due to its proximate location to La Cienega Boulevard, a HQTC and the intersection of La Cienega Boulevard and Pico Boulevard, a Major Transit Stop that is served by Metro Line 105 and Santa Monica Big Blue Bus Line 7. Exhibit H includes a map showing the project's

location relative to the intersection of La Cienega Boulevard and Pico Boulevard, Metro Line 105 and Santa Monica Big Blue Bus Line 7 schedules and calculation of the service intervals for both bus lines.

Relevant Cases

Subject Property:

There are no relevant cases found on the subject property.

Surrounding Properties within a 1,000-foot radius:

Case No. DIR-2021-4251-TOC-SPR-HCA – On February 17, 2023, the Director of Planning approved a Site Plan Review and Transit Oriented Communities Affordable Housing Incentive Program Review to allow the construction of a six-story mixed-use building with 6,705 square feet of commercial use and 125 dwelling units, of which 13 units would be set aside for Extremely Low Income Households on a property located at 6116-6144 W. Pico Blvd. The Director of Planning approved a 26-percent increase in the maximum density to permit 125 dwelling units in lieu of 99 units; an increase in the FAR to allow 3.75:1, a reduction in residential and commercial automobile parking requirements, a reduced side yard setback of 6 feet, 3 inches; a reduced rear yard setback of 14 feet, 8 inches, and a 25-percent reduction in the usable open space requirement.

Case No. DIR-2017-2007-DB – On September 25, 2018, the Director of Planning approved a Density Bonus/Affordable Housing Incentive Program Review to allow the construction of a five-story mixed-use development containing 4,556 square feet of commercial uses and 49 dwelling units, of which six (6) units would be set aside for Very Low Income Households on a property located at 6116-6144 W. Pico Blvd. The Director of Planning approved a 35-percent increase in density, an increase in the FAR to allow 3:1 in lieu of 1.5:1, and a 20-percent reduction in the usable open space requirement.

Case No. DIR-2014-2585-DB-1A – On August 27, 2015, the City Planning Commission denied an appeal and sustained the Director of Planning's Determination to approve a Density Bonus/Affordable Housing Incentive Program Review to allow the construction of a five-story multi-family residential building containing 21 units, of which two (2) units would be set aside for Very Low Income Households on a property located at 1505-1513 S. Holt Street. The Director approved an increase in the FAR to allow 3.83:1 in lieu of 3:1 and an increase in maximum height to allow 56 feet in lieu of 45 feet.

REQUESTED ENTITLEMENTS

Conditional Use

The City's Density Bonus Ordinance permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915(n)). The State Density Bonus Law also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by local ordinance. The City adopted the Value Capture Ordinance, codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent. The Ordinance requires a project to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

The subject property is zoned [Q]R3-1-O. The R3 Zone limits the maximum density to 800 square feet of lot area per dwelling unit. The project site has 9,800 square feet of lot area, which yields a base density of 13 units. The applicant requests a Conditional Use pursuant to LAMC Section 12.24 U.26 to allow a 122.5-percent increase in density for a total of 29 dwelling units in lieu of 13 dwelling units as otherwise permitted by-right in the R3 Zone.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase requested. The applicant is required to set aside at least 46 percent, or six (6) units, of 13 by-right density units to be eligible for a 122.5-percent density increase. The applicant proposes to provide six (6) dwelling units that are restricted to Very Low Income Households for a period of 55 years. As such, the project contains the requisite number of Restricted Affordable Units to increase the density by 122.5 percent.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11%	35%
12%	37.5%
13%	40%
14%	42.5%
:	:
37%	100%
38%	102.5%
39%	105%
40%	107.5%
41%	110%
42%	112.5%
43%	115%
44%	117.5%
45%	120%
46%	122.5%
47%	125%

Density Bonus/Affordable Housing Incentive Program

Pursuant to the State Density Bonus Law (G.C. 65915) and LAMC Section 12.22 A.25, a Housing Development Project that sets aside at least 11 percent of the base density units for Very Low Income Households is eligible for a maximum Density Bonus of 35 percent. In addition to the Density Bonus, a Housing Development Project that qualifies for a Density Bonus and sets aside at least 15 percent of the base density units for Very Low Income Households may be granted up to three (3) incentives. The City's Density Bonus Ordinance contains a "Menu of Incentives" which is a list of predetermined modifications to City's development standards pertaining to yard/setback, lot coverage, lot width, FAR, height, open space, density calculation, and averaging of FAR, density, parking or open space and permitting vehicular access. When an applicant chooses to request an incentive from this menu, it is referred to as an "On-Menu Incentive."

On-Menu Incentives

As previously mentioned, the project will construct a total of 29 dwelling units, six (6) of which (46 percent) will be set aside for Very Low Income Households for 55 years. As such, the project is eligible to receive three (3) incentives. The applicant requests a Density Bonus/Affordable Housing Incentive Program Review pursuant to LAMC Section 12.22 A.25 to seek approval of three (3) On-Menu Incentives as follows:

- 1. Building Height** - [Q] Qualified Condition No. 2 in Ordinance No. 167,938 limits the maximum building height to 45 feet in height, provided that any additional height above 30 feet is stepped back 10 feet

from the front exterior wall of the structure. The applicant requests an On-Menu Incentive for an 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet.

2. **FAR** - Pursuant to LAMC Section 12.21.1 A.1, a project site that is zoned R3-1 is limited to a maximum FAR of 3:1. The applicant requests an On-Menu Incentive to increase the maximum FAR by 24 percent to allow 24,164 square feet of floor area at a 3.7:1 FAR in lieu of the 3:1 FAR.
3. **Westerly Side Yard Setback** - Pursuant to LAMC Section 12.10 C.2, a minimum side yard setback required for a five-story building in the R3 Zone is eight feet. The applicant requests an On-Menu Incentive to reduce the westerly side yard setback to 6 feet, 5 inches in lieu of 8 feet.

Waiver of Development Standards

In addition to three (3) incentives, a Housing Development Project may also request other waivers or modification of any development standards that are not included on the Menu of Incentives per the State Density Bonus Law and LAMC Section 12.22 A.25(g). The applicant requests the following two (2) Waivers of Development Standards in addition to the three (3) On-Menu Incentives:

1. **Roof Deck Open Space** - [Q] Qualified Condition No. 5 in Ordinance No. 167,938 does not allow rooftops to be counted towards meeting the minimum usable open space requirement. The applicant requests a Waiver of Development Standard to allow the 800-square-foot roof deck to count towards meeting the requirement.
2. **Average Width of Common Usable Open Space** - [Q] Qualified Condition No. 5 in Ordinance No. 167,938 requires each common usable open space area to have an average width of 20 feet with no width less than 15 feet at any point. The applicant requests a Waiver of Development Standards to allow an average width of less than 20 feet for common usable open space. The project is still required to provide a minimum width of 15 feet.

URBAN DESIGN STUDIO: PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on July 27, 2022. The following issues, concerns, and recommendations were discussed regarding the project design:

Pedestrian First Design

- Indicate the sidewalk and parkway dimensions on the site plan and propose street trees for shade and a comfortable pedestrian experience.
- Reduce the new curb cut width to the minimum allowed per LADOT.
- Make sure you contact DWP to confirm the planter around the transformer vault is allowed.
- Make sure overhead utility lines in back yard allow for adequate clearance from balconies and proposed trees. Check DWP's "Construction in proximity to overhead power lines" Standard Drawing Instructions 0A006-01.

360 Degree Design

- Provide the specifications of the corrugated metal material used at ground floor.
- Provide a rooftop plan that indicates mechanical, landscaping and any proposed open space amenities/programming. Consider how you provide shade.
- Utilize the east and west yard planter boxes to screen the project's habitable rooms from the adjacent residential buildings. Native hedges (like Coffeeberry, Lemonade berry or Catalina cherry) are preferred.

Climate Adapted Design

- Prefer lighter color materials to minimize heat gain and visually complement nearby buildings.
- Employ various shading treatments appropriate to the solar orientation through overhangs, balconies, awnings and/or sunshades. Consider adding awnings above exposed windows at the south and west facades for energy savings.
- Indicate on the plans the proposed solar areas and consult with LADBS to confirm their location.
- Indicate LID compliance on the plans
- Provide the required/provided trees calculations
- Provide a landscape plan that indicates the location, number, size and species for trees, shrubs and groundcover.
- Use native trees and landscaping that provide shade upon maturity and year-long habitat.
- Consult the soil volume instructions to make sure trees and landscaping in planters above structure will thrive.

The applicant provided written responses to the PVP comments, addressing how the comments were incorporated into the project design or explaining why some of them cannot be addressed. The applicant updated the plans to show additional information that was requested by PVP, including street trees, sidewalk, parkway, solar areas, LID compliance, required and provided tree calculations, and landscape details. PVP recommended that the building colors consist of lighter colors to visually complement nearby buildings. The applicant did not incorporate this change into the revised plans. As all neighboring residential buildings located on Horner Street have lighter colors such as white and ivory, and Finding No. 2 of Conditional Use requires the project's significant features to be compatible with and not adversely affect or further degrade adjacent properties, the project has been conditioned to change the color scheme of the exterior façade to consist of lighter colors. Details can be found in Condition of Approval No. 2 and Finding No. 2 of Conditional Use.

The applicant reached out to the Department of Transportation to confirm the required width of the curb cut, which is 28 feet. They also contacted the Department of Public Works (DWP) and removed rear balconies to comply with DWP's clearance requirements. The applicant clarified that awnings are not permitted above the required step back on the front elevation and that some balconies had to be removed because of DWP's clearance requirements. They also clarified that the building orientation allows for optimum shading, in response to PVP's comments about shading treatments.

PUBLIC HEARING

A public hearing was conducted by the Hearing Officer virtually via Zoom on Thursday, June 29, 2023 at 10 AM. The hearing was attended by the applicant's representative, project architect, and 14 members of the public. Additional details are included in the Public Hearing and Communications Section, Page P-1.

The representative presented the proposed project and requested entitlements. Then, 11 members of the public spoke in opposition of the project and expressed the following concerns:

- a. The reduced setback brings the building too close to the neighboring property.
- b. The requested density increase will result in a massive building.
- c. The project will bring more traffic on the street, and street parking will be impacted.
- d. The project site is not located within one-half mile from a major transit stop.
- e. The request is for the wrong side yard setback. It should be easterly setback, not westerly.
- f. Project construction will create dust and debris, which will have a negative impact on neighbors' health.
- g. Project construction will result in noise and vibration impacts.
- h. The project is only providing six (6) affordable housing units when there are eight (8) existing units on the site.
- i. Existing tenants will be outpriced and displaced.

In response, staff would like to provide following clarifications:

Regarding the reduced setback and increased density, as previously explained, the proposed project qualifies for the Density Bonus and incentives as it sets aside the requisite percentage of its units as restricted affordable units, which in this case is 46 percent or six (6) Very Low Income units.

Regarding vehicular traffic, as required by the Los Angeles Department of City Planning and Department of Transportation (LADOT), the applicant submitted a completed Transportation Study Assessment, Department of Transportation – Referral Form (Exhibit E). This form is intended to screen whether a proposed project is required to conduct a full transportation assessment in accordance with LADOT's Transportation Assessment Guidelines (TAG). TAG provides screening criteria to determine whether traffic analysis is required under CEQA. According to TAG, a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City. TAG allows the use of LADOT's Vehicle Miles Traveled (VMT) Calculator Tool to estimate daily trips for the purpose of screening a development project. While the proposed project does require discretionary entitlements, the project is estimated to generate a total of 101 net daily trips and 617 daily vehicle miles traveled per the VMT Calculator Tool. Therefore, the proposed project does not meet or exceed the City's screening criteria for preparing a VMT analysis or transportation assessment and is not expected to have significant impact related to traffic.

A public member stated that the project site is not located within a one-half mile radius from a Major Transit Stop and therefore does not meet the criteria to request these entitlements. A Major Transit Stop is defined in California Public Resources Code Section 21064.3 as a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. According to the Affordable Housing Referral Form, which was reviewed and signed by the Department of City Planning's Housing Services Unit (Exhibit D.1), the project site is located approximately 0.2 miles from the intersection of Pico Boulevard and La Cienega Boulevard, which has Santa Monica Big Blue Bus Line 7 with a frequency of service interval of 14 minutes eastbound and 12.7 minutes westbound and Metro Rapid Bus Line 105 with a frequency of service interval of 9.5 minutes northbound and 9.8 minutes southbound. These are two major bus routes, and therefore meets (c) of the Major Transit Stop definition. Exhibit H includes a map showing the project's location relative to the intersection of La Cienega Boulevard and Pico Boulevard, Metro Line 105 and Santa Monica Big Blue Bus Line 7 schedules and calculation of the service intervals for both bus lines.

One of the comments received at the hearing is that the On-Menu Incentive for the reduced side yard setback shows the wrong direction; however, as shown in the project plans, the applicant is seeking a reduced side yard setback from the westerly property line, and as such, the hearing notice and requested entitlements show the correct direction.

Regarding the air quality impacts, as explained in the CE Justification (Exhibit C.2), the project's pollutant emission was estimated using CalEEMod and analyzed against the South Coast Air Quality Management District's (SCAQMD) air quality impact thresholds of significance. Per the CE Justification, the proposed project is not expected to have any significant air quality impacts, and all emission levels will not exceed SCAQMD's regional and localized significance thresholds for both construction and operation.

Regarding the project's noise impacts, the CE Justification (Exhibit C.2) includes an analysis of the project's noise impacts and determined that the project will comply with the City's Noise Ordinance and therefore will not have significant impacts. With regard to vibration impacts, the applicant submitted a Vibration Technical Report dated July 2023 evaluating vibration impacts that would be generated by the proposed project (Exhibit C.4). The Vibration Technical Report concludes that construction-related structural vibration impacts would be considered less than significant, and construction of the project would protect adjacent properties during the excavation process by complying with California Civil Code Section 832 and LAMC

Section 91.3307. Furthermore, the estimated vibration generated by construction trucks traveling along the anticipated haul routes would be well below the Federal Transit Administration's (FTA) building damage criteria, and therefore, the project's potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would be considered less than significant.

Regarding the number of restricted affordable units being provided, the Los Angeles Housing Department (LAHD) (formerly, the Housing and Community Investment Department [HCIDLA]) reviewed all existing units at the subject site at 8521 W. Horner Street and determined, per SB 8 Replacement Unit Determination (RUD), dated July 11, 2022, that eight (8) existing units have been existing on the project site within the last five (5) years (Exhibit D.2). LAHD determined that six (6) units need to be replaced with equivalent type, including four (4) units restricted to Very Low Income Households and two (2) units restricted to Low Income Households. The proposed project will set aside six (6) units for Very Low Income Households and therefore satisfies the replacement requirement of SB 8. The remaining two (2) units will be replaced with two (2) Market Rate RSO units per the SB 8 Replacement Unit Determination. The project is proposing six (6) Very Low Income units and has been conditioned to set aside two (2) units as Market Rate RSO Units, and therefore meets the SB 8 replacement requirements. Furthermore, as previously mentioned, the existing units are subject to the Rent Stabilization Ordinance (RSO) No. 184,873. Pursuant to RSO, if the property owner wishes to be exempt from the RSO requirements, they must obtain approval from LAHD and must replace all withdrawn RSO units with affordable units on a one-for-one basis (eight units total) or provide at least 20 percent of the total number of newly constructed rental units as affordable (six units total), whichever results in the greater number. Furthermore, the property owner is required to provide relocation assistance to all tenants of the existing eight units pursuant to the RSO (note: only six of eight existing units are occupied).

A few tenants of the existing building expressed concerns on displacement and being outpriced. LAHD's SB 8 Information Sheet (Exhibit G) clarifies that all occupants of protected units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the proposed project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 of Division 7, Title I of the California Government Code. Additionally, all Lower Income Household (as defined in California Health and Safety Code Section 50079.5) occupants of protected units are also entitled to: (a) relocation benefits; and (b) the right of first refusal to a comparable unit at the new completed project. If at the time of lease up a returning occupant remains income eligible for an affordable rent, the property owner must provide the comparable unit to the eligible Lower Income Household tenant at the affordable rent. LAHD sends out an SB 8 notice packet to existing tenants shortly after a property owner submits an SB 8 Replacement Unit Determination application to LAHD. Qualifying tenants must contact LAHD to submit documents, verifying their qualification as Lower Income Households by the deadline established by LAHD. LAHD confirmed with staff that the SB 8 notice packet was sent to existing tenants of the project site on February 24, 2022.

A second public hearing will be conducted by the Hearing Officer virtually via Zoom on Monday, July 24, 2023 at 9 AM. This hearing has been scheduled due to a technicality of the agenda for the first hearing being posted within the 72-hour period and not prior to the 72-hour period as shown on the hearing notice. As this second hearing will be held after this Recommendation Report is submitted to the City Planning Commission, a technical modification will be submitted to the Commissioners (if needed) prior to the Commission Meeting on July 27, 2023 to include additional public comments from the second hearing.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission determine that the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 and there is no substantial evidence demonstrating that any exceptions listed in CEQA Guidelines, Section 15300.2 applies. Staff also recommends that the City Planning Commission approve the Conditional Use to permit a 122.5-percent density bonus, which would allow 29 dwelling units to be provided in exchange for setting aside 46 percent, or six (6) units, of 13 base density units for Very Low

Income Households, in addition to the three (3) On-Menu Incentives and two (2) Waivers of Development Standards pursuant to the Density Bonus/Affordable Housing Incentive Program Review.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 12.24 U.2 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Conditional Use/Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A" and dated May 2, 2023, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **On-site Restricted Affordable Units.** Six (6) units shall be reserved for Very Low Income Household, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit Determination requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
3. **Priority Housing Program.** The project proposes a minimum of six (6) units or 20% of the project's total number of 29 dwelling units and as such was processed utilizing the Department's Priority Housing Program including a reduced processing timeline. In the event the applicant reduces the project's percentage of affordable units, a substantial conformance review process along with required fees shall be required.
4. **SB 8 Replacement Units (California Government Code Section 66300 et seq.).** The project shall comply with the Replacement Unit Determination (RUD) letter, dated July 11, 2022, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
5. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make six (6) units available to Very Low Income Households or equal to 20 percent of the project's total proposed residential density allowed of 29 units for rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.
6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO Units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided to City Planning for inclusion in the case file.

7. **Automobile Parking for Residential Uses.** Based upon the number and type of dwelling units proposed a minimum 15 parking spaces shall be provided for the project pursuant to AB 2345 (2020).
8. **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), or the applicant selects another Parking Option (including Bicycle Parking Ordinance and AB 2097) 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 above.
9. **Residential Density.** The project shall be limited to a maximum density of 29 residential units, including On-Site Restricted Affordable Units
10. **Building Height.** The maximum building height shall be limited to 56 feet. Any additional height above 30 feet shall be stepped back 10 feet from the exterior wall of the building's south elevation facing Horner Street pursuant to Ordinance No. 167,938.
11. **Floor Area.** The project shall be limited to 24,164 square feet of floor area at a 3.7:1 floor area ratio.
12. **Westerly Side Yard Setback** The project shall provide a minimum side yard setback of 6 feet, 5 inches from the westerly property line.
13. **Open Space.** A minimum of 2,875 square feet of usable open space shall be provided. Eight hundred (800) square feet of usable open space may be provided at the roof level. Common usable open space may have less than 20 feet of average width but no less than 15 feet of horizontal dimension when measured perpendicular from any point on each of the boundaries of the open space area.
14. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". 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.
15. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Section 12.21 G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).
16. **Required Trees per Ordinance No. 167,938.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A". There shall be a minimum of one (1) tree for every 1,000 square feet of lot area pursuant to Ordinance No. 167,938. Any required trees pursuant to Ordinance No. 167,938 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.
17. **Building Exterior Colors.** The exterior façade colors shall primarily consist of lighter colors, such as ivory and white, that are compatible with the neighboring residential buildings located along Horner Street. Other colors may be used to accentuate the building.

18. **Project Design Feature - Noise Barrier.** The project shall use a three-meter (approximately 9.8 feet) height noise barrier, which results in an average reduction in noise of 7-10 dBA across receptors.

Administrative Conditions

19. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
20. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
21. **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.
22. **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.
23. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
24. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
26. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval

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

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

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action 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.

FINDINGS

Conditional Use Permit Findings

Following is a delineation of the findings and application of the relevant facts as related to the request for a Conditional Use to allow a 122.5-percent Density Bonus to permit 29 dwelling units in lieu of 13 dwelling units as otherwise permitted in the [Q]R3-1-O Zone.

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

The project site consists of one (1) irregularly shaped, 9,800-square-foot interior lot with a street frontage of approximately 70 feet on the north side of Horner Street, between La Cienega Boulevard to the east and Holt Avenue to the west. The site is improved with a two-story, eight-unit apartment building and two one-story garage buildings. The existing units are subject to the Rent Stabilization Ordinance and Housing Crisis Act Replacement Review.

The subject property is located within the Wilshire Community Plan area, which designates the site for Medium Residential Land Uses with the corresponding zone of R3. The project site is zoned [Q]R3-1-O. The [Q] Qualified Conditions are listed in Ordinance No. 167,938 and regulate building height, landscaping, open space, parking, massing, driveways, yards, street trees and graffiti removal and deterrence. The project site is in an Oil Drilling District, Transit Priority Area, Methane Zone, and Liquefaction Zone. The site is not located in any specific plan areas.

The proposed project involves the demolition of the existing improvements, and the construction, use and maintenance of a five-story multi-family residential building containing 29 dwelling units, including six (6) units set aside for Very Low Income Households. The unit mix consists of one (1) studio, 19 one bedroom units, seven (7) two bedroom units and two (2) three bedroom units. The project will provide 30 automobile parking spaces, 31 bicycle parking spaces, and 2,882.25 square feet of usable open space, including a 1,176-square-foot rear yard, 806.25 square feet of recreation room, balconies, and an 800-square-foot roof deck.

Per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated July 11, 2022, Los Angeles Housing Department (LAHD) determined that six (6) units of the existing eight (8) units need to be replaced with equivalent type, including four (4) units restricted to Very Low Income Households and two (2) units restricted to Low Income Households. The proposed project will set aside six (6) units for Very Low Income Households and therefore provides the required affordable housing units that will replace existing units on-site. Additionally, the project is conditioned (Condition of Approval No. 6) to comply with the Rent Stabilization Ordinance. As such, the project will perform a function that is essential and beneficial to the community, city and region.

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

The project site is located in an urbanized area surrounded primarily by residential uses. Properties to the north, adjacent to the site, is zoned [Q]R3-1-O, designated for Medium Residential Land Uses, and improved with two- to three-story multi-family residential buildings and a one-story garage building. Adjacent to the site on the west is a site zoned [Q]R3-1-O, designated for Medium Residential Land Uses and improved with a two-story multi-family duplex residential building. Properties to the south,

across Horner Street, are zoned [Q]RD1.5-1-O, designated for Low Medium II Residential Land Uses and improved with one- to two-story single- and multi-family residential buildings. Directly to the east is a site that is zoned [Q]R3-1-O, designated for Medium Residential Land Uses and improved with a two-story multi-family residential building. All neighboring residential buildings located along Horner Street, between Holt Avenue to the west and La Cienega Boulevard to the east, have red and burgundy roof tiles and lighter color, such as white and ivory, exterior facades. The facades of the project were initially proposed to have a predominantly dark gray scheme, which is not compatible with the character of surrounding buildings. As such, the project is conditioned to change the color scheme to have lighter colors for the exterior facades.

Although the overall height of the proposed building would be taller than the immediately abutting uses, it would not constitute a substantial degradation of the visual character and quality of the surrounding neighborhood, especially with the 30-foot stepback on fourth and fifth floors. The project's Floor Area Ratio (FAR) and height are necessary to develop the project at the proposed density and with the proposed affordable units. Additionally, the proposed project is a 29-unit multi-family residential building that will be located in a predominantly residential neighborhood. As such, the project's location will be compatible with existing uses on neighboring properties.

As shown in the Transportation Study Assessment (Appendix C-2 of the Categorical Exemption Justification), the proposed project consisting of 23 market-rate and six (6) Very Low Income units is expected to generate 101 net daily trips, which does not exceed the threshold of 250 or more daily vehicle trips to prepare additional transportation impact study. As such, the project is not expected to have transportation impacts from its operation.

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

The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001. The Wilshire Community Plan Map designates the project site as for Medium Residential land uses, and the site is zoned [Q]R3-1-O. The Wilshire Community Plan text includes the following relevant land use objectives and policies:

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

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

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

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

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

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

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

Policy 1-4.2: *Ensure that new housing opportunities minimize displacement of residents.*

The proposed project will provide a multi-family residential building containing 29 dwelling units, six (6) of which will be set aside for Very Low Income Households. The development of a new housing project that will include six (6) Very Low Income units will help in preserving existing quality housing while also providing 23 market-rate units that could meet the diverse economic and physical needs of the Wilshire community.

Additionally, the Site is within a High-Quality Transit Area (HQTA) and Transit Priority Area (TPA), which are areas within one-half mile of a High-Quality Transit Corridor or Major Transit Stop. A High Quality Transit Corridor (HQTC) must have a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, and a Major Transit Stop must contain either an existing rail station, ferry terminal, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak community periods. The Site qualifies for HQTA and TPA status due to its proximate location to La Cienega Boulevard, qualifying as an HQTC and the intersection of La Cienega Boulevard / Pico Boulevard, 1,000 feet north of the Site, which qualifies as a Major Transit Stop, which is served by Metro Line 105 and BBB Line 7. The lines have under 15-minute headways during peak hours. As such, the project will be located in close proximity to transit stops that will connect to regional and community commercial centers.

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

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

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

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

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

Policy 3.2.2: *Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the*

integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

The proposed project will result in the development of a multi-family residential project that provides 29 residential units, including six (6) units reserved for Very Low Income Households. The project is proper in relation to the project's location within the Medium Residential land use designations, its location near Avenue I (La Cienega Boulevard) and Collector (Cashio Street) streets and its proximity to transit options. Additionally, the redevelopment of the project on an existing residential property enables the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the Conditional Use Permit to allow a 122.5-percent Density Bonus with six (6) units reserved for Very Low Income Households is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The proposed project implements the Housing Element by increasing the housing supply consistent with the Medium Residential land use designation. Approval of the project would permit 29 units through a 122.5-percent Density Bonus with six (6) units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one-bedroom, two-bedroom and three-bedroom rental units) that address the particular needs of the City's households. Furthermore, the approval of the Conditional Use streamlines the land use entitlement, environmental review, and

building permit process by establishing a singular regulatory standard across the entire site which allows for the construction of up to 29 dwelling units, as opposed to the project going through multiple individual entitlements. Therefore, the Conditional Use is consistent with the Housing Element goals, objectives and policies of the General Plan.

Additionally, Senate Bill 166 (2017) amended existing No Net Loss Law in Government Code Section 65863 to require sufficient adequate sites to be available at all times throughout the Housing Element planning period to meet a jurisdiction's remaining unmet Regional Housing Needs Allocation (RHNA) goals for each income category. To comply with the No Net Loss Law, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their Housing Element site inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites according to the No Net Loss Law if a jurisdiction rezones a site or if the jurisdiction approves a project at a different income level or lower density than shown in the sites inventory. A jurisdiction must make written findings or identify additional site capacity if a development is allowed with a lower density than what was assumed in the sites inventory of the Housing Element.

The proposed project is located on a parcel identified in the Inventory of Sites prepared for the 2021-2029 Housing Element and is anticipated to accommodate 0.13 Above Moderate (market rate) units. The proposed project includes 29 dwelling units, including six (6) units restricted to Very Low Income Households and 23 market-rate units. As such, additional findings or site capacity is not required to approve this project.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Horner Street, adjoining the property to the south, is a Local Street under the Mobility Plan 2035 with a designated full right-of-way width of 60 feet and roadway width of 36 feet. The street is currently improved to a right-of-way width of 60 feet with curb, gutter, sidewalk, and landscaping. La Cienega Boulevard, located further east, is an Avenue I under the Mobility Plan 2035 with a designated full right-of-way width of 100 feet and roadway width of 70 feet. The street is currently improved to a right-of-way width of 100 feet and roadway width of 70 feet with curb, gutter, sidewalk and street trees. The project as designed will meet the following goals and objectives of Mobility Plan 2035:

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

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

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

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

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

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

The project's proximity to existing bus and rail transit services (Metro Line 105 and BBB Line 7) will make transit options available to the new residents, thereby potentially reducing VMT and contributing to the improvement of air quality. The adjacency of the transit services along with the creation of 29 dwelling units ties the proposed project into a network of transit and housing. In addition, the project will provide a total of 31 bicycle parking spaces, including three (2) short-term and 28 long-term spaces. Therefore, the Conditional Use request is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

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

On November 24, 2021, the Los Angeles City Council adopted the 2021-2029 Housing Element and adopted targeted amendments on June 14, 2022. The California Department of Housing and Community Development (HCD) certified to the City of Los Angeles that its 2021-2029 Housing Element is in substantial compliance with State law on June 29, 2023. The Housing Element guides the creation and implementation of the City's housing policy from 2021 to 2029. The Housing Element identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

The proposed project will set aside 46 percent, that is six (6) dwelling units, of the 13 base density units for Very Low Income Households. The proposed unit mix consists of one (1) studio unit, 19 one-bedroom units, seven (7) two-bedroom units, and two (2) three-bedroom units and therefore provides a variety of unit types to meet the needs of the growing population. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

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

- a. 11% Very Low Income Units for a 35% density increase; or
- b. 20% Low Income Units for a 35% density increase; or
- c. 40% Moderate Income Units for a 35% density increase in for-sale projects.

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

- d. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or
- e. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or

- f. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or
- g. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

The City's Density Bonus Ordinance permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915(n)). The State Density Bonus Law also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by local ordinance. The City adopted the Value Capture Ordinance, codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent. The Ordinance requires a project to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

The subject property is zoned [Q]R3-1-O. The R3 Zone limits the maximum density to 800 square feet of lot area per dwelling unit. The project site has 9,800 square feet of lot area, which yields a base density of 13 units. The applicant requests a Conditional Use pursuant to LAMC Section 12.24 U.26 to allow a 122.5-percent increase in density for a total of 29 dwelling units in lieu of 13 dwelling units as otherwise permitted by-right in the R3 Zone.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase requested. The applicant is required to set aside at least 46 percent, or six (6) units, of 13 by-right density units to be eligible for a 122.5-percent density increase. The applicant proposes to provide six (6) dwelling units that are restricted to Very Low Income Households for a period of 55 years. As such, the project contains the requisite number of Restricted Affordable Units to allow a density increase by 122.5 percent.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11%	35%
12%	37.5%
13%	40%
14%	42.5%
:	:
37%	100%
38%	102.5%
39%	105%
40%	107.5%
41%	110%
42%	112.5%
43%	115%
44%	117.5%
45%	120%
46%	122.5%
47%	125%

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

LAHD reviewed all existing units at the subject site at 8521 W. Horner Street and determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated July 11, 2022, that the project site has eight (8) existing units have been existing within the last five (5) years. LAHD determined that six (6) units need to be replaced with equivalent type, including four (4) units restricted to Very Low Income Households and two (2) units restricted to Low Income Households, as well as two (2) Market Rate RSO Units. The proposed project will set aside six (6) units for Very Low Income Households to meet the Density Bonus request requirements and will be required to covenant the two (2) additional Market Rate RSO Units during the permitting process. Additionally, the project is conditioned (Condition of Approval No. 6) to comply with the Rent Stabilization Ordinance. Therefore, the project satisfies the replacement requirements.

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

Per the Conditions of Approval, the developer is required to execute a covenant to the satisfaction of LAHD to make six (6) units available to Very Low Income Households, for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD.

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

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. These Guidelines were subsequently approved by City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The Los Angeles Housing Department (LAHD) utilizes the Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD sign-offs for building permits.

The project will result in a total of 29 dwelling units, six (6) of which will be reserved for Very Low Income Households. All residents of the building will have access to all common and open space amenities within the building. The restricted units would comply with affordability requirements in the Guidelines set for the by LAHD in conformance with the U.S. Department of Housing and Urban Development (HUD). As part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Density Bonus/Affordable Housing Incentives Compliance Findings

LAMC Criteria for On-Menu Incentives

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any On-Menu Incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria:

- a. The facade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.

The proposed building's south elevation abuts Horner Street. As illustrated in the approved plans, the south elevation is articulated with both changes in material and a break in the plane. The façade of first three stories (30 feet in height) is located 20 feet from the front property line, and fourth and fifth floors are stepped back from the façade of the first three stories by 10 feet, which breaks up the massing and the elevation plane. Additionally, the building will have projecting balconies that further articulate the façade. As such, the proposed building's south elevation that abuts Horner Street will be well-articulated with different materials and stepped back facades.

- b. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.

The project frontage has been designed with a variety of balconies, windows and other architectural elements to enhance the visual appeal of the building. The building's main entrance is located on the ground floor, facing Horner Street. The building provides projecting balconies on all upper floors. The façade will have ample fenestration consisting of large transparent windows. As such, the proposed building is oriented to the street.

- c. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).

The project site is not within a designated Historic Preservation Overlay Zone nor does it involve a property that is designated as a City Historic Cultural Monument. Additionally, the Planning Department's Office of Historic Resources confirmed that a Historic Resources Assessment is not needed for the subject property on November 16, 2022.

- d. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

The proposed Project site is not located on a substandard street in a Hillside Area nor is it in a Very High Fire Hazard Severity Zone.

9. Pursuant to LAMC Section 12.22 A.25(g) and Government Code Section 65915(d) and (3) the Commission **shall approve** a density bonus and requested incentive(s) and waiver(s) unless the Commission finds that:

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

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low,

low, and moderate-income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of On-Menu Incentives in LAMC Section 12.22 A.25 were pre-evaluated at the time the Density Bonus 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 Density Bonus On-Menu Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. Based on the set-aside of 46 percent of the 13 base density units for Very Low Income Households, the applicant is entitled to up to three (3) incentives under both Government Code Section 65915 and the LAMC. The three (3) incentives include an On-Menu Incentive for an increase in the maximum building height, an On-Menu for an increase in the maximum floor area, and an On-Menu Incentive for a reduction in the westerly side yard setback.

Height

[Q] Qualified Condition No. 2 in Ordinance No. 167,938 limits the maximum building height to 45 feet in height, provided that any additional height above 30 feet is stepped back 10 feet from the front exterior wall of the structure. The applicant requests an On-Menu Incentive for an 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet. This increase in building height will allow for the construction of the affordable residential units and to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased.

Floor Area

Pursuant to LAMC Section 12.21.1 A.1, a project site that is zoned R3-1 is limited to a maximum FAR of 3:1. The applicant requests an On-Menu Incentive to increase the maximum FAR by 24 percent to allow the construction of a building that contains 24,164 square feet of floor area at a 3.7:1 FAR in lieu of 3:1 FAR. This increased floor area will allow for the construction of the affordable residential units and to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased.

Westerly Side Yard Setback

Pursuant to LAMC Section 12.10 C.2, a minimum side yard setback required for a five-story building in the R3 Zone is eight feet. The applicant requests an On-Menu Incentive to reduce the westerly side yard setback to 6 feet, 5 inches in lieu of 8 feet. This reduced westerly side yard setback will allow for the construction of the affordable residential units and to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased.

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

A project that provides at least five (5) percent of its base density for Very Low Income Households may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

The applicant is setting aside 46 percent, that is six (6) units, of the 13 base density units, for Very Low Income Households and is requesting two (2) Waivers of Development Standards to allow 800 square feet of usable open space to be provided at the roof level and less than 20 feet of average width for common usable open space.

Open Space at the Roof Level

[Q] Qualified Condition No. 5 in Ordinance No. 167,938 does not allow rooftops to be counted towards meeting the minimum usable open space requirement. The proposed project proposes 800 square feet of usable common open space on the roof level. The applicant requests a Waiver of Development Standard to allow the 800-square-foot roof deck to count towards meeting the requirement.

Average Width of Common Usable Open Space

[Q] Qualified Condition No. 5 in Ordinance No. 167,938 requires each common usable open space area to have an average width of 20 feet with no width less than 15 feet at any point. The applicant requests a Waiver of Development Standards to allow an average width of less than 20 feet for common usable open space.

Without the above Waivers, the existing development standards would physically preclude development of the proposed affordable set aside units, as strict compliance with the location and average width requirements would require the removal of floor area on each floor of the plans that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. Without the Waivers for open space, the project would be unable to develop necessary floor area for the building and the developer would be physically precluded from constructing the proposed development with 29 units, at the FAR provided by the On-Menu Incentives, including the six (6) affordable dwelling units. Therefore, the requested Waivers of Development Standards are recommended for approval.

- c. The incentives or waivers 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 and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentives or waivers will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed incentives or waivers will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. Therefore, there is no substantial evidence that the proposed incentives or waivers will have a specific adverse impact on public health and safety. Based on the above, there is no basis to deny the requested incentives or waivers.

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

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

CEQA Findings

It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State 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. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exemption document is attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption. The Categorical Exemption identified the following Project Design Feature (PDF) for noise impacts. The project has been conditioned to comply with the PDF.

PDF-NOI-1 Control Measures Compliance with LAMC Section 112,05

The Project could achieve compliance with LAMC Section 112.02 using a 3-meter (approx. 9.8 feet) height noise barrier, which results in an average reduction in noise of 7-10 dBA across receptors.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A public hearing conducted by the Hearing Officer virtually via Zoom on Thursday, June 29, 2023 at 10 AM. The hearing was attended by the applicant's representative, project architect, and 14 members of the public. The representative presented the proposed project and requested entitlements. Then, 11 members of the public spoke in opposition of the project.

A second public hearing will be conducted by the Hearing Officer virtually via Zoom on Monday, July 24, 2023 at 9 AM. This hearing has been scheduled due to a technicality of the agenda for the first hearing being posted within the 72-hour period shown on the hearing notice. A technical modification may be submitted to the City Planning Commission prior to the Commission Meeting on July 27, 2023 to include additional public comments from the second hearing.

Summary of Initial Public Hearing

1. The applicant's representative described the project design and entitlement requests.
2. Eleven (11) members of the public spoke against the proposed project. Concerns were raised regarding the following topics:
 - a. The reduced setback brings the building too close to the neighboring property.
 - b. The requested density increase will result in a massive building.
 - c. The project will bring more traffic on the street, and street parking will be impacted.
 - d. The project site is not located within one-half mile from a major transit stop.
 - e. The request is for the wrong side yard setback. It should be easterly setback, not westerly.
 - f. Project construction will create dust and debris, which will have a negative impact on neighbors' health.
 - g. Project construction will result in noise and vibration impacts.
 - h. The project is only providing six (6) affordable housing units when there are eight (8) existing units on the site.
 - i. Existing tenants will be outpriced and displaced.
3. The hearing officer clarified that the project is subject to SB 8, which requires replacement of existing affordable housing units on-site, relocation assistance, and right of first refusal.
4. The project representative clarified that the reduction in the side yard setback is from the westerly property line, and the request shown in the application is correct. The representative also clarified that the project site is larger than other neighboring properties on the street, which allows them to provide more dwelling units, and that the project site allows for multi-family units. The representative confirmed that the project site is located within one-half mile of a major transit stop. Lastly, the representative clarified that the qualifying existing tenants will be offered the right of first refusal and they will absolutely work with existing tenants to meet the SB 8 requirements.

Written Communications Received

Two letters of opposition have been provided at the time of writing of this report (Exhibit F). One letter is from the South Robertson Neighborhood Council opposing the proposed project due to opposition from neighbors, and the other letter is from a neighbor who also provided testimony at the first public hearing, expressing concerns about the size of the proposed building, density increase, increased traffic, proximity to a major transit stop, relocation assistance, building height, and reduced side yard setback requested as an On-Menu Incentive per the Density Bonus/Affordable Housing Program Review.

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit A – Project Plans

NEW 5-STORY 29-UNIT WITH 6-V.L.I. AFFORDABLE HOUSING APARTMENT BUILDING

4-LEVEL TYPE V-A RESIDENTIAL BUILDING (INCLUDING ROOF-TOP OPEN SPACE) OVER TYPE I-A STREET LEVEL RESIDENTIAL OVER 2-LEVEL SUBTERRANEAN PARKING LEVEL TYPE I-A FULLY SPRINKLERED

REQUEST BASED ON SECTION 12.24 U.26 OF THE LAMC DENSITY BONUS CONDITIONAL USE PERMIT AND AB 2345

PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035

DEVELOPER: HORNER PROPERTY LLC

1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

ARCHITECT: BABAK BARDI CHAHARMAHALI, AIA

11022 SANTA MONICA BLVD, SUITE 200, LOS ANGELES, CA 90025 TEL:310.430.5565 FAX:310.427.7446

These documents have been

REVISED

Date 5/21/2023



PROJECT DESCRIPTION
A NEW 5-STORY, 29 UNIT (INCLUDING 6 V.L.I.) MULTI-FAMILY BUILDING WITH 2-LEVEL SUBTERRANEAN PARKING TYPE V-A OVER TYPE I-A FULLY SPRINKLERED NFPA-13 PER LAMC SEC 12.24.U.26 DENSITY BONUS CONDITIONAL USE PERMIT

LEGAL DESCRIPTION
LOT 194 OF TRACT MAP NO. 7385, RECORDED IN BOOK 81 OF MAPS, PAGES 72 TO 73 OF THE LOS ANGELES COUNTY OFFICIAL RECORDS.

REQUESTED ENTITLEMENTS
THREE (3) ON MENU DENSITY BONUS PER LAMC SEC 12.22.A.25 INCENTIVES INCLUDING:
11- FEET HEIGHT INCREASE
20% WESTERLY SIDE YARD REDUCTION
ADDITIONAL 35% INCREASE IN ALLOWABLE FLOOR AREA

LOT AREA 9,800.0
ZONING [Q]R3-1-0

RESIDENTIAL DENSITY
LOT AREA FOR DENSITY 9,800.0
DENSITY RATIO FOR [Q] R3-1-0 1 DU/800 SF
BASE DENSITY: 9,800/ 800 = 12.25
BASE DENSITY (ROUND UP) 13
122.5% REQUESTED DENSITY BONUS (PURSUANT TO L.A.M.C. 12.24U.26): 13 X 2.2 = 28.6
11% VERY LOW INCOME UNITS FOR A 35% DENSITY INCREASE, FOR EVERY ADDITIONAL 1% SET ASIDE OF VERY LOW INCOME UNITS, THE PROJECT IS GRANTED AN ADDITIONAL 2.5% DENSITY INCREASE
122.5-35=87.5% (REQUESTED INCREASE IN DENSITY OVER 35%) PER 12.24.U.26
87.5:2.5=35% (REQUIRED ADDITIONAL V.L.I. SET A SIDE UNITS OVER 11%) PER 12.24.U.26
35+11=46% (REQUIRED SET A SIDE FOR V.L.I. UNITS 46% X BASE UNIT) PER 12.24.U.26
TOTAL PROVIDED SET A SIDE AND MARKET RATE UNITS: 29
PROPOSED PERCENTAGE OF V.L.I. SET A SIDE UNIT 46%>45%(REQUIRED)
PROPOSED SET A SIDE V.L.I. UNITS: 46% X 13 = 5.98
PROPOSED MARKET RATE UNITS 23
PROPOSED RESIDENTIAL UNIT MIX
SINGLE (STUDIO) UNITS: 19
ONE BED ROOM UNITS: 7
TWO BED ROOM UNITS: 2
THREE BED ROOM UNITS: 1
TOTAL 29

FLOOR AREA & FAR (ZONING)
BUILDABLE AREA FOR [Q] R3-1-0 6,538.5 SF
ALLOWABLE F.A.R. PER [Q] R3-1-0 3.0:1
ALLOWABLE BY RIGHT AREA PER [Q]R3-1-0 6,538.5X3= 19,615.5 SF
MAX SQUARE FOOTAGE(35% INCREASE IN ALLOWABLE FAR): 18,714.9 X 1.35 = 26,480.9 SF

TOTAL PROPOSED FLOOR AREA (SEE A0.2A AND A0.2B) 24,164 SF
PERCENTAGE OF ADDITIONAL REQUESTED IN FAR 24,164 : 19615.5=1.23 23%

HEIGHT / STORIES
MAX HEIGHT / STORIES PER [Q]R3-1-0 45- FEET / NO LIMIT
MAX HEIGHT W/ 11 FEET INCREASE BONUS: 45 + 11 = 56- FEET / NO LIMIT
PROPOSED HEIGHT 55- FEET / 5- STORIES

AUTO PARKING

RESIDENTIAL REQUIRED PER AB 2345 15
0.5 SPACE PER DWELLING UNIT (29X.5=14.5) NOT REQUIRED
A.D.U. UNIT(PROJECT CLOSE TO THE MAJOR TRANSIT STOP) NOT REQUIRED
TOTAL PARKING REQUIRED (NON TANDEM/NON COMPACT) 15

TOTAL PARKING PROVIDED

	ACCESSIBLE	STANDARD	COMPACT	TOTAL
BASEMENT LEVEL-1	3	2	4	9
BASEMENT LEVEL-2	-	11	10	21
TOTAL	3	13	14	30

E.V. PARKING
EV PARKING REQUIREMENT (30%) 9
EVCS (FULL INSTALL) (10%) 3
EVSE (FUTURE INSTALL) 6

BIKE PARKING
RES LONG-TERM REQUIRED: (25/1)+(4/1.5)=27.67 28
RES SHORT-TERM REQUIRED: 29 / 10 = 2.9 = 3 3
RESIDENTIAL LONG-TERM PROVIDED 28
RESIDENTIAL SHORT-TERM PROVIDED 3
TOTAL BIKE PARKING REQUIRED 31

SETBACKS

	REQUIRED	PROVIDED
FRONT	20 FEET (PER [Q] CONDITION)	20 FEET
WESTERLY SIDE	8X0.8=6.4 FEET (20% INCENTIVE REDUCTION)	6.4 FEET
EASTERLY SIDE	8 FEET	8 FEET
REAR	15 FEET	15 FEET

REQUIRED OPEN SPACE
100 SQ.FT. MIN. REQUIRED PER DWELLING UNIT PER [Q] CONDITION
OPEN SPACE REQUIREMENT PER UNIT MIX PER LAMC 12.21.G:

ONE SINGLE (STUDIO) UNIT: 1 X 100	100
ONE BED ROOM UNITS: 19 X 100	1,900
TWO BED ROOM UNITS: 7 X 125	875
THREE BED ROOM UNITS: 2 X 175	350
TOTAL REQUIRED OPEN SPACE	3,225

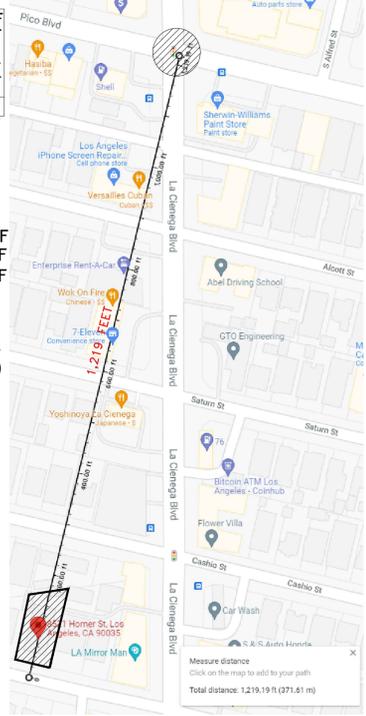
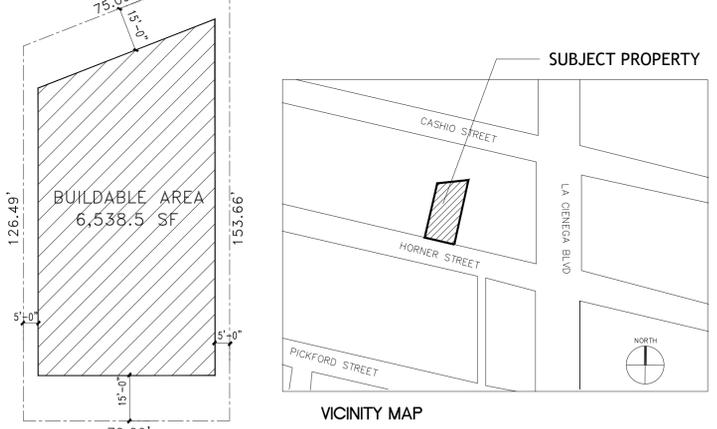
PROVIDED OPEN SPACE AREA: (SEE A0.2C)

OPEN SPACE PROVIDED AT REAR YARD: 1,176 SF
5'X70' (FRONT YARD OPEN SPACE CREDIT GRANTED BY [Q] CONDITION: 350 SF
COUNTED AREA FROM RECREATION ROOM PROVIDED AT 1ST FLOOR 3,225 X 25%=806.25 SF
PROVIDED ROOF TOP COMMON OPEN SPACE 800 SF
PROVIDED PRIVATE OPEN SPACE BALCONIES @ UNIT 401 AND 402 (2X50 SF) 100 SF

TOTAL PROVIDED OPEN SPACE: 3,232.25 SF
TOTAL PROVIDED COMMON OPEN SPACE: 3,132.25 SF
50% OF REQUIRED OPEN SPACE: 50% X 3,232.25= 1,616.1 SF
COMMON OPEN SPACE > 50% OF REQUIRED? (3,132.25 > 1,616.1) YES

REQUIRED AND PROVIDED LANDSCAPING AREA/TREES:
REQUIRED LANDSCAPING AREA: 50% OF OUTDOOR USABLE COMMON OPEN SPACE
OUTDOOR COMMON OPEN SPACE AREA: 800 SF(ROOF LEVEL)+1,176 SF (REAR YARD)=1,976 SF
REQUIRED LANDSCAPE: 50% X 1,976 988 SF
PROVIDED LANDSCAPE: (595 SF REAR YARD+400 SF ROOF LEVEL) 995 SF
PROVIDED LANDSCAPE AREA>REQD

REQUIRED NUMBER OF TREES:
(1 TREE PER 1,000 SF LOT AREA) PER [Q] CONDITION 9,800:1,000=9.8 OR 10 TREES
TREES PROVIDED 10 ONSITE+2 STREET TREES **TOTAL: 12**
(SEE SITE/LANDSCAPING PLAN)



PROJECT LOCATED LESS THAN 0.5 MILE DISTANCE FROM MAJOR PUBLIC TRANSPORTATION STATION LOCATED AT INTERSECTION OF LA CIENETA AND PICO BLVD.
QUALIFIED FOR PARKING REDUCTION PER AB 2345

LIST OF ARCHITECTURAL DRAWINGS FOR ENTITLEMENT STAGE

A0.0	COVER PAGE
A0.1	PROJECT ANALYSIS
A0.2A	BUILDING AREA ANALYSIS
A0.2B	BUILDING AREA ANALYSIS
A0.2C	OPEN SPACE DIAGRAM
A0.2D	ARTICULATION DIAGRAM
SURVEY	
A1.0	SITE PLAN
A2.1	FIRST FLOOR PLAN
A2.2	SUB. PARKING LEVEL-1
A2.3	SUB. PARKING LEVEL-2
A2.4	SECOND FLOOR PLAN
A2.5	THIRD FLOOR PLAN
A2.6	4TH FLOOR PLAN
A2.7	5TH FLOOR PLAN
A2.8	ROOF PLAN
A3.1	ELEVATION
A3.2	ELEVATION
A3.3	ELEVATION
A3.4	ELEVATION
A4.1	SECTION
A4.2	SECTION
RENDERINGS	

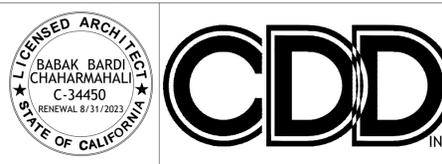
NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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REVISIONS

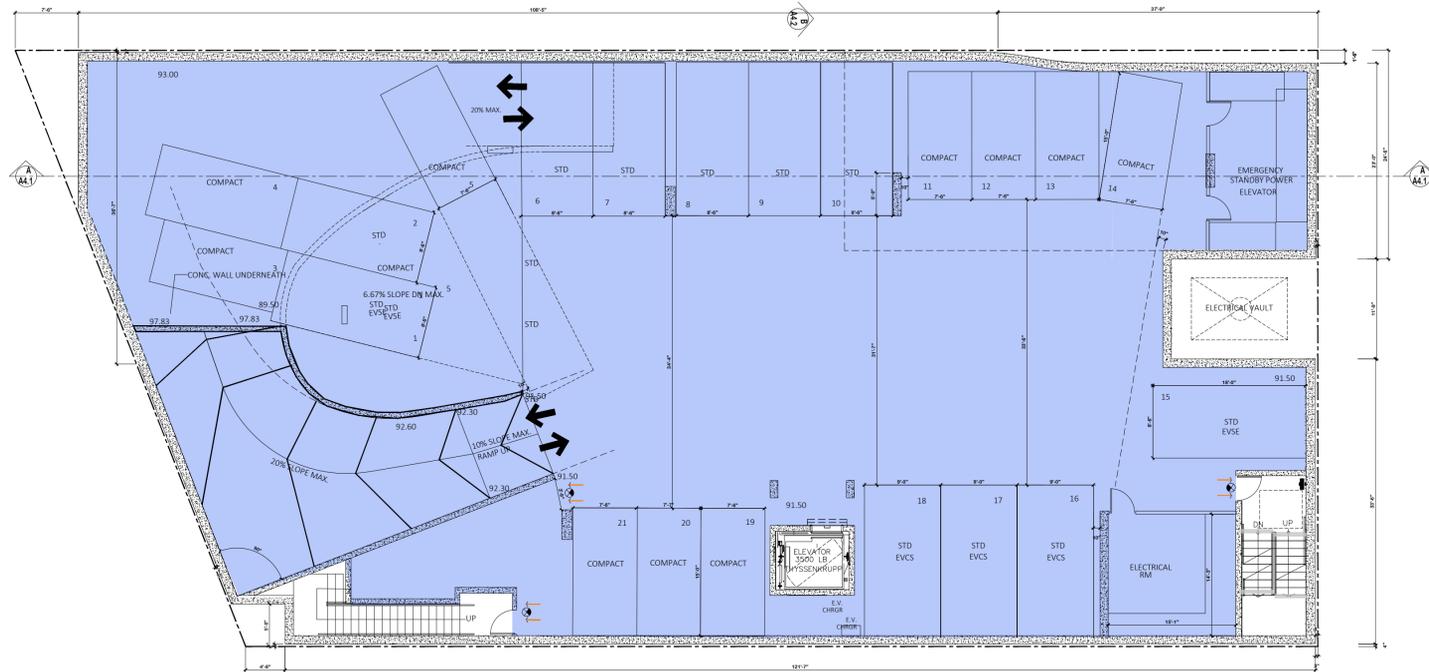
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PROJECT NUMBER 21-12

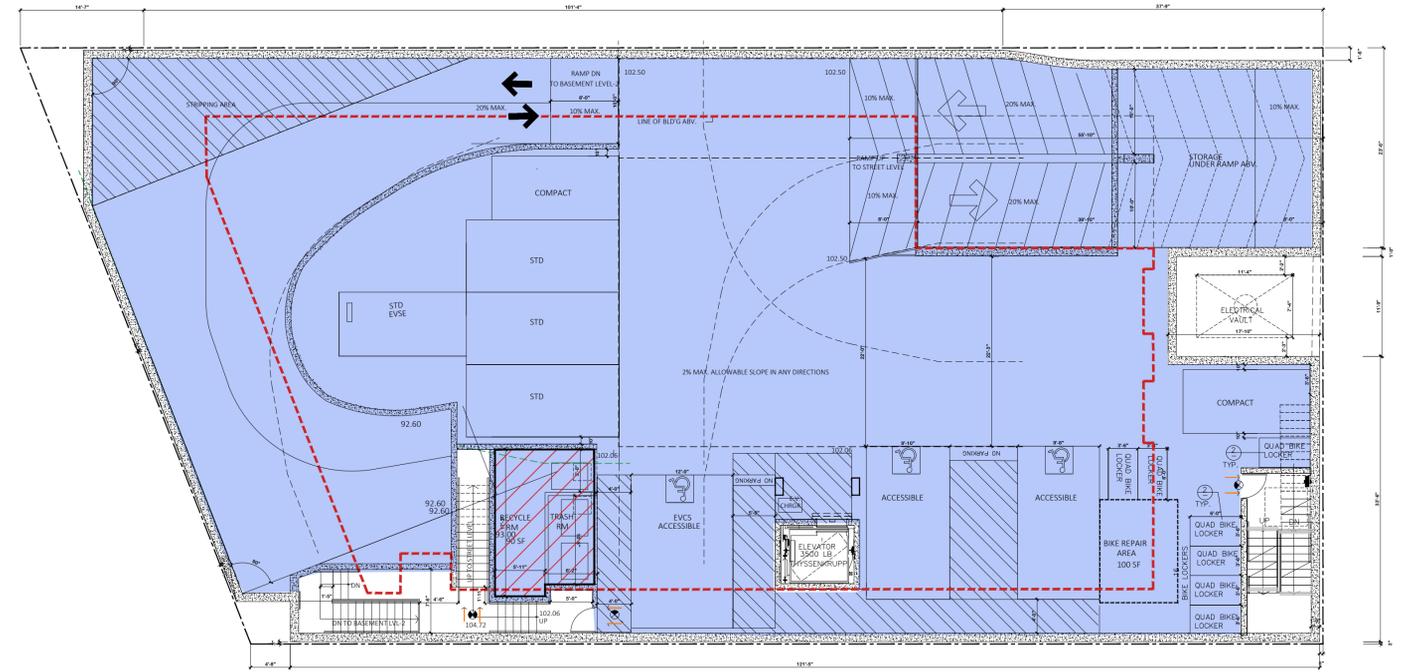


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PRINCIPAL: BABAK BARDI CHAHARMAHALI, AIA (REGISTERED ARCHITECT)
CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090
11022 SANTA MONICA BLVD, #200, LOS ANGELES, CA 90025
TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

COVER PAGE **A0.0**
SHEET TITLE: SHEET NO.



2 2ND BASEMENT FLR PLAN 1"=10'-0"



1 1ST BASEMENT FLR PLAN 1"=10'-0"



ZONING AREA (F.A.R.)

FLOOR LEVEL	RESIDENTIAL
BASEMENT LVL-2	-
BASEMENT LVL-1	180 SQ.FT.
1ST FLOOR	4,540 SQ.FT.
2ND FLOOR	5,120 SQ.FT.
3RD FLOOR	5,120 SQ.FT.
4TH FLOOR	4,602 SQ.FT.
5TH FLOOR	4,602 SQ.FT.
TOTAL	24,164 SQ.FT.

TOTAL AREA (ZONING CODE) :24,164 SQ.FT.

BUILDING CODE AREA

FLOOR LEVEL	TYPE I-A		TYPE III-A
	R-2 OCCUPANCY	S-2 OCCUPANCY	R-2 OCCUPANCY
2ND BASEMENT		8,754 SQ.FT.	
1ST BASEMENT		8,199 SQ.FT.	
1ST FLOOR	4,540 SQ.FT.		
2ND FLOOR			5,120 SQ.FT.
3RD FLOOR			5,120 SQ.FT.
4TH FLOOR			4,602 SQ.FT.
5TH FLOOR			4,602 SQ.FT.
	4,540 SQ.FT.	16,953 SQ.FT.	19,444 SQ.FT.

TOTAL AREA (BUILDING CODE) : 40,937 SQ.FT.



INDICATES SPACE COUNTED AS ZONING AREA



INDICATES SPACE COUNTED AS BUILDING AREA

DIAGRAM ONLY, USE FLOOR PLANS (A2 SERIES) FOR PLAN REVIEW

NEW 5-STORY 29- UNIT APARTMENT BUILDING
 PROJECT ADDRESS: 8521 HORNER ST, LOS ANGELES, CA 90035
 DEVELOPER: ALI PROPERTIES

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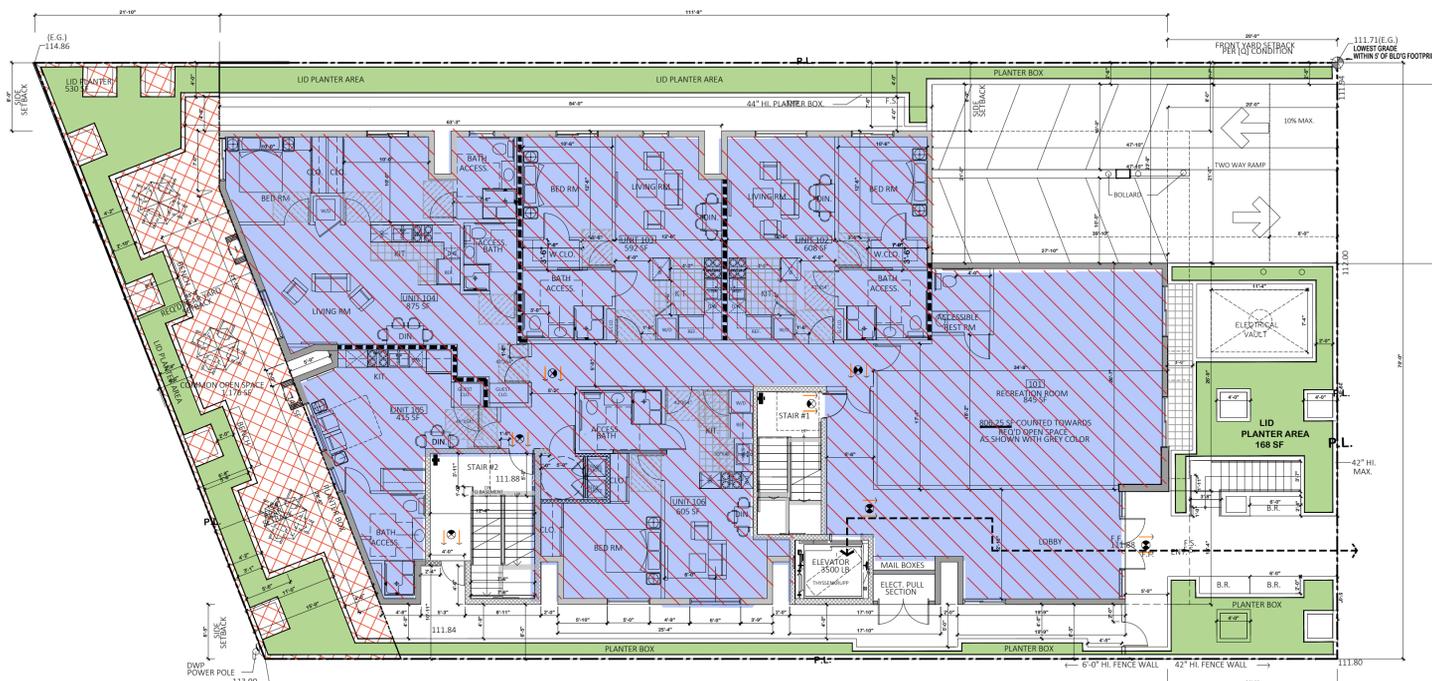
DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	
DATE DRAWN:	
JOB NUMBER:	CDD-2121
SCALE:	

BUILDING AREA DIAGRAM

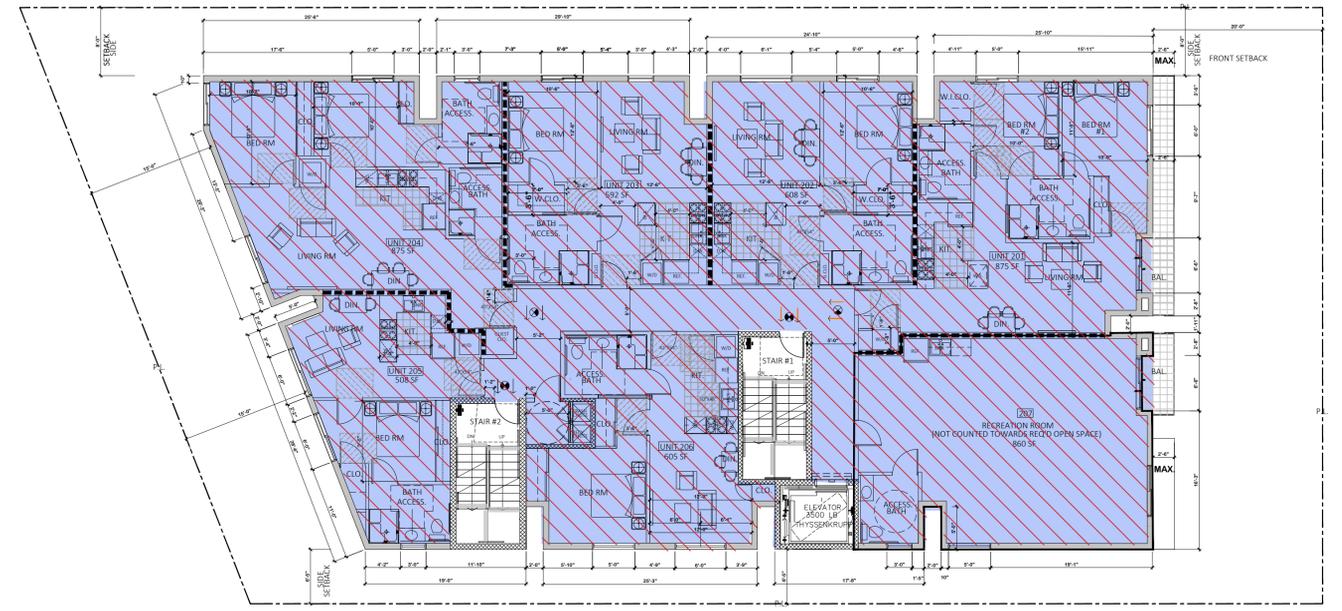
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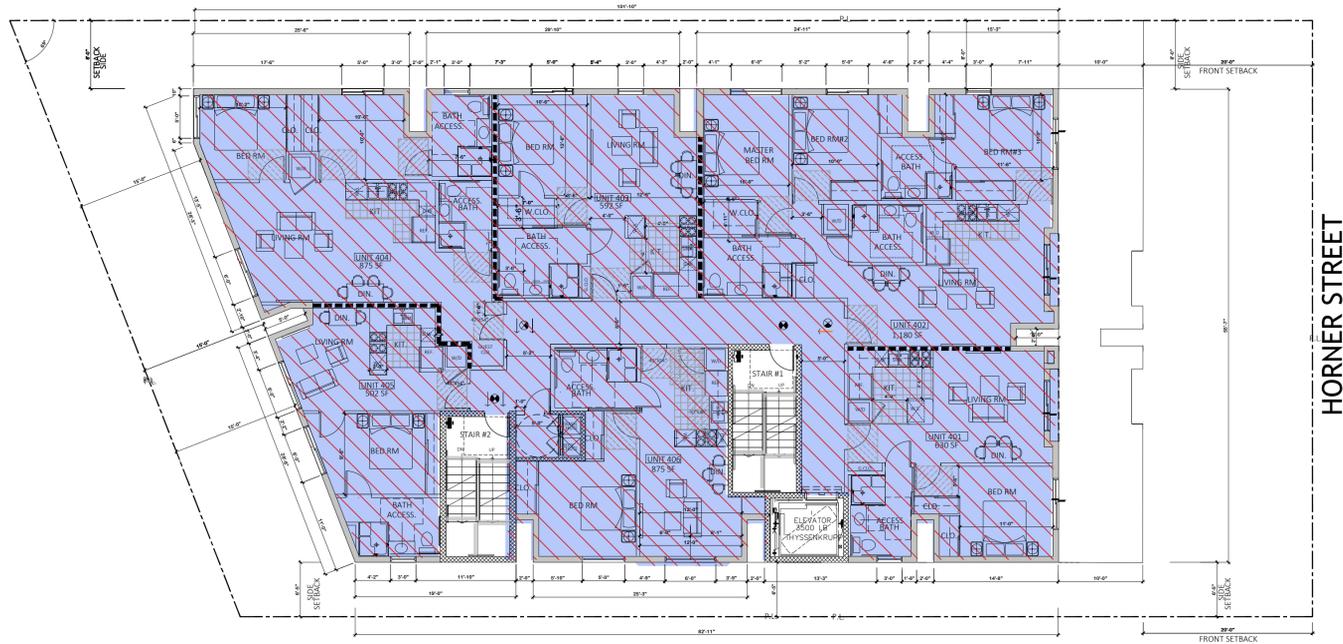
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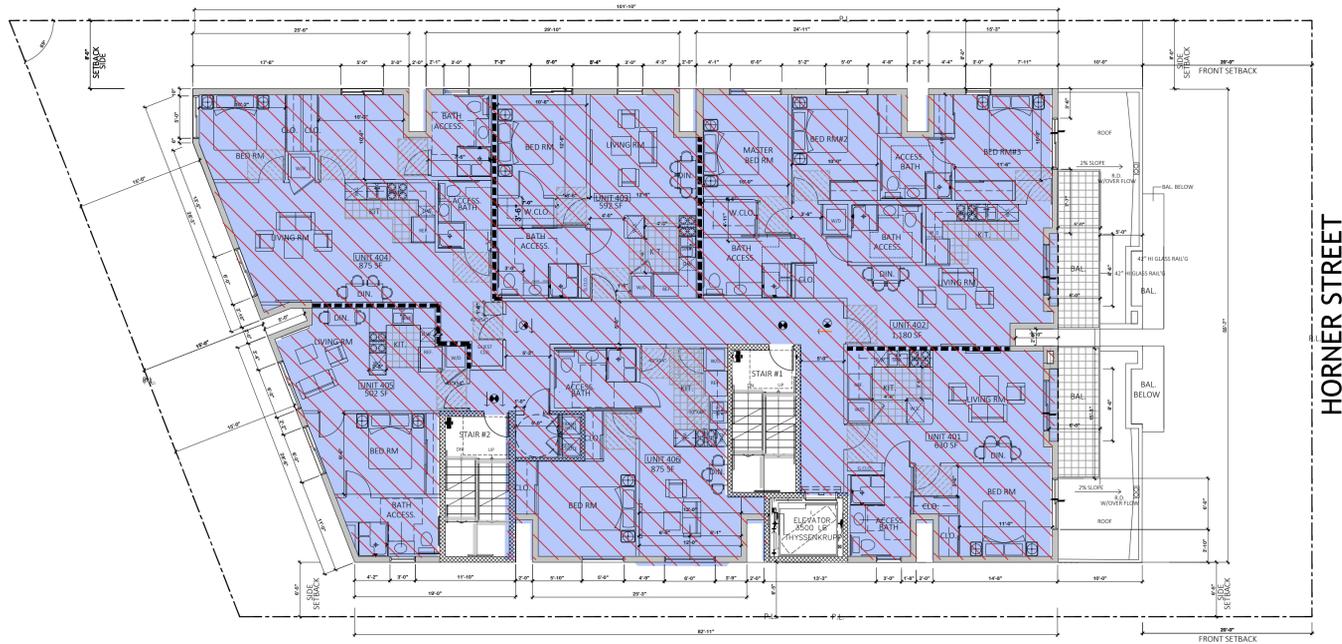
2 2ND AND 3RD FLOOR PLAN 1"=10'-0"



3 4TH & 5TH FLOOR AREA ANALYSIS DIAGRAM 1"=10'-0"



4 5TH FLOOR PLAN 1"=10'-0"



 INDICATES SPACE COUNTED AS ZONING AREA
 INDICATES SPACE COUNTED AS BUILDING AREA

DIAGRAM ONLY, USE FLOOR PLANS (A2 SERIES) FOR PLAN REVIEW

NEW 5-STORY 29- UNIT APARTMENT BUILDING
 PROJECT ADDRESS: 8521 HORNER ST, LOS ANGELES, CA 90035
 DEVELOPER: ALI PROPERTIES

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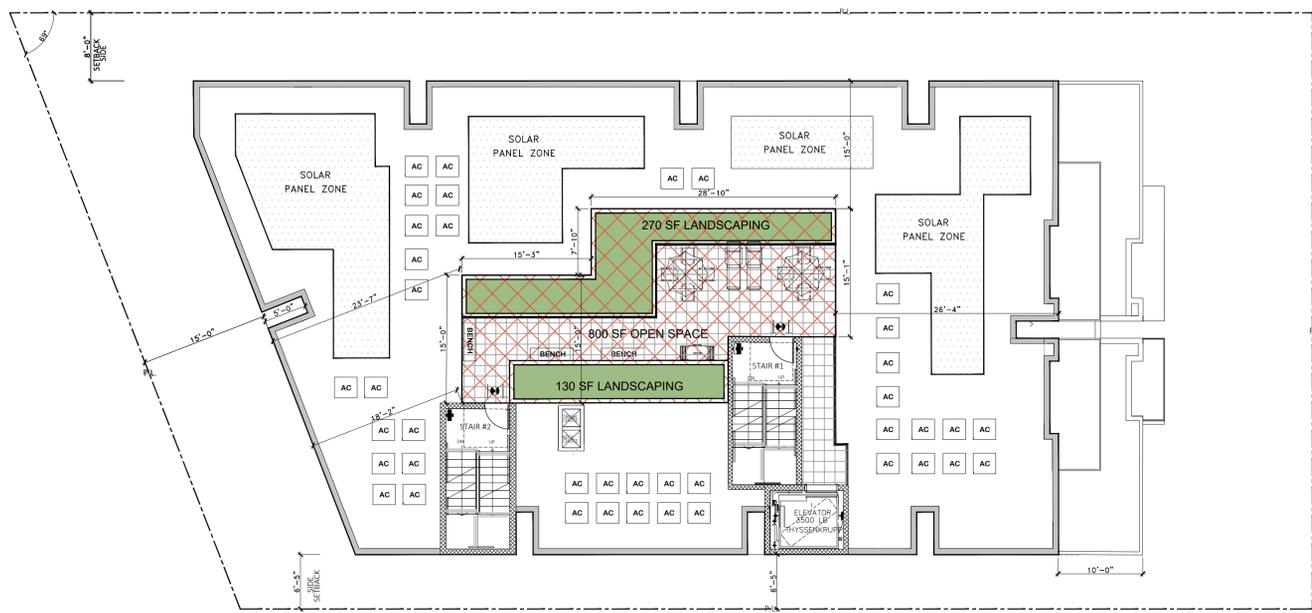
DESIGNED BY:	B. BARDI
CHECKED BY:	
DRAWN BY:	
DATE DRAWN:	
JOB NUMBER:	CDD-2121
SCALE:	

BUILDING AREA DIAGRAM

A0.2B

SHEET TITLE:

SHEET NO.

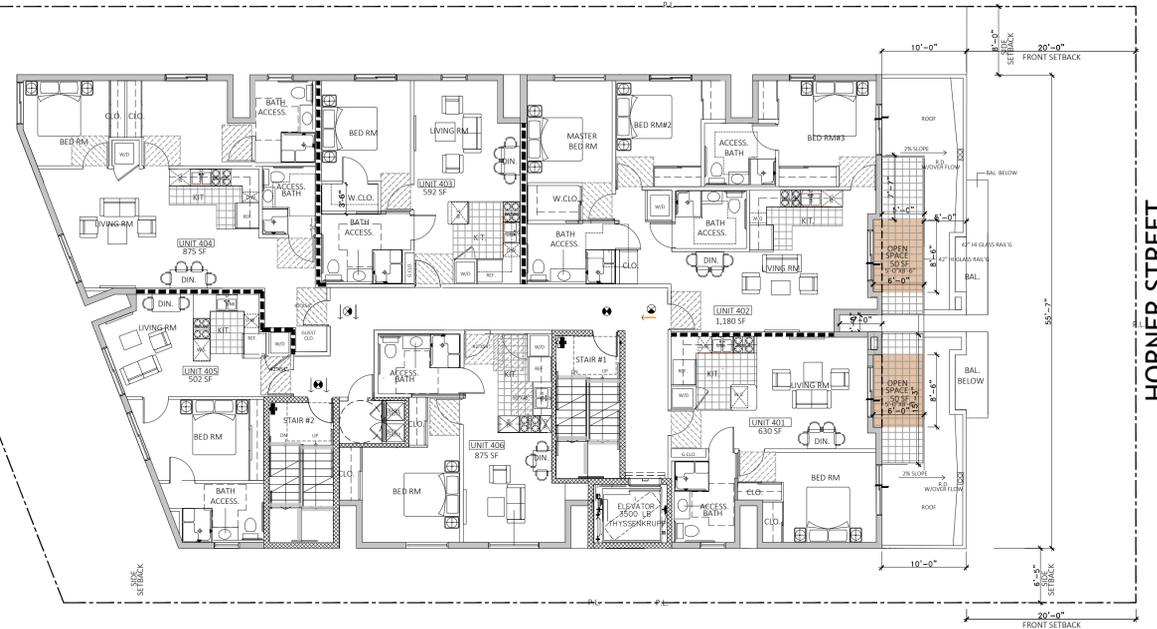


PROVIDED OPEN SPACE AT ROOF LEVEL: 800 SF
 REQUIRED OPEN SPACE AT ROOF LEVEL: $800 \times 50\% = 400$ SF
 PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 400 SF

INDICATES ROOF TOP OPEN SPACE

PROVIDED OPEN SPACE AT ROOF LEVEL

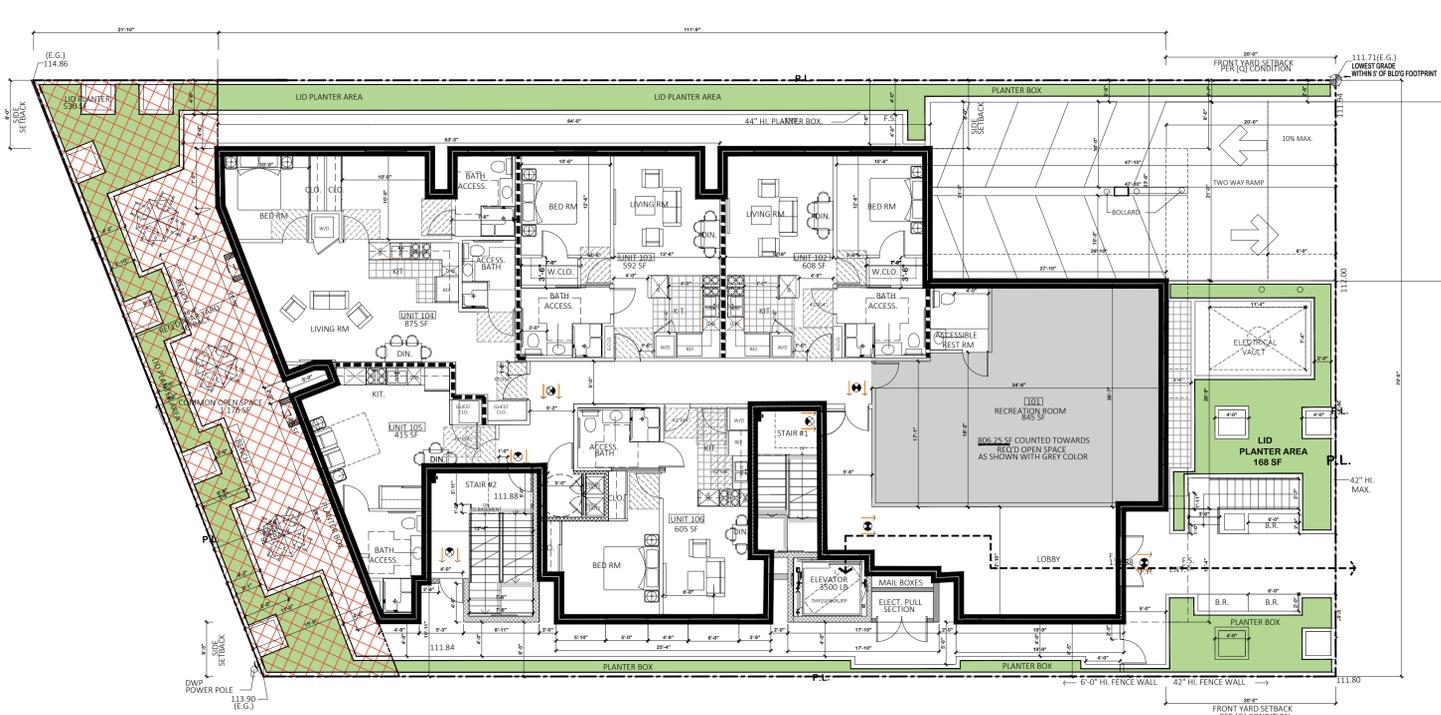
SCALE: 1"=10'-0"



INDICATES PRIVATE OPEN SPACE AREA
 PROVIDED OPEN SPACE AT THIS LEVEL (PROVIDED AT UNIT 401 AND 402): 100 SF

PROVIDED OPEN SPACE AT 4TH FLOOR

SCALE: 1"=10'-0"



PROVIDED OPEN SPACE AT STREET LEVEL (REAR YARD): 1,176 SF
 REQUIRED OPEN SPACE AT ROOF LEVEL: $1,176 \times 50\% = 588$ SF
 PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 595 SF

PROVIDED OPEN SPACE AT STREET LEVEL (RECREATION ROOM): 806.25 SF

PROVIDED OPEN SPACE AT STREET LEVEL

SCALE: 1"=10'-0"

DIAGRAM ONLY, USE FLOOR PLANS (A2 SERIES) FOR PLAN REVIEW

NEW 5-STORY 29- UNIT APARTMENT BUILDING
 PROJECT ADDRESS: 8521 HORNER ST, LOS ANGELES, CA 90035
 DEVELOPER: ALI PROPERTIES

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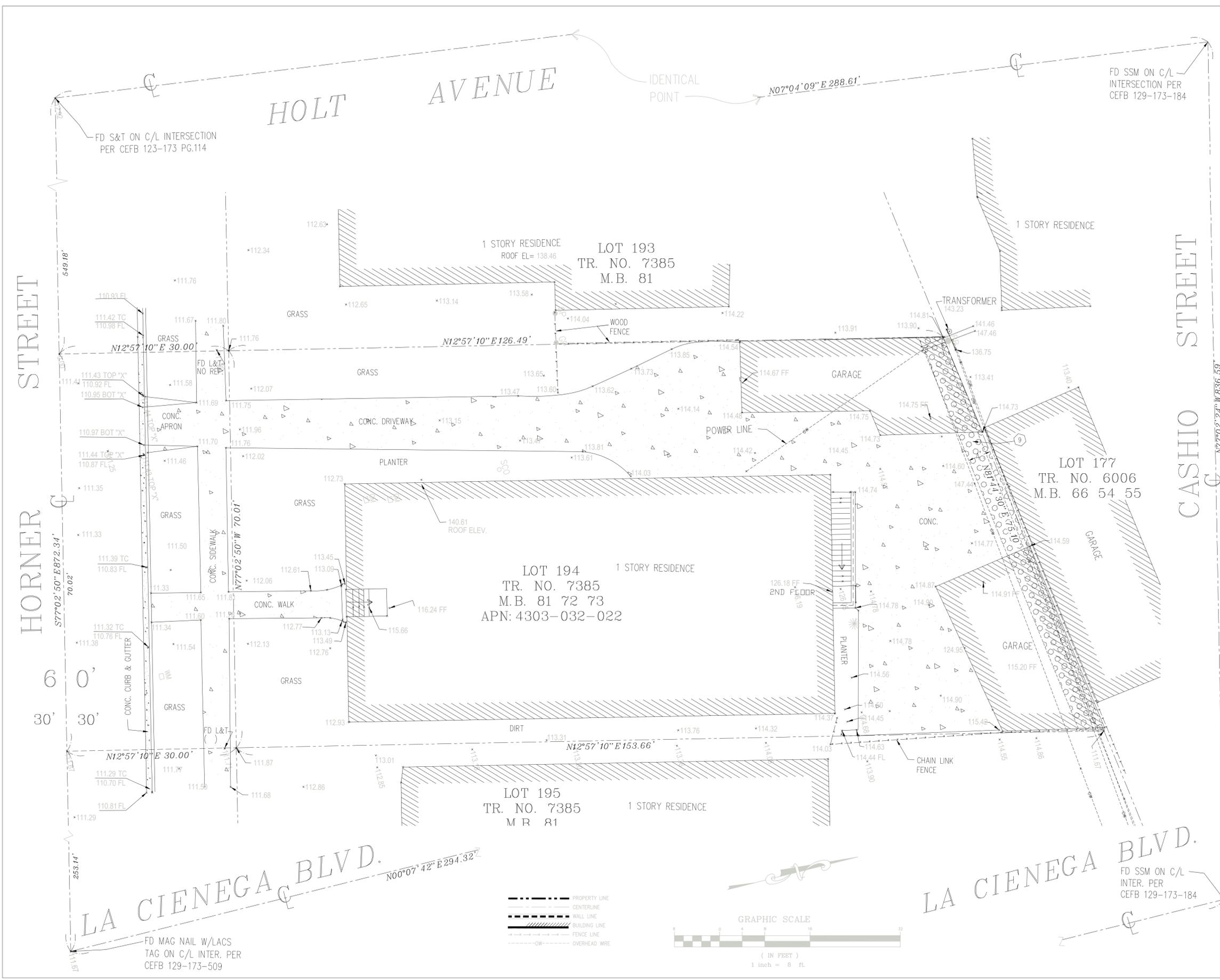
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 DESIGN INC.
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 EMAIL: INFO@CDDARCH.COM
 WWW.CDDARCH.COM



DESIGNED BY: B.BARDI
 CHECKED BY:
 DRAWN BY:
 DATE DRAWN:
 JOB NUMBER: CDD-2121
 SCALE:

OPEN SPACE
 DIAGRAM
 SHEET TITLE:

A0.2C
 SHEET NO.



LEGAL DESCRIPTION:
 THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 LOT 194 OF TRACT NO. 7385 AS PER MAP RECORDED IN BOOK 81 PAGES 72 & 73 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
 APN: 4303-032-022

BASIS OF BEARINGS:
 THE BEARING SOUTH 77°02'50" EAST, ON THE CENTERLINE OF HORNER STREET AS SHOWN ON TRACT NO. 7385, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 81 - PAGES 72 & 73, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND AREA:
 CONTAINING AN AREA OF 9807.44 SQ. FT., OR 0.22514 ACRES, MORE OR LESS.

BENCHMARK:
 BM ID: 13-04690 (NAVD 1988)
 DESCRIPTION: CUT SPIKE SW COR CB 3.5 FT W OF W CURB LA CIENEGA BL, 14 FT N OF CASHIO ST.
 ELEV. = -112.516 FT.

SCHEDULE B / EASEMENT(S):
 ALL EASEMENTS, OFFERS AND DEDICATIONS AS SHOWN ON THE OFFICIAL MAP TRACT NO. 7385, BOOK 81, PAGES 72 AND 73 - PLOTTED HEREON

REFERENCE DOCUMENT:
 PER PRELIMINARY TITLE REPORT FROM FIRST AMERICAN TITLE COMPANY
 ORDER NO. 6701690
 DATED AS OF: SEPTEMBER 24, 2021

LEGEND:

APN	= ASSESSOR'S PARCEL NUMBER	OH	= OVERHANG
A.C.	= ASPHALT CONCRETE	(P)	= PRORATED
BM	= BENCHMARK	P.C.	= PROPERTY CORNER
BLDG	= BUILDING	PG	= PAGE
C/L	= CENTERLINE	PL	= PROPERTY LINE
CONC.	= CONCRETE	PLTR	= PLANTER
COR.	= CORNER	PWFB	= PUBLIC WORKS FIELD BOOK
CS	= CRAWL SPACE	(R)	= RECORD
FB	= FIELD BOOK	REF	= REFERENCE
FD	= FOUND	SSM	= STANDARD SURVEY MONUMENT
FF	= FINISH FLOOR ELEV.	SSDM	= STANDARD SURVEY DISC MONUMENT
FL	= FLOWLINE ELEV.	SMH	= SEWER MANHOLE
FS	= FINISH SURFACE ELEV.	S&T	= SPIKE & TIN
LS	= LAND SURVEYOR	SPK/W	= SPIKE & WASHER
L&T	= LEAD & TACK	TC	= TOP OF CURB ELEV.
(M)	= MEASURED	TR	= TRACT MAP
M.B.	= MAP BOOK	TW	= TOP OF WALL ELEV.

SYMBOLS:

○	DRAIN	PP	POWER POLE
⊙	GAS METER	SM	SEWER MANHOLE
⊕	GAS VALVE	SP	SIGN POST
⊗	PINE TREE	WH	WATER HEATER
		WM	WATER METER



M&G CIVIL ENGINEERING AND LAND SURVEYING

TITLE: TOPOGRAPHIC SURVEY
 8521 Horner Street, LOS ANGELES, CA 90035

CLIENT: Shahrokh Zarrin

SCALE: 1" = 5'

DESIGNED BY: MEL

DRAWN BY: CL

CHECKED BY: C.D.L.

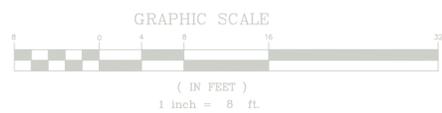
JOB NO.: 21-18489

DATE: 11/8/2021

REVISION (S):

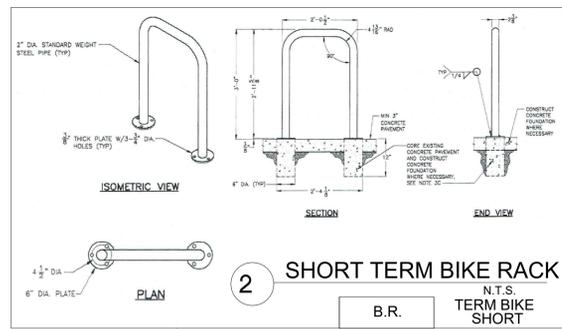
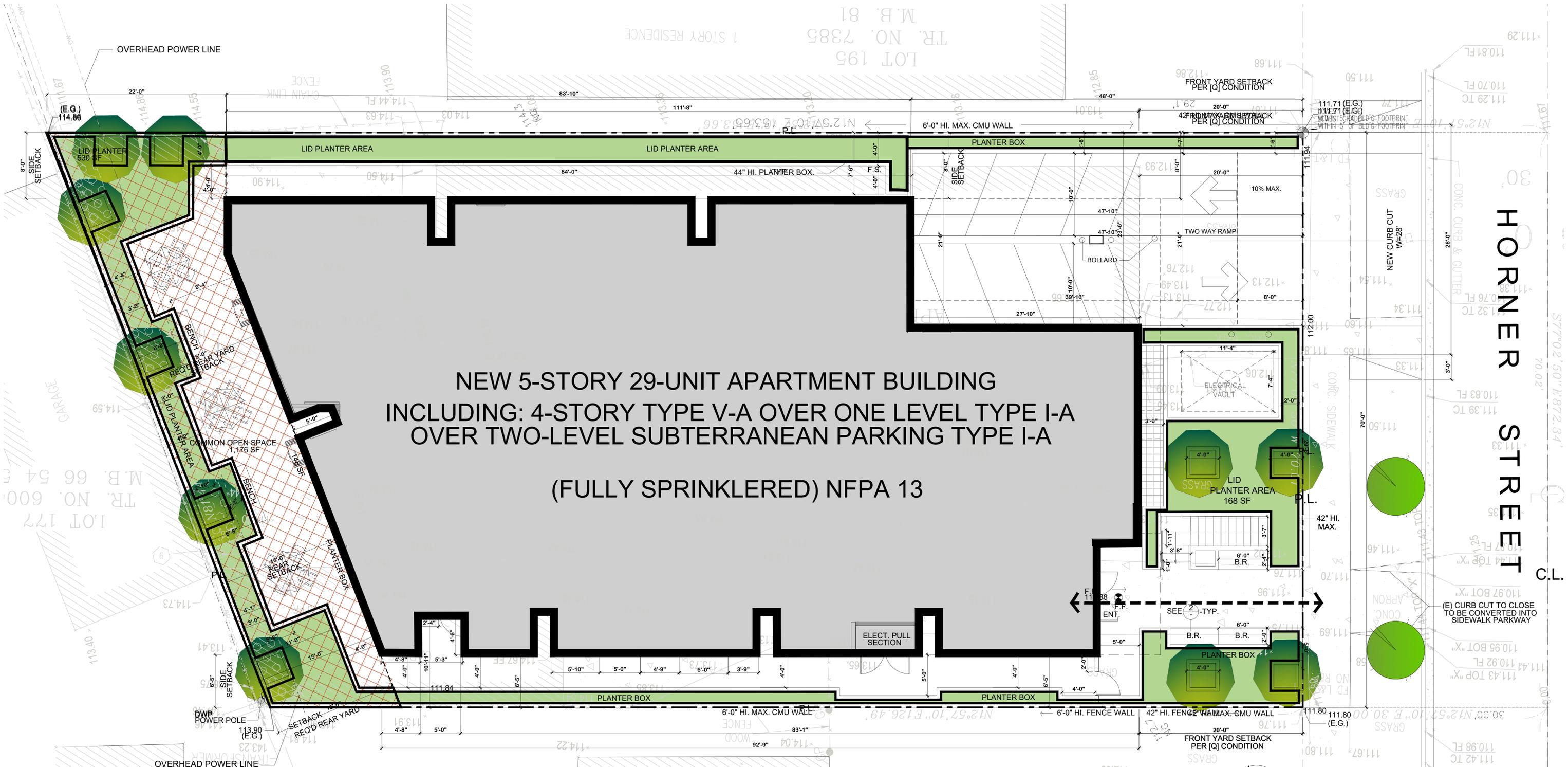
SHEET 1 OF 1 SHEET

M&G CIVIL ENGINEERING & LAND SURVEYING
 947 S. ROBERTSON BLVD.
 BEVERLY HILLS, CALIFORNIA 90211
 TEL. (310) 659-0871 FAX (310) 659-0845
 info@mgsur.com www.mgsur.com



- PROPERTY LINE
- CENTERLINE
- WALL LINE
- BUILDING LINE
- FENCE LINE
- OVERHEAD WIRE

**NEW 5-STORY 29-UNIT APARTMENT BUILDING
INCLUDING: 4-STORY TYPE V-A OVER ONE LEVEL TYPE I-A
OVER TWO-LEVEL SUBTERRANEAN PARKING TYPE I-A
(FULLY SPRINKLERED) NFPA 13**



SEE LANDSCAPING DRAWINGS FOR MORE PLANTING DETAILS



INDICATES COMMON OPEN SPACE AREA
1,176 SF PROVIDED AT REAR YARD



INDICATES LINE OF BLD'G ABV.



- LEGEND :
- EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL

SITE PLAN

SCALE : 3/16" = 1'-0"

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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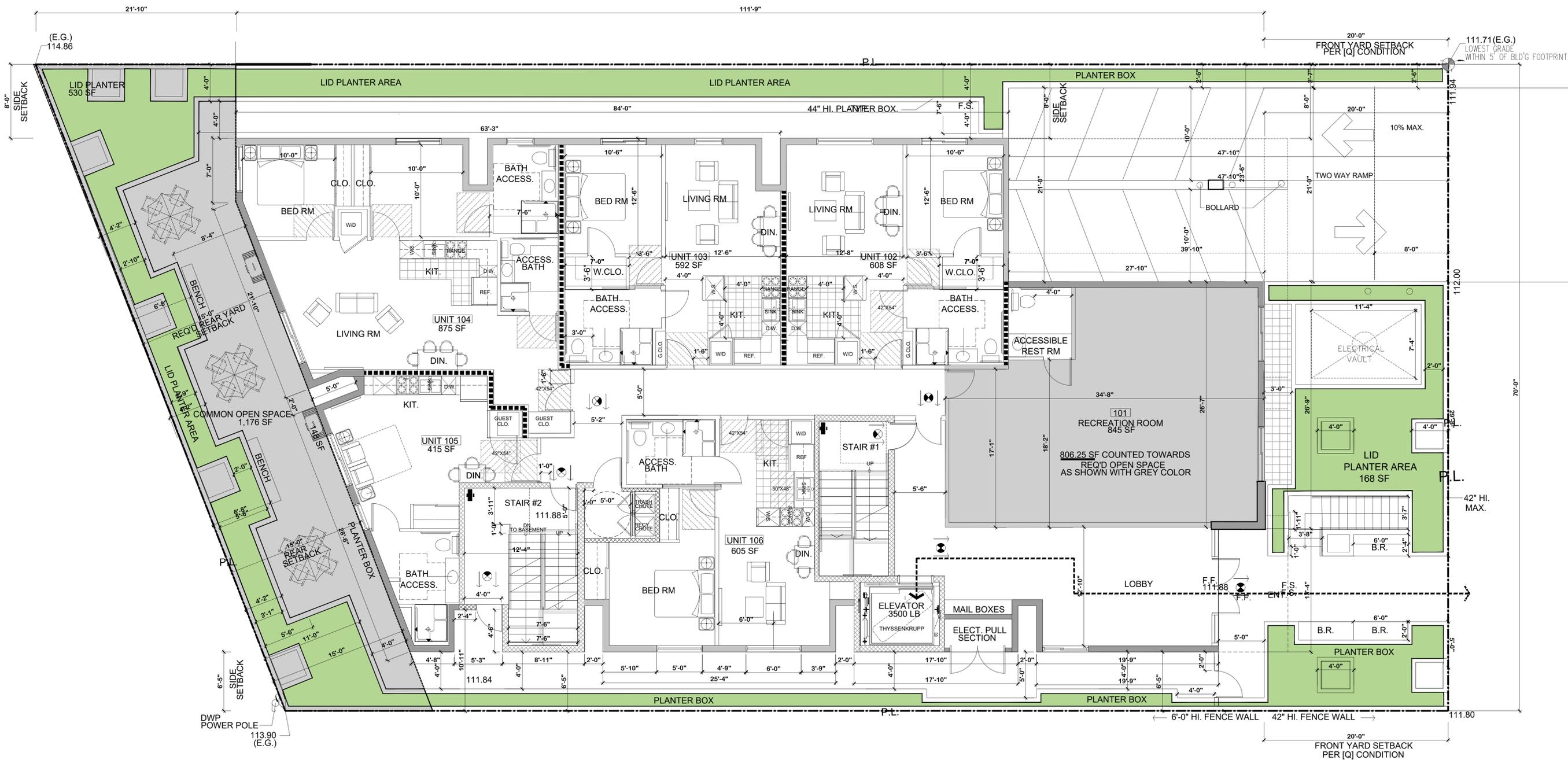
REVISIONS		
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SITE PLAN

A1.0



HORNER STREET



1

1ST FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - INDICATES OPEN SPACE AREA AT RECREATION ROOM
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - C.S. CHARGING STATION

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REVISIONS

NO.	DESCRIPTION	BY	DATE



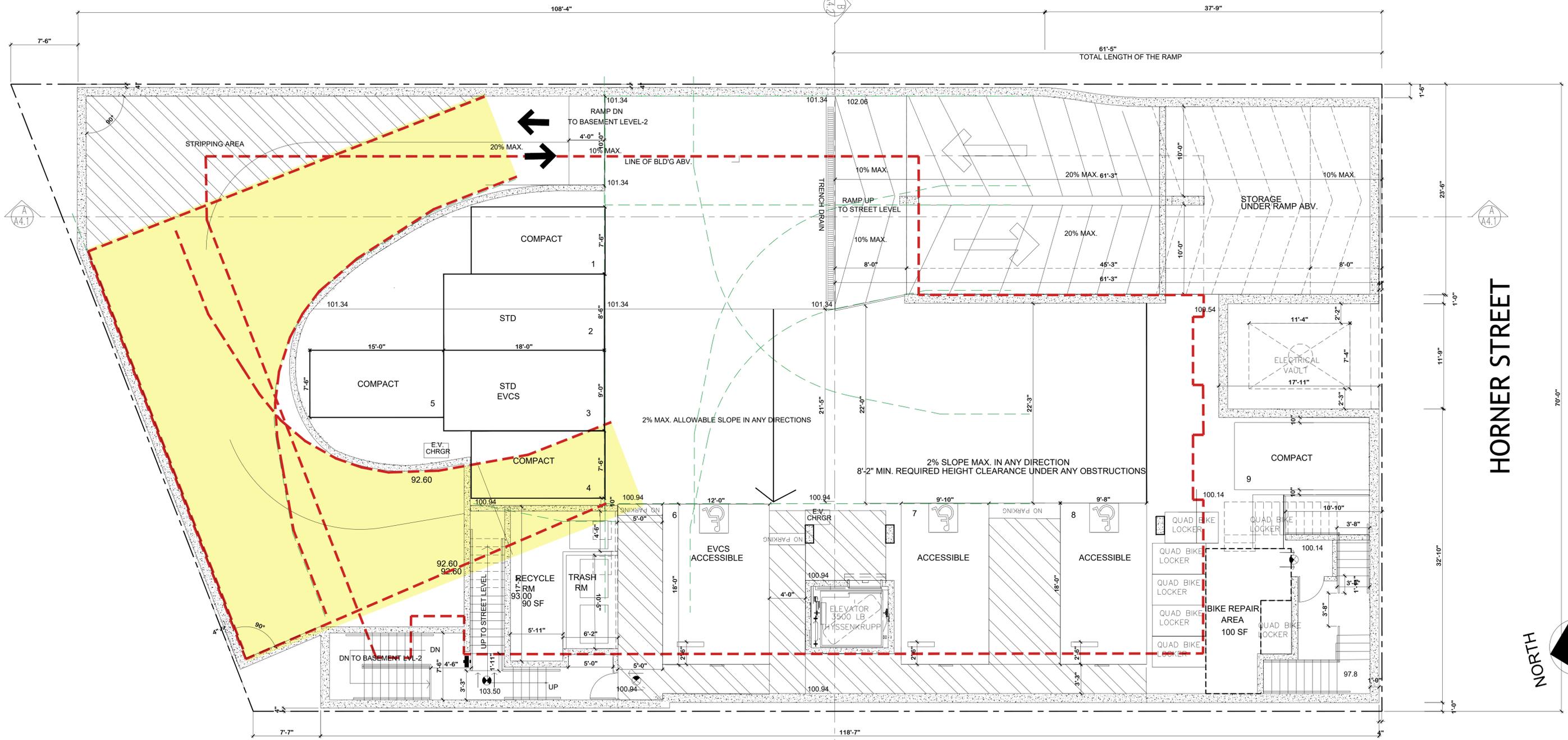
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 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

1ST FLOOR PLAN A2.1

SHEET TITLE: SHEET NO.

PROJECT NUMBER: 21-12



HORNER STREET



1 1ST BASEMENT FLOOR PLAN

SCALE : 3/16" = 1'-0"

Upper #10031
Lower #10017

ProPark DT/SM (S02)
(2-Tier) Standard Locker (Dims)

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DOUBLE TIER QUAD BIKE LOCKER N.T.S.

CYCLESAFE
PRO-PARK-DT-SM (M4) LOCKERS
(1) UNIT = (4) BIKE CAPACITY

1

- LEGEND :**
- 2 X STUDS INTERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - C.S. CHARGING STATION
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - ACC. PATH OF TRAVEL

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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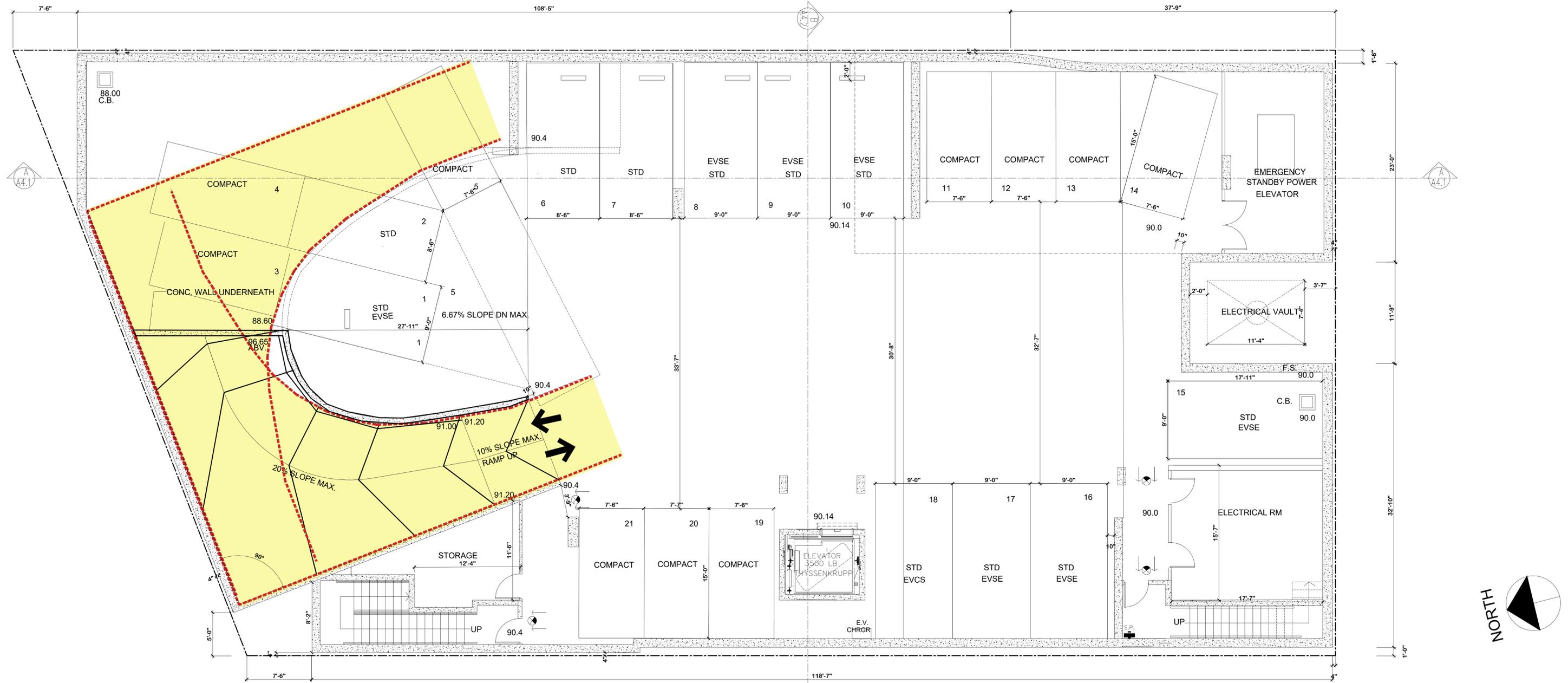


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1ST BASEMENT FLOOR PLAN

A2.2

SHEET TITLE: SHEET NO.



1 2ND BASEMENT FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT SEE 2/A7.1
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - CHARGING STATION

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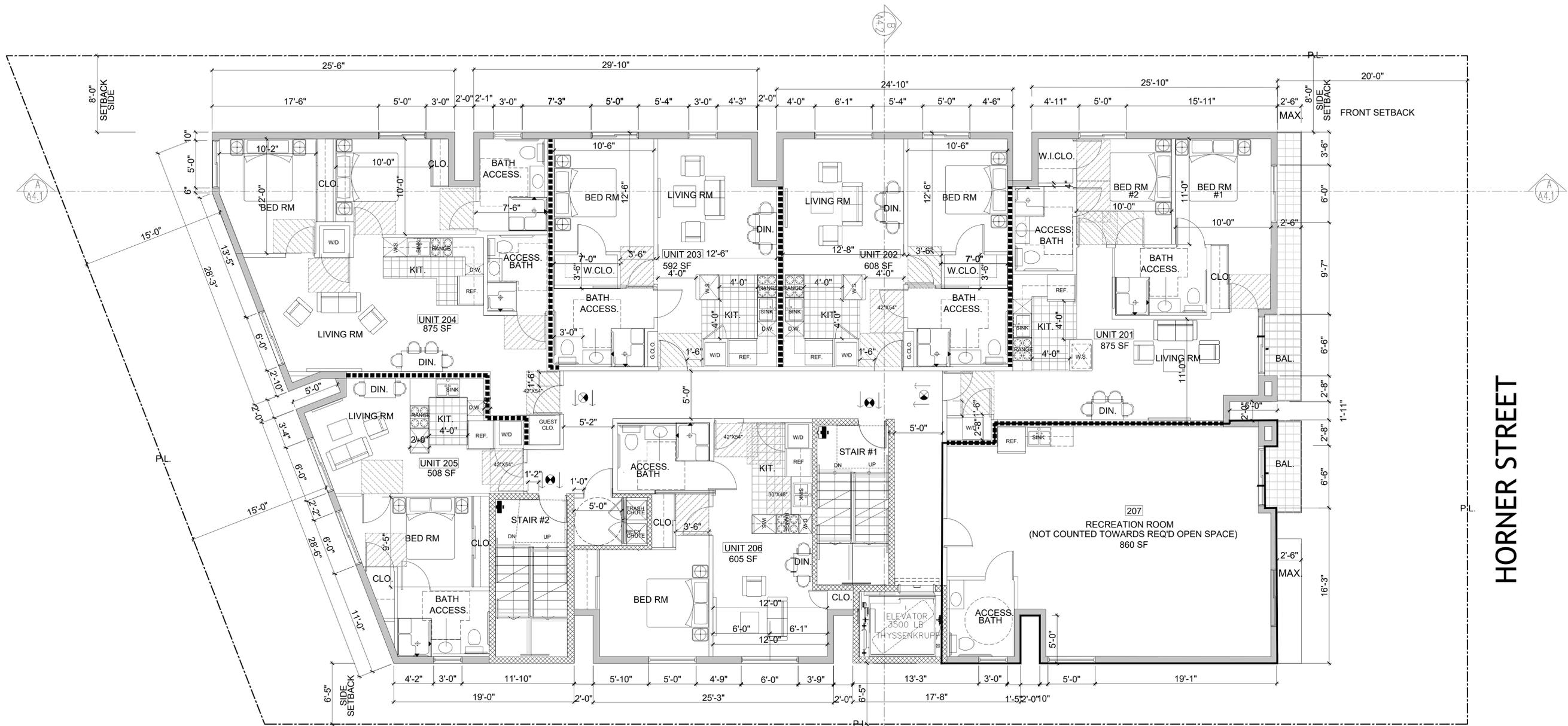
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2ND BASEMENT FLOOR PLAN

A2.3

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 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

SHEET TITLE: SHEET NO.



1

2ND FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - CHARGING STATION

CONFORMITY STATEMENT:
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REVISIONS			
NO.	DESCRIPTION	BY	DATE



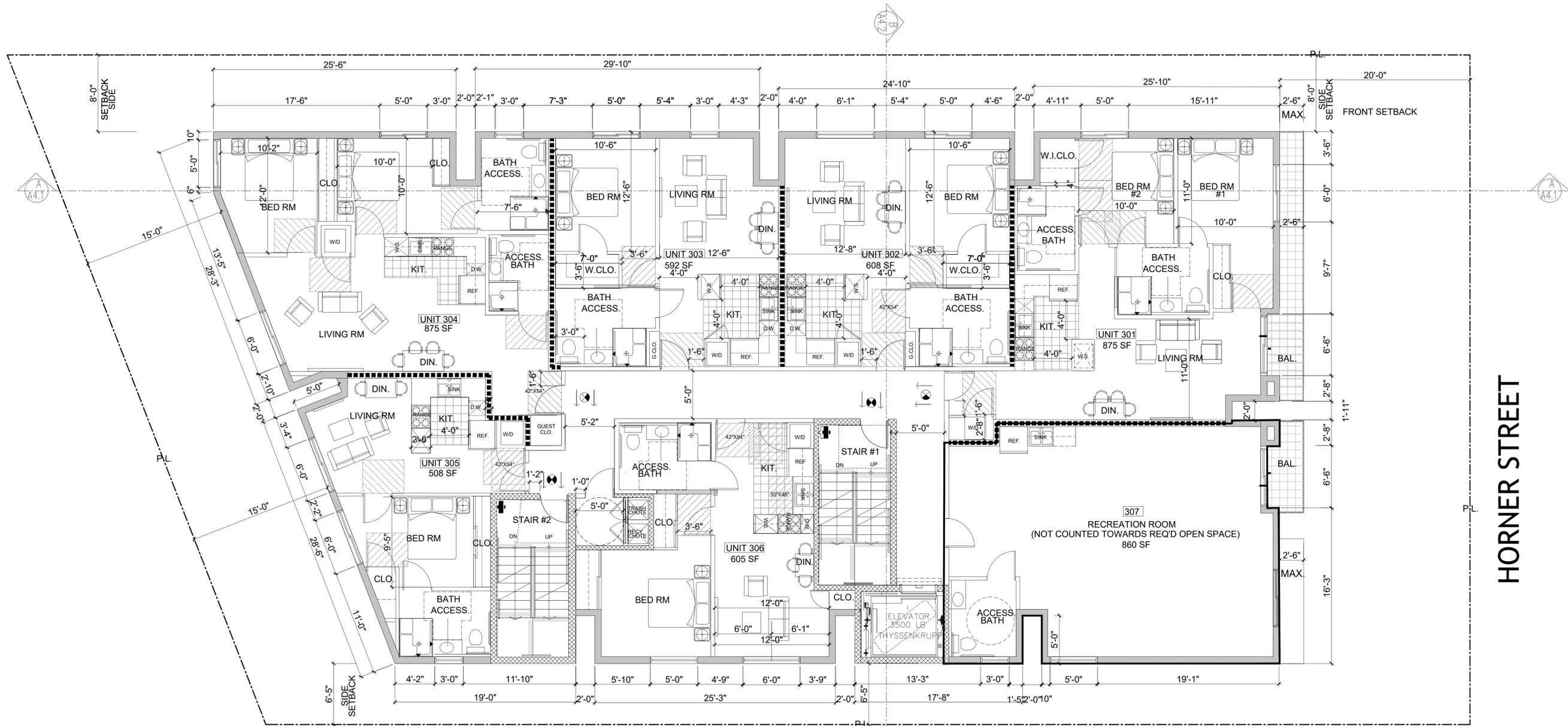
CALIFORNIA DEVELOPMENT & DESIGN INC.
 PRINCIPAL: BABAK BARDI CHAHARMAHALI, AIA (REGISTERED ARCHITECT)
 CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090
 11022 SANTA MONICA BLVD, #200, LOS ANGELES, CA 90025
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2ND FLOOR PLAN A2.4

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

PROJECT NUMBER 21-12

SHEET TITLE: SHEET NO.



1

3RD FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - CHARGING STATION

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
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PROJECT NUMBER: 21-12

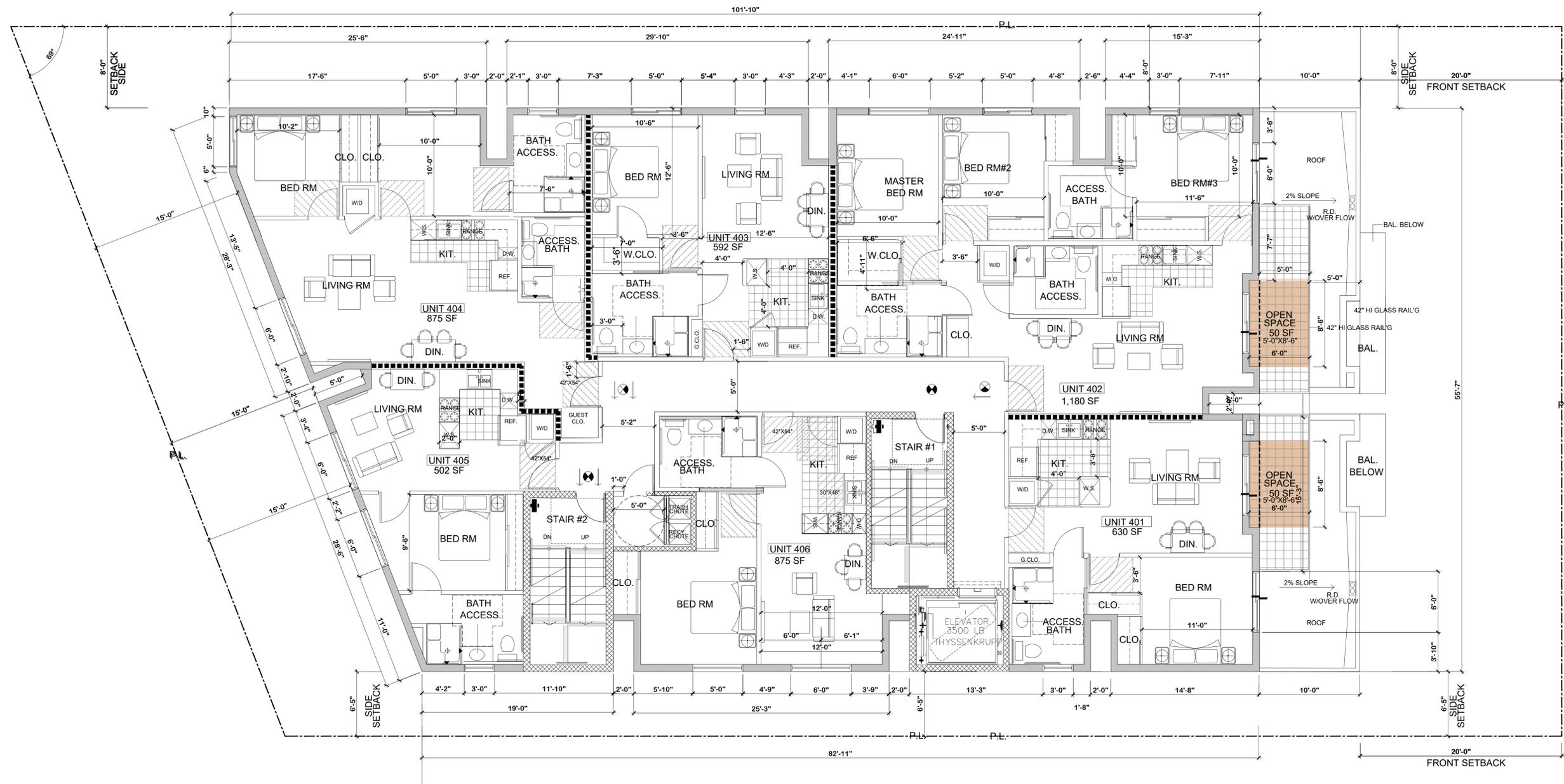
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3RD FLOOR PLAN
 SHEET TITLE:

A2.5
 SHEET NO.



HORNER STREET



4TH FLOOR PLAN

1

SCALE : 3/16" = 1'-0"

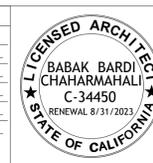
- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT SEE 2/A7.1
 - ACC. PATH OF TRAVEL
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - C.S. CHARGING STATION
- INDICATES PRIVATE OPEN SPACE AREA PROVIDED OPEN SPACE AT THIS LEVEL: 100 SF

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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PROJECT NUMBER: 21-12

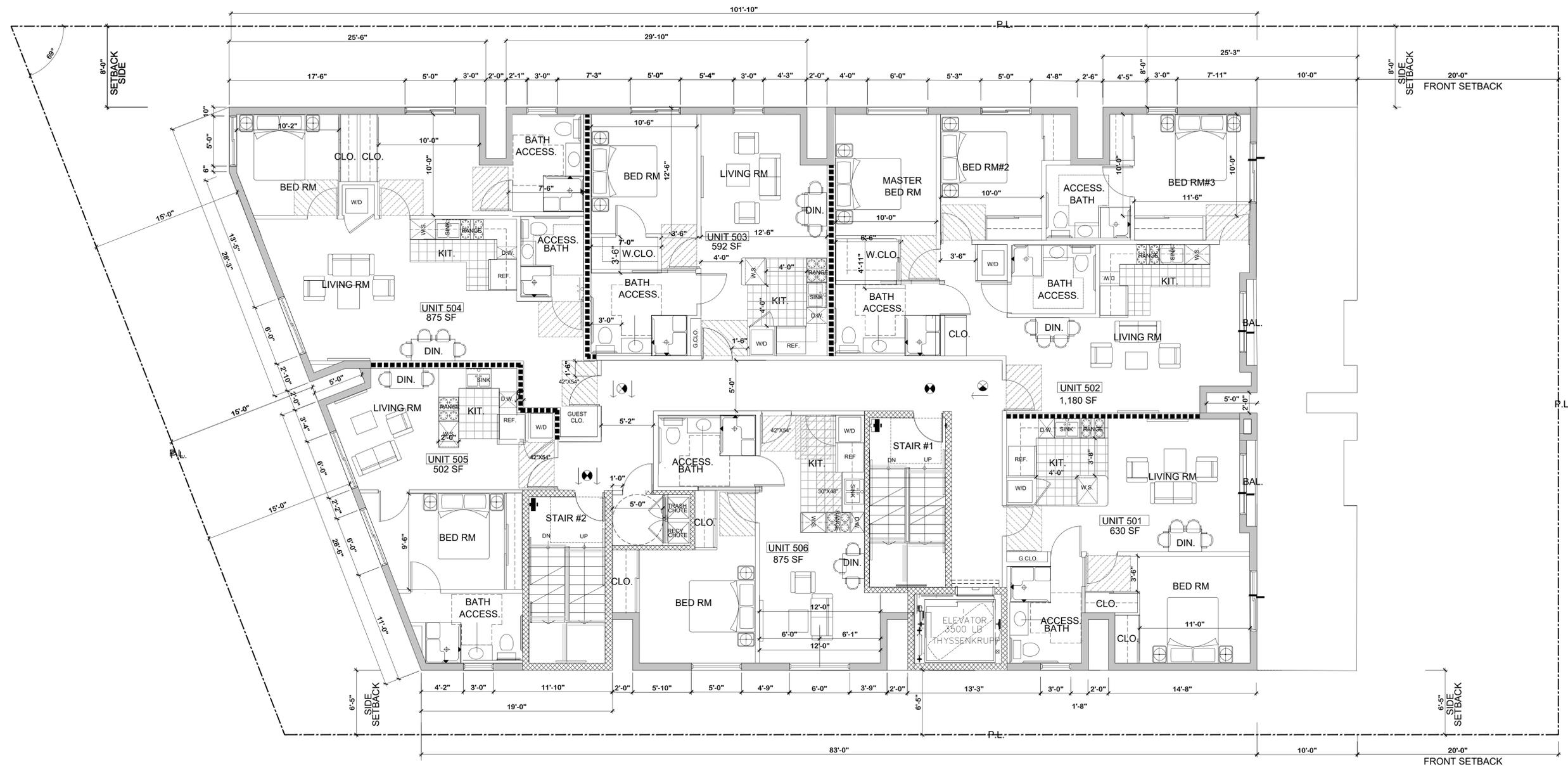
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4TH FLOOR PLAN A2.6

SHEET TITLE: SHEET NO.



HORNER STREET

5TH FLOOR PLAN

1

SCALE : 3/16" = 1'-0"

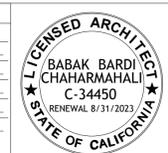
- LEGEND :**
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 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
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 - EXIT SIGN W/ EMERGENCY LIGHT
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 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
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 - CLASS I STANDPIPE
 - C.S. CHARGING STATION

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PROJECT NUMBER: 21-12

REVISIONS		
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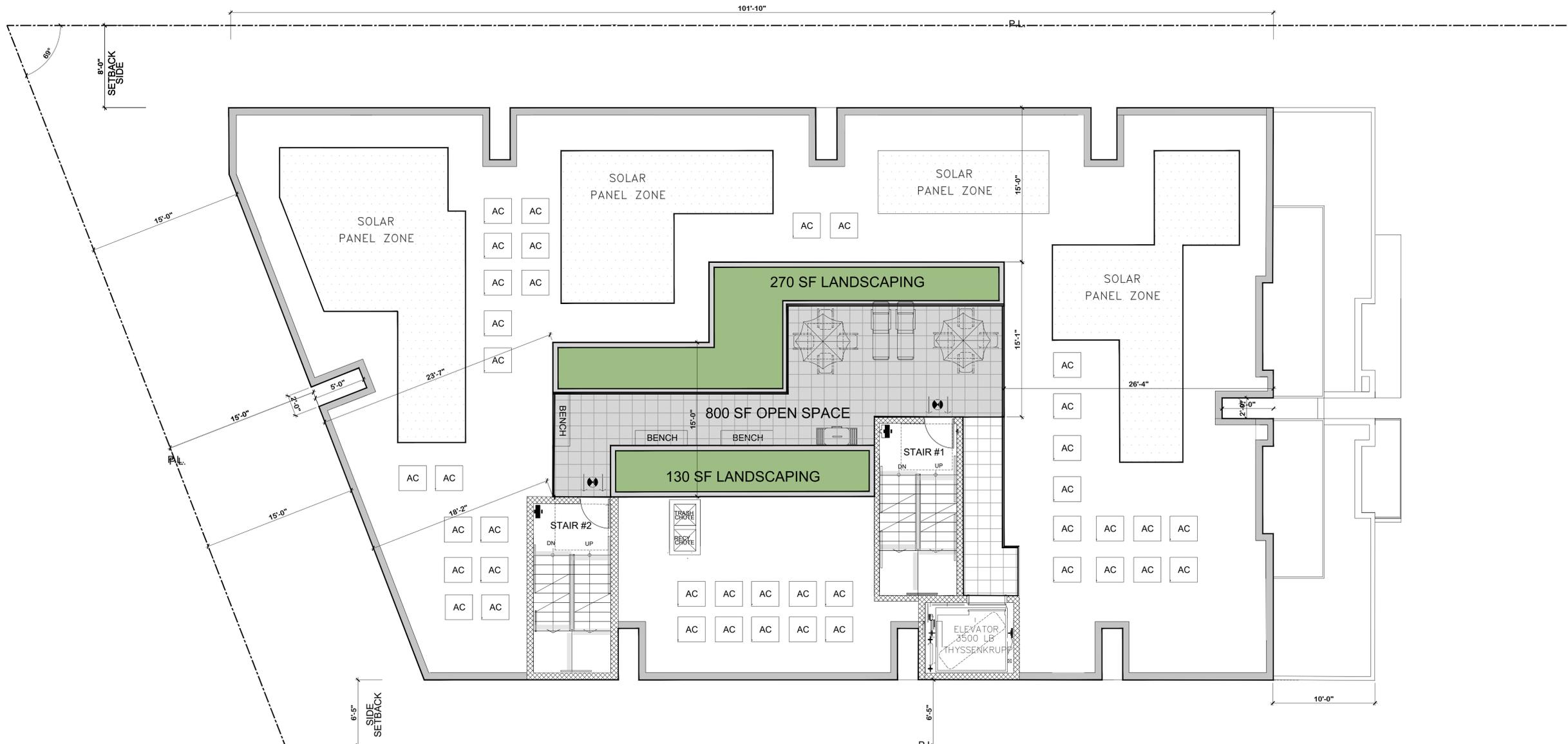


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5TH FLOOR PLAN

A2.7

SHEET TITLE: SHEET NO.



HORNER STREET

REQUIRED SOLAR ZONE:
 15% OF ROOF AREA: 15% X 5,102 = 766 SF
 PROVIDED SOLAR ZONE: 775 SF
 PROVIDED OPEN SPACE AT ROOF LEVEL: 800 SF
 REQUIRED OPEN SPACE AT ROOF LEVEL: 800 X 50% = 400 SF
 PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 400 SF

FRONT SETBACK

1 ROOF PLAN

SCALE : 3/16" = 1'-0"



Sunwhite Cool Elastomeric Coating Systems Existing BUR and Modified Membrane

Approvals
 ASTM, UL, CRRG, Energy Star, Title 24, Metro-Deck

General
 APOC Specification AM-ES-252 is a highly reflective Elastomeric Coating specification designed to provide a "Cool" energy efficient surfacing over existing roof membranes. This "Cool Surfacing" provides a reflective shield and sunblock that can drastically reduce rooftop temperatures, lower cooling demand by up to 50%, increase the life expectancy of existing HVAC systems and provide a sustainable roof membrane. This system is ideal for use over existing built up roof systems (hot and cold applied) and modified bitumen roof membrane systems (BSB and APP membranes). This specification is not a new roof system and is intended for application to substrates in good condition. The contractor or consultant is responsible for the roof deck inspection and integrity of substrate. All damaged areas, including but not limited to dry rot, water damage, wet insulation, etc., shall be repaired in accordance with NRCA standards and/or local building codes. Roof must maintain positive drainage and should not retain ponding areas as defined by the NRCA. All general instructions from current APOC Roofing Systems Manual, Product Data Sheets, Job Specifics, Pull Sheets, and Memo Specifications are included as part of this specification.

Surface Preparation
 Roof shall be completely cleaned prior to system application. Surfaces shall be swept clean of all debris and power washed. Warm roofs should be coated with #300 Emulsion or #337 Modified Emulsion prior to coating.

Flashings & Repairs
 All repairs and flashings shall be three coated using APOC #301 Neoprene Flashing Cement and Yellow Jacket Fiberglass Reinforcement or APOC #280 White Elastomeric Roof Patch and Polyester Reinforcement. All platforms and metal joints in edging, coping, etc., shall be primed and sealed with a 6" layer of #567 Pro-Tack. All valleys and waterways shall receive a layer of polyester set in APOC #337 Modified Emulsion. Polyester shall be embedded in APOC #337 at the rate of 4 gallons per square. Some areas may require the use of APOC #103 Asphalt Primer to ensure proper adhesion. Flashing Details can be found in the APOC Roofing Systems Manual.

Reflective Coating
 APOC coating shall be spray applied over entire roof surface including flashings, vents and ductwork. APOC #252 shall be applied in two uniform coats at 1 1/2 gallons per square per coat. Apply first coat using APOC #252 Gray Elastomeric Base Coat spraying in a cross-hatch pattern ensuring smooth and continuous film over the surface. Apply second coat using APOC #252 Sunwhite Elastomeric Top Coat spraying material perpendicular to first coat. Allow a minimum of 4 hours between coats depending on drying conditions. Two coats must be applied for a minimum coverage rate of 3 gallons per square.

COOL ROOF SPECIFICATIONS:

FOR USE OVER EXISTING ROOF SURFACES

DESCRIPTION	WEIGHT
Primer / Base Coat: APOC #103 or #337 as needed	1/8
Coating: APOC #252 Gray Elastomeric @ 1 1/2 gallons	1 1/2
Coating: APOC #252 White Elastomeric @ 1 1/2 gallons	1 1/2
Approximate Dry Weight	22 lbs.

LEGEND :

- SOLAR PANEL ZONE
- FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
- EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
- CLASS I STANDPIPE

CONFORMITY STATEMENT:

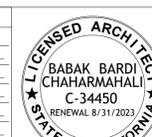
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REVISIONS

NO.	DESCRIPTION	BY	DATE
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PROJECT NUMBER 21-12

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210



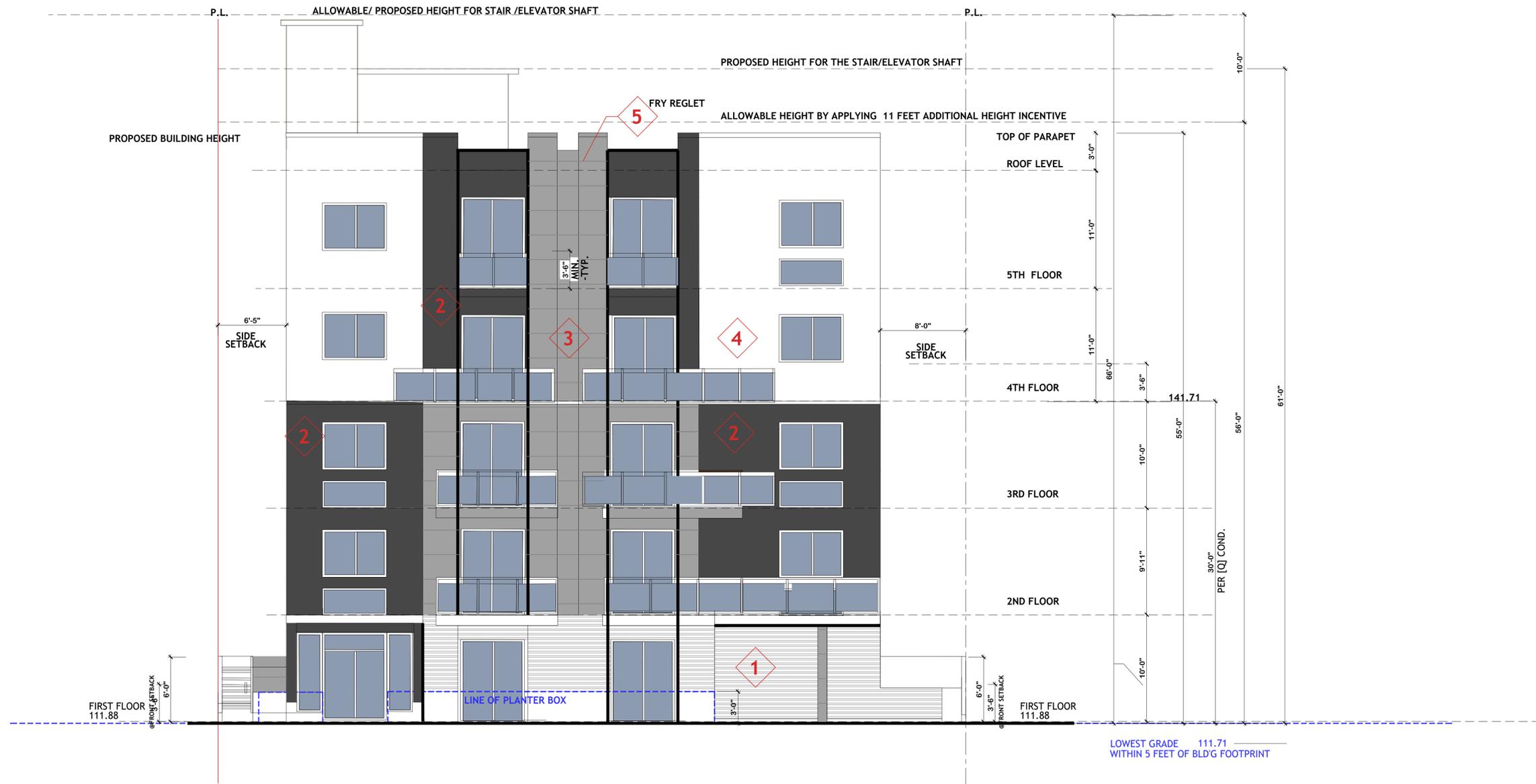
CALIFORNIA DEVELOPMENT & DESIGN INC.
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 CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090
 11022 SANTA MONICA BLVD, #200, LOS ANGELES, CA 90025
 TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

ROOF PLAN

A2.8

SHEET TITLE:

SHEET NO.



1 FRONT ELEVATION

SCALE : 3/16"=1'-0"



1 CORRUGATED SHEET METAL
DARK GREY



3 EXTERIOR CLADDING
COMPOSITE PANEL
TRESPA®
L2151
LONDON GREY

4 **LaHabra®** Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA
X-40 DOVE GREY (BASE 200)



2 EXTERIOR CLADDING
COMPOSITE PANEL
TRESPA®
M21.8.1
GRAPHITE GREY



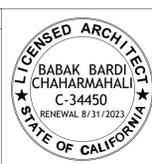
5 1/2" FRY REGLET

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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PROJECT NUMBER 21-12

REVISIONS		
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TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

ELEVATIONS

SHEET TITLE:

A3.1

SHEET NO.



1 CORRUGATED SHEET METAL DARK GREY

2 TRESPA M21.8.1 GRAPHITE GREY

3 TRESPA L2151 LONDON GREY

4 LaHabra Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA X-40 DOVE GREY (BASE 200)

5 1/2" FRY REGLET

1 EAST ELEVATION
SCALE : 3/16"=1'-0"

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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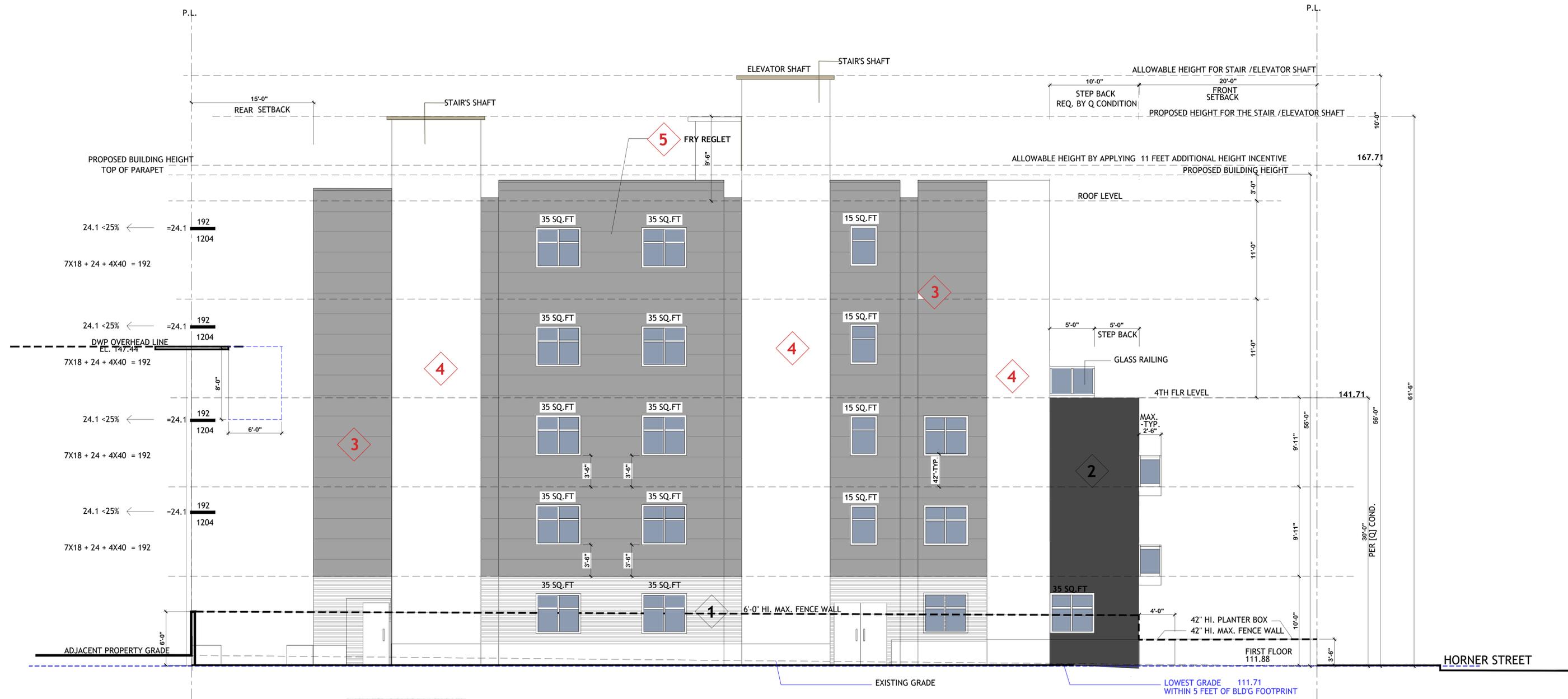
PROJECT NUMBER: 21-12

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ELEVATIONS A3.2

SHEET TITLE: SHEET NO.



WEST SIDE ELEVATION

SCALE : 3/16"=1'-0"

1



1 CORRUGATED SHEET METAL DARK GREY



4 LaHabra® Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA X-40 DOVE GREY (BASE 200)



3 TRESPA®
L2151 LONDON GREY



2 TRESPA®
M21.8.1 GRAPHITE GREY



5 1/2" FRY REGLET



GLASS RAILING

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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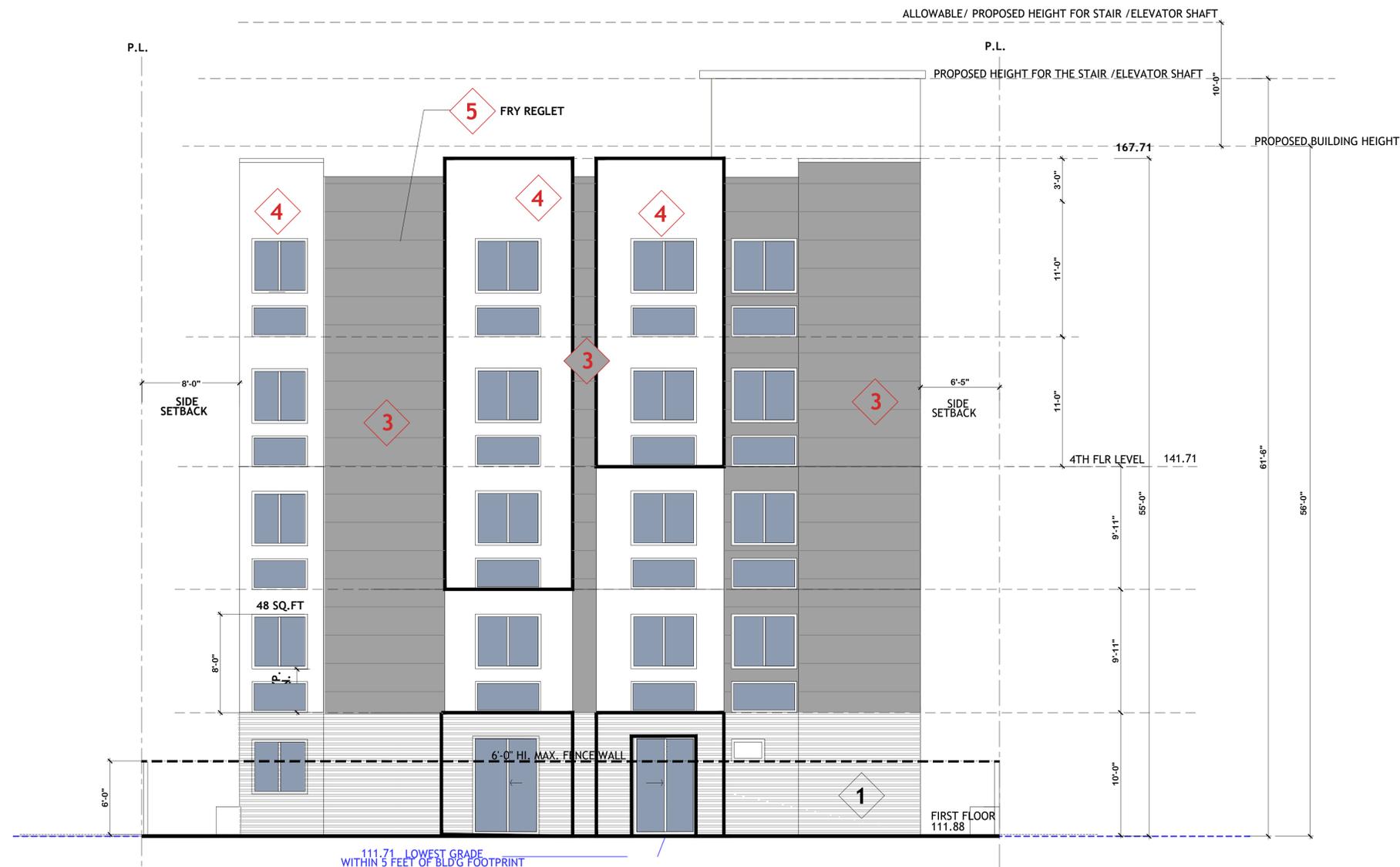
ELEVATIONS

A3.3

SHEET TITLE:

SHEET NO.

PROJECT NUMBER 21-12



1 CORRUGATED SHEET METAL DARK GREY

2 TRESPA M21.8.1 GRAPHITE GREY

3 TRESPA L2151 LONDON GREY

4 LaHabra Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA
X-40 DOVE GREY (BASE 200)

5 1/2" FRY REGLET

1

REAR ELEVATION

SCALE : 3/16"=1'-0"

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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DEVELOPER: HORNER PROPERTY LLC
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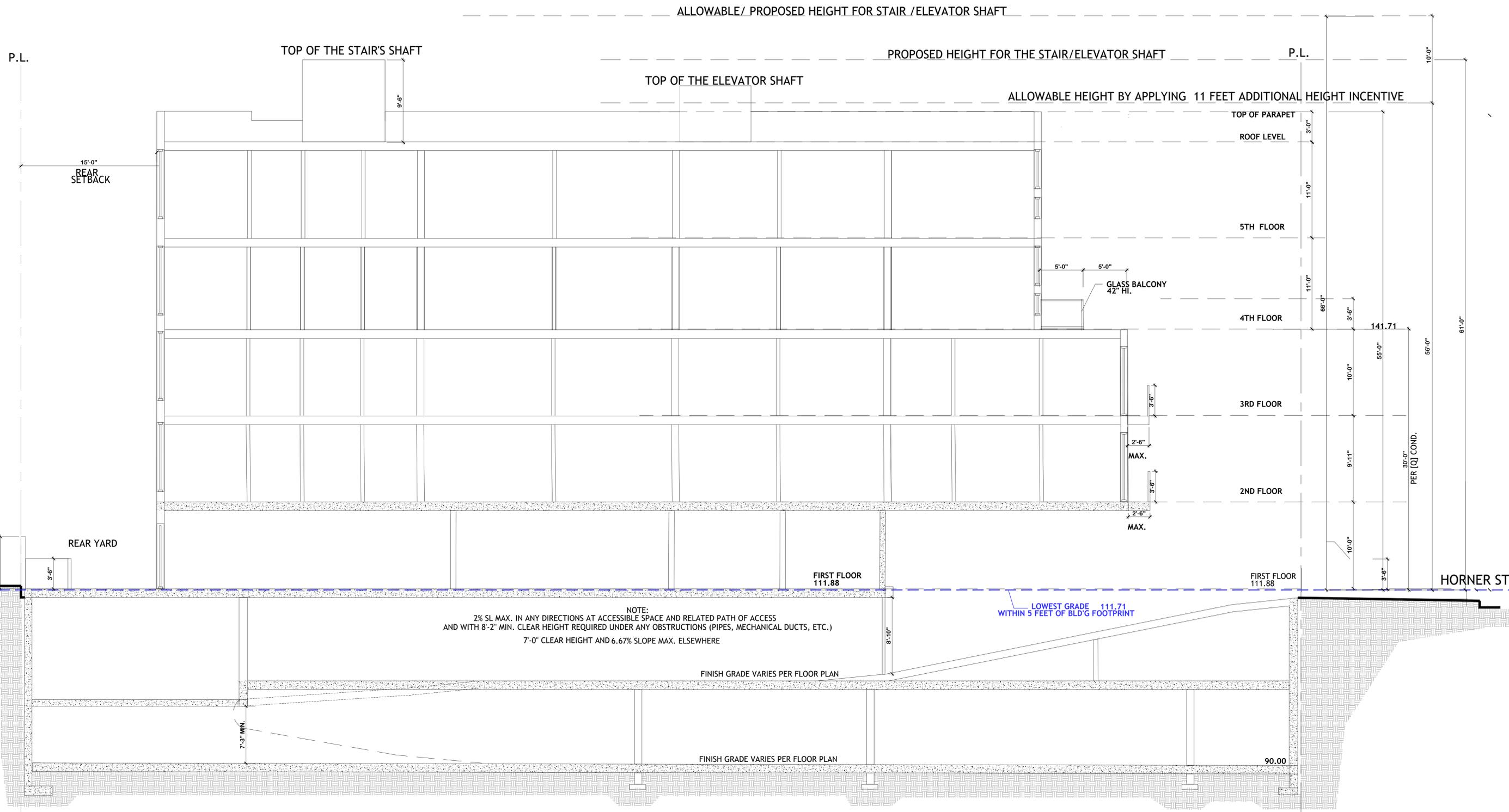


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ELEVATIONS

A3.4

SHEET TITLE: SHEET NO.



SECTION A-A

SCALE: 3/16"=1'-0"

1

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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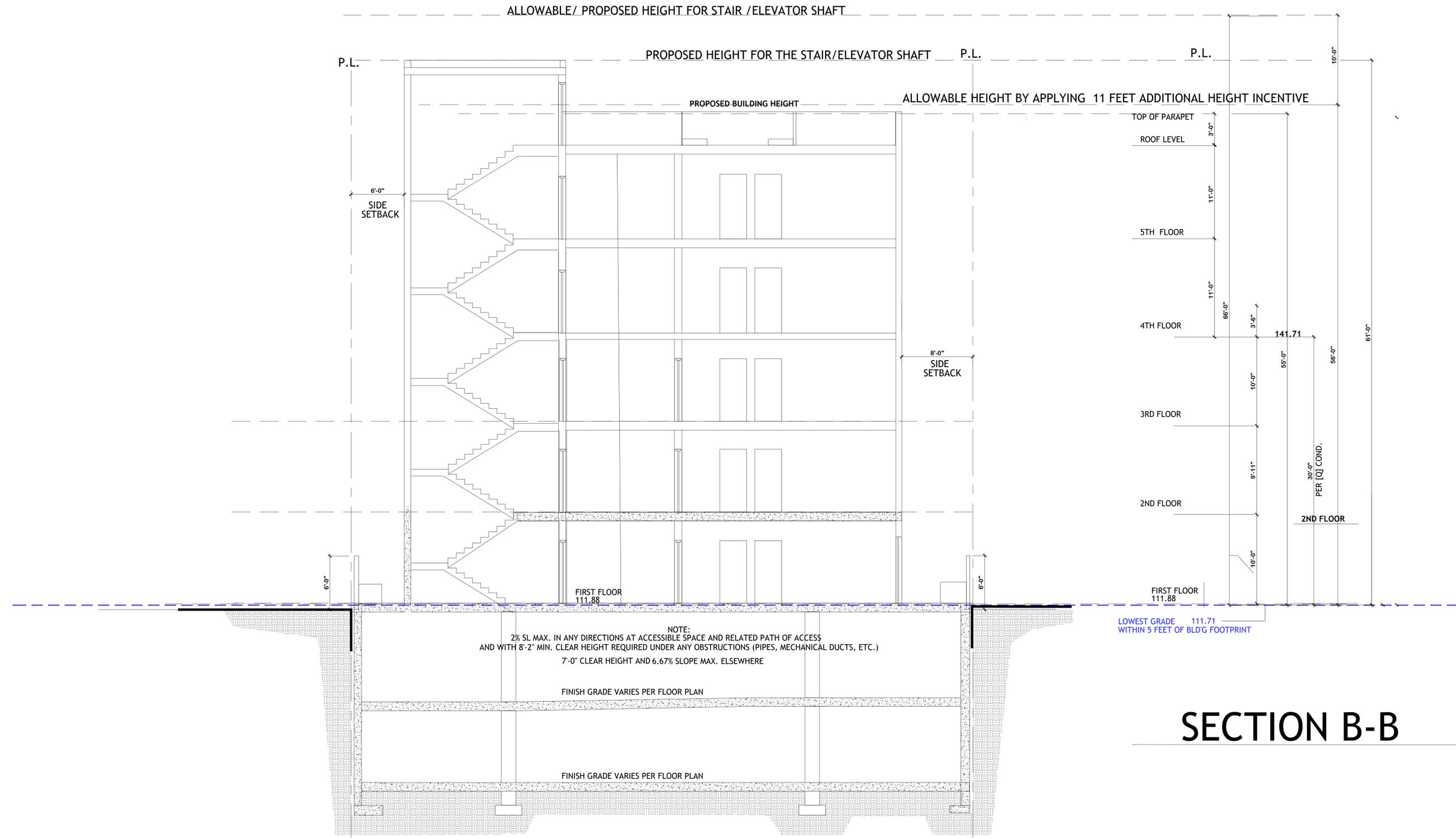


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SECTION A4.1

SHEET TITLE: SHEET NO.

PROJECT NUMBER 21-12



SECTION B-B

SCALE : 3/16"=1'-0"

1

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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REVISIONS		
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CALIFORNIA DEVELOPMENT & DESIGN INC.
 PRINCIPAL: BABAK BARDI CHAHARMAHALI, AIA (REGISTERED ARCHITECT)
 CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090
 11022 SANTA MONICA BLVD, #200, LOS ANGELES, CA 90025
 TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

SECTION

A4.2

SHEET TITLE:

SHEET NO.

PROJECT NUMBER 21-12



The Horner Villas

8521











The Horner Villas

KL-476-MS



The Horner Villas



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
○	* Magnolia g. 'Little Gem'	Magnolia	24"box	4		low 0.3
⊗	* Podocarpus gracilior	Fern Pine	24"box	6	low branching	low 0.3
○	Street tree	Per City req.	24"box	2		low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
☼	Achillea m. 'Moonshine'	Common Yarrow	5-gal	18"oc		low 0.3
▼	* Aeonium a. 'Zwartkop'	Flax Lilly	5-gal	5		low 0.3
○	* Dianella r. 'Little Rev'	Flax Lilly	5-gal	17		low 0.3
○	* Dianella t. 'Variagta'	Flax Lilly	5-gal	14		low 0.3
○	* Dietes iridioides 'Variegata'	Variegated Fortnight Lily	5-gal	21		low 0.3
○	* Dietes bicolor	Fortnight Lily	5-gal	26		low 0.3
☼	Lomandra c. 'Olive Green'	Olive Green Mat Rush	5-gal	24"oc		low 0.3
○	* Lomandra l. 'Breeze'	Breeze Mat-Rush	5-gal	24		low 0.3
○	* Nandina domestica	Heavenly Bamboo	5-gal	17		low 0.3
○	* Rhipilepis umbellata 'Minor'	Narrow-Leaf Chalksticks	5-gal	14		low 0.3
○	* Senecio cylindricus	String of Bananas	5-gal	17		low 0.3
○	* Senecio radicans	String of Bananas	5-gal	17		low 0.3
☼	Tradescantia zebrina	Wandering Jew	1-gal	18"oc		low 0.3

* Points claimed for low water use plants

Item	Model	Color
Table	Cheap Chic square top	Flambe Orange
Chairs	Catena	Flambe Orange
Trash	Lakeside	Stainless Steel

tel: 800.521.2546

LANDSCAPE AREA:	2,084 SF
IRRIGATION WATER SUPPLY TYPE:	POTABLE WATER SUPPLY

RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES

A MINIMUM 3" LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED

FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6" OF SOIL, COMPOST AT A RATE OF A MINIMUM OF 4 CUBIC YARDS PER 1,000 SF OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF 6" INTO SOIL.

1. Required Number of 24"box trees	
a. 1 tree per 1,000 sf of lot area	10
lot area 9,811 / 1,000	
b. 1 tree removed replaced on 1:1 ratio	1
TOTAL	11 trees
2. Number of 24" box trees Provided per Q condition	
a. On site 9,800/ 1000	10
b. Street tree	2
TOTAL	12 trees
3. Open Space Area Required	3,225 s.f.
4. Open Space Provided	3,232 s.f.
a. Rear yard	1,176 s.f.
b. Roof	800 s.f.
c. Private open space	100 s.f.
d. Front yard granted by Q condition	350 s.f.
e. Rec Room	806 s.f.
5. Required Common Open Space to be landscaped per Q cond.	
a. Common Open Space rear yard	585 s.f.
b. Common Open Roof	400 s.f.
	988 s.f. 50%
6. Provided Open Space to be landscaped	
a. Common Open Space rear yard	595 s.f.
b. Common Open Roof	400 s.f.
	995 s.f. 50%

Landscape Points		
Total square footage		9,800.00 sf
Total number of points required for site		15
Detail of points		
Parkway planting, including medians, not Lawn Area	Points Claimed	Reference
	21	L-1
TOTAL POINTS	21	
Water Management Points		
Total square footage of site		9,800.00 sf
Total number of points required for site		200
Detail Of Points		
Points 2 per plant 218 plants	Points Claimed	Reference
	436	L-1 & L-2
TOTAL POINTS	436	



Magnolia g. 'Little Gem' / Magnolia



Podocarpus gracilior / Fern Pine



Chair



Trash



Table



Achillea m. 'Moonshine' / Common Yarrow, Aeonium a. 'Zwartkop' / Flax Lilly, Dianella r. 'Little Rev' / Flax Lilly, Dianella t. 'Variagta' / Flax Lilly, Dietes bicolor / Fortnight Lily



Dietes iridioides 'Variegata' / Variegated Fortnight Lily, Lomandra c. 'Olive Green' / Olive Green Mat Rush, Lomandra l. 'Breeze' / Breeze Mat-Rush, Nandina domestica / Heavenly Bamboo

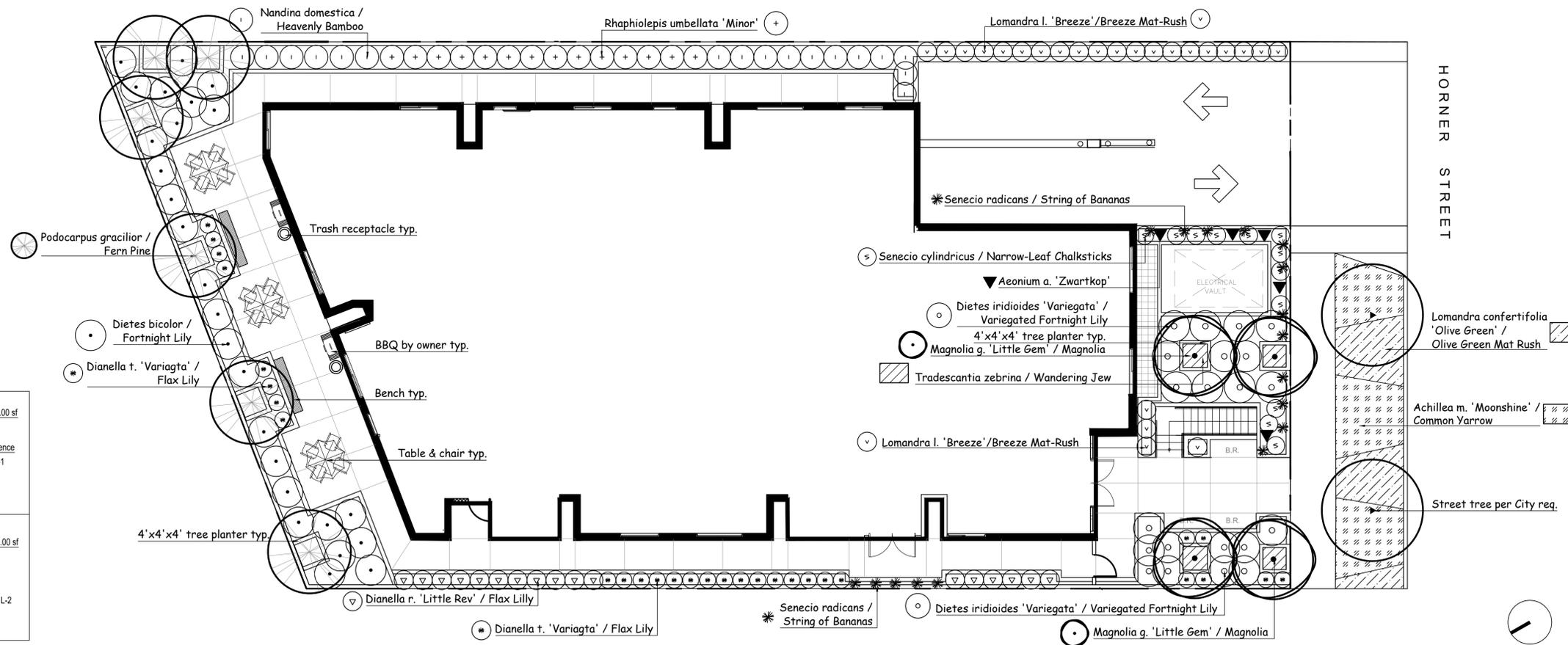


Rhipilepis umbellata 'Minor', Senecio cylindricus / Narrow-Leaf Chalksticks, Senecio radicans / String of Bananas, Tradescantia zebrina / Wandering Jew

PLANTING NOTES

- DRAWING IS DIAGRAMMATIC. CONTRACTOR TO VERIFY ALL LOCATIONS AND CONDITIONS ON SITE. COUNT ALL PLANT MATERIAL BEFORE BIDDING.
- CONTRACTOR TO INSPECT ALL EXISTING CONDITIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONSTRUCTION BEGINS.
- CONTRACTOR TO REPAIR AT HIS OWN EXPENSE ALL PROPERTY DAMAGE WHICH OCCURS DURING PROJECT INSTALLATION.
- NOTE ADDITIONAL REMARKS ON SPECIFIC PLANTS IN PLANT LIST.
- ALL EXISTING PLANT MATERIAL TO BE REMOVED EXCEPT WHERE NOTED ON PLAN.
- CONTRACTOR TO GUARANTEE ALL PLANT MATERIAL FOR 90 DAYS FROM THE DATE OF ACCEPTANCE BY OWNER. PALM TO BE GUARANTEED FOR THE PERIOD OF 1 YEAR.
- FINISH GRADE TO BE 2" BELOW ALL WALKS, CURBS, AND PAVING.
- ALL PLANTED AREAS SHALL RECEIVE THE FOLLOWING AMENDMENTS PER 1,000 SQ. FT. OF SURFACE AREA. ROTO-TILL AMENDMENTS TO A DEPTH OF 6"
 - *50 LBS. GRO-POWER
 - *3 CU YDS NITROGENIZED, MINERALIZED FIR BARK
 - *ADD 8 LBS OF GRO-POWER CONTROLLED RELEASE 12-8-8 PER CU YD OF MIX.
- PLANT HOLE TO BE TWICE AS WIDE AND DEEP AS THE PLANT ROOT BALL. BACKFILL AND COMPACT TO 80% SOIL OF SITE AND 20% FIR BARK, AS DEFINED IN #8. PROVIDE GRO-POWER PLANT TABLETS AT THE FOLLOWING RATES:

5 GAL	6-9
24" box	14-16
- PLACE RECOMMENDED TABLETS BETWEEN THE BOTTOM AND THE TOP OF THE ROOT BALL BUT NO HIGHER THAN 1/3 OF THE WAY UP TO THE TOP OF THE ROOT BALL. SPACE TABLETS EQUALLY AROUND THE PERIMETER OF THE ROOT BALL APPROXIMATELY 2" FROM THE ROOT TIPS. PALM TREES ARE NOT TO RECEIVE TABLETS.
- ALL PROPOSED SHRUBS AND GROUND COVER AREAS ARE TO BE TREATED WITH A PRE-EMERGENT WEED KILLER (EPTAM / RONSTAR). APPLY PER MANUFACTURER'S SPECIFICATIONS: A) IMMEDIATELY AFTER PLANTING, B) AT THE BEGINNING OF THE MAINTENANCE PERIOD, AND C) AT THE END OF THE MAINTENANCE PERIOD.
- CONTRACTOR TO INSTALL AND MAINTAIN LANDSCAPE PLANTING IN ACCORDANCE WITH THE GOVERNING AGENCY'S GUIDELINES AND SPECIFICATIONS UNLESS NOTED OTHERWISE IN THESE NOTES OR ON THE PLANS.
- SOIL SAMPLES TAKEN FROM VARIOUS LOCATIONS IN THE PLANTING AREAS WILL BE SENT TO A SOIL LAB FOR PROFESSIONAL ANALYSIS AND RECOMMENDATIONS FOR SOIL IMPROVEMENT. CONTRACTOR TO FOLLOW SOIL TESTING RECOMMENDATIONS.



REVISIONS	DATE
1.	10.10.22
2.	10.12.22
3.	1.19.23
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29 UNIT
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FIRST FLOOR PLANTING PLAN



DATE: AUG. 2, 2022
SCALE: 1/8"=1'-0"
JOB NUMBER: 230322
DRAWN BY:

REVISIONS	DATE
1.	10.10.22
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SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	* Lantana m. 'New Gold'	Lantana	5-gal	9		low 0.3
⊙	* Lomandra l. 'Platinum Beauty'	Dwarf Mat Rush	5-gal	10		low 0.3
⊙	* Senecio mandraliscae		1-gal	16		low 0.3
⊙	* Westringia f. 'Mundi'	Mundi Coast Rosemary	5-gal	9		low 0.3

* Points claimed for low water use plants

NOTE:
 Waterproofing and drains in planters by others.
 3" deep shredded Cedar bark to spread between plants.



Lantana m. 'New Gold' /
Lantana



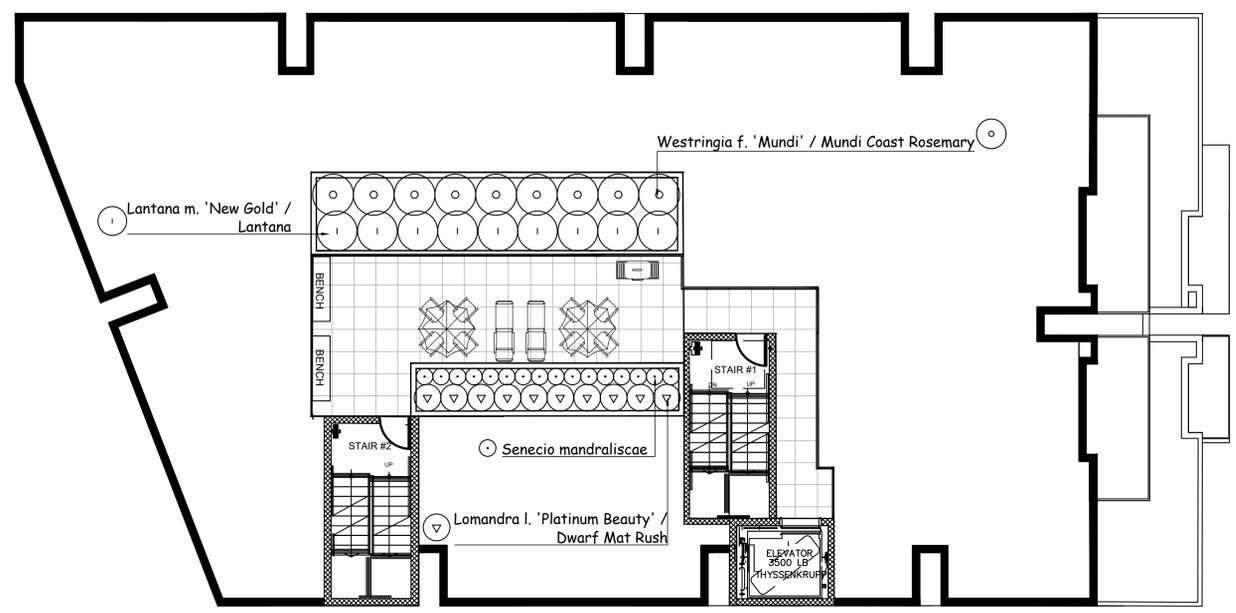
Lomandra l. 'Platinum Beauty' /
Dwarf Mat Rush



Senecio mandraliscae



Westringia f. 'Mundi' /
Mundi Coast Rosemary



29 UNIT
 8521 HORNER ST.
 LOS ANGELES, CA 90035

**ROOF
 PLANTING PLAN**



DATE: AUG. 2, 2022
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 230322
 DRAWN BY:

IRRIGATION NOTES

- THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS ARE FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHEREVER POSSIBLE.
- SET ALL VALVES AND QUICK COUPLERS NEXT TO WALKS OR PAVED SURFACES.
- ALL SPRINKLER HEADS ARE TO HAVE TRIPLE SWING JOINTS (EXCEPT WHERE NOTED ON PLANS).
- PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED, BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED. ALL DAMAGED AND REJECTED PIPE SHALL BE REMOVED FROM THE SITE AT THE TIME OF THE SAID REJECTION.
- FINAL LOCATION OF THE AUTOMATIC CONTROLLER SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND OWNER.
- 120VAC ELECTRICAL POWER SOURCE AT CONTROLLER LOCATION SHALL BE PROVIDED BY OTHERS.
- BEFORE COMMENCING ANY EXCAVATION, THE CONTRACTOR SHALL OBTAIN AN UNDERGROUND SERVICE ALERT I.D. NUMBER BY CALLING 1-800-422-4133. TWO (2) WORKING DAYS SHALL BE ALLOWED AFTER THE I.D. NUMBER IS OBTAINED AND BEFORE THE EXCAVATION WORK IS STARTED SO THAT UTILITY OWNERS CAN BE NOTIFIED.
- ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE WITH MINIMAL OVER SPRAY ONTO WALKS, STREETS, ETC.
- IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH THE GRADE DIFFERENCES, LOCATION OF WALLS, AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERALS UNDER ROADWAYS AND PAVING, ETC.
- THE SPRINKLER SYSTEM DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE OF 80 P.S.I. AND A MAXIMUM FLOW DEMAND OF 25 G.P.M. THE CONTRACTOR SHALL VERIFY WATER PRESSURES PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE ARCHITECT.
- DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT THERE ARE UNKNOWN OBSTRUCTIONS OR GRADE DIFFERENCES IN THE AREA. DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE ARCHITECT. IN THE EVENT THAT THIS NOTIFICATION IS NOT GIVEN, THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY NECESSARY REVISIONS.
- ALL SPRINKLER EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
- THE INTENT OF THE CONTRACTOR IS TO PROVIDE 100% COVERAGE TO ALL PLANTING AREAS. AS PART OF THE SCOPE OF WORK, PROVIDE ANY ADDITIONAL HEADS, SPECIAL NOZZLES, OR PATTERNS TO ACHIEVE PROPER COVERAGE WITH A MINIMUM OF OVER SPRAY AT NO ADDITIONAL COST TO THE OWNER.
- INSTALLATION FOR THE CONTROL WIRES SHALL FOLLOW MAINLINE ROUTING.
- PROVIDE SLEEVES AS SHOWN ON DRAWING OR AS NEEDED. USE SIZE DIAMETER MIN. SCH. 80 P.V.C. MIN. DEPTH TO TOP OF LINE.
- LOCATE VALVE CHART IN CONTROLLER - REDUCE AND ENCASE IN PLASTIC (AS BUILT).
- GUARANTEE: THE INSTALLED SPRINKLER SYSTEM SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FROM THE DATE OF ACCEPTANCE OF THE WORK. SHOULD ANY TROUBLE DEVELOP WITHIN THE TIME SPECIFIED DUE TO INFERIOR OR FAULTY MATERIAL OR WORKMANSHIP, THE TROUBLE SHALL BE CORRECTED BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER.
- REFER TO GENERAL NOTES FOR ADDITIONAL INFORMATION REGARDING THIS SECTION OF WORK.

ALL IRRIGATION IS SUB-SURFACE DRIP SYSTEM

DESCRIPTION	SYM.	
'NIBCO' GATE VALVE T-113		
'CHRISTY' CONCRETE VALVE BOX		
'RAINBIRD' QUICK COUPLER 44 LRC 1"		
'SUPERIOR' 3100 series MASTER VALVE		1"
'HUNTER' FLOW SENSOR FCT-150 FLOW		1"
'WILKINS' REGULATOR MODEL 500		1"
'WILKINS' BACKFLOW PREVENTER 375		
'HUNTER' ACC2		W/WYE STRAINER IN CAGE (BFP TO BE PAINTED DARK GREEN)
'HUNTER' SOLAR SYNC WIRELESS		LOCATION BY OWNER
PRESSURE LINE SCH. 40 P.V.C.		LOCATION BY OWNER
TYPE 'K' COPPER TUBING		TWICE LINE SIZE (MIN.)
NON-PRESSURE LINE SCH. 40 P.V.C.		1"
IRRIGATION METER		SEE PLAN FOR SIZE
POINT OF CONNECTION		1.5"
		VERIFY LOCATION ON SITE

SIZE NO.	GPM	LANDSCAPE AREA:	IRRIGATION WATER SUPPLY TYPE:
H		2,084 SF	POTABLE WATER SUPPLY

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

PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICE.

A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS OR A LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT

"I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE"

A DIAGRAM OF THE IRRIGATION PLAN SHOWING THE HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSE

AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR

JAL 1/19/2023

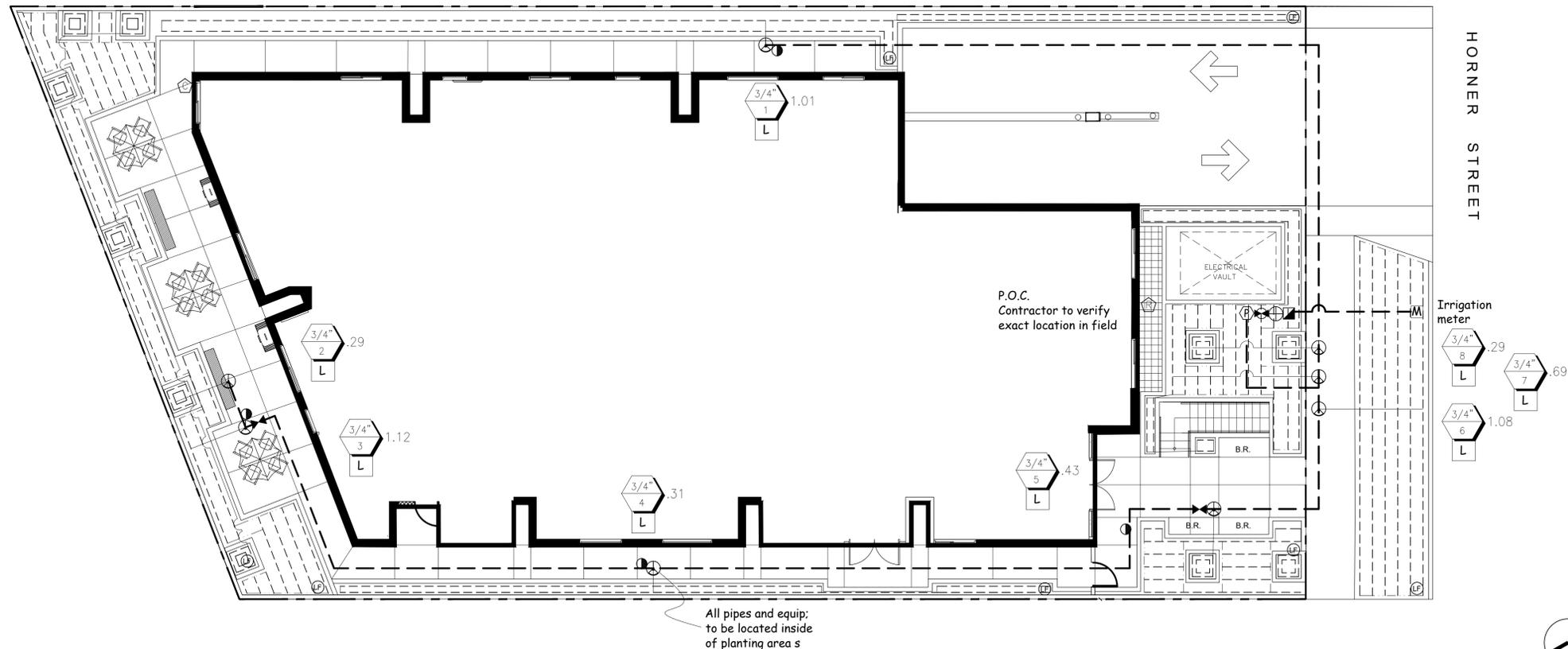
WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ET_o): 50.1

HYDROZONE / PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY	ETAF (PF/IE)	LANDSCAPE AREA	ETAF x AREA	ESTIMATED TOTAL WATER USE	
1 / water use plants	.3	DRIP	.81	.37	340	125.8	3907	
2 / water use plants	.3	DRIP	.81	.37	84	31.08	965	
3 / water use plants	.3	DRIP	.81	.37	380	140.6	4367	
4 / water use plants	.3	DRIP	.81	.37	106	39.22	1218	
5 / water use plants	.3	DRIP	.81	.37	145	53.65	1666	
6 / water use plants	.3	DRIP	.81	.37	365	135.05	4194	
7 / water use plants	.3	DRIP	.81	.37	234	86.58	2689	
8 / water use plants	.3	DRIP	.81	.37	30	11.1	344	
9 / water use plants	.3	DRIP	.81	.37	400	148	4597	
SUM						2,084	771.08	
ESTIMATED TOTAL WATER USE (ETWU)							23,947	
MAXIMUM APPLIED WATER ALLOWANCE (MAWA)							35,603	

ETAF CALCULATION

ETAF x AREA	771.08
TOTAL AREA	2,084
AVERAGE ETAF	.37



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IRRIGATION PLAN



DATE: AUG. 2, 2022
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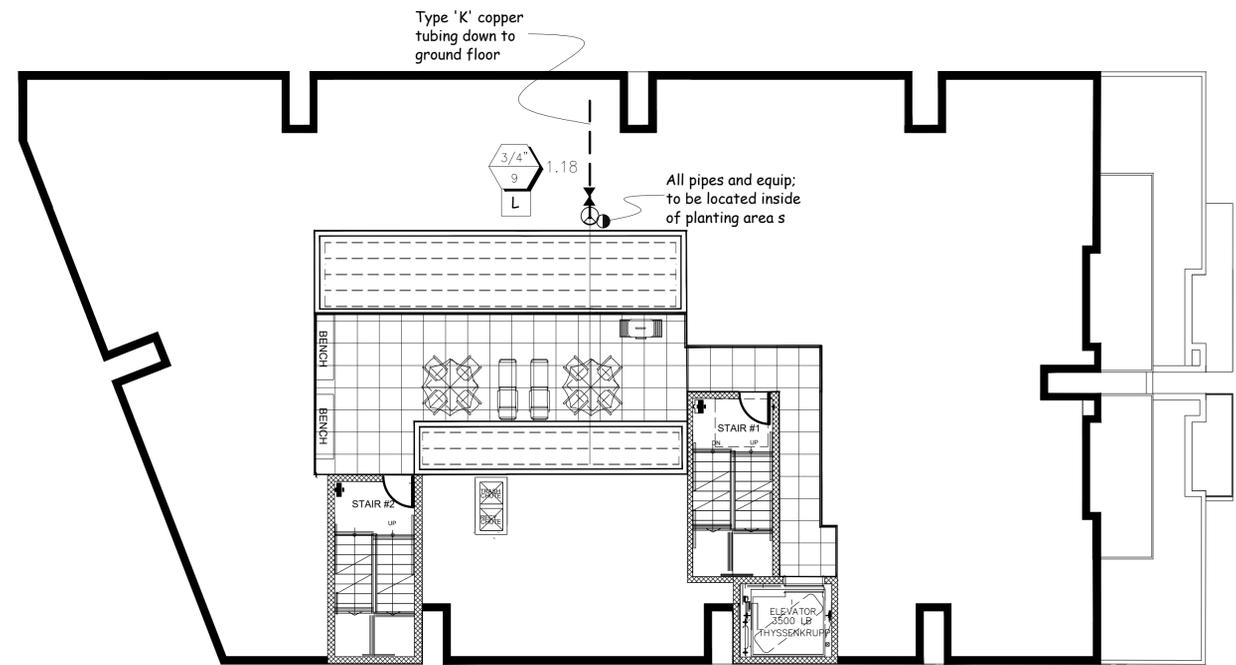
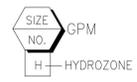
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ALL IRRIGATION IS SUB-SURFACE DRIP SYSTEM

IRRIGATION LEGEND		SYM.	P.S.I.	RAD.	G.P.M.
'NIBCO' GATE VALVE T-113					
'CHRISTY' CONCRETE VALVE BOX					
'RAINBIRD' QUICK COUPLER 44 LRC 1"					
TYPE 'K' COPPER TUBING			1"		
NON-PRESSURE LINE SCH. 40 P.V.C.			SEE PLAN FOR SIZE		
NETAFIM LEGEND					
'NETAFIM' LVC210075-LF			CONTROL VALVE, TECHFILTER & PRESSURE REGULATOR.		
'NETAFIM' LINE FLUSH VALVE					
'NETAFIM' TECHLINE CV TLCV4-18025					
NON-PRESSURE 1" SCH. 40 PVC HEADER					



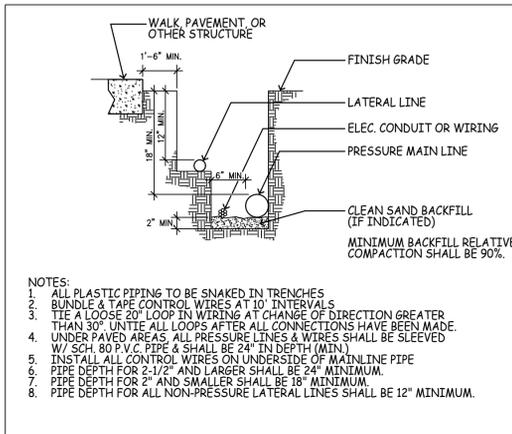
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ROOF
 IRRIGATION PLAN



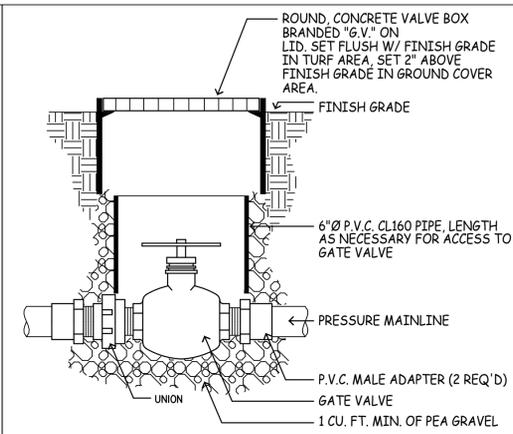
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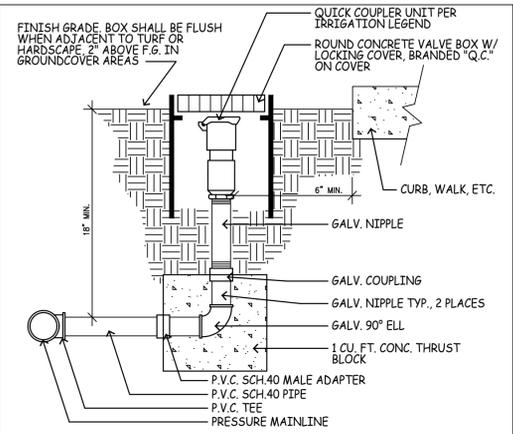


NOTES:
1. ALL PLASTIC PIPING TO BE SNAKED IN TRENCHES
2. BUNDLE & TAPE CONTROL WIRES AT 10' INTERVALS
3. TIE A LOOSE 20" LOOP IN WIRING AT CHANGE OF DIRECTION GREATER THAN 30°. UNITE ALL LOOPS AFTER ALL CONNECTIONS HAVE BEEN MADE.
4. UNDER PAVED AREAS ALL PRESSURE LINES & WIRES SHALL BE SLEEVED W/ SCH. 80 P.V.C. PIPE & SHALL BE 24" IN DEPTH (MIN.)
5. INSTALL ALL CONTROL WIRES ON UNDERSIDE OF MAINLINE PIPE
6. PIPE DEPTH FOR 2-1/2" AND LARGER SHALL BE 24" MINIMUM.
7. PIPE DEPTH FOR 2" AND SMALLER SHALL BE 18" MINIMUM.
8. PIPE DEPTH FOR ALL NON-PRESSURE LATERAL LINES SHALL BE 12" MINIMUM.

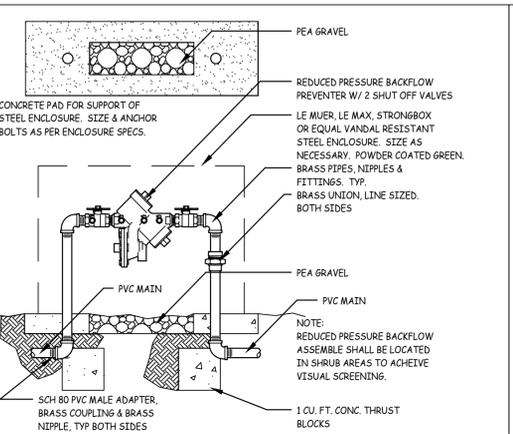
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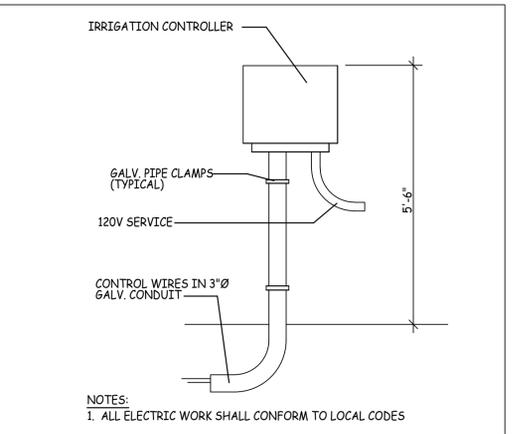
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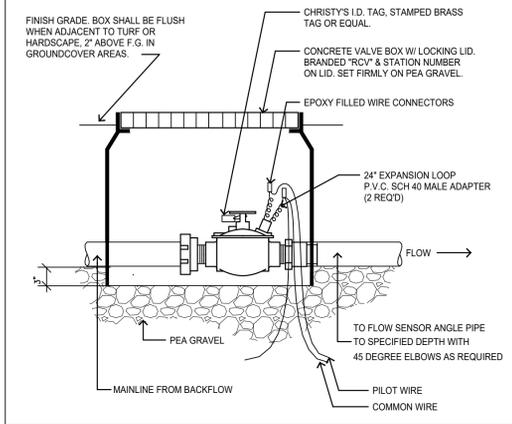
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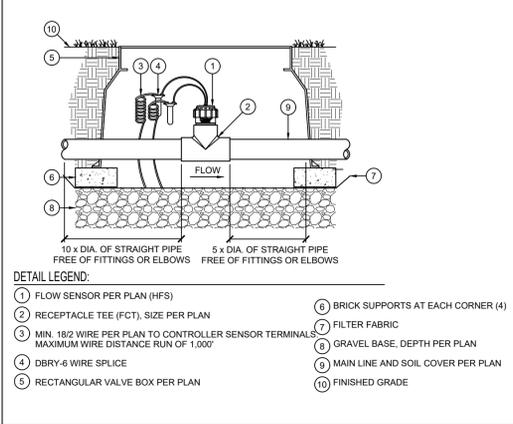
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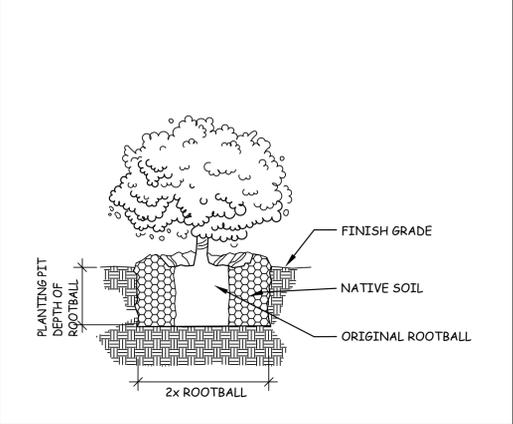
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FILE: D_IRR008



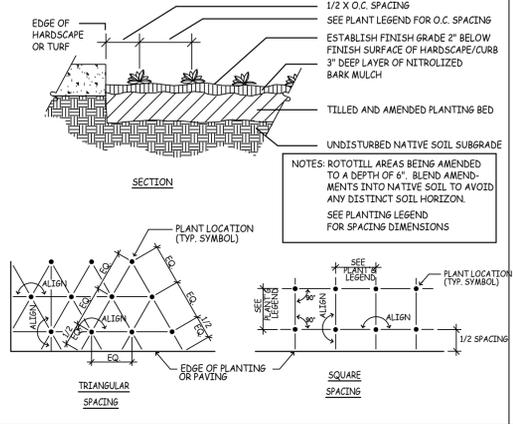
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FILE: D_IRR004



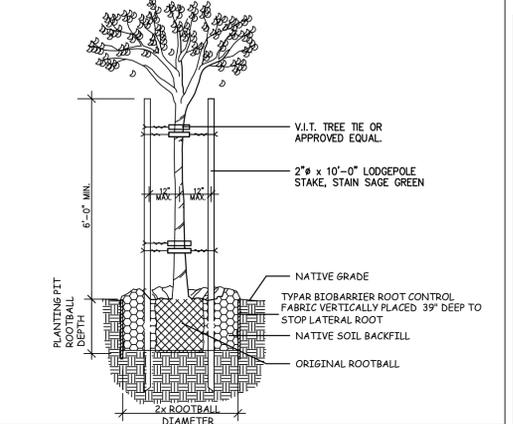
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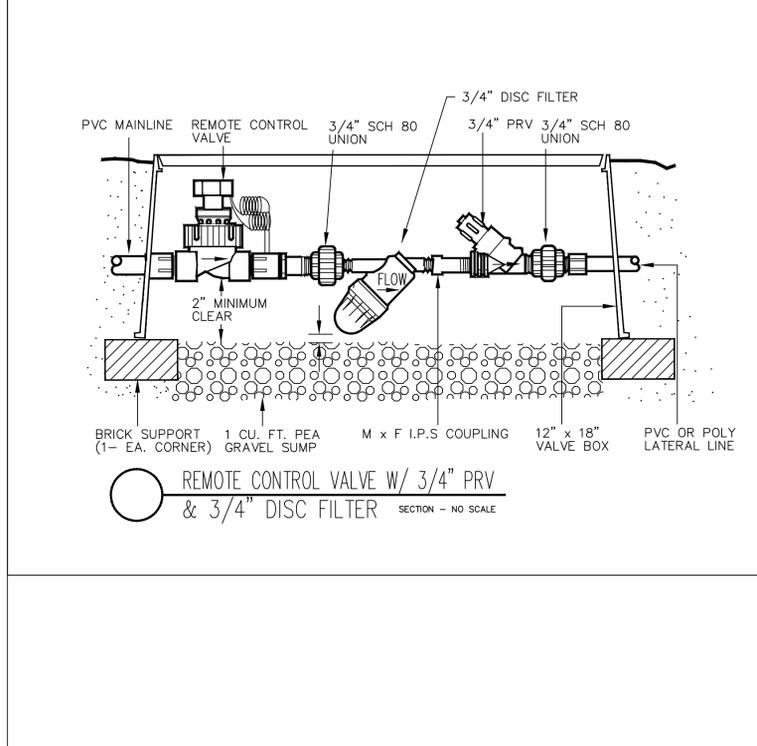
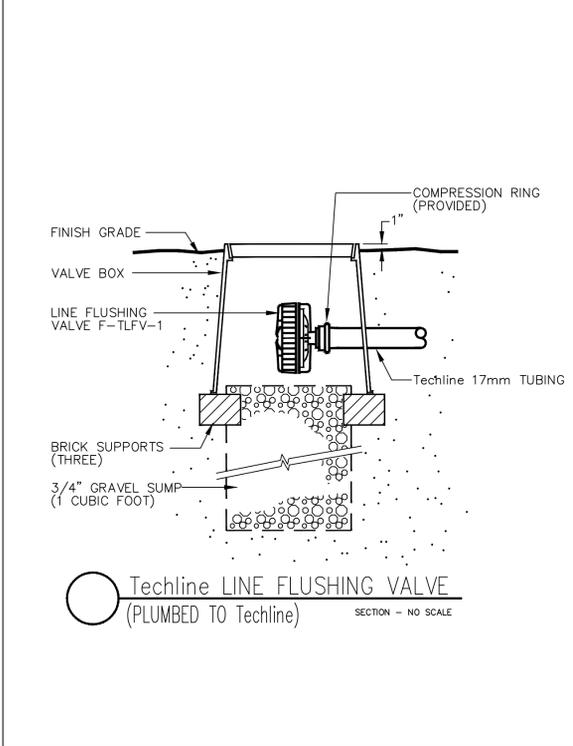
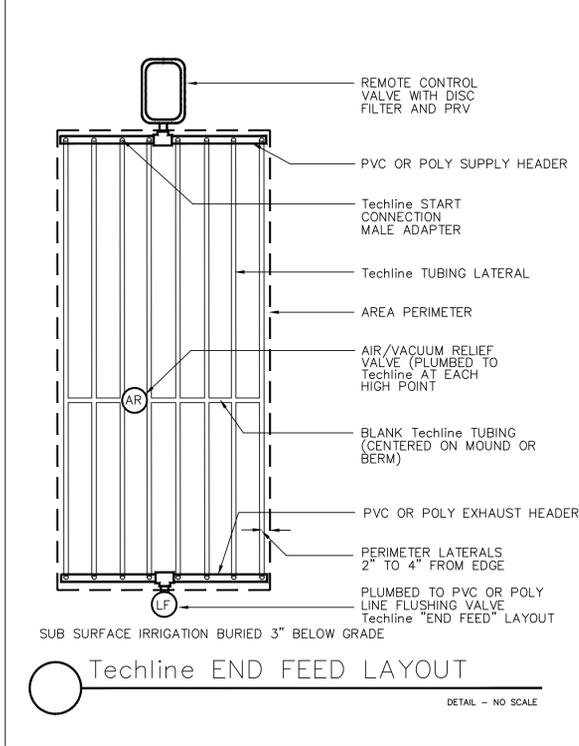
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SCALE: N.T.S.
FILE: D_PLA002



SCALE: N.T.S.
FILE: PLR-003



REVISIONS	DATE
1.	10.10.22
2.	10.12.22
3.	1.19.23
4.	
5.	
6.	
7.	
8.	
9.	

Yael
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Yael Lir Landscape Architects
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29 UNIT
8521 HORNER ST.
LOS ANGELES, CA 90035

DETAIL SHEET



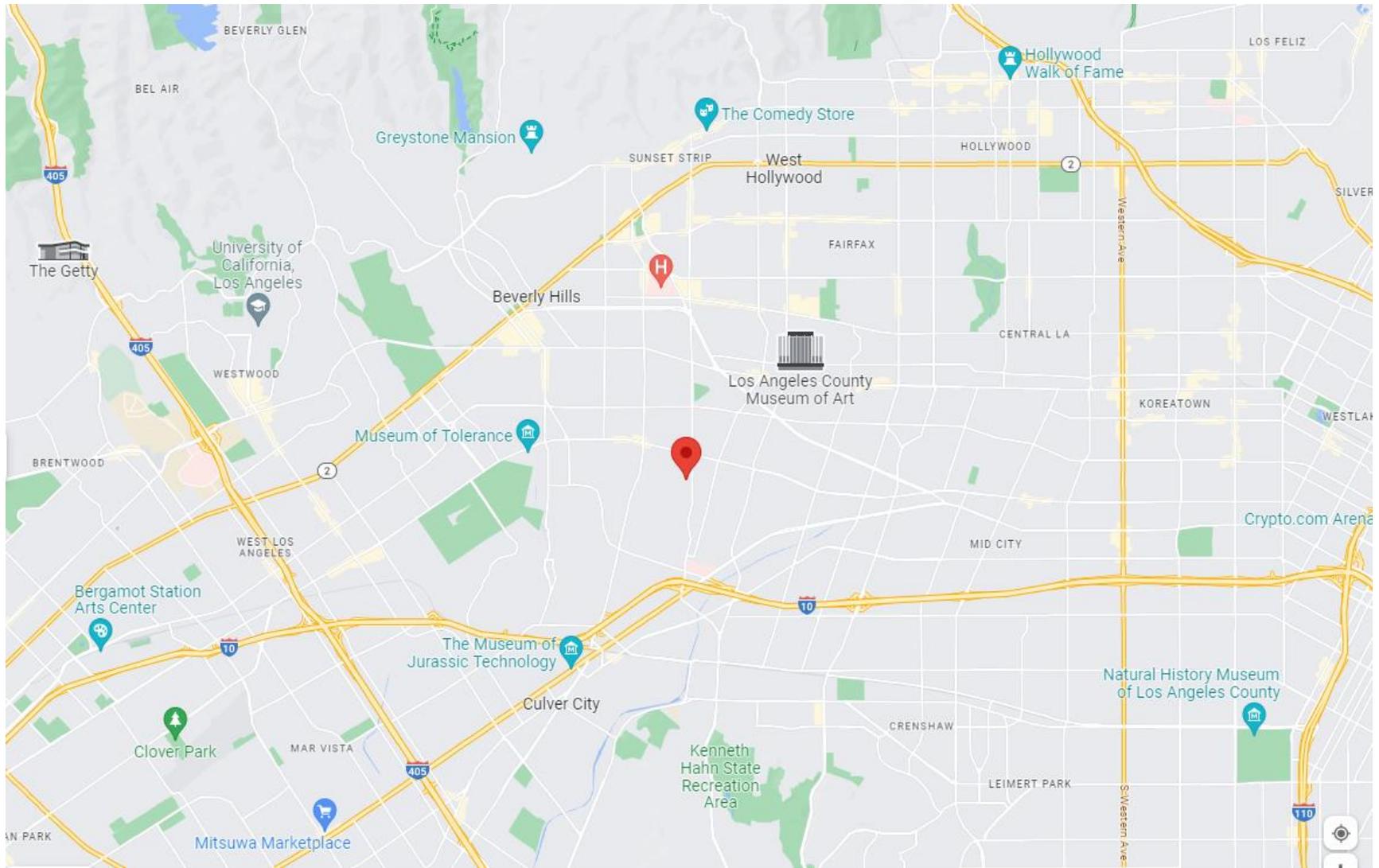
DATE: AUG. 2, 2022
SCALE: 1/8" = 1'-0"
JOB NUMBER: 230322
DRAWN BY:

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

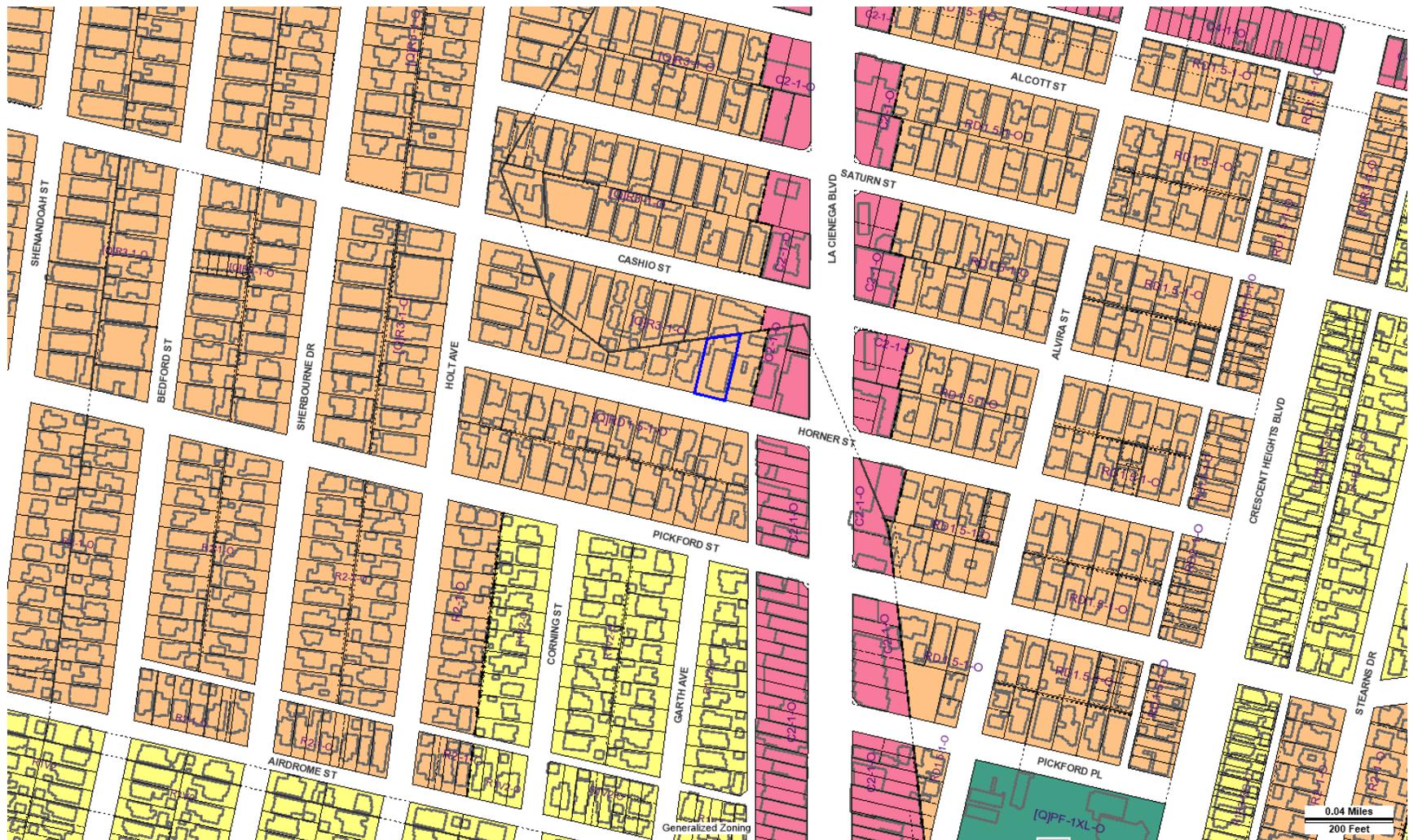
CPC Recommendation Report

Exhibit B – Vicinity, ZIMAS, Radius Maps



8521 W. Horner Street

Vicinity Map



8521 W. Horner Street

ZIMAS Map



LMG
 Leon Mapping & GIS Services
 15031 Chatsworth St, Ste 17
 Mission Hills, CA 91345
 818-235-7649
 leonmapping@hotmail.com
 www.laradiusmaps.com

Map Prepared by:

LEGAL DESC; LOT 194, TR 7385, M B 81-72/73
 (APN) 4303032022

CUP/DENSITY BONUS

Thomas Brothers Grid
 PAGE 632 - GRID J4
 Community Plan Area Wilshire
 Area Planning Commission Central
 Neighborhood Council South Robertson
 Council District CD 5 - Paul Koretz
 Census Tract # 2170.02

Map Sheet 129B173

ACREAGE: ± 0.225

UPDATE: 5/31/2023
 DATE: 04/23/2022

CASE #
 USES: FIELD
 SCALE: 1"=100'

CONTACT: BEROUKHIM & COMPANY
 PHONE: (310) 435-4594



CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit C.1 – Notice of Exemption

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)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 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

CPC-2022-3161-DB-CU-HCA-PHP/Conditional Use and Density Bonus/Affordable Housing Incentive Program Review

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2022-3162-CE

PROJECT TITLE

8521 Horner Project

COUNCIL DISTRICT

5

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

8521 West Horner Street

Map attached.

PROJECT DESCRIPTION:

Demolition of a two-story, eight-unit multi-family residential building and two one-story garage buildings, and the construction, use and maintenance of a five-story multi-family residential building containing 29 dwelling units, including six (6) units set aside for Very Low Income Households

Additional page(s) attached.

NAME OF APPLICANT / OWNER:

Horner Property, LLC

CONTACT PERSON (If different from Applicant/Owner above)

Horner Property, LLC

(AREA CODE) TELEPHONE NUMBER

(310) 309-7116

EXT.

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

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

JUSTIFICATION FOR PROJECT EXEMPTION:

Additional page(s) attached

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

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

Nuri Cho

Nuri Cho

STAFF TITLE

Senior City Planner

ENTITLEMENTS APPROVED

Conditional Use and Density Bonus/Affordable Housing Incentive Program Review

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit C.2 – Class 32 Categorical Exemption Justification



Categorical Exemption

8521 Horner Project

Case Number: ENV-2022-3162-CE

Related Case Number: DIR-2022-3161-DB-CU-HCA

Project Location: 8521 W. Horner Street, Los Angeles, CA 90035

Community Plan Area: Wilshire Community Plan

Council District: 5

Project Description: The Project Site is a trapezoid/rectangular-shaped lot comprised of one legal parcel located on the north side of Horner Street, midblock between La Cienega Boulevard to the east and Holt Avenue to the west, in the Wilshire Community Plan of the City of Los Angeles, zip code 90035 in the County of Los Angeles. The Project Site contains a 2-story, 7,363 square-foot, 8-unit residential apartment building with two separate 1-story garage buildings in the rear of the Site. The Project will remove the existing improvements to accommodate construction of the new building. The Project will construct a new 5-story, 24,164 square-foot residential apartment building with 29 dwelling units (including 6 Very Low-Income [VLI] units), and 30 parking spaces split between two subterranean levels. The Project will remove one existing non-protected tree on-site.

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following: 1. Pursuant to **Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a Conditional Use** to permit a 122.5-percent density bonus for a Housing Development Project in which the density increase is greater than the maximum 35 percent permitted in LAMC Section 12.22 A.25, allowing a total of 29 dwelling units in lieu of 13 units as otherwise permitted in the [Q]R3-1-O Zone; and 2. Pursuant to **LAMC Section 12.22 A.25(g), a Density Bonus/Affordable Housing Incentive Program Review** to permit the following **On-Menu Incentives** and **Waivers of Development Standards** for a Housing Development Project totaling 29 dwelling units, reserving six (6) units for Very Low Income Households for a period of 55 years: a. An **On-Menu Incentive** for an 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet as otherwise permitted per [Q] Qualified Condition No. 2 in Ordinance No. 167,938; b. An **On-Menu Incentive** for a 24-percent increase in the maximum floor area ratio to allow 3.7:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O Zone; c. An **On-Menu Incentive** for a 20-percent reduction in the westerly side yard setback to allow 6 feet, 5 inches in lieu of 8 feet as otherwise required in the [Q]R3-1-O Zone; d. A **Waiver of Development Standard** to allow 800 square feet of usable open space to be located at the rooftop level as otherwise not permitted by [Q] Qualified Condition No. 5 in Ordinance No. 167,938; and e. A **Waiver of Development Standard** to allow an average width of less than 20 feet for common usable open space as otherwise required by [Q] Qualified Condition No. 5.b in Ordinance No. 167,938. As required by various sections of the LAMC, the Applicant will request the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal and tenant improvements, as applicable.

PREPARED FOR:

The City of Los Angeles
Los Angeles City Planning

PREPARED BY:

CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101,
Chatsworth, CA 91311

APPLICANT:

Horner Property, LLC
1040 Maybrook Drive,
Beverly Hills, CA 90210

June 2023

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Section 1

Project Description

This section is based on the following items, which is included as **Appendix A** to this CE:

A-1 Plans, California Development & Design, April 21, 2023

A-2 Landscape Plans, Yael Lir Landscape Architects, May 26, 2023

1 Project Information

Project Title: 8521 Horner Project

Document Type: Class 32 Categorical Exemption (CE) for new residential-use in-fill development (the Project)

Environmental No.: ENV-2022-3162-CE

Related Case No.: CPC-2022-3161-DB-CU-HCA

Project Location: 8521 W. Horner Street, Los Angeles, CA 90035 (Project Site or Site) (APN 4303-032-022)

Lead Agency: City of Los Angeles, Los Angeles City Planning
200 N. Spring Street, Room 620, Los Angeles, CA 90012
Nuri Cho, City Planner
213-978-1177, nuri.cho@lacity.org

Applicant: Horner Property, LLC
1040 Maybrook Drive, Beverly Hills, CA 90210

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are

declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

(a) *Location.* Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

15332. IN-FILL DEVELOPMENT PROJECTS

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

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

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

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

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

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

3 Environmental Setting

3.1 Project Location

The Project Site is a trapezoid/rectangular-shaped lot comprised of one legal parcel located on the north side of Horner Street, midblock between La Cienega Boulevard to the east and Holt Avenue to the west, in the Wilshire Community Plan of the City of Los Angeles (City), zip code 90035 in the County of Los Angeles (County).

The Site is located approximately 6.5 miles west of Downtown Los Angeles and 7.5 miles northeast of the Pacific Ocean.

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

3.2 Surrounding Land Uses

North adjacent to the Site is a 1-story garage building and 2-story multi-family residential building (8514-8518 W. Cashio Street), zoned [Q]R3-1-O.

South across Horner Street is a 2-story multi-family duplex residential building (8624-8526 Horner Street) and a 1-story single-family residential building (8530 Horner Street), zoned [Q]RD1.5-1-O.

West adjacent to the Site is a 2-story multi-family duplex residential building (8531-8533 Horner Street), zoned [Q]R3-1-O.

East adjacent (5 feet) to the Site is a 2-story multi-family residential building (8517 Horner Street), zoned [Q]R3-1-O.

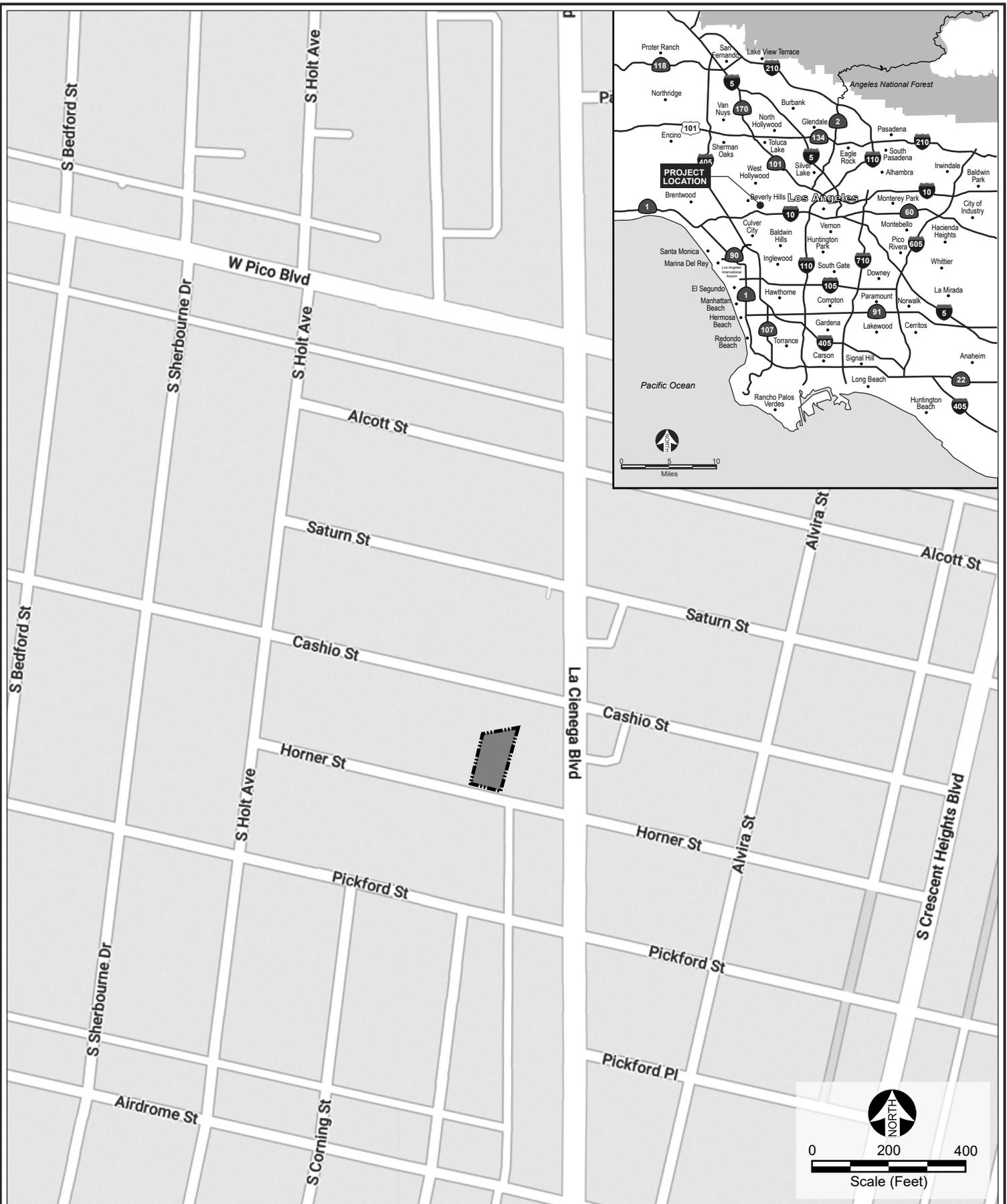
The nearest school:

- There are no schools within 500 feet of the Site.

The nearest historic resources:¹

- Motel Grand (1479 La Cienega Boulevard), 135 feet north of the Site. The building appears eligible for California Register of Historical Resources and local listing through SurveyLA.
- Food Stand (1526 La Cienega Boulevard), 375 feet southeast of the Site. The building appears eligible for California Register of Historical Resources and local listing through SurveyLA.

¹ NavigateLA, Historic-Cultural Monuments layer: <https://navigateLA.lacity.org/navigateLA>, and HistoricPlacesLA: <http://historicplacesLA.org/map>, and SurveyLA, accessed September 23, 2022.



Legend

 Project Site

Source: Google Maps 2022.

Figure 1
Regional Location Map



Legend

 Project Site

Source: Google Maps 2022.

Figure 2
Aerial Map

3.3 Regional and Local Access

Regional access is provided by:

- I-10 (Santa Monica) Freeway, 4,800 feet south of the Site
- I-405 (San Diego) Freeway, 3.85 miles west of the Site

Local access is provided by:²

- La Cienega Boulevard (Avenue I in the Mobility Plan 2035), 215 feet east of the Site
- Horner Street (Local Street Standard), adjacent south of the Site
- Cashio Street (Collector), 65 feet north of the Site
- Holt Avenue (Local Street Standard), 530 feet west of the Site
- Pico Boulevard (Avenue I), 1,000 feet north of the Site

3.4 Bicycle Facilities

The following bicycle-friendly street is nearby:³

- Cashio Street, 65 feet north of the Site

3.5 Pedestrian Facilities

There are sidewalks along the Project Site's south side on Horner Street.

Striped crosswalks are provided all legs of the nearest signalized intersection (La Cienega Boulevard / Cashio Street, 175 feet northeast of the Site).

3.6 Public Transit

The Site is within a High-Quality Transit Area (HQTA) and Transit Priority Area (TPA),⁴ which are areas within one-half mile of a High-Quality Transit Corridor or Major Transit Stop. A High Quality Transit Corridor (HQTC) must have a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, and a Major Transit Stop must contain either an existing rail station, ferry terminal, or the intersection of two or more major bus routes with a frequency of

² NavigateLA, Mobility Plan 2035: <https://navigatela.lacity.org/navigatela/>, accessed September 23, 2022.

³ According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

⁴ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed September 23, 2022.

service interval of 15 minutes or less during peak community periods.⁵

The Site qualifies for HQT A and TPA status due to its proximate location to La Cienega Boulevard, qualifying as an HQT C and the intersection of La Cienega Boulevard / Pico Boulevard, 1,000 feet north of the Site, which qualifies as a Major Transit Stop, which is served by Metro Line 105 and BBB Line 7. The lines have under 15-minute headways during peak hours.⁶

The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and a qualified Major Transit Stop.⁷

Los Angeles County Metropolitan Transportation Authority (Metro)⁸ and Santa Monica Big Blue Bus (BBB)⁹ operate public transit in the area, as shown in **Table 1-1, Public Transit**.

**Table 1-1
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period)
Metro					
105	Bus	North-south on La Cienega	Cashio St. Pico Blvd.	65 feet north 1,000 feet north	10 minutes
BBB					
7	Bus	East-west on Pico Blvd.	La Cienega	1,000 feet north	14 minutes
Rapid 7	Bus	East-west on Pico Blvd.	La Cienega	1,000 feet north	20 minutes
Metro schedule (June 26, 2022) for 105 Line: https://www.metro.net/riding/schedules/?line=105-13157 BBB (August 14, 2022) for 7 Line: https://www.bigbluebus.com/routes-and-schedules/Route-7.aspx . BBB (August 14, 2022) for 7 Line: https://www.bigbluebus.com/routes-and-schedules/Rapid-7.aspx .					

3.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

- [Q]R3-1-O (Qualified Conditions in Ordinance No. 167,938, Residential Multiple Dwelling Zone in Height District 1, Oil Drilling District) and Medium Residential designation.¹⁰

⁵ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: <https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocalactive-transportation.pdf?1606001530>, accessed September 23, 2022.

⁶ 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

⁷ A 'Major Transit Stop' is defined in California Public Resource Code, Section 21064.3 as a site containing any of the following: An existing rail or bus rapid transit station. A ferry terminal served by either a bus or rail transit service. The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

⁸ Metro System Map: <https://www.metro.net/riding/guide/system-maps/>, accessed September 23, 2022.

⁹ BBB System Map: <https://www.bigbluebus.com/routes-and-schedules/>, accessed September 23, 2022.

¹⁰ Los Angeles Zoning Summary: <https://planning.lacity.org/zoning/regulations-summary>

- The Q Condition requires the front yard setback to be 20 feet.¹¹

**Table 1-2
Project Site**

Address	Lot	APN	Size (sf)	Zone	Land Use
8521 W. Horner Street	194	4303-032-022	9,800.0	[Q]R3-1-O	Medium Residential
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , September 2022.					

The Project Site is located within a Methane Zone.¹²

The Project Site is located within a liquefaction area.¹³

The Project Site has the following Zoning Information:

- ZI-2512 Housing Element Inventory of Sites. This provides that development projects must comply with affordable housing replacement requirements.¹⁴
- ZI-2452 Transit Priority Area in the City of Los Angeles. This provides that qualifying projects in a transit priority area are exempt from aesthetics and parking impacts under CEQA.¹⁵

3.8 Existing Conditions

The lot area is 9,800 square feet (0.225 acres).¹⁶

The Project Site contains a 2-story, 7,363 square-foot, 8-unit¹⁷ residential apartment building with two separate 1-story garage buildings in the rear of the Site.

The Project will remove the existing improvements to accommodate construction of the new building.

There are no street trees and one ornamental, non-protected tree (Italian stone pine, *Pinus pinea*) onsite (rear of the residential building).¹⁸ Therefore, there is nothing onsite that constitutes a

¹¹ Ordinance No. 167,938, effective June 21, 1992, a Zoning Ordinance implementing certain Q Qualified Permanent Conditions of Approval, within certain sections of the LAMC.

¹² <http://zimas.lacity.org>, accessed September 23, 2022.

¹³ <http://zimas.lacity.org>, accessed September 23, 2022.

¹⁴ ZI-2512: <http://zimas.lacity.org/documents/zoneinfo/ZI2512.pdf>

¹⁵ ZI 2452: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>

¹⁶ [Plans](#), California Development & Design, April 21, 2023.

¹⁷ It should be noted that as the traffic VMT calculation assumed 6 units are operational (the existing building has 8 units), the air quality and noise analysis conservatively assumes the same. As a result, while the existing air quality emissions and existing mobile noise associated with 27 daily vehicle trips to and from the Project Site are slightly lower than those associated with fully occupancy, the Project's net air quality impact is higher, resulting in a more conservative analysis of net air quality impacts and noise impacts.

¹⁸ [Tree Letter](#), McKinley & Associates, August 3, 2022. Included as Appendix B to this CE.

protected tree¹⁹ or shrub.²⁰

There are no historical resources on the Project Site.²¹

4. Project Description

4.1 Project Overview

The Project will construct a new 5-story, 24,164 square-foot residential apartment building with 29 dwelling units (including 6 Very Low-Income [VLI] units), and 30 parking spaces split between two subterranean levels.

The 29 dwelling units consist of one studio unit, 19 1-bedroom units, seven 2-bedroom units, and two 3-bedroom units.

See **Figure 1-3, Site Plan**, for the plan of the Project.

4.1.1 Density

See **Table 1-3** for the density calculation. Pursuant to the City's General Plan and LAMC Section 12.10 C.4, the maximum residential density within the R3 zone is one dwelling unit for every 800 square feet of lot area. The Project therefore is subject to a base density of 13 units.

The Project is requesting a Density Bonus pursuant to LAMC 12.24 U.26, for a density increase of 122.5% (+16 units) to provide the proposed 29 units.

The Project proposes 29 units, of which 46% of the base density (6 units) will be reserved for Very Low Income (VLI) restricted affordable units. The remaining 23 units will be market rate.

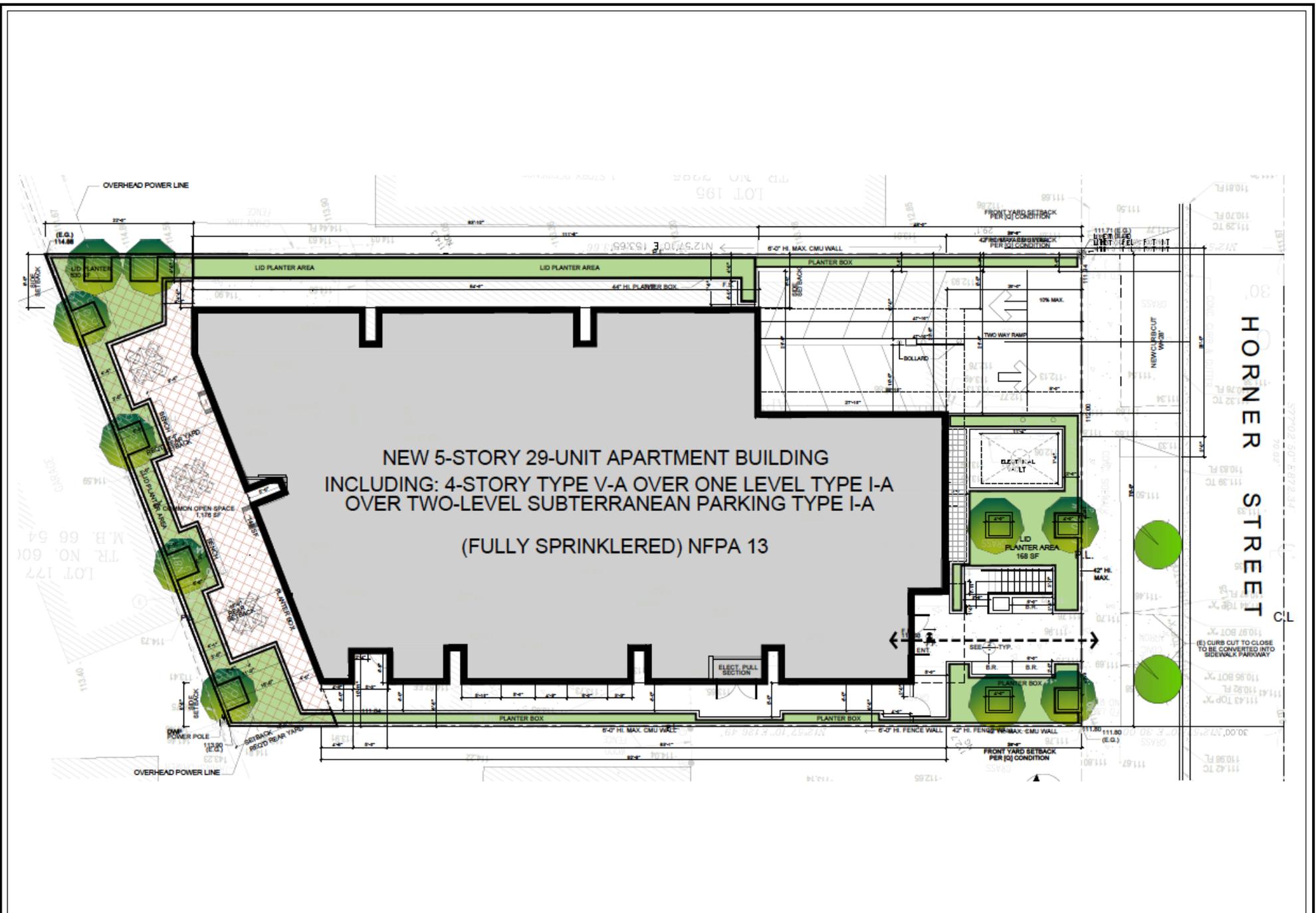
**Table 1-3
Density**

Lot Area	LAMC Base		Density Bonus Max		Provided
	Rate	Density	Incentive	Density	
9,800 sf	1 unit / 800 sf	13 units	+122.5% (+16 units)	29 units	29 units
Plans, California Development & Design, April 21, 2023.					

¹⁹ LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*). (b) Southern California Black Walnut (*Juglans californica* var. *californica*) (c) Western Sycamore (*Platanus racemosa*) (d) California Bay (*Umbellularia californica*) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

²⁰ Effective February 4, 2021, in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.

²¹ NavigateLA, Historic-Cultural Monuments layer: <https://navigate.la.city.org/navigate>, and HistoricPlacesLA: <http://historicplacesla.org/map>, and SurveyLA, accessed September 23, 2022.



Source: California Development & Design, 2023.

Figure 3
Site Plan

4.1.2 Floor Area

See **Table 1-4** for the floor area and floor area ratio (FAR). Per LAMC Section 12.03, Buildable Area includes, “All that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.” While Qualified Conditions in Ordinance No. 167,938 requires a front yard setback of 20 feet, which is five more feet than otherwise required in LAMC Section 12.10, the Qualified Conditions state that the additional setback is not intended to further limit buildable area for purposes of calculating the FAR.

Under LAMC Section 12.21.1, in the R3 Zone with Height District 1, the FAR is limited to 3:1. With a Buildable Area of 6,538.5 square feet, the floor area is limited to 19,615.5 square feet.

The Project is requesting an On-Menu Density Bonus Incentive pursuant to LAMC 12.22 A.25(f)(4) to allow an increase in the FAR by up to 35%. The Project is permitted an FAR of 4.05:1, which will allow 26,480.9 square feet of floor area.

However, the Project proposes a 23.2% FAR increase, for a total floor area of 24,164 square feet and an FAR of 3.7:1. This total is all allocated to residential uses and related ancillary spaces.

**Table 1-4
Floor Area**

Buildable Area	LAMC Base		Density Bonus Max		Provided	
	FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
6,538.5 sf	3:1	19,615.5 sf	4.05:1	26,480.9 sf	3.7:1	24,164 sf
Plans, California Development & Design, April 21, 2023.						

4.1.3 Setbacks

Pursuant to LAMC Section 12.10 C.1, the R3 zone is required to provide a front yard setback of no less than 15 feet. The [Q] Condition requires a front yard setback of 20 feet. Consistent with the LAMC and the [Q] Condition, the Project will provide a front yard setback of 20 feet.

Pursuant to LAMC Section 12.10 C.2, the R3 zone is required to provide a side yard setback on each side of no less than 5 feet for a building not more than two stories. For buildings more than two stories, one foot shall be added to the width of each side yard for each additional story beyond the second story. The Project has 5 stories, and therefore, will be required to provide a side yard setback of 8 feet on each side (5 feet for the first 2 stories + 3 feet for the 3 additional stories).

The Project is requesting an On-Menu Density Bonus Incentive to reduce the west side yard setback by 20% to allow for a setback of 6 feet, 5 inches in lieu of the otherwise required 8 feet. Consistent with the LAMC, the Project will provide an east side yard setback of 8 feet.

Pursuant to LAMC Section 12.10 C.3, the R3 zone is required to provide a rear yard setback of no less than 15 feet. Consistent with the LAMC, the Project will provide a rear side yard setback of 15 feet.

See **Table 1-5** for the setbacks.

**Table 1-5
Setbacks**

Location	LAMC Required	Density Bonus	Provided
Front (Horner Street)	15 feet	n/a	15 feet
Side (east property line)	8 feet	n/a	8 feet
Side (west property line)	8 feet	6 feet, 5 inches (20% reduction)	6 feet, 5 inches
Rear (north property line)	15 feet	n/a	15 feet
Plans, California Development & Design, April 21, 2023.			

4.1.4 Height

Pursuant to LAMC Section 12.21.1 B.3(a), rooftop structures, equipment and improvements may exceed the maximum building height when authorized, provided the structure, equipment or improvement is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.

Pursuant to LAMC Section 12.21.1 B.3, chimney, exhaust ducts, solar water heaters, or any roof structure housing stairways, elevators or ventilation fans may also exceed the building height limit by up to five feet, but are not required to provide a setback from the perimeter of the roof. Where height is limited to seventy-five (75) feet, roof structures for the housing of elevators and stairways may exceed the building height limit by up to twenty (20) feet in height.

The Project Site is in R3 Zone and Height District 1, which restricts height to 45 feet and does not limit the number of stories. However, the [Q] Condition limits the height to 36 feet, unless any additional height above 30 feet is stepped back 10 feet from the front exterior wall of the structure, in which case the maximum building height permitted is 45 feet.

The Project is requesting an On-Menu Density Bonus Incentive to increase the maximum height permitted by 11 feet from 45 feet to 56 feet. Consistent with the [Q] Condition, the Project will provide a 10-foot front step-back above 30 feet.

The Project proposes a building of 5 stories with a total height of 55 feet.

4.2 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building (subterranean levels) and residential units located within the building have been integrated into the overall architectural theme of the Project.

The building's ground level will incorporate pedestrian scale uses and design, with a street fronting residential building entrance along Horner Street. In addition, the building's proposed design, architecturally differentiates the base of the building (building entrance and driveway) from the

residential above including colored elements and balconies. The upper residential portions of the building incorporate varied articulation including recessed balconies.

The Project is designed with a façade that utilizes a variety of materials, such as dark grey corrugated sheet metal, exterior cladding composite panels, smooth stucco, glass railings.²²

These materials add visual interest through different textures and colors. This variation, along with insets and offsets, and street-facing residential windows and ground floor glazing, separates the upper residential portions of the building from the ground floor lobby entrance and amenity areas, avoids a dull or repetitive façade, and contribute to neighborhood safety by activating the Site and putting more “eyes on the street.”

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored elements, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the ground floor to upper levels.

Rooftop equipment will be set back from the roof parapet edge and appropriately screened from public view. The Project is designed to minimize the visual impact of building mechanics and maintenance areas. Electrical rooms, storage rooms, and trash and recycling areas, are located within the building and are not visible from surrounding public streets and public view.

The Project’s mid-rise building that descends in height would be consistent with other existing mid-rise residential neighborhoods to the north and west. The building’s rooftop terraces and balconies would provide a 360-degree view, bringing natural light and year-round views from the Project’s center rooftop amenities and visually connecting each level of the Project from the perspective of both the site users and surrounding community.

4.3 Open Space

Table 1-6, Open Space, provides the amount of required open space under the LAMC and [Q] Condition and the open space proposed to be provided by the Project.

The [Q] Condition requires 100 square feet minimum of open space per dwelling unit.

Pursuant to LAMC Section 12.21 G.2, the Project will require 2,875 square feet of open space. The Project will provide 2,882.25 square feet of open space with a recreation room, roof top, rear yard, and balconies.

²² [Plans](#), California Development & Design, April 21, 2023.

**Table 1-6
Open Space**

Use	Quantity	LAMC	
		Rate	Total (sf)
Required			
< 3 habitable rooms	20 units	100 sf / unit	2,000
= 3 habitable rooms	7 units	125 sf / unit	875
> 3 habitable rooms	2 units	175 sf / unit	350
Subtotal			3,225
Deducting Credit per [Q] Condition for 5 Feet Front Yard (5 x 70)			350
Total			2,875
Provided			
Common and Interior	First Floor Recreation Room (25% of total)		806.25
Common and open to the sky	Roof Top		800
	Rear Yard		1,176
Private	Balconies (2 x 50 sf)		100
Total Provided			2,882.25
<p>Per LAMC 12.21.G.2 Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room. For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room. A studio and 1 bedroom units have less than 3 habitable rooms. A 2 bedroom has 3 habitable rooms. <u>Plans</u>, California Development & Design, April 21, 2023.</p>			

4.4 Landscaping

See **Table 1-7, Landscape Area and Tree Requirement**, for the required and provide landscape area and trees. Per the [Q] Condition, a minimum of 50 percent of the common open space area shall be planted with ground cover, shrubs, or trees. At least one 24-inch box tree for every 1,000 square feet of lot area shall be provided on site and may include street trees in the parkway.

The Project is required to provide 50 percent of its 1,976 square feet of outdoor common open space (rooftop and rear yard) as landscaping, or 988 square feet. The Project will provide 995 square feet of landscaped common open space on the rooftop and rear yard.²³

There are no street trees along the project site. There is one ornamental, non-protected tree (Italian stone pine, *Pinus pinea*) onsite²⁴ (rear of the residential building) that will be removed.

²³ Landscape Plans, Yael Lir Landscape Architects, May 26, 2023.

²⁴ Tree Letter, McKinley & Associates, August 3, 2022. Included as Appendix B to this CE.

The Project will be required to provide 10 trees (1 tree per 1,000 square feet of lot area). The Project will provide 10 trees onsite. The Project is removing 1 street tree and required to replace it on a 1:1 ratio. The Project will also provide 2 new street trees along Horner Street.²⁵ Therefore, a total of 12 trees will be provided. The Project will comply with [Q] Condition requirements for trees and landscaping.

**Table 1-7
Landscape Area and Tree Requirement**

Use	Requirement	Quantity	Required	Provided
Landscape Area	50% of Outdoor Common Open Space	1,976 sf	988 sf	995 sf
Trees	1 tree per 1,000 sf lot area	9,800 sf	10 trees	12 trees
	1 tree removed and replaced	1 tree	1 tree	
<u>Landscape Plans</u> , Yael Lir Landscape Architects, May 26, 2023.				

4.5 Trash, Loading, Mechanical Equipment

The Project is designed to minimize the visual impact of trash receptacles and utility areas.

Trash and recycle rooms/spaces are located within the building, and are not visible from surrounding public streets and public view.

There is no loading area on the Site or surrounding.

Utility rooms will be located within the building and are not visible from surrounding public streets and public view.

Rooftop mechanical equipment will be set back from the roof parapet edge and appropriately screened from public view.

4.6 Access and Circulation

There is an existing curb cut along Horner Street at the northern corner of the Site, which will be closed.

A new curb cut will be added to Horner Street at the southern corner of the Site to provide vehicle access to the P1 parking level.

There will be internal circulation between the subterranean parking levels.

The residential use will be accessed for pedestrians from a residential lobby on Horner Street.

4.7 Vehicle Parking

Table 1-8, Vehicle Parking, summarizes the amount of required and provided vehicle parking.

²⁵ Landscape Plans, Yael Lir Landscape Architects, May 26, 2023.

Per LAMC 12.21 A.4.(a), residential uses require 1 space/unit with less than 3 habitable rooms, 1.5 spaces/unit with 3 habitable rooms, and 2 spaces for more than 3 habitable rooms. Under LAMC, the Project will require 34 spaces.

However, residential parking pursuant to AB 2345, codified as California Government Code Section 65915(p)(2)(A), will permit 0.5 (1/2) parking spaces per unit, so long as projects are located within 1/2 mile of Public Transit, defined as “a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge a set fare, run on fixed routes, and are available to the public”.

Therefore, the required parking pursuant to AB 2345 will be 15 on-site parking spaces. However, as proposed, the Project will provide 30 vehicular parking spaces by providing 9 spaces at Level P1, and 21 spaces within Level P2, both levels of which are located within a 2-level subterranean garage.

**Table 1-8
Vehicle Parking**

Use	Quantity	LAMC Required		Density Bonus Required		Provided
		Rate	Amount	Rate	Amount	
< 3 habitable rooms	20 units	1 space / unit	20	0.5 space / unit	10	30
= 3 habitable rooms	7 units	1.5 spaces / unit	10	0.5 space / unit	4	
> 3 habitable rooms	2 units	2 spaces / unit	4	0.5 space / unit	1	
Total			34		15	30
Plans, California Development & Design, April 21, 2023.						

4.7.1 Electric Vehicle Parking

According to LAMC Section 99.04.106.4.2, where multi-family dwelling units and other "R" occupancies are constructed on a building site, and parking is available, 30% of the total number of parking spaces provided, but in no case less than one space, shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). According to LAMC Section 99.04.106.4.4, the number of electric vehicle charging stations (EVCS) shall be 10% of the total number of parking spaces provided for all new multi-family dwelling units, other "R" occupancies, hotels and motels.

Calculations for the required number of EV spaces and electric vehicle charging stations (EVCS) shall be rounded up to the nearest whole number. The number of EVCS can be counted towards the total number of EV spaces required for the building required per Subsections 99.04.106.4.2 and 99.04.106.4.3.1.

LAMC Section 99.05.106.5.3.3 applies to nonresidential uses and has the same 30% EVSE requirements.

LAMC Section 99.05.106.5.3.6 applies to nonresidential uses and has the same 10% EVCS requirements.

Table 1-9, Electric Vehicle Parking, provides the amount of required and provided electric vehicle parking. The Project will provide 9 EVSE spaces, of which 3 will have EVCS.

**Table 1-9
Electric Vehicle Parking**

Parking Provided	Required		Provided	
	EV (30%)	EVCS (10%)	EV	EVCS
30	9	3	9	3
EVSE - electric vehicle supply equipment (future install) EVCS – electric vehicle charging stations (full install). <u>Plans</u> , California Development & Design, April 21, 2023.				

4.8 Bicycle Parking

Table 1-10, Bicycle Parking, summarizes the amount of required and provided bicycle parking. LAMC 12.21 A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

The Project will provide 31 bicycle parking spaces (3 short-term and 28 long-term). The 28 long-term parking will be located within the subterranean garage Level P2 (inclusive of a bicycle workspace area) and the 3 short-term bicycle parking spaces within the front yard setback, consistent with LAMC.

**Table 1-10
Bicycle Parking**

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	1-25 units	1 / 10 units	2.5	3	1 / 1 unit	25	28
	26-100 units	1 / 15 units	0.27		1 / 1.5 units	3	
	101-200 units	1 / 20 units	0		1 / 2 units	0	
	201+ units	1 / 40 units	0		1 / 4 units	0	
Total			3	3		28	28

LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480.

A minimum of two short-term bicycle parking spaces shall be provided in all cases.

Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included on-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.

Therefore the 2.5 spaces rounds down to 2 spaces.

Plans, California Development & Design, April 21, 2023.

4.9 Lighting and Signage

Project signage will include building identification, wayfinding, and security markings. Signage will be compatible with other signage in the Project's vicinity.

Exterior lighting will be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting will be integrated into the overall architecture and landscaping.

The Project will also comply with LAMC lighting regulations that include approval of street lighting

plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of the LAMC Section 93.0117(b).

4.10 Site Security

The Project will provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services will include secured building access/design to residential areas; lighting of building entryways and areas; and video surveillance. The security program will include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.11 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)²⁶ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).²⁷ The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project will provide EV spaces as required by the LAMC.

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.²⁸

²⁶ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on May 1, 2023.

²⁷ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on May 1, 2023.

²⁸ [LADOT VMT Calculator](#), April 13, 2023. The Project is located in a multi-family residential area with ample transit within walking distance. The Project is located in a multi-family residential area with ample transit within walking distance. The project will provide fewer vehicle parking spaces than required by strict application of the LAMC through permissible Density Bonus reductions and provide sufficient bicycle parking spaces to meet LAMC requirements.

4.11.1 Solar Ready Roof

The 2022 Building Energy Efficiency Standards took effect on January 1, 2023. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the requirements of CCR Title 24, Part 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

The roof area is approximately 5,244 square feet. The Project is required to provide 15 percent of its roof area, or approximately 786.6 square feet, for solar zone area. The Project will provide 800 square feet of solar area.

4.12 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-11, Construction Schedule**.

The estimated operational year is estimated to be 2025. Construction is proposed to finish in mid 2025 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove approximately 7,363 square feet of existing residential building and approximately 2,200 square feet of asphalt driveway and surfaces.

For a conservative assumption, the Project will excavate at a depth of approximately 24 feet for subterranean parking levels, foundation elements, and grading of soils (per Geotech Investigation).

No fill will be imported to the Site.

The amount of materials exported will be up to approximately 11,000 cubic yards (this includes an expansion factor).²⁹

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent

²⁹ 9,800 sf site x 24 ft depth = 235,200 cubic feet = 8,721 cubic yards x 125% expansion factor = 10,889 cy, conservatively rounded up to 11,000 cy.

jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.³⁰

The truck route (for demolition debris removal and soil removal) will be approximately 35 miles one-way, or 70 miles roundtrip, and could include the following:

- Full trucks: Exit Site on Horner Street and turn right (south) on La Cienega Boulevard to I-10 East, to the CA-60 East, to the I-605 North to exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrowhead Highway, Irwindale, 91706.
- Empty trucks will travel in the reverse to the Site and exit I-10 West at La Cienega Boulevard north, to left (west) at Horner Street to the Site.

**Table 1-11
Construction Schedule**

Phase	Schedule	Duration
Demolition (asphalt removal)	September 1, 2023 – September 30, 2023	1 month
Grading	October 1, 2023 – October 31, 2023	1 month
Trenching	November 1, 2023 – January 31, 2024	3 months
Construction	February 1, 2024 – March 31, 2025	14 months
Architectural Coatings	April 1, 2025 – May 15, 2025	1.5 months

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures, and buildings.)

Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates are estimates only.

Some overlap of phasing may occur.

The analysis assumes that construction will start in 2023. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years will be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Estimates provided by the Applicant, September 2022.

4.13 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following:³¹

³⁰ NavigateLA, Haul Route layer: <https://navigate.lacity.org/navigate/>

³¹ Attachment A Findings, Applicant, September 2022 and City of Los Angeles, Department of City Planning, May 2023.

1. Pursuant to **Los Angeles Municipal Code (LAMC) Section 12.24 U.26**, a **Conditional Use** to permit a 122.5-percent density bonus for a Housing Development Project in which the density increase is greater than the maximum 35 percent permitted in LAMC Section 12.22 A.25, allowing a total of 29 dwelling units in lieu of 13 units as otherwise permitted in the [Q]R3-1-O Zone;
2. Pursuant to **LAMC Section 12.22 A.25(g)**, a **Density Bonus/Affordable Housing Incentive Program Review** to permit the following **On-Menu Incentives** and **Waivers of Development Standards** for a Housing Development Project totaling 29 dwelling units, reserving six (6) units for Very Low Income Households for a period of 55 years:
 - a. An **On-Menu Incentive** for an 11-foot increase in the maximum building height to allow 56 feet in lieu of 45 feet as otherwise permitted per [Q] Qualified Condition No. 2 in Ordinance No. 167,938;
 - b. An **On-Menu Incentive** for a 24-percent increase in the maximum floor area ratio to allow 3.7:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O Zone;
 - c. An **On-Menu Incentive** for a 20-percent reduction in the westerly side yard setback to allow 6 feet, 5 inches in lieu of 8 feet as otherwise required in the [Q]R3-1-O Zone;
 - d. A **Waiver of Development Standard** to allow 800 square feet of usable open space to be located at the rooftop level as otherwise not permitted by [Q] Qualified Condition No. 5 in Ordinance No. 167,938; and
 - e. A **Waiver of Development Standard** to allow an average width of less than 20 feet for common usable open space as otherwise required by [Q] Qualified Condition No. 5.b in Ordinance No. 167,938.

As required by various sections of the LAMC, the Applicant will request the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal and tenant improvements, as applicable.

Section 2

Environmental Analysis

1 Regulatory Framework

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

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

Section 15332. In-Fill Development Projects.

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

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

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

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

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

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

Section 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

2 Discussion of CCR Section 15332(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.

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. It is worth noting that plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.¹

The legal standard that governs consistency determinations is that a project must only be in general “harmony” with the applicable land use plan to be consistent with that plan, it doesn’t require perfect conformity with each and every provision and requirement of a plan, a determination over which a lead agency land use authority such as the City has significant discretion.²

2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City’s entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan’s other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City’s 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

¹ See Guidelines Section 15064(d)-(e),

² See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city’s determination that a subdivision project was consistent with the applicable general plan]. As the Court explained in *Sequoyah*, “state law does not require an exact match between a proposed subdivision and the applicable general plan.” To be “consistent” with the general plan, a project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning, the project must be “in agreement or harmony with the applicable plan.” (see also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan v City And County Of San Francisco*, 102 Cal.App.4th at p. 678.) Further, “[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans “ordinarily do not state specific mandates or prohibitions,” but instead provide “policies and set forth goals.” (*Friends of Lagoon Valley*.)

2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.³ Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how the City’s residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City’s high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter are now implemented through Mobility Plan 2035.

2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City’s jurisdictional control. The Noise Element is implemented by the City’s noise ordinances, against which the Project’s noise impacts are analyzed herein.

2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.⁴

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EEO)’s on-going efforts to use experiences and new information to improve the City’s hazard program. Chapter II outlines the City’s historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

³ City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

⁴ City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City’s service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provision with which the Project must comply in order to obtain building permits and a certificate of occupancy.

2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City’s General Plan identifies five primary goals that will guide the Element:⁵

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element⁶, telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state’s ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

⁵ Los Angeles, Housing Element 2021-2029, adopted November 2021: <https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan>

⁶ California Department of Housing and Community Development, https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf

On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1).

The amended Housing Element was provided to HCD immediately after its adoption for review and certification.⁷

On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.⁸

2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City’s residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City’s responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.⁹

2.1.8 Consistency Analysis

Table 2-1, General Plan, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use.

The Project’s residential uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

⁷ Los Angeles, Housing Element 2021-2029, news: <https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments>

⁸ California Department of Housing and Community Development: <https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf>

⁹ City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

**Table 2-1
General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and
Infrastructure and Public Services and Element Consistency Analysis**

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
<p>GOAL 3A. A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p> <p>Objective 3.1. Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p> <p>Objective 3.2. Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</p> <p>Objective 3.4. Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p>Consistent. The Project contains a diversity of uses, including 23 market rate and 6 Very Low Income restricted affordable units. The City's need for market rate and affordable housing was identified in the City's 2021 Housing Element (adopted by the Los Angeles City Council on June 14, 2022, and approved by the State of California Department of Housing and Community Development on June 29, 2022).</p> <p>The multi-family and mixed-income nature of the Project would also contribute to the City's long-term goal of economic vitality as well as the revitalization of the area.</p> <p>Through its design, the Project integrates existing multi-level, multi-family districts along Horner Street, while at the same time, harmoniously providing affordable housing and market rate housing units, consistent with the context of the existing neighborhood.</p> <p>The Project is located on Horner Street, a designated Local Street, within 1,000 feet of the La Cienega Boulevard and Pico Boulevard intersection, which contain Big Blue Bus Rapid 7 and Big Blue Bus Line 7, and Metro Bus Line 105. The Project's location in a transit-oriented area, coupled with close proximity to employment, retail, restaurants, and entertainment would promote the use of transit and pedestrian trips in lieu of vehicular trips.</p> <p>The immediate area is commonly known as the Wilshire or West Los Angeles community, rich with unique restaurants and markets. With close proximity to West Los Angeles, Beverly Hills, West Hollywood, and Hollywood, the Project Site would be within stops of these neighborhoods and communities.</p> <p>Prospective residential tenants would have increased opportunities to access alternative modes of transportation, which would contribute to the goal of reducing traffic congestion and improving air quality.</p> <p>Consistent with Objective 3.2 above, the Project would provide a total of 31 bicycle parking, 28 long-term and 3 short-term, thus encouraging less reliance on automobiles and resulting in a corresponding reduction in air pollution. All bicycle parking spaces would be secured and would comply with the City's bicycle</p>

	<p>parking regulations (Ordinance 185,480) and the associated LAMC. The short-term bicycle parking spaces would be located within the front yard setback, while the long-term bicycle parking spaces would be located within the P2 subterranean level.</p> <p>The ground floor pedestrian access fronting Horner Street would provide convenient access for Project tenants, as well as other guests, and servicepersons. Through direct street access, the Project would be oriented toward the street frontage to provide connectivity and enhance the pedestrian experience. The nearby entertainment venues, such as restaurants, bars, music venues, and theaters, would also facilitate pedestrian activity in the evenings and on weekends, creating a more vibrant and livable city.</p> <p>Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan.</p>
<p>Goal 3C. Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p> <p>Objective 3.7. Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p>Consistent. The Project would establish 29 new apartments on a property that is well-suited for such a use as the Project Site is located in close proximity to transit, employment opportunities, retail, restaurants, and entertainment.</p> <p>The Project Site is located in the Wilshire area with nearby West Los Angeles, rich with unique restaurants.</p> <p>The Project and the affordable housing it would provide would improve the quality of life of both existing residents in the neighborhood and prospective Project residents. Of the 29 residential units, 23 would be market rate units and 6 would be designated as Very Low Income restricted affordable units, which would meet the needs of various resident income levels.</p> <p>The growth and enhancement of the existing multifamily residential neighborhood is well-positioned in close proximity to major transit, which provides access to sufficient public infrastructure and services to meet the Project's demand.</p> <p>In addition, the Project would include numerous measures to reduce its demand on infrastructure and services, including measures such as water and energy conservation and security plans.</p>
<p>Mobility Element</p>	
<p>Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to</p>	<p>Consistent. The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by developing a residential</p>

<p>provide a safe and comfortable walking environment.</p>	<p>use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.</p>	<p>Consistent. The Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities.</p> <p>The Project includes 3 short-term and 28 long-term bicycle parking spaces, per LAMC requirements.</p>
<p>Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p>Consistent. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City’s applicable related building code regulations.</p>
<p>Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>Consistent. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new residential development in close proximity to public transit options, jobs (including construction jobs).</p> <p>The Project Site is located on Horner Street, a designated Local Street and is within walking distance of the intersection of La Cienega Boulevard and Pico Boulevard, as well as multiple bus lines. Its location in a transit area and in close proximity to employment, retail, restaurants, recreation, and entertainment uses would promote use of transit and pedestrian trips in lieu of the automobile. The Project would replace an existing underutilized lot. Residents and visitors would have increased opportunities to access alternate modes of transportation, which would contribute to goals of reducing traffic congestion and improving air quality.</p> <p>The proposed multifamily, mixed-income project would increase the area’s housing stock by 21 units (adding 6 Low-Income restricted affordable units and 23 market rate units to replace 8 existing units). The Project provides new housing opportunities to a wide range of economic groups. The Wilshire Community Plan encourages neighborhood housing and uses near transportation.</p> <p>The Project Site is located in close proximity to transit, including the intersection of La Cienega Boulevard and Pico Boulevard, and is also uniquely situated along corridors characterized by high-medium and -medium density residential development along Horner Street, and further found along the Cashio Street, Saturn Street, Alcott, Street, La Cienega Boulevard, and Pico Boulevard corridors. The Wilshire-West Los Angeles</p>

	<p>area is a major thoroughfare, and the ongoing housing shortage has underscored continued demand for utilizing multifamily residential as infill sites for new housing, especially located near public transit.</p> <p>The Project Site is located 1,000 feet from the La Cienega and Pico Boulevard intersection, where Big Blue Bus and Metro Bus services are offered. The Wilshire Community Plan also encourages a pedestrian oriented community whereas the current vacant lot actively serves no purpose. The addition of a transit-oriented development at the Project Site would promote pedestrian activity along La Cienega Boulevard and Pico Boulevard to the Big Blue Bus and Metro Bus Lines.</p> <p>Through the Conditional Use and Density Bonus provisions of the LAMC, the Project seeks increased flexibility in the height, bulk, and setback regulations to permit a mixed-income, multifamily development that can accommodate 6 Very Low Income units in addition to 23 market rate residential units in a five-story building near transit. The Project would introduce uses consistent with the character of the surrounding area, and would eliminate an underutilized parcel, which currently creates a void of visual interest along otherwise well-developed corridors of Cashio Street, Saturn Street, Alcott Street, La Cienega Boulevard, and Pico Boulevard, which are improved with a variety of residential and commercial uses.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>Consistent. The Project would be located in an area well-served by public transit provided by Metro.</p>
<p>Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>Consistent. The Project would activate the area around major transit stops with housing uses.</p>
<p>Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.</p>	<p>Consistent. The Project would be located in an area well-served by public transit provided by Metro.</p>
<p>Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.</p>	<p>Consistent. The Project provides bicycle parking spaces in accordance with LAMC requirements.</p> <p>The Project includes 3 short-term and 28 long-term bicycle parking spaces, per LAMC requirements.</p>
<p>Policy 3.9: Discourage the vacation of public rights-of-way</p>	<p>Consistent. The Project would not vacate any public rights-of-way, all associated public rights-of-way would be maintained as part of the Project.</p>

<p>Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.</p>	<p>Consistent. The Project would not include the development of a cul-de-sac.</p>
<p>Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>Consistent. If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required.¹⁰</p> <p>LADOT's VMT calculator, Version 1.3, was used to determine if the project would exceed any of the Transportation Impact Assessment criteria which would require further transportation impact analysis.</p> <p>Because the Project does not include over 50,000 square feet of retail use, does not generate greater than 250 net-new daily vehicle trips, and does not replace an existing number of residential units with fewer units, the Project does not meet LADOT's transportation assessment guidelines for a vehicle miles traveled analysis (VMT).</p> <p>Based on the land use and size of the existing and P project, the VMT calculator determined that the project would generate a net increase of 101 daily trips. Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines. No further transportation (CEQA and non-CEQA) analysis is necessary.¹¹</p>
<p>Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>Consistent. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements, including bicycle facilities.</p> <p>Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.</p>
<p>Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>Consistent. The Project would include residential uses located near a commercial corridor characterized by a</p>

¹⁰ [Transportation Assessment Guidelines](#), LADOT, August 2022.

¹¹ [VMT Calculator Results](#), April 13, 2023. Based on City of Los Angeles VMT Calculator, v1.3.

	<p>high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions.</p>
<p>Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>Consistent. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106 and 99.05.106.</p> <p>The Project would provide 9 EVSE spaces, of which 3 would have EVCS.</p>
<p>Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City’s public right-of-ways.</p>	<p>Consistent. During construction, the Project would incorporate a Stormwater Pollution Prevention Plan (SWPPP) that includes the implementation of best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff in accordance with the state’s General Industrial Stormwater Permit.</p> <p>In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City’s Low Impact Development (LID) ordinance.</p>
<p>Housing Element (2021-2029)</p>	
<p>Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.</p>	<p>Consistent. The Project would develop a variety of floor plan layouts and bedroom types, including 29 new multi-family residential units, including 6 affordable units. The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.</p>
<p>Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.</p>	<p>Consistent. The Project would involve the removal of 8 existing housing units and would including 29 new multi-family residential units, including 6 affordable units.</p>
<p>Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p>Consistent. The Project promotes walkable communities near public transit. Project amenities include residential open spaces and recreational uses that will promote healthy activities for future residents. The Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide “eyes on the street” with a security plan, thus promoting public safety.</p> <p>The Project would develop a variety of floor plan layouts and bedroom types. Project amenities would include</p>

	<p>open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options and would replace a parking lot. As such, the Project would contribute to the promotion of a sustainable community.</p>
<p>Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p>	<p>Consistent. The Project would develop a variety of floor plan layouts and bedroom types. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options. As such, the Project would contribute to the promotion of a sustainable community.</p> <p>The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the California’s CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC.</p> <p>As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.</p>
<p>Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.</p>	<p>Consistent. The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status. The Project would comply with all federal, state, and local laws regarding fair housing practices, accessibility, and the production, preservation, and operation of housing.</p>
<p>Objective 4.2 Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.</p>	<p>Consistent. The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.</p>
<p>Conservation Element</p>	
<p>15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.</p>	<p>Consistent. The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.</p>
<p>15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs,</p>	<p>Consistent. The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the</p>

unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	City and topographically relatively flat. The Project Site is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	Consistent. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of West Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	Consistent. The Project would promote pedestrian activity, with a residential development. The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21 A.16 and 12.21 A.4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	Consistent. Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	Consistent. See Policy 1.5 above regarding how the Project's mix of uses and location near transit would support healthy communities and healthy living.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	Consistent. The Project meets the LAMC requirement, including the allowed Density Bonus parking reduction. This includes an outdoor spaces, indoor amenities, and balconies.
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	Consistent. The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8. See Policy 1.5 above regarding how the

	Project’s uses and location near transit would support healthy communities and healthy living.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	Consistent. The Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities’ health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	<p>Consistent. The Project’s regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project.</p> <p>Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.</p>
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	Consistent. The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	<p>Consistent. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City’s LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.</p> <p>Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.</p>
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	Consistent. See Policy 9.3.1. above under Infrastructure and Public Services Chapter.

<p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>Consistent. Based on LADWP’s demand projections provided in its 2020 Urban Water Management Plan¹², LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project’s water demand is accounted for in the City’s future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect.</p> <p>In general, projects that conform to SCAG’s 2020-2045 RTP/SCS demographic projections and are in the City’s service area are considered to have been included in LADWP’s water supply planning efforts in the UWMP. In terms of the City’s overall water supply condition, the water requirement for any project that is consistent with the City’s General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.</p>
<p>Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p>	<p>Consistent. The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting.</p> <p>The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply with the City’s lighting and signage ordinances and would have signage approved by LADBS.</p>
<p>General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: https://planning.lacity.org/plans-policies/housing-element-update City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.</p>	

¹² LADWP 2020 Urban Water Management Plan, page ES-6: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpLn;jsessionid=0LnWhxdVj2Jg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afL oop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

2.2 Wilshire Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The Project Site is located within the Wilshire Community Plan. The Community Plan was adopted by City Council on September 19, 2001.¹³

The Site is currently zoned [Q]R3-1-O and designated for Medium Residential land uses by the Community Plan.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

As further set forth in **Table 2-2** below, the Project would implement and be consistent with the applicable goals and policies of the Community Plan. The Project includes urban infill uses with bicycle parking and is located near public transit.

The Site is within 1,000 feet of the La Cienega Boulevard and Pico Boulevard intersection, which contain Big Blue Bus Rapid 7 and Big Blue Bus Line 7, and Metro Bus Line 105.

Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized residential building with an attractive, residential-use development, the Project supports and promotes a pedestrian oriented streetscape.

¹³ <https://planning.lacity.org/plans-policies/community-plan-area/wilshire>

Table 2-2, Community Plan, sets forth the Community Plan goals and objectives for residential land uses and discusses the Project’s consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan.

**Table 2-2
Community Plan Consistency Analysis**

Goals, Objectives	Discussion
<p>Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community.</p> <p>Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.</p> <p>Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.</p> <p>Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.</p> <p>Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.</p>	<p>Consistent. The Project increases the housing stock and promotes greater individual choice in new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area by providing 29 dwelling units.</p> <p>The Project will enhance the visual appearance of the neighborhood through architectural design and streetscape improvements, including the planting of new landscaping and numerous windows facing the street, resulting in light and eyes toward the street during the evening.</p> <p>The Project would provide 29 apartments, including 6 Very Low Income restricted affordable units, that would contribute to the housing supply sought out by various economic segments of the community.</p> <p>The Project would include a mix of dwelling units with 1 studio apartment, 19 one-bedroom apartments, 7 two-bedroom apartments, and 2 three-bedroom apartments. The Project’s residential apartment units would help to alleviate the current housing crisis in Los Angeles. Six Very Low Income restricted affordable units would address the public necessity of additional affordable housing in the Wilshire/West Los Angeles area.</p> <p>The Summary of the Housing Element notes that the City would face significant challenges in meeting its affordable housing needs if it is not able to secure additional funding for affordable housing production and preservation.</p> <p>The Project would provide this needed housing while protecting the adjacent residential neighborhood by providing considerable buffering. The Project is also proposed with a front yard setback consistent with the stretch of Horner Street.</p> <p>The Project would promote economic well-being and public convenience by providing prospective tenants the opportunity to walk or take public transit to employment, shopping, dining and activity destinations. The Project thus creates a public convenience as it helps reduce</p>

	<p>reliance on the automobile by locating housing within an established community and close to public transit; alleviating traffic congestion.</p> <p>The Project would provide housing near a transit stop (La Cienega Boulevard/Pico Boulevard intersection) in close proximity to entertainment and job opportunities and in an area well-served by public transportation.</p> <p>The Project Site proximity to transit reduces vehicular trips to and from the Project and congestion around the site.</p> <p>Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan.</p>
<p>https://planning.lacity.org/plans-policies/community-plan-area/wilshire</p>	

2.3 Zoning Information

2.3.1 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.¹⁴

The Project is a residential development. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.¹⁵ The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.¹⁶

2.3.2 Housing Element Inventory of Sites

Pursuant to California Government Code Section 65583.2(g)(3), development projects must comply with affordable housing replacement requirements as a condition of any development on a nonvacant site identified in the Housing Element inventory of adequate sites.

¹⁴ <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>.

¹⁵ California Public Resources Code Section 21099(a)(4).

¹⁶ California Public Resources Code Section 21099(a)(7).

The Project would provide 29 apartments, including 6 Very Low Income restricted affordable units, that would contribute to the housing supply sought out by various economic segments of the community.

2.4 Zoning Code

The Project is consistent with the applicable use and development standards of the R3 zone, which allow multiple dwellings.¹⁷ The Project's multi-family uses are allowed as multiple dwelling uses.

The R3-1 Zone is traditionally a mid-density land use designation and corresponds to a Medium Residential land use designation, which is consistent with the Wilshire Community Plan.

The Project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The Applicant would propose to provide 46% of the Project's base density for Very Low Income Households. According to Government Code Section 65913.4(a), a project must provide at least 46% of the base density as Very Low Income restricted affordable housing to be eligible for a density increase of up to 122.5%, such affordable set-aside would be consistent objective zoning and planning standards. As the Project would propose to provide 6 units for Very Low Income Households (46% of the base density), the Project would effectively be allowed a 122.5% density bonus increase. The proposed density increase beyond 35% would be in compliance with LAMC Section 12.24 U.26.

By setting aside 46% of the base units for Low Income Households, the Project requires relief from regulations set forth by Ordinance and LAMC that are allowed on the menu of incentives pursuant to LAMC Section 12.22 A.25(f) in order to construct the quantity of housing and affordable housing proposed. The requested On-Menu Incentives would permit the construction of a 29-unit residential project (inclusive of 6 Very Low Income units), and expand the Project's building envelope to ensure that units are designed to a practical and livable standard, consistent with other existing developments in the immediate area.

The Project also requests two waivers of development standard: Waiver of Development Standard to allow for 800 square feet of open space within the rooftop level to count toward the required Open Space and Waiver of Development Standard to allow an average of less than 20 feet for common usable open space.

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site with the approval of the requested entitlements. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

The Project would comply with CCR Section 15332(a).

¹⁷ <https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/ZoningCodeSummary.pdf>

3 Discussion of CCR Section 15332(b)

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

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *“Urbanized area” means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.225 acres, which is less than five acres. The Project Site is located within the City with a population well over 100,000 persons. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

4 Discussion of CCR Section 15332(c)

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

This section is based on the following item, included as **Appendix B** of this CE:

B Tree Letter, McKinley & Associates, August 3, 2022

4.1 Trees

There are no street trees that will be removed. There will be one ornamental tree (Italian stone pine, *Pinus pinea* onsite (rear of the residential building)¹⁸ that will be removed. Therefore, there is nothing onsite that constitutes a protected tree¹⁹ or shrub.²⁰

4.2 Habitat for Species

The Project Site is completely surrounded by urban uses. The Project Site is developed with a residential building and separate garage buildings. The Project Site has been subject to substantial disturbance associated with the original construction of the building and ongoing regular maintenance of the landscaping and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species. The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management. The California Natural Diversity Database (CNDDDB) identifies the following special-status community terrestrial habitats as occurring within the Beverly Hills USGS quadrangle²¹: California Walnut Woodland and Southern Sycamore Alder Riparian Woodland.²² No special status habitats are present on the Project Site and there is no potential to occur.

4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests

¹⁸ Tree Letter, McKinley & Associates, August 3, 2023. Included as Appendix B to this CE.

¹⁹ LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*). (b) Southern California Black Walnut (*Juglans californica* var. *californica*) (c) Western Sycamore (*Platanus racemosa*) (d) California Bay (*Umbellularia californica*) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

²⁰ Effective February 4, 2021, in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.

²¹ US Geological Survey, Topographic Maps, Beverly Hills Quadrangle, 2022: <https://apps.nationalmap.gov/viewer/>

²² California Department of Fish and Wildlife, BIOS Map: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>

including raptors and other migratory nongame birds (as listed under the Federal MBTA). The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal. The Project would comply with the regulations of the CDFW²³ and USFWS.²⁴

4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.²⁵ The nearest wetland habitat is Ballona Creek, which classified as a Riverine and located approximately 1.0 miles south of the Project Site.²⁶

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.²⁷ Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, and the lack of trees (only palms), the Project Site is not a habitat for native resident or migratory species or contain native nurseries. There are no City or County significant ecological areas on or around the Project Site.²⁸ There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in Los Angeles County is in the City of Rancho Palos Verdes.²⁹ There are no Habitat Conservation Plans near the Site.³⁰ Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

4.5 Conclusion

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

²³ California Department of Fish and Game Code: <https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=FGC>

²⁴ <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>, accessed October 10, 2022.

²⁵ USFWS, National Wetlands Inventory, Wetlands Mapper, website: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>, accessed October 10, 2022.

²⁶ USFWS, National Wetlands Inventory, Wetlands Layer: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>, accessed October 10, 2022.

²⁷ USFWS, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed October 10, 2022.

²⁸ Navigate LA, Significant Ecological Areas layer: <http://navigatela.lacity.org/navigatela/>, accessed October 10, 2022.

²⁹ California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed October 10, 2022.

³⁰ USFWS, Habitat Conservation Plans: <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed October 10, 2022.

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.³¹

This section is based on the following items, included as **Appendix C** of this CE:

C-1 VMT Calculator Results, April 13, 2023

C-2 LADOT Referral Form, May 25, 2023

5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.³² The following is for informational purposes only.

Project construction would not impede access to any existing public transit stops or rerouting of a bus route. It could result in intermittent closure of a travel lane on Horner Street during construction due to potential truck and equipment maneuverability. The City's Good Neighbor Construction Practices requires that when temporarily blocking portions of streets for deliveries of construction materials, flag persons will be provided to assist with pedestrian and vehicular traffic. Street closures will not take place during peak traffic hours. Any street, sidewalk, or other improvement work will be in conformance of the latest Manual on Work Area Traffic Control. These are enforced by the Bureau of Street Services (BOSS).

Construction traffic would include worker trips and grading haul trips. Construction workers generally arrive at and depart from the worksite outside of peak traffic hours. Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. Thus, it is not anticipated that construction traffic trips would contribute to a significant increase in the overall congestion in the Project Site vicinity.

5.2 Operation

Under the Los Angeles Department of City Planning's current procedure, after filing a Planning case for a proposed project, the "Transportation Study Assessment, Department of Transportation – Referral Form" must be completed and reviewed by Planning staff. The form is intended to screen whether a proposed project is required to conduct a full transportation assessment in accordance with Los Angeles Department of Transportation (LADOT) guidelines.

LADOT's Transportation Assessment Guidelines (August 2022) (TAG) provides screening criteria to determine whether traffic analysis is required under the California Environmental Quality Act (CEQA). CEQA analysis is based on vehicle miles traveled (VMT) that could be generated by the Project. The TAG on page 1-2 states that a development project requires preparation of a

³¹ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

³² Transportation Assessment Guidelines, LADOT, August 2022.

transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City.

The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied. The TAG allows the use of LADOT's VMT Calculator tool (version 1.3, released July 2020) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual, 9th Edition (Institute of Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project's proximity to transit, surrounding density of development, etc. It considers trips generated by the proposed Project uses and discounts trips generated by existing or recently operating uses that would be removed from the Project Site.

Table 5-1 summarizes daily trip generation for the Project, including the proposed and removed land uses. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project would have a total of 101 net daily trips and 617 daily VMT.

Therefore, per City's TAG, the Project's estimated trip generation does not meet or exceed the City's screening criteria for preparing a VMT analysis or transportation assessment. Additionally, no City ordinance or regulations have been identified that require a transportation assessment for this Project. Therefore, no further analysis is needed for the Project.

Table 5-1
Trip Generation and Daily VMT Results

Land Use	Size	Daily Vehicle Trips	Daily VMT
Proposed Project			
Multi-Family Housing	29 units	128	783
Existing Uses (removed)			
Multi-Family Housing	6 units	(27)	(166)
Net Total		101	617
It should be noted that the traffic VMT calculation assumed 6 units are operational (the existing building has 8 units). As a result, while the existing trip generation associated with 27 daily vehicle trips to and from the Project Site are slightly lower than those associated with fully occupancy, the Project's net trip generation is higher, resulting in a more conservative result. VMT Calculator Results, April 13, 2023.			

5.3 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to traffic.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.³³

This section is based on the following item, included as **Appendix D** of this CE:

D Noise Technical Modeling, DKA Planning, October 2022

6.1 Fundamentals of Noise

6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

Table 6-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10

Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.
These noise levels are approximations intended for general reference and informational use.

6.1.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

6.1.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for

³³ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

6.1.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

6.1.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.³⁴ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.³⁵

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.³⁶ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq} . Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

³⁴ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

³⁵ World Health Organization, Guidelines for Community Noise, 1999.

³⁶ World Health Organization, Guidelines for Community Noise, 1999.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.³⁷ However, few people are highly annoyed by noise levels below 55 dBA L_{eq} .³⁸

6.1.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.³⁹ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

6.2 Regulatory Framework

6.2.1 Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

6.2.2 State

6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between land uses and exterior noise levels.

³⁷ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

³⁸ World Health Organization, Guidelines for Community Noise, 1999.

³⁹ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

**Table 6-2
State of California Noise/Land Use Compatibility Matrix**

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
Residential – Multi-Family	NA							
			CA					
					NU			
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
Sports Arenas, Outdoor Spectator Sports								
		CA						
Playgrounds, Neighborhood Parks	NA							
					NU			
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
					NU			
Office Buildings, Business Commercial and Professional	NA							
					CA			
							NU	
Industrial, Manufacturing, Utilities, Agriculture	NA							
					CA			
							NU	

NA = 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.

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

NU = 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.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: CA Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

6.2.3 Los Angeles County

6.2.3.1 Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

6.2.4 City of Los Angeles

6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes the following objective and policy that are relevant for the Project:

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

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

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

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

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

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

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any

occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

6.3 Existing Conditions

6.3.1 Noise-Sensitive Receptors

The Project Site is located in a residential area within the Crestview neighborhood of Los Angeles. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 8531-8533 Horner Street; five feet west of the Project Site.
- Residences, 8517 Horner Street; five feet east of the Project Site.
- Residences, 8514-8518 Cashio Street; 30 feet north of the Project Site.
- Residences, Horner Street (south side); 80 feet south of the Project Site.
- Motel Grand, 1479 La Cienega Boulevard; 135 feet north of the Project Site.
- Residence, 6122 Horner Street; 440 feet southeast of the Project Site.

6.3.2 Existing Ambient Noise Levels

The Project Site contains a 7,363 square-foot, 8-unit (6 units occupied, 2 units vacant)⁴⁰ residential apartment building with two separate 1-story garage buildings at the rear of the Project Site. Noise from the Project Site includes some window-mounted air conditioning units that occasionally generate minor levels of noise. There is also minor noise from cars that use on-site parking, which includes two enclosed garages at the rear of the Project Site connected by a driveway. Noise includes tire friction as vehicles navigate to and from parking spaces via the driveway, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. Intermittent noise from solid waste management and collection activities are of short duration, as are occasional loading of goods that must comply with LAMC Section 114.03, as the Project Site is within 200 feet of residences.

The residences also produce noise off-site, as 27 daily vehicle trips travel to and from the Project Site.⁴¹ Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air. This

⁴⁰ It should be noted that as the traffic VMT calculation assumed 6 units are operational (the existing building has 8 units), the air quality and noise analysis conservatively assumes the same. As a result, while the existing air quality emissions and existing mobile noise associated with 27 daily vehicle trips to and from the Project Site are slightly lower than those associated with fully occupancy, the Project's net air quality impact is higher, resulting in a more conservative analysis of net air quality impacts and noise impacts.

⁴¹ [VMT Calculator Results](#), April 13, 2023. City of Los Angeles VMT Calculator Screening Analysis, v1.3.

includes traffic on La Cienega Boulevard, which currently carries 4,082 vehicles at Pickford Street in the A.M. peak hour, one block south of Horner Street.⁴²

In September 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.⁴³

As shown in **Table 6-3**, noise levels along roadways near the Project Site ranged from 56.6 to 63.4 dBA L_{eq} , which was generally consistent with the traffic volumes on the applicable street(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the residential land uses near the Project Site.

Figure 6-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s).

Figure 6-1
Noise Measurement Locations



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Figure 1
Noise Measurement Locations

⁴² DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴³ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set approximately five feet above the ground.

**Table 6-3
Existing Noise Levels**

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		dBA (L _{eq})	dBA (CNEL) ^a		
A. 8544 Horner St.	Traffic on Horner St.	57.5	55.5	Residences – 8533 and 8517 Horner St., Horner St. (8500 block)	Normally Acceptable
B. 8524 Cashio St.	Traffic on Cashio St.	56.6	54.6	Residences – Cashio St.	Normally Acceptable
C. 6125 Horner St.	Traffic on La Cienega Bl.	63.4	61.4	Residences – 6125 Homer St.	Conditionally Acceptable

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

^b Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Source: DKA Planning, 2022

6.4 Methodology

6.4.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project’s property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

6.4.2 Off-Site Construction Activities

The Project’s off-site construction noise impact from haul trucks, vendor deliveries, and other vehicles accessing the Project Site was analyzed by considering the Project’s anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,⁴⁴ the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger

⁴⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.⁴⁵

It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

6.4.3 On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

6.4.4 Off-Site Operational Project Traffic Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project Site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways to be used to access the Project Site.

6.5 Thresholds of Significance

6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to noise.

6.5.2 Construction Noise Threshold

Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Noise due to construction is regulated under Section 41.40 of the LAMC, which prohibits construction noise between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, on Saturday before 8:00 A.M. and after 6:00 P.M., and at any time on Sunday or a national holiday.⁴⁶
- In addition, Section 112.05 of the LAMC 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.), measured

⁴⁵ Caltrans, Technical Noise Supplement Table 3-3, 2013.

⁴⁶ Los Angeles Municipal Code, Section 41.40, https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-128777#JD_41.40

at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.⁴⁷

6.5.3 Operational Noise Thresholds

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within “normally unacceptable” or “clearly unacceptable” noise/land use compatibility categories, as defined by the State’s 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA or greater noise increase per LAMC Sections 111.02, 112.01, and 112.02.⁴⁸

6.6 Analysis of Project Impacts

6.6.1 Construction

6.6.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span at least 20.5 months of demolition, grading, utilities trenching, building construction, and application of architectural coatings, as shown in **Table 6-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

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

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be

⁴⁷ In accordance with the City of Los Angeles Noise Regulations (Los Angeles Municipal Code, Section 112.05), “technically infeasible” means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

⁴⁸ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use’s “normally unacceptable” or “clearly unacceptable” noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in “normally unacceptable” or “clearly unacceptable” noise/land use compatibility, a readily noticeable 5 dBA increase is still to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be less than significant.

utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

**Table 6-4
Construction Schedule Assumptions**

Phase	Duration	Notes
Demolition	Month 1	Removal of 7,363 square feet of building floor area and 2,200 square feet of asphalt/concrete parking lot hauled 35 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 11,000 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 35 miles to landfill in 10-cubic yard capacity trucks. ⁴⁹
Trenching	Months 3-5	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-18	Footings and Foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 19-20	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2022.		

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 6-5**, the maximum construction noise levels would not exceed 75 dBA. This assumes the use of best practices techniques required by the City's Building and Safety in compliance with LAMC Section 112.05, which include a combination of control measures such as mufflers, shields, sound barriers, and/or other noise reduction devices. The specific compliance measures are included as **Project Design Feature PDF-NOI-1**. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

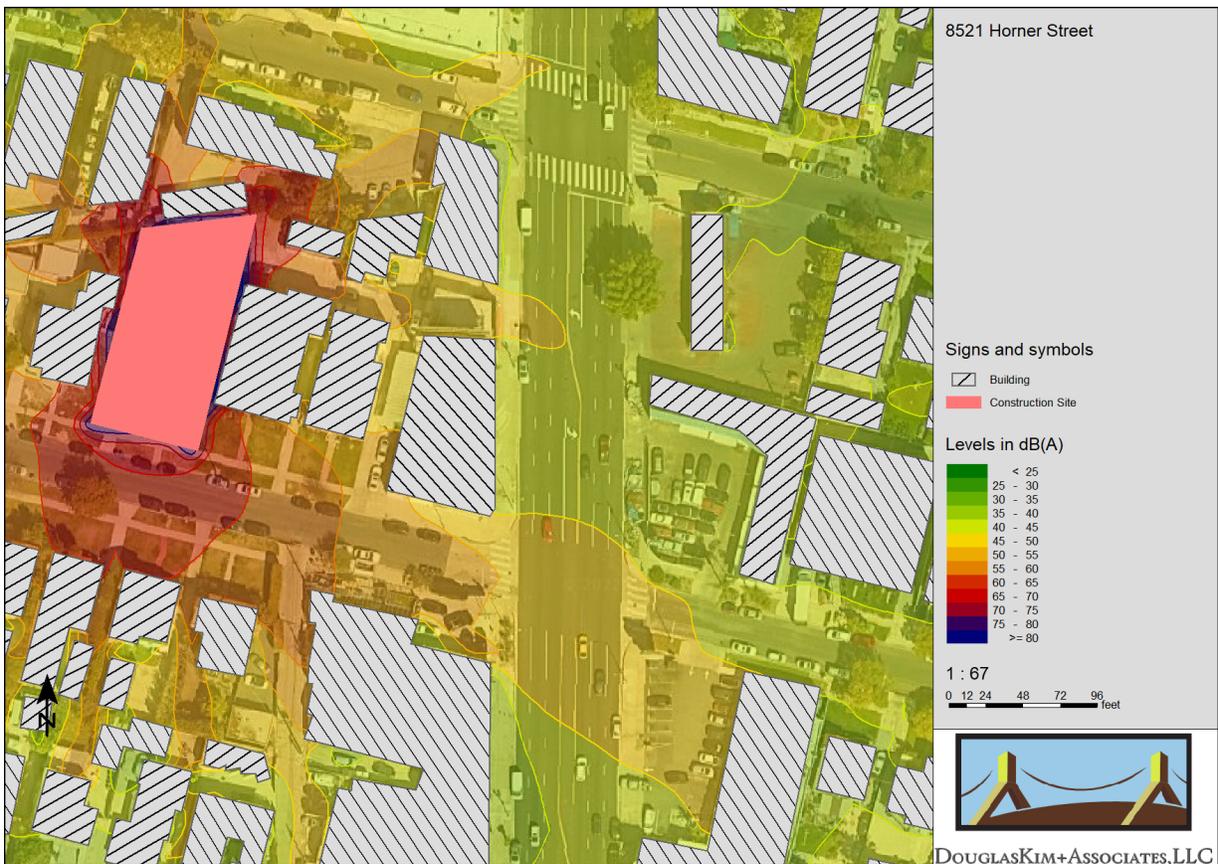
**Table 6-5
Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Threshold (dBA L _{eq})	Significant ?
1. Residences – 8533 Horner St.	58.7	75	No
2. Residences – 8517 Horner St.	59.9	75	No
3. Residences – Cashio St.	43.8	75	No
4. Residences – Horner St. (8500 block)	60.0	75	No
5. Residences – 6125 Horner St.	38.0	75	No
Source: DKA Planning, 2022.			

Figure 6-2 illustrates how noise would propagate from the construction site during the demolition and grading phase.

⁴⁹ Assumes 9,800 sf site x 24 ft depth = 235,200 cubic feet = 8,721 cubic yards x 125% expansion factor = 10,889 cy, conservatively rounded up to 11,000 cy

Figure 6-2
Construction Noise Sound Contours



Maximum construction noise levels assessed include consideration of required compliance with LAMC Section 112.05 for any noise sources that would exceed 75 dBA at the reference distance of 50 feet. Though the manner of compliance is not strictly proscribed by the LAMC, compliance here was assessed using the common compliance measure listed below. Regarding noise barriers, such barriers generally reduce noise for sensitive receptors at or below the height of the barrier. Here, however, noise impacts would be limited in duration, occurring primarily during Project grading and only during daytime construction hours, and only affect a limited number of people above the height of the noise barrier in a limited and temporary manner during that time. Therefore, this is not an impact that would affect the environment of persons in general. (See, e.g., *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 376; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188, 195.)

Project Design Feature

PDF-NOI-1 Control Measures Compliance with LAMC Section 112.05

The Project could achieve compliance with LAMC Section 112.02 using a 3-meter (approx. 9.8 feet) height noise barrier, which results in an average reduction in noise of 7-10 dBA across receptors.

6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 280 peak hourly PCE vehicle trips, as summarized in **Table 6-6**, during the grading phase, assuming all workers travel to the worksite at the same time and that all worker trips, vendor trips, and haul trips use the same route to travel to and from the Project Site. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 6.9 percent of traffic volumes on La Cienega Boulevard, which carries about 4,082 vehicles at Pickford Street in the morning peak hour of traffic, one block south of the Project Site.⁵⁰ Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

La Cienega Boulevard would likely serve as part of the haul route for any soil exported from the Project Site given its direct access to the Santa Monica Freeway to the south. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on La Cienega Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 6-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on La Cienega Blvd. ^e
Demolition	10	0	86 ^b	96	2.4
Grading	8	0	273 ^c	280	6.9
Trenching	5	0	0	5	0.1
Building Construction	26	14 ^d	0	41	1.0
Architectural Coating	5	0	0	5	0.1

Vehicle trip data from CalEEMod.

a Assumes all worker trips occur in the peak hour of construction activity.

b The project would generate 633 haul trips over a 21-day period with seven-hour work days (31 trips per day, or 4.5 trips per hour). Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent (4.5 x 19.1)

c The project would generate 2,200 haul trips over a 22-day period with seven-hour work days (100 trips per day, or 14.3 trips per hour). Assumes a 19.1 PCE (14.3 x 19.1).

d This phase would generate about five vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE.

e Percent of existing traffic volumes on La Cienega Boulevard at Pickford Street.

Source: DKA Planning, 2022.

⁵⁰ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

6.6.2 Operation

6.6.2.1 On-Site Operational Noise Sources

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment. The Project would operate mechanical equipment at three clusters on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of 33 rooftop units (RTUs) would be located on the rooftop, approximately 52'6" above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.⁵¹

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site are almost exclusively two-stories in height, there would be no sound path from the HVAC equipment to residences that would be approximately 30 feet lower than the roof of the Proposed Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.⁵² A 3'6" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Finally, a stair bulkhead on the south portion of the roof would partially shield rooftop noise from some RTUs from the sensitive receptors to the north (e.g., Cashio Street residences).

As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Otherwise, all other mechanical equipment would be fully enclosed within the structure, shielded from outside sources, generally in the two basement levels. This includes the electrical room and vaults and elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. This equipment would be fully enclosed within the building's structure and shielded from nearby sensitive receptors.

Auto-Related Activities. The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Horner

⁵¹ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

⁵² Ibid.

Street. During the peak P.M. hour, up to ten vehicles would generate noise in and out of the garage, with up to eight net vehicles using the garage in the peak A.M. hour.⁵³

Nearby residences across Horner Street would have a direct line of sight to the driveway, approximately 85 feet away. As shown in **Table 6-7**, the average vehicle use of the garage during daytime hours (average of six vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of two vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

Table 6-7
Parking Garage-Related Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant ?
Residences – Horner Street (8500 block, south side)	31.2	55.5	55.5	<0.1	No
Source: DKA Planning, 2022, using FTA Noise Impact Assessment Spreadsheet.					

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

Outdoor Uses. While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, and landscape maintenance. These are discussed below:

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes: roof top open space, rear yard open space, and private balconies on the south elevations.

All these areas would be used for passive socializing. There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.⁵⁴ As a result,

⁵³ DKA Planning 2022, based on CalEEMod 2020.4.0 model using ITE Trip Generation rates (10th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

⁵⁴ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

noise from any socializing would not result in significant noise impacts. Any conversations on the private patios would be intermittent and would not elevate noise levels at the adjacent residences over a 24-hour period by 5 dBA CNEL or more.

- **Trash collection.** On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Haul trucks would access solid waste from Horner Street, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.⁵⁵ Intermittent solid waste management activities would operate during the day, similar to service for the existing residential building. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.
- **Landscape maintenance.** Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.⁵⁶ The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day as is the case with the existing residences. As a result, the Project's landscape maintenance noise impacts would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.⁵⁷

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would be considered less than significant.

6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 101 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025. During the peak P.M. hour, up to ten vehicles would generate noise in and out of the garage, with up to eight net vehicles using the garage in the peak A.M. hour.⁵⁸ This would represent about 0.2 percent of traffic volumes on La Cienega Boulevard, which carries about 4,082 vehicles at Pickford Street in the morning peak hour of traffic, one block south of the Project Site.⁵⁹

⁵⁵ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

⁵⁶ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017.

⁵⁷ While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

⁵⁸ DKA Planning 2022, based on CalEEMod 2020.4.0 model using ITE Trip Generation rates (10th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221). [VMT Calculator Results](#), April 13, 2023.

⁵⁹ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

6.7 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁶⁰

This section is based on the following item, included as **Appendix E** of this CE:

E Air Quality Technical Modeling, DKA Planning, October 2022

7.1 Regulatory Framework

7.1.1 Federal

7.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

⁶⁰ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m ³)	Attainment	35 ppm (40 µg /m ³)	Maintenance
	8-hour	9.0 ppm (10 µg /m ³)	Attainment	9 ppm (10 µg /m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO ₄)	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

¹N/A = not available

Source: CARB, Ambient Air Quality Standards, and attainment status, 2020.
(www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment.

7.1.2 State

7.1.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts

and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H₂S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

7.1.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.⁶¹ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.⁶² In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

7.1.2.4 Assembly Bill 2588 Air Toxics “Hot Spots” Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.⁶³ CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer

⁶¹ CARB, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm.

⁶² CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

⁶³ California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.

zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

7.1.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions.

Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location.

Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

7.1.3 Regional

7.1.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD’s jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or 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 – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

7.1.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region’s air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO_x emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG’s 2020-2045 RTP/SCS.⁶⁴

7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V (MATES-V, released in August 2021).⁶⁵ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. The report finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54% compared to the number in MATES IV (2012) (MATES-V, page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. About 88% of the risk is attributed to emissions associated with

⁶⁴ <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

⁶⁵ <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (MATES-V, page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (MATES-V, Figure ES-2).

7.1.3.4 Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG’s determination that the SCS met the applicable state greenhouse gas emissions targets.

The RTP/SCS update addressed the continuing transportation and air quality challenges of adding 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs between 2016 and 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent regional growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation

investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

7.1.3 Local

7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City’s General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City’s mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

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

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

7.1.3.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

7.1.3.3 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

7.1.3.4 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is as close as 4,800 feet north of the westbound mainline of the Santa Monica Freeway (I-10).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway as possible when the size of the site permits, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. The Advisory Notice also informs project applicants of the regulatory requirements of the Clean Up Green Up Ordinance. Requirements for preparing HRAs were removed.

7.2 Existing Conditions

7.2.1 Pollutants and Effects

7.2.1.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}),

and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁶⁶

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of

⁶⁶ SCAQMD, Final Program Environmental Impact Report for the 2016 AQMP, <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

7.2.1.2 State-only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOX, as well as PM.

Sulfates (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are

fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.⁶⁷

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{68,69}

7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3 , $\text{PM}_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3 , PM_{10} , and $\text{PM}_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

⁶⁷ CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

⁶⁸ CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm.

⁶⁹ CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

7.2.4.1 Air Pollution Climatology⁷⁰

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table 7-2** shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2018 through 2020. The one-hour State standard for O₃ was exceeded six times during this three-year period, while the federal standard was exceeded eleven times. CO and NO₂ levels did not exceed the CAAQS from 2018 to 2020 for 1-hour (and 8-hour for CO).

Table 7-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2018	2019	2020
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.094	0.086	0.134
Days > 0.09 ppm (State 1-hour standard)	0	0	6
Days > 0.070 ppm (Federal 8-hour standard)	2	1	8
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	1.6	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.3	1.2	1.2
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0647	0.0488	0.0766
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A

⁷⁰ AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 35 µg/m ³ (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed October 3, 2022.			

7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90035) is approximately 472 in a million.⁷¹ The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Monica Freeway 4,800 feet to the south). In general, the risk at the Project Site is higher than 55 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037217002) is located in the 46th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 46 percent of other communities within California.⁷²

7.2.4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area within the Crestview neighborhood of Los Angeles. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following

⁷¹ South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed September 28, 2022.

⁷²Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed September 28, 2022.

representative sampling:

- Residences, 8531-8533 Horner Street; five feet west of the Project Site.
- Residences, 8517 Horner Street; five feet east of the Project Site.
- Residences, 8514-8518 Cashio Street; 30 feet north of the Project Site.
- Residences, Horner Street (south side); 80 feet south of the Project Site.
- Motel Grand, 1479 La Cienega Boulevard; 135 feet north of the Project Site.
- Residence, 6122 Horner Street; 440 feet southeast of the Project Site.

7.2.4.5 Existing Project Site Emissions

The Project Site contains a 7,363 square-foot, eight-unit residential apartment building with two separate 1-story garage buildings at the rear of the Project Site. It should be noted that as the traffic analysis assumed six units are operational, this analysis conservatively assumes the same.⁷³ As a result, while the existing air quality emissions associated with 27 daily vehicle trips to and from the Project Site are slightly lower than those associated with fully occupancy, the Project's net air quality impact is higher, resulting in a more conservative analysis of net air quality impacts. The existing emissions is shown in **Table 7-3**.

Table 7-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.2	<0.1	0.3	<0.1	0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.1	0.1	0.8	<0.1	0.1	<0.1
Regional Total	0.3	0.1	1.1	<0.1	0.1	<0.1
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in Appendix).						

7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

⁷³ City of Los Angeles VMT Calculator Screening Analysis, v1.3.

7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.⁷⁴ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.⁷⁵ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).⁷⁶ This is appropriate given the 0.38-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

⁷⁴ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

⁷⁵ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

⁷⁶ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.⁷⁷ The LSTs for PM_{2.5} were established in October 2006.⁷⁸ Updated LSTs were published on the SCAQMD website on October 21, 2009.⁷⁹ **Table 7-4** presents the significance criteria for both construction and operational emissions.

Table 7-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	-	55	--
Nitrogen Oxides (NO _x)	100	103	55	103
Carbon Monoxide (CO)	550	572	550	572
Sulfur Oxides (SO _x)	150	-	150	--
Respirable Particulates (PM ₁₀)	150	4	150	1
Fine Particulates (PM _{2.5})	55	3	55	1

/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO_x. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).
Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.

7.3.2 Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural

⁷⁷ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

⁷⁸ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

⁷⁹ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.⁸⁰ Details describing the operational emissions of the Project can be found in the Technical Appendix.

7.3.3 Toxic Air Contaminants Impacts

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

7.4 Thresholds of Significance

7.4.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when.⁸¹

7.4.2.1 Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).

⁸⁰ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, *CEQA Air Quality Handbook*, April 1993, pp. 6-1-6-2).

⁸¹ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.

7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.⁸² However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;⁸³ (2) 55 pounds per day for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.⁸⁴
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).⁸⁵
- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.⁸⁶
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:⁸⁷

⁸² SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

⁸³ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

⁸⁴ SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

⁸⁵ SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

⁸⁶ SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.

⁸⁷ SCAQMD, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.⁸⁸ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

7.5 Project Impacts

7.5.1 Consistency with Plans

7.5.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020–2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the 2022 AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2022 AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.

Based on the LADOT VMT calculator population factors, the Project would add a residential population of approximately 71 people to the Project Site based on the 29 dwelling units proposed (this is conservative and does not net out the existing occupancy).⁸⁹

⁸⁸ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

⁸⁹ LADOT population and employee numbers are shown on Table 1:

As of September 3, 2020, the 2020 RTP/SCS is the adopted metropolitan transportation plan for the region. The 2020 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045. The Project's residential population would represent approximately 0.03 percent of the forecasted population growth between 2016 and 2045.

- Does the project implement feasible air quality mitigation measures?

The Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2022 AQMP. The 2022 AQMP is the SCAQMD plan for improving regional air quality in the Basin and for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The 2022 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O₃ control plan with new commitments for short-term NO_x and VOC reductions. The 2022 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2022 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions. Directly applicable to the Project, the 2022 AQMP proposes robust NO_x reductions from residential appliances. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP.

https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and affordable housing family is 3.14 persons per unit. $(23 \times 2.25) + (6 \times 3.14) = 71$.

The Project Site is classified as “Medium Residential” in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the 2022 AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

7.5.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a HQTAs, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.⁹⁰
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- The Project Site is nearby a qualified Major Transit Stop,⁹¹ specifically the intersection of La Cienega Boulevard and Pico Boulevard, 1,000 feet north of the Site, which is served by three bus routes with frequent service over 20 minutes and under during peak hours.
- There is substantial public transit service in the area, including:
 - Metro Line 105 which provides north-south service along La Cienega Boulevard with bus stops on Cashio Street one block north of the Project Site.
 - Santa Monica Big Blue Bus Line 7 which provides east-west service on Pico Boulevard with bus stops on La Cienega Boulevard 1,000 feet north of the Project Site.
 - Santa Monica Big Blue Bus Line Rapid 7 which provides express east-west service on Pico Boulevard with bus stops on La Cienega Boulevard 1,000 feet north of the Project Site.
- The Project will provide three short- and 28 long-term bicycle parking spaces on-site.

⁹⁰ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530,

⁹¹ 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Bicyclists can use Cashio Street, designed a bicycle-friendly street by the City.⁹²

The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in **Table 7-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Not Applicable. The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. This includes access to Metro local bus Line 105 on La Cienega Boulevard and Santa Monica Big Blue Bus local and Rapid lines on Pico Boulevard. Pedestrians have sidewalks and flat terrain and bicyclists can use Cashio Street, a bicycle-friendly street. Bicyclists would have three short- and 28 long-term bicycle parking spaces on-site.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. Residents and visitors can use public transit, including Metro local bus Line 105 on La Cienega Boulevard and Santa Monica Big Blue Bus local and Rapid lines on Pico Boulevard. Pedestrians have sidewalks and flat terrain and bicyclists can use Cashio Street, a bicycle-friendly street. Bicyclists would have three short- and 28 long-term bicycle parking spaces on-site.

⁹² Under LADOT’s Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

**Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Metro local bus Line 105 on La Cienega Boulevard and Santa Monica Big Blue Bus local and Rapid lines on Pico Boulevard. Pedestrians have sidewalks and flat terrain and bicyclists can use Cashio Street, a bicycle-friendly street. Bicyclists would have three short- and 28 long-term bicycle parking spaces on-site.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Consistent. The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including Metro local bus Line 105 on La Cienega Boulevard and Santa Monica Big Blue Bus local and Rapid lines on Pico Boulevard. Pedestrians have sidewalks and flat terrain and bicyclists can use Cashio Street, a bicycle-friendly street. Bicyclists would have three short- and 28

**Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
	long-term bicycle parking spaces on-site. The Project would also include four electric vehicle charging stations and ten more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro local bus Line 105 on La Cienega Boulevard and Santa Monica Big Blue Bus local and Rapid lines on Pico Boulevard. Pedestrians have sidewalks and flat terrain and bicyclists can use Cashio Street, a bicycle-friendly street. Bicyclists would have three short- and 28 long-term bicycle parking spaces on-site.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved

**Table 7-5
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2022.	

7.5.2 Emissions

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.⁹³

Emissions were estimated using the SCAQMD's CalEEMod 2022.1 model and a projected construction schedule of at least 20.5 months.

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

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

⁹³ South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

7.5.2.1 Construction

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_x and CO emissions would primarily result from the use of construction equipment and truck trips. Fugitive dust emissions would peak during grading activities, where approximately 11,000 cubic yards of soil (including swell factors) would be exported from the Project Site to accommodate a two-level subterranean structure.

All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 7-6**, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

**Table 7-6
Estimated Daily Construction Emissions - Unmitigated**

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2023	1.5	28.3	17.2	0.1	6.3	2.6
2024	0.7	6.0	9.1	<0.1	0.7	0.3
2025	4.8	5.5	8.6	<0.1	0.6	0.3
Maximum Regional Total	4.8	28.3	17.2	0.1	6.3	2.6
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	4.8	12.6	11.4	<0.1	2.7	1.6
Localized Threshold	N/A	103	572	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
<p>The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)</p> <p>Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Modeling sheets included in the Technical Appendix.</p>						

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.⁹⁴ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2018-2020) for the Project area.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the west and east of the Project Site on Homer Street. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-6**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are

⁹⁴ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include hearths, consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space heating and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site.

The Project could add up to 128 vehicle trips to the local roadway network on a weekday at the start of operations in 2025.⁹⁵ When the existing 27 daily vehicle trips associated with the existing residential building are considered, the Project would result in a net increase of 101 daily vehicle trips and 617 daily vehicle miles traveled.

As shown in **Table 7-7**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7-7
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.8	<0.1	2.2	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.4	0.3	3.0	<0.1	0.2	<0.1
Regional Total	1.2	0.4	5.2	<0.1	0.2	0.1
Existing Total (removed)	(0.3)	(0.1)	(1.1)	(<0.1)	(0.1)	(<0.1)
Net Regional Total	0.9	0.3	4.1	<0.1	0.2	0.1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	0.6	<0.1	2.0	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	572	N/A	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No
LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA						
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.						

⁹⁵ City of Los Angeles VMT Calculator Screening Analysis, v1.3.

7.5.3 Sensitive Receptors

7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 7-6**, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, and PM_{2.5} from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 20.5 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction.

Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.5.3.2 Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial

manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).⁹⁶ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.⁹⁷ Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.⁹⁸ Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors.

⁹⁶ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

⁹⁷ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

⁹⁸ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Third, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 101 net vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational as early as 2025.

The majority of vehicle-related impacts at the Project Site would come from up to eight and ten vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.⁹⁹ This would represent 0.24 percent of the 4,082 vehicles currently using La Cienega Boulevard at Pickford Street in the A.M. peak hour, one block south of Horner Street.¹⁰⁰ Assuming peak hour volumes represent ten percent of daily volumes, this intersection carries 40,820 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.¹⁰¹

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.¹⁰² However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.¹⁰³ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

⁹⁹ DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

¹⁰⁰ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹⁰¹ South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

¹⁰² California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

¹⁰³ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

7.5.4 Odors

The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors. As a result, any odor impacts from the Project would be considered less than significant.

7.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.¹⁰⁴

8.1 Surface Water Quality

8.1.1 Construction

Construction activities such as earth moving, maintenance of construction equipment, and handling of construction materials can contribute to pollutant loading in stormwater runoff. Site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion.

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur.

As Project construction would disturb less than one acre of soil (Site is 0.225 acres), the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction.

In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sedimentation and erosion. With the implementation of site-specific BMPs included as part of the Erosion Control Plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that

¹⁰⁴ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

8.1.2 Operation

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards. As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

The existing Site is nearly impervious and consists of several buildings (residential and garages), and driveway. Implementation of the Project would decrease the impervious surface by adding some additional landscape areas. The Project Site does not appear to include BMPs or measures to treat stormwater runoff.

As such, stormwater currently flows from the Project Site without any treatment. However, the Project includes compliance with LID BMPs, such as the installation of a capture and use and/or biofiltration system, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant.

8.2 Ground Water Quality

8.2.1 Construction

Groundwater was encountered during site exploration at a depth of approximately 25 feet below the existing ground surface. Excavation for the proposed subterranean levels is anticipated to

extend to depths of 24 feet below ground surface, including foundation construction. If groundwater is present above the depth of the proposed foundation excavation bottom, temporary dewatering will be necessary to maintain a safe working environment during excavation and construction activities. Temporary dewatering may consist of perimeter wells with interior well points as well as gravel filled trenches placed adjacent to the shoring system and interior of the site. The Project will comply with guidelines for permits and inspections for construction projects that require grading work, including dewatering (LADBS Information Bulletin/Public Building Code number P/BC 2020-128).¹⁰⁵

In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, construction could potentially improve the existing condition by removing impacted groundwater.

In addition, the construction activities would be typical of a residential project and would not involve activities that could further impact the underlying groundwater quality.

Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

8.2.2 Operation

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID standards. Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the 85th percentile storm event.

The Project would implement either Infiltration Drywells, Capture and Use System, or Biofiltration Planters for managing stormwater runoff in accordance with current LID requirements.

Water runoff flows toward the existing storm drain system with a catch basin on northwest corner of Horner Street and La Cienega Boulevard, east of the Site.¹⁰⁶

¹⁰⁵ https://www.ladbs.org/docs/default-source/publications/information-bulletins/building-code/ib-p-bc-2017-128-guidelines-for-permits-and-inspections.pdf?sfvrsn=319ef453_14

¹⁰⁶ NavigateLA, Stormwater layer: <http://navigatea.lacity.org/navigatea/>

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The release of pollutants listed above would be reduced or minimized through the implementation of approved LID BMPs.

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. Operational activities, which could affect groundwater quality, include hazardous material spills and leaking underground storage tanks. No underground storage tanks will be operated by the Project. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85th percentile storm event. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, the Project's potential impact on surface water quality and groundwater quality is less than significant.

The Project Site does not have any LID systems. Implementation of a development that complies with the current requirements of the LID ordinance and handbook would actually improve the condition of the Site. Therefore no significant impact would occur.

8.3 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.¹⁰⁷

This section is based on the following items, included as **Appendix F** of this CE:

- F-1 School Response, Los Angeles Unified School District, February 14, 2023
- F-2 Parks Response, Los Angeles Department of Recreation and Parks, October 12, 2022
- F-3 Library Response, Los Angeles Public Library, June 12, 2023
- F-4 Wastewater Response, Los Angeles Bureau of Sanitation, October 24, 2022
- F-5 Water Response, Los Angeles Department of Water and Power, December 12, 2022

9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

¹⁰⁷ Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

According to LAMC Section 57.512.1,¹⁰⁸ response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).¹⁰⁹

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2¹¹⁰, where a response distance is greater than that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 57.507.3.3
Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both LAFD fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 58,¹¹¹ located at 1556 S. Robertson Boulevard, approximately 3,000 feet (0.57 mile) driving distance away. As shown in

¹⁰⁸ LAMC Section 57,512.1, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹⁰⁹ LAMC Table 57,507.3.3, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JDTABLE57.507.3.3](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JDTABLE57.507.3.3)

¹¹⁰ LAMC Section 57,512.2, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512.2](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.2).

¹¹¹ LAFD, Find Your Station: <https://www.lafd.org/fire-stations/station-results>

Table 9-1, Fire Station No. 58 has an engine company.¹¹² The nearest truck company is over 3 miles away at Station No. 61, 5821 W 3rd Street.

Therefore, the Project Site is not located within the distance identified by LAMC Section 57.512.1¹¹³ (i.e. within 1.5 mile for an engine and 2 miles for a truck).

Since the Project Site is not located within the distance identified by LAMC Section 57.507.3.3, it does need automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

**Table 9-1
Fire Stations**

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
58	1556 S/ Robertson Boulevard	3,000 feet	Assessment Engine Paramedic Ambulance Rescue Ambulance Advanced Practitioner	EMS: 7:22 min Non-EMS: 7:09 min	EMS: 3,595 Non-EMS: 906
Response Time: (January to August 2022) average time (turnout time + travel time) in the station area. Incident counts: (January to August 2022). Non-EMS is fire emergency. EMS is emergency medical service. http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf Light Force: Truck company and single engine. Task Force: Truck company and two fire engines. LAFD June 2021 Fire Station Directory. Table: CAJA Environmental Services, October 2022.					

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone¹¹⁴ or in the wildlands fire hazard Mountain Fire District.¹¹⁵

The Project Site is not within Fire District 1.¹¹⁶ These are areas identified by the City that are required to meet additional developmental regulations to mitigate fire hazard related risks. There are nine areas located in Downtown, Hollywood, Wilshire, Beverly-Fairfax, Crenshaw, Century City, Westwood, Van Nuys, Venice, and San Pedro areas of the City. Fire District 1 limits the type of construction as defined in the California Building Code (CBC) to Types I, II and III, prohibits Types IV and V construction, and provides for additional fire life safety requirements. Fire District 1 is a building code provision found in Chapter 9, Article 1, Division 72 of the LAMC (Section 91.7201.1).¹¹⁷

¹¹² LAFD: <http://www.lafd.org/about/about-lafd/apparatus>.

¹¹³ LAMC Section 57,512.1, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹¹⁴ ZIMAS search: <http://zimas.lacity.org/>, accessed October 10, 2022.

¹¹⁵ Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 19, 2021.

¹¹⁶ <http://zimas.lacity.org/>, accessed October 10, 2022.

¹¹⁷ LADBS, Report Relative to Expanding Fire District 1, May 27, 2021: https://clkrep.lacity.org/onlinedocs/2019/19-0603_rpt_dbs_%205-27-21.pdf

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

The following fire hydrants are near the Project Site:¹¹⁸

- Hydrant (ID 43234, size 2½ x 4D, 6-inch main), south side of Horner Street, across from the Site.
- Hydrant (ID 33429, size 2½ x 4D, 8-inch main), northwest corner of Horner Street and La Cienega Boulevard.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹¹⁹

For all the foregoing reasons, the Project would be adequately served by the LAFD.

¹¹⁸ Navigate LA, DWP (Fire Hydrants) Layer: <http://navigatela.lacity.org/navigatela/>

¹¹⁹ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847.

9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) West Bureau, West Los Angeles Community Police Station, located at 1663 Butler Avenue.¹²⁰ The Station is approximately 65 miles driving distance from the Project Site. The Community is 6.2 square miles in size, has approximately 228,000 residents, and has approximately 214 sworn officers. The officer to resident ratio is 1:1,065.

There are no immediate plans to increase LAPD staffing or resources in those areas, which would serve the Project. The Project would add approximately 71 residents.¹²¹ Assuming the same officer to resident ratio, the Project would represent approximately 6.6% of 1 officer.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project will contribute property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be in a parking levels integrated into the building.

The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore,

¹²⁰ LAPD, West Los Angeles Community: <https://www.lapdonline.org/lapd-contact/west-bureau/west-los-angeles-community-police-station/>

¹²¹ LADOT population and employee numbers are shown on Table 1:
https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and affordable housing family is 3.14 persons per unit. $(23 \times 2.25) + (6 \times 3.14) = 71$.

an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with Proposition 172 to ensure that public safety services are provided.¹²²

For all the foregoing reasons, the Project would be adequately served by the LAPD.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:¹²³

- Crescent Heights Elementary School (grades K-5), 1661 Crescent Heights Boulevard
- Daniel Webster Middle School (grades 6-8), 11330 W. Graham Place
- Alexander Hamilton Senior High School (grades 9-12), 2955 S. Robertson Boulevard

Table 9-2
Estimated Student Generation

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	29 units	6	2	3	11
LAUSD Developer Fee Justification Study, March 2022. Students per household: 0.1953 elementary, 0.0538 middle; 0.1071 high school. Students per 1,000 sf: 0.467 for neighborhood shopping centers, 0.195 for lodging. Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 55 percent for elementary, 15 percent for middle, and 30 percent for high school. Table: CAJA Environmental Services, October 2022.					

The residential units directly generate students. As shown in **Table 9-2**, the Project would generate approximately 11 students.

However, pursuant to the California Government Code Section 65995¹²⁴ and California Education Code Section 17620,¹²⁵ mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project.

¹²² City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

¹²³ LAUSD School Finder: <https://explorelausd.schoolmint.net/school-finder/home>

¹²⁴ California Government Code Section 65995, <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=GOV§ionNum=65995>

¹²⁵ California Education Code Section 17620 <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=EDC§ionNum=17620>

Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government Code.

For all the foregoing reasons, the Project would be adequately served by the LAUSD.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table 9-3 lists the parks and recreation centers that are located near the Project Site.

The Project would increase the number of residents at the Project Site. The Project would include common open space, and private open space balconies in compliance with the LAMC requirement. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

According to the standards provided in the Public Recreation Plan, the 71 net new residents would require 0.284 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

Table 9-3
Parks and Recreation Centers

Name	Address	Acres	Distance to Site
Robertson Recreation Center	1641 Preuss Road	1.2	2,250 feet west
LACES Recreation Center	5931 W. 18th Street	4.2	2,050 feet southeast
La Cienega Park	8400 Gregory Way	8	3,550 feet north
NavigateLA with Recreation and Parks Department layer: http://navigate.lacity.org/index01.cfm Table: CAJA Environmental Services, October 2022.			

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance amends LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17. The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

Thus, the Project would meet the LAMC's requirement for the provision of usable open space. The Project would be required to pay the in-lieu fee prior to the issuance of a building permit.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served by park and recreational facilities.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.¹²⁶

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Table 9-4 describes the libraries that would serve the Project.

Table 9-4
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection Size / Annual Circulation	Staff	Service Population
Baldwin Hills	2906 La Brea Ave.	12,000 sf	32,003 / 25,916	9	79,343
Palms-Rancho Park	2920 Overland Ave.	10,500	41,824 / 125,919	11.5	67,077
Robertson	1719 S. Robertson Blvd.	9,035	45,935 / 79,611	9	47,280
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries. <u>Library Response</u> , Los Angeles Public Library, June 12, 2023.					

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that

¹²⁶ LAPL website: <https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf>

studies have shown reduce demand at physical library locations.^{127, 128, 129} Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The three nearby branches would be able to accommodate the Project's 71 residents. Therefore, the Project would be adequately served by the City's libraries.

9.6 Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd.¹³⁰ Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a total of approximately 3,595 gallons of wastewater per day (or 0.004 mgd). This total does not take credit for removal of the existing uses. This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project's projected 0.004 mgd generation.

Table 9-5
Project Estimated Wastewater Generation

Land Use	Size	Rates	Total (gpd)
Residential – Studio	1 unit	75 gallons / unit	75
Residential – 1-bedroom	19 units	110 gallons / unit	2,090
Residential – 2-bedroom	7 units	150 gallons / unit	1,050
Residential – 3-bedroom	2 units	190 gallons / unit	380
Total			3,595
Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, May 2023.			

¹²⁷ "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": <https://www.arts.gov/sites/default/files/ToRead.pdf>.

¹²⁸ "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: <http://old.diglib.org/use/whitepaper.htm>.

¹²⁹ "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: <http://www.clir.org/pubs/reports/pub120/contents.html>.

¹³⁰ <https://www.lacitiesan.org/san/faces/wcnavexternalId/s-lsh-wwd-cw-p-hwrp?adf.ctrlstate=e9g2enwiy5&afrLoop=2223629005130851#>

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line on Horner Street, which feeds into an 18-inch sewer line on La Cienega Boulevard, which feeds into a 24-inch line on Venice Boulevard, before discharging into a 63-inch line on Burchard Avenue.¹³¹, ¹³²

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow.¹³³ If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This will ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's wastewater facilities.

9.7 Water

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2020 Urban Water Management Plan to ensure that existing and projected water demand within its service area can be accommodated. According to the LADWP, for any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the 2020 Urban Water Management Plan.

As was shown in the Land Use analysis of this Categorical Exemption, the Project would be consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822¹³⁴ and in the LAGBC¹³⁵ to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by the LADWP.

The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 AFY in 2025 (average weather year).¹³⁶ The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including

¹³¹ NavigateLA, Sewer layer: <https://navigate.lacity.org/navigate/>

¹³² [Wastewater Response](#), Los Angeles Bureau of Sanitation, October 24, 2022.

¹³³ [Wastewater Response](#), Los Angeles Bureau of Sanitation, October 24, 2022.

¹³⁴ http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf

¹³⁵ <http://www.ladbs.org/forms-publications/forms/green-building>

¹³⁶ 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045 RTP/SCS.¹³⁷ The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).¹³⁸ Neither the UWMP forecasts, nor the 2020-2045 RTP/SCS include parcel-level zoning and land use designation as an input.

The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project would easily fit.

The LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

The Project is served by a 6-inch pipe on Horner Avenue.¹³⁹

As shown on **Table 9-6**, the Project would demand a total of approximately 3,595 gallons of water per day (or 0.004 mgd). This total does not take credit for removal of the existing uses. This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project's projected demand for treatment of 0.004 mgd. Therefore, no Project impacts related to water treatment would occur and the Project would adequately be served by existing treatment facilities.

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Residential – Studio	1 unit	75 gallons / unit	75
Residential – 1-bedroom	19 units	110 gallons / unit	2,090
Residential – 2-bedroom	7 units	150 gallons / unit	1,050
Residential – 3-bedroom	2 units	190 gallons / unit	380
Total			3,595
Wastewater generation is assumed to equal water consumption. Per the LADWP: "For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf)."			
Note: sf = square feet; gpd = gallons per day			
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			
Table: CAJA Environmental Services, May 2023.			

¹³⁷ 2020 Urban Water Management Plan, Los Angeles, page 1-5.

¹³⁸ SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.

¹³⁹ [Water Response](#), Los Angeles Department of Water and Power, December 12, 2022.

9.8 Solid Waste

9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.¹⁴⁰ Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.¹⁴¹

Based on the information provided in the 2020 Countywide Integrated Waste Management Plan Annual Report, the remaining disposal capacity for the County's Class III landfills is estimated at approximately 142.67 million tons.¹⁴²

In 2020, approximately 6.019 million tons of solid waste were disposed of at the County's Class III landfills, 0.244 million tons of inert waste at the County's inert landfill, and 0.338 million tons at transformation facilities.¹⁴³

Of the remaining Class III landfill capacity in the County, approximately 74.13 million tons are available to the City.¹⁴⁴

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

The 2020 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 154.1 million tons in 2031, will exceed the 2020 remaining permitted Class III landfill capacity of 142.67 million tons.

Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the

¹⁴⁰ Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

¹⁴¹ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁴² County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁴³ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁴⁴ Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The County’s unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 64.64 million tons. In 2020, approximately 0.244 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 25 years.¹⁴⁵ Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City’s Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County’s Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.¹⁴⁶ The 3.3 million tons of solid waste accounts for approximately 4.4 percent of the total remaining capacity (74.13 million tons) for the County’s Class III landfills open to the City.¹⁴⁷

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,839 tons.

Table 9-7
Landfill Capacity

Landfill Facility	2020 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills (Open to the City)					
Antelope Valley	2,468	5,548	3,080	10.18	9
Lancaster	402	5,100	4,698	9.87	21
Sunshine Canyon	8,039	12,100	4,061	54.08	17
Total	10,909	22,748	11,839	74	
Inert Landfill (Open to the City)					
Azusa	1,032	8,000	6,968	64.64	25
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4# , accessed July 7, 2022.					

¹⁴⁵ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed April 21, 2022.

¹⁴⁶ These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City

¹⁴⁷ 3.3 million tons ÷ 74.13 million tons x 100% = 4.4%.

9.8.2 Project Impacts

9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 605 tons of construction and demolition waste, not accounting for any mandatory recycling.

Pursuant to the requirements of Senate Bill 1374¹⁴⁸, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Table 9-8
Project Demolition and Construction Waste Generation

Building	Size	Rate	Total (tons)
Demolition Waste			
Residential	7,363 sf	127 pounds / sf	468
Non-residential	0 sf	158 pounds / sf	0
Asphalt	2,200 sf	75 pounds / sf	83
Demolition Total			551
Construction Waste			
Residential	24,6764 sf	4.39 pounds / sf	54
Non-residential	0 sf	4.34 pounds / sf	0
Construction Total			54
Total			605
Over the entire total schedule of construction. Numbers have been rounded. sf = square feet, 1 ton = 2,000 lbs U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts 1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick. Table: CAJA Environmental Services, October 2022.			

9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 65 tons per year of solid waste. This total does not take credit for removal of the existing uses.

¹⁴⁸ <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374>

Table 9-9
Project Estimated Solid Waste Generation

Land Use	Size	Rates	Total (Tons per year)
Residential	29 units	2.23 tons / unit	65

Note: 1 ton = 2,000 pounds.
 Los Angeles Unified School District, 2022 Developer Fee Justification Study, March 2022, Table 14. Neighborhood Shopping Center land uses, which is 369 sf per employee.
 Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year).
 Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002.
 Table: CAJA Environmental Services, October 2022.

The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.¹⁴⁹

The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.00009 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.¹⁵⁰

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would adequately be served by existing facilities.

9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

¹⁴⁹ The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn 2019. https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed October 11, 2022.

¹⁵⁰ (65 tons per year / 74.13 million tons per year) x 100 = ~0.00009%

10 Guideline 15300.2. Exceptions: (a) Location.

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (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.

This section is based on the following items, included as **Appendix G** of this CE:

G Related Projects List, Los Angeles Department of Transportation, September 2022

LADOT provided a list of Related Projects within 0.5 miles of the Project Site. In addition, this analysis includes updates to LADOT's list (changing scopes and expired/terminated cases) and additional Related Projects that were identified and observed around the Project Site and are publicly known. **Table 11-1** summarizes the land uses for the Related Projects.

The Related Projects include a total of:

- 829 residential units
- 24,445 square feet of retail
- 2,000 square feet of restaurant
- 1,275 square feet of office

The nearest (within 1,000 feet) Related Project is listed below and shown in **Figure 11-1**:

- No. 3, 6132 Pico Boulevard, 950 feet north of the Project Site

The other Related Projects are more than 1,000 feet from the Project Site.

Table 11-1
Related Projects Land Uses

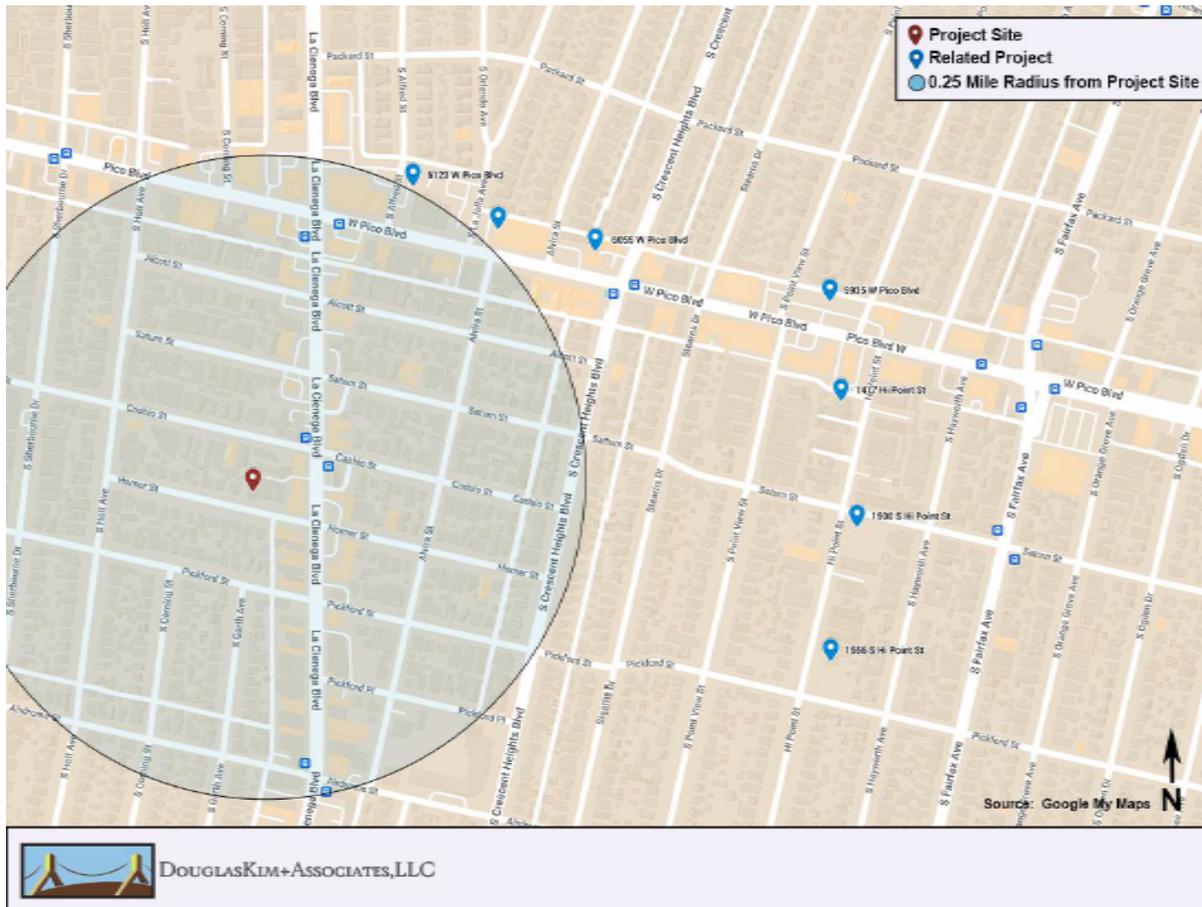
#	Address	Distance	Use	Size	Status
1	5935 W. Pico Boulevard	2,150 feet northeast	Residential Restaurant Retail	124 units 2,000 sf 3,100 sf	Architectural coatings as of July 2022
2	1417 S. Hi Point Street	2,250 feet northeast	Residential	77 units	Expired entitlement. Not included in analysis.
3	6132 W. Pico Boulevard	950 feet north	Residential Retail	125 units 6,705 sf	Updated in 2021, approved in 2023
4	1500 S. Hi Point Street	2,325 feet east	Residential	58 units	Grading as of July 2022
5	1556 S. Hi Point Street	2,340 feet east	Residential	45 units	Opened in 2022. Not included in analysis.
6	6055 W. Pico Boulevard	1,450 feet northeast	Residential Retail	125 units 4,140 sf	Demolition of existing use as of July 2022
7	6075 W. Pico Boulevard	1,250 feet northeast	Residential Hotel Retail Restaurant	45 units 110 rooms 2,500 sf 3,800 sf	Terminated entitlement. Not included in analysis.

**Table 11-1
Related Projects Land Uses**

8	1415 S. Robertson Boulevard	2,450 feet northwest	Residential Retail	65 units 3,000 sf	Excavation as of July 2022
9	1255 S. La Cienega Boulevard	1,300 feet north	Residential Office	30 units 1,275 sf	
10	1047 S Corning Street	2,600 feet north	Residential	12 units	Architectural coatings as of July 2022
11	1050 La Cienega Boulevard	2,500 feet north	Residential Retail	290 units 7,500 sf	

Nos. 1 to 7: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, September 28, 2022.
 Nos. 8 to 11: internal research.
<https://la.urbanize.city/post/construction-underway-64-apartments-pico-robertson>
<https://la.urbanize.city/post/mixed-use-development-planned-empty-lot-pico-and-la-cienega>
<https://la.urbanize.city/post/carmel-partners-tower-1050-la-cienega-takes-step-forward>

**Figure 11-1
Related Projects Map**



11.1 Transportation

Any Related Projects would be required to submit any applicable construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits.

The plan would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that the Related Projects would comply with a similar plan, and as such, the cumulative construction traffic impact would be less than significant and no mitigation measures are required.

According to the TAG, cumulative effects are determined through a consistency check with SCAG's RTP/SCS. The Project would be consistent with the RTP/SCS. Additionally, the TAG states that "projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee)" is sufficient in demonstrating less than significant cumulative VMT and greenhouse gas reduction goals of the RTP/SCS.

11.2 Noise

11.2.1 Construction

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between.

There is one Related Project (No. 3) within 1,000 feet of the Project, as noted above (**Figure 11-1**).

Construction-related noise levels from any Related Projects would be intermittent and temporary. As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual Related Projects and compliance with the noise ordinance.

Noise impacts from any concurrent construction of the Related Project on Pico Boulevard would be negligible when combined with that of the Project. The Related Project is four blocks north of the Project Site, where the distance of the Related Project (950 feet) and the six rows of homes between would substantially attenuate construction noise at any intervening sensitive receptors. Any intervening receptors would be an average of 485 to 635 feet from the Project and the Related Projects on Pico Boulevard and would negligibly elevate noise levels beyond those for the Project. As a result, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and Related Project in the event of concurrent construction activities.

Other concurrent construction activities from Related Projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any Related Projects were to utilize the same roadways. Distributing trips to and from each Related Projects construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute up to 280 peak hourly PCE vehicle trips, approximately 6.9 percent of traffic volumes on La Cienega Boulevard, which carries about 4,082 vehicles at Pickford Street in the morning peak hour of traffic.¹⁵¹

The Related Project within 1,000 feet of the Project Site would have to add 3,802 peak hour PCE vehicle trips to double volumes on La Cienega Boulevard. While the mixed-use Related Project is larger in scale than the Project, it would not be capable of generating an average of 3,802 PCE vehicle trips onto La Cienega Boulevard. As such, cumulative noise due to construction truck traffic from the Project and Related Projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from off-site construction would be less than significant.

11.2.2 Operation

The Project Site and Crestview neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The Related Projects in the vicinity of the Project Site are mixed-use projects with a combination of residential or commercial uses and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from Related Projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings in this dense neighborhood will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and Related Projects would be less than significant.

The Project could add up to 101 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025. During the peak P.M. hour, up to ten vehicles would generate noise in and out of the garage, with up to eight net vehicles using the garage in the peak A.M. hour.¹⁵² This would represent about 0.2 percent of traffic volumes on La Cienega Boulevard,

¹⁵¹ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹⁵² DKA Planning 2022, based on CalEEMod 2020.4.0 model using ITE Trip Generation rates (10th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

which carries about 4,082 vehicles at Pickford Street in the morning peak hour of traffic, one block south of the Project Site.¹⁵³

The Related Project within 1,000 feet of the Project Site is projected to generate about 39 additional vehicle trips in the A.M. peak hour and 77 in the P.M. peak hour.¹⁵⁴ When combined with the Project, these two developments would add up to 87 maximum hourly vehicle trips onto local roadways, which would represent 1.7 percent of vehicles currently using La Cienega Boulevard at Pickford Street in the A.M. peak hour.

Therefore, cumulative noise impacts due to off-site traffic would not double traffic volumes on local roadways needed to elevate ambient noise levels by 3 dBA. As a result, cumulative traffic growth would not elevate ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. As such, cumulative noise impacts from operation would be less than significant.

11.3 Air Quality

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts.

There is one Related Project (No. 3) within 1,000 feet of the Project, as noted above (**Figure 11-1**).

Additional Related Projects and other developments are further than 1,000 feet away. Beyond this distance, any sensitive receptors between would be negligibly impacted by any two projects, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, “...concentrations generally decrease to background levels within 500-600 feet.”¹⁵⁵ CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.¹⁵⁶

11.3.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the 2022 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the 2022 AQMP. Consequently,

¹⁵³ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹⁵⁴ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, September 2022.

¹⁵⁵ U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

¹⁵⁶ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

as long as growth in the Basin is within the projections for growth identified in the 2020-2045 RTP/SCS, implementation of the 2022 AQMP will not be obstructed by such growth.

In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the 2022 AQMP. Any Related Projects would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each Related Projects would be evaluated for its consistency with the land use policies set forth in the 2022 AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

11.3.2 Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.¹⁵⁷ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in **Table 7-6**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any Related Projects was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each Related Projects would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction

¹⁵⁷ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

activities are temporary and short-term events, thus construction activities at each Related Projects would not result in a long-term substantial source of TAC emissions.

Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

11.3.3 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any Related Projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and Related Projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and Related Projects would not result in a cumulative impact requiring further evaluation.

However, any Related Projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions.

As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

11.4 Water Quality

The Project Site and any Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.

Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with any Related Projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

11.5.2 Police Protection

The Project, in combination with any Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

11.5.3 Schools

The Project, in combination with any Related Projects, is expected to result in a cumulative increase in the demand for school services. However, similar to the Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

11.5.4 Parks

The Project, in combination with any Related Projects, could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City’s existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these Related Projects-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City’s parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

11.5.5 Other Public Facilities

Given the geographic range of any Related Projects, they would be served by a variety of libraries.¹⁵⁸ Development of the Related Projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

11.6 Utilities

11.6.1 Wastewater

Implementation of the Project combined with the Related Projects will increase the generation for wastewater treatment, as shown in **Table 11-2**. The remaining treatment capacity of the HTP (175 mgd) will accommodate the wastewater treatment requirements of the related projects. The cumulative generation will create the need for 0.1 percent of the remaining capacity of the HTP, and not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. Therefore, the cumulative wastewater impact from successive projects of the same type in the same place over time will not be significant.

Table 11-2
Project + Related Projects Estimated Wastewater Generation

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	829 units	150 gallons / unit	124,350
Retail	24,445 sf	25 gallons / 1,000 sf	611
Restaurant	2,000 sf	300 gallons / 1,000 sf	600
Office	1,275 sf	120 gallons / 1,000	153

¹⁵⁸ LAPL Locations: <http://www.lapl.org/branches>

Table 11-2
Project + Related Projects Estimated Wastewater Generation

Related Projects Total	125,714
Project Total	3,595
Cumulative Total	129,309
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.	

11.6.2 Water

Implementation of the Project combined with the Related Projects will result in a net increase in water consumption within LADWP's service area, as shown in **Table 11-3**. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.¹⁵⁹ However, the applicants of all projects within LADWP's service area will be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each related project.

Larger developments (e.g., residential projects with 500 or more units) will also be required to prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP. Generally, a project requires a WSA if it a proposed residential development of more than 500 dwelling units, or a commercial shopping center with more than 500,000 square feet of space, or a commercial office with more than 250,000 square feet of space.

None of the Related Projects meet the threshold requiring a WSA.

In addition, the Project will use a small fraction of one percent of the remaining capacity of the LAAFP, and, therefore, will not result in any significant impacts related to water treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. As such, the cumulative water impact of successive projects of the same type in the same place over time will not be significant.

Table 11-3
Project + Related Projects Estimated Water Demand

Land Use	Total Size	Rate	Water (gpd)
Residential	829 units	150 gallons / unit	124,350
Retail	24,445 sf	25 gallons / 1,000 sf	611
Restaurant	2,000 sf	300 gallons / 1,000 sf	600
Office	1,275 sf	120 gallons / 1,000 sf	153
Related Projects Total			125,714
Project Total			3,595
Cumulative Total			129,309
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

¹⁵⁹ LADWP, UWMP, 2020, page II-20: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpLn;jsessionid=0LnWhxdVj2Jg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

11.6.3 Solid Waste

Implementation of the Project combined with the Related Projects will increase the need for landfill capacity, as shown in **Table 11-4**. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity.

**Table 11-4
Project + Related Projects Estimated Solid Waste Generation**

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	1,006 units	2.23 tons / unit	2,243
Retail	35,240 sf	0.91 tons / 1,000 sf	32
Restaurant	5,800 sf	0.91 tons / 1,000 sf	6
Hotel	110 rooms	0.73 tons / room	80
Office	1,275 sf	1.095 tons / 1,000 sf	2
Related Projects Total			2,363
Project Total			65
Cumulative Total			2,428
1 ton = 2,000 pounds; 1 year = 365 days https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates			

As discussed previously, the landfills serving the Project area have more than adequate capacity to accommodate the Project. Therefore, cumulative solid waste impact from successive projects of the same type in the same place over time will not be significant.

The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and, therefore, cumulative impacts will be less than significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect.

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

This section is based on the following items, which is included as **Appendix H** to this CE:

H-1 Geotechnical Investigation, GeoTech Consultants, July 25, 2022

H-2 Approval Letter, Los Angeles Department of Building and Safety, August 30, 2022

12.1 Introduction

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity.

12.2 Unusual Circumstances

The Project Site is in an area that is highly urbanized, currently fully developed with several buildings, and flat. There are no unusual circumstances related to the development of the Project's uses at this location. The Project will be required to comply with all applicable regulatory measures.

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The Project Site is not located in a designated significant ecological area¹⁶⁰ or other overlay that would denote special circumstances.

The approximate height of the proposed building (5 stories) would be comparable to other structures in the area, and thus will not introduce an incompatible scenic element into the community. This includes:

- 4-story multi-family building (8532 Cashio Street), 100 feet west of the Site
- 4-story multi-family building (8555 Cashio Street), 350 feet northwest of the Site
- 5-story multi-family building (1515 Holt Avenue), 600 feet west of the Site

The height, bulk, and setbacks of the Project are consistent with existing development in the immediate surrounding area and with the underlying zone. Therefore, the Project will be compatible with the existing and future developments in the neighborhood.

¹⁶⁰ NavigateLA, Special Areas layer: <https://navigatea.lacity.org/navigatea/>

12.3 Methane

The Site is within a Methane Zone.¹⁶¹

In March 2004, Ordinance Number 175790 was adopted into the LAMC (Section 91.106.4.1 and Division 71, Chapter IX) to establish city-wide methane mitigation requirements, and included updated construction standards to control methane intrusion into buildings. This ordinance established defined geographic areas as Methane Zones and Methane Buffer Zones, which relate to specific assessment and mitigation requirements per area and set forth a standard of assessment and mitigation in the planning stages of all new construction in these areas.

The LADBS Methane Standard Plan provides a guide in the development of a site-specific plan. The Site will fall into one of five methane mitigation design levels identified as Levels I through V. As on-site methane concentrations increase, so do the requirements needed to mitigate the dangers of methane intrusion. There is a direct relationship between project zoning, test results, and the final design. Once the methane level is determined, the methane mitigation requirements can be implemented into the building design, under the permit and approval of LABDS and LAFD.¹⁶²

12.4 Oil and Gas Fields

The City contains 25 City-designated major oil drilling areas.¹⁶³

The Site has an O (Oil Drilling zoning suffix). The Site is within the Beverly Hills Oil Field, which covers the Pico-Robertson area.

The California Department of Conservation has online mapping of wells. According to a review of the California Department of Geological Energy Management (CalGEM) map, the closest mapped oil well is approximately 2,160 feet north of the Site at 1116 La Cienega Boulevard.¹⁶⁴

Following a review of aerial photographs, no evidence of oil wells or associated oil well development structures, piping, or tanks were identified on or adjacent to the subject property. Based on the lack of evidence of oil or gas wells located on or adjacent to the Site, the relative distance of the nearest mapped oil well, and the plugged and abandoned status, the location of the Site within the Beverly Hills Oil Field is not considered a significant environmental concern.¹⁶⁵

12.5 Geotechnical Considerations

According to the California Department of Conservation, the Project Site:¹⁶⁶

¹⁶¹ <http://zimas.lacity.org>, accessed October 11, 2022.

¹⁶² <https://www.ladbs.org/services/core-services/plan-check-permit/methane-mitigation-standards>

¹⁶³ Geotechnical, Oil/Gas Fields layer, <https://navigatela.lacity.org/navigatela/>, accessed October 11, 2022.

¹⁶⁴ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.29101/34.04983/18>, accessed October 11, 2022.

¹⁶⁵ Phase I, Partner, December 19, 2022. Included as Appendix I to the CE.

¹⁶⁶ California Department of Conservation: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed October 11, 2022.

- is not within an earthquake fault zone
- is within a liquefaction zone
- is not within a landslide zone

According to the City of Los Angeles ZIMAS mapping system the Project Site is classified within an area susceptible to liquefaction.¹⁶⁷ According to the General Plan Safety Element, the Project Site is within a liquefaction area.¹⁶⁸

The liquefaction analysis was performed at the Site by drilling two borings to test soils and collect samples. The potentially liquefiable soil layers are located between a depth of 28.5 and 32.5, and 42.5 and 77.5 feet below the ground surface. Therefore, mat foundation system could be used for support of the proposed building. is considered appropriate for the proposed development.¹⁶⁹

The Project will comply with design criteria provided in the Geotechnical Investigation including the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss).

Groundwater was encountered during site exploration at a depth of approximately 25 feet below the existing ground surface. Excavation for the proposed subterranean levels is anticipated to extend to depths of 24 feet below ground surface, including foundation construction. If groundwater is present above the depth of the proposed foundation excavation bottom, temporary dewatering will be necessary to maintain a safe working environment during excavation and construction activities. Temporary dewatering may consist of perimeter wells with interior well points as well as gravel filled trenches placed adjacent to the shoring system and interior of the site. The Project will comply with guidelines for permits and inspections for construction projects that require grading work, including dewatering (LADBS Information Bulletin/Public Building Code number P/BC 202-128).¹⁷⁰

The Project and its dewatering system will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS including the preparation of Geotechnical Investigation, which was reviewed and approved by LADBS.¹⁷¹

12.6 Conclusion

Therefore, there are no unusual circumstances that may result in any significant environmental effects, and this exception does not apply to the Project.

¹⁶⁷ ZIMAS search: <http://zimas.lacity.org>, accessed October 11, 2022.

¹⁶⁸ Los Angeles Safety Element, Exhibit B, Areas Susceptible to Liquefaction in the City of Los Angeles: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf.

¹⁶⁹ Geotechnical Investigation, GeoTech Consultants, July 25, 2022.

¹⁷⁰ https://www.ladbs.org/docs/default-source/publications/information-bulletins/building-code/ib-p-bc-2017-128-guidelines-for-permits-and-inspections.pdf?sfvrsn=319ef453_14

¹⁷¹ Approval Letter, Los Angeles Department of Building and Safety, August 30, 2022.

13 Guideline 15300.2. Exceptions: (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.

The closest officially designated state scenic highways is:¹⁷²

- State Route 27, Topanga Canyon Boulevard, from Mulholland Highway to Pacific Coast Highway. This is 12 miles west of the Site.

Horner Street is not a City of Los Angeles designated scenic highway.¹⁷³

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

¹⁷² Caltrans State Scenic Highways Map: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed July 7, 2022.

¹⁷³ Mobility Plan 2035: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed July 7, 2022.

14 Guideline 15300.2. Exceptions: (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.

This section is based on the following item, which is included as **Appendix I** to this CE:

I Phase I, Partner, December 19, 2022

14.1 Cortese List

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the “Cortese List,” database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.¹⁷⁴

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted UST (Underground Storage Tanks) facilities, monitoring wells, or California Department of Toxic Substance Control (DTSC) cleanup sites or hazardous materials permits on the Project Site.¹⁷⁵

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.¹⁷⁶

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.¹⁷⁷

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.¹⁷⁸

14.2 Site History

According to the City, a Phase I Environmental Site Assessment (ESA) may be required if the project site was previously developed with a dry cleaning, auto repair, gasoline station,

¹⁷⁴ California Department of Toxic Substance Control, EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>.

¹⁷⁵ California State Water Resources Control Board, GeoTracker, website: <http://geotracker.waterboards.ca.gov/map>.

¹⁷⁶ California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>

¹⁷⁷ California Environmental Protection Agency, Cortese List Data Resources, List of “Active” CDO and CAO from Water Board, website: <http://www.calepa.ca.gov/sitecleanup/corteselist/>.

¹⁷⁸ California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>

industrial/manufacturing use, or other similar type of use that may have resulted in site contamination.¹⁷⁹

The current building was constructed in 1931 as a residential building which remains today.¹⁸⁰

The Site was not developed with a use that would require a Phase I.

Demolition of the existing structure will be in compliance DTSC regulations for the safe management of suspect asbestos-containing materials (ACMs) and lead-based paint (LBP).

The Phase I has revealed no evidence of recognized environmental condition (RECs), controlled (CRECs), or historic (HRECs) in connection with the Site.

14.3 Conclusion

Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exemption does not apply to the Project.

¹⁷⁹ City of Los Angeles, Class 32 Special Requirement Criteria: <https://planning.lacity.org/odocument/ad70d15e-11b8-49ef-aba3-b168f670a576/Class%2032%20Categorical%20Exemption.pdf>

¹⁸⁰ LADBS Building Records: <https://www.ladbs.org/services/check-status/online-building-records>

15 Guideline 15300.2. Exceptions: (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 Site is not listed in HistoricPlacesLA¹⁸¹ and not listed in SurveyLA.¹⁸²

The nearest historic resources:¹⁸³

- Motel Grand (1479 La Cienega Boulevard), 135 feet north of the Site. The building appears eligible for California Register of Historical Resources and local listing through SurveyLA.
- Food Stand (1526 La Cienega Boulevard), 375 feet southeast of the Site. The building appears eligible for California Register of Historical Resources and local listing through SurveyLA.

Neither of these buildings are adjacent or on the same block as the Project Site. Due to the distances and intervening buildings between these buildings and the Project Site, they would not be affected by the Project.

The Project Site has not been listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

On November 16, 2022, the Planning Department's Office of Historic Resources confirmed that a Historic Resources Assessment is not needed.

Therefore, this exception does not apply to the Project.

¹⁸¹ Los Angeles Historic Places: <http://historicplacesla.org/map>, accessed October 11, 2022.

¹⁸² SurveyLA: <https://planning.lacity.org/preservation-design/historic-resources-survey>, accessed October 11, 2022.

¹⁸³ NavigateLA, Historic-Cultural Monuments layer: <https://navigate.lacity.org/navigate>, and HistoricPlacesLA: <http://historicplacesla.org/map>, and SurveyLA, accessed October 11, 2022.

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit C.3 – CE Appendices

Appendix A-1

Plans, California Development & Design, April 21, 2023

NEW 5-STORY 29-UNIT WITH 6-V.L.I. AFFORDABLE HOUSING APARTMENT BUILDING

4-LEVEL TYPE V-A RESIDENTIAL BUILDING (INCLUDING ROOF-TOP OPEN SPACE) OVER TYPE I-A STREET LEVEL RESIDENTIAL

OVER 2-LEVEL SUBTERRANEAN PARKING LEVEL TYPE I-A FULLY SPRINKLERED

REQUEST BASED ON SECTION 12.24 U.26 OF THE LAMC DENSITY BONUS CONDITIONAL USE PERMIT AND AB 2345

PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035

DEVELOPER: HORNER PROPERTY LLC

1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

ARCHITECT: BABAK BARDI CHAHARMAHALI, AIA

11022 SANTA MONICA BLVD, SUITE 200, LOS ANGELES, CA 90025 TEL:310.430.5565 FAX:310.427.7446



PROJECT DESCRIPTION
A NEW 5-STORY, 29 UNIT (INCLUDING 6 V.L.I.) MULTI-FAMILY BUILDING WITH 2-LEVEL SUBTERRANEAN PARKING TYPE V-A OVER TYPE I-A FULLY SPRINKLERED NFPA-13 PER LAMC SEC 12.24.U.26 DENSITY BONUS CONDITIONAL USE PERMIT

LEGAL DESCRIPTION
LOT 194 OF TRACT MAP NO. 7385, RECORDED IN BOOK 81 OF MAPS, PAGES 72 TO 73 OF THE LOS ANGELES COUNTY OFFICIAL RECORDS.

REQUESTED ENTITLEMENTS
THREE (3) ON MENU DENSITY BONUS PER LAMC SEC 12.22.A.25 INCENTIVES INCLUDING:
11- FEET HEIGHT INCREASE
20% WESTERLY SIDE YARD REDUCTION
ADDITIONAL 35% INCREASE IN ALLOWABLE FLOOR AREA

ADDITIONAL INCENTIVES:
WAIVER TO ALLOW 800 SF OPEN SPACE ON THE ROOF TOP
WAIVER TO ALLOW OPEN SPACE WIDTH OF LESS THAN 20 LINEAR FEET

LOT AREA 9,800.0
ZONING [Q]R3-1-0

RESIDENTIAL DENSITY
LOT AREA FOR DENSITY 9,800.0
DENSITY RATIO FOR [Q] R3-1-0 1 DU/800 SF

BASE DENSITY: 9,800/ 800 = 12.25
BASE DENSITY (ROUND UP) 13

122.5% REQUESTED DENSITY BONUS (PURSUANT TO L.A.M.C. 12.24.U.26): 13 X 2.2 = 28.6
11% VERY LOW INCOME UNITS FOR A 35% DENSITY INCREASE, FOR EVERY ADDITIONAL 1% SET ASIDE 29

OF VERY LOW INCOME UNITS, THE PROJECT IS GRANTED AN ADDITIONAL 2.5% DENSITY INCREASE
122.5-35=87.5% (REQUESTED INCREASE IN DENSITY OVER 35%) PER 12.24.U.26
87.5-2.5=85% (REQUIRED ADDITIONAL V.L.I. SET ASIDE UNITS OVER 11%) PER 12.24.U.26

35+11=46% (REQUIRED SET ASIDE FOR V.L.I. UNITS 46% X BASE UNIT) PER 12.24.U.26
TOTAL PROVIDED SET ASIDE AND MARKET RATE UNITS: 29

PROPOSED PERCENTAGE OF V.L.I. SET ASIDE UNIT 46% > 45% (REQUIRED)
PROPOSED SET ASIDE V.L.I. UNITS: 46% X 13 = 5.98

PROPOSED MARKET RATE UNITS 23
PROPOSED RESIDENTIAL UNIT MIX

SINGLE (STUDIO) UNITS: 1
ONE BED ROOM UNITS: 19
TWO BED ROOM UNITS: 7
THREE BED ROOM UNITS: 2
TOTAL 29

FLOOR AREA & FAR (ZONING)
BUILDABLE AREA FOR [Q] R3-1-0 6,538.5 SF
ALLOWABLE F.A.R. PER [Q] R3-1-0 3.0:1

ALLOWABLE BY RIGHT AREA PER [Q]R3-1-0 6,538.5X3= 19,615.5 SF
MAX SQUARE FOOTAGE(35% INCREASE IN ALLOWABLE FAR): 18,714.9 X 1.35 = 26,480.9 SF

TOTAL PROPOSED FLOOR AREA (SEE A0.2A AND A0.2B) 24,164 SF
PERCENTAGE OF ADDITIONAL REQUESTED IN FAR 24,164 :19615.5=1.23 23%

HEIGHT / STORIES
MAX HEIGHT / STORIES PER [Q]R3-1-0 45- FEET / NO LIMIT
MAX HEIGHT W/ 11 FEET INCREASE BONUS: 45 + 11 = 56- FEET / NO LIMIT
PROPOSED HEIGHT 55- FEET / 5- STORIES

AUTO PARKING

RESIDENTIAL REQUIRED PER AB 2345 15
0.5 SPACE PER DWELLING UNIT (29X.5=14.5) NOT REQUIRED
A.D.U. UNIT(PROJECT CLOSE TO THE MAJOR TRANSIT STOP) NOT REQUIRED
TOTAL PARKING REQUIRED (NON TANDEM/NON COMPACT) 15

TOTAL PARKING PROVIDED

	ACCESSIBLE	STANDARD	COMPACT	TOTAL
BASEMENT LEVEL-1	3	2	4	9
BASEMENT LEVEL-2	-	11	10	21
TOTAL	3	13	14	30

TOTAL PARKING PROVIDED 30
E.V. PARKING
EV PARKING REQUIREMENT (30%) 9
EVCS (FULL INSTALL) (10%) 3
EVSE (FUTURE INSTALL) 6

BIKE PARKING
RES LONG-TERM REQUIRED: (25/1)+(4/1.5)=27.67 28
RES SHORT-TERM REQUIRED: 29 / 10 = 2.9 = 3 3
RESIDENTIAL LONG-TERM PROVIDED 28
RESIDENTIAL SHORT-TERM PROVIDED 3
TOTAL BIKE PARKING REQUIRED 31

SETBACKS

	REQUIRED	PROVIDED
FRONT	20 FEET (PER [Q] CONDITION)	20 FEET
WESTERLY SIDE	8X0.8=6.4 FEET (20% INCENTIVE REDUCTION)	6.4 FEET
EASTERLY SIDE	8 FEET	8 FEET
REAR	15 FEET	15 FEET

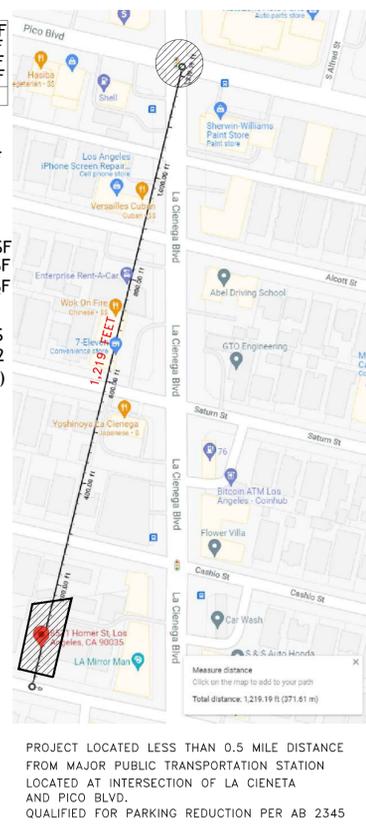
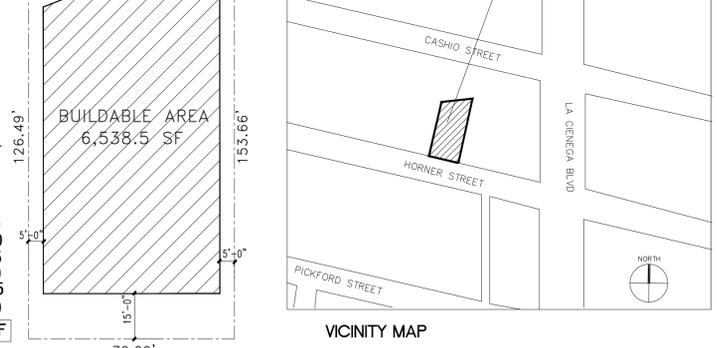
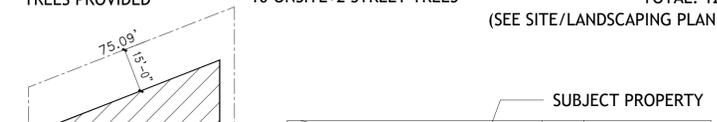
REQUIRED OPEN SPACE
100 SQ. FT. MIN. REQUIRED PER DWELLING UNIT PER [Q] CONDITION
OPEN SPACE REQUIREMENT PER UNIT MIX PER LAMC 12.21.G:
ONE SINGLE (STUDIO) UNIT: 1 X 100 100
ONE BED ROOM UNITS: 19 X 100 1,900
TWO BED ROOM UNITS: 7 X 125 875
THREE BED ROOM UNITS: 2 X 175 350
REQUIRED OPEN SPACE 3,225
DEDUCTING CREDIT PER [Q] CONDITION FOR 5 FEET FRONT YARD 5X70=-350
TOTAL REQUIRED OPEN SPACE 2,875 SF

PROVIDED OPEN SPACE AREA: (SEE A0.2C)

OPEN SPACE PROVIDED AT REAR YARD: 1,176 SF
COUNTED AREA FROM RECREATION ROOM PROVIDED AT 1ST FLOOR 3,225 X 25%=806.25 SF
PROVIDED ROOF TOP COMMON OPEN SPACE 800 SF
PROVIDED PRIVATE OPEN SPACE BALCONIES @ UNIT 401 AND 402 (2X50 SF) 100 SF
TOTAL PROVIDED OPEN SPACE: 2,882.25 SF
2,882.25 (PROVIDED) > 2,875 (REQUIRED) ✓
TOTAL PROVIDED COMMON OPEN SPACE: 2,882.25 SF
50% OF REQUIRED OPEN SPACE: 50% X 2,875= 1,437.5 SF
COMMON OPEN SPACE > 50% OF REQUIRED? (2,882.25 > 1,437.5 SF) YES

REQUIRED AND PROVIDED LANDSCAPING AREA/TREES:

REQUIRED LANDSCAPING AREA: 50% OF OUTDOOR USABLE COMMON OPEN SPACE
OUTDOOR COMMON OPEN SPACE AREA: 800 SF (ROOF LEVEL)+1,176 SF (REAR YARD)=1,976 SF
REQUIRED LANDSCAPE: 50% X 1,976 988 SF
PROVIDED LANDSCAPE: (595 SF REAR YARD+400 SF ROOF LEVEL) 995 SF
PROVIDED LANDSCAPE AREA>REQ'D ✓
REQUIRED NUMBER OF TREES:
(1 TREE PER 1,000 SF LOT AREA) PER [Q] CONDITION 9,800:1,000=9.8 OR 10 TREES
TREES PROVIDED 10 ONSITE+2 STREET TREES TOTAL: 12
(SEE SITE/LANDSCAPING PLAN)



LIST OF ARCHITECTURAL DRAWINGS FOR ENTITLEMENT STAGE

A0.0	COVER PAGE
A0.1	PROJECT ANALYSIS
A0.2A	BUILDING AREA ANALYSIS
A0.2B	BUILDING AREA ANALYSIS
A0.2C	OPEN SPACE DIAGRAM
A0.2D	ARTICULATION DIAGRAM
SURVEY	
A1.0	SITE PLAN
A2.1	FIRST FLOOR PLAN
A2.2	SUB. PARKING LEVEL-1
A2.3	SUB. PARKING LEVEL-2
A2.4	SECOND FLOOR PLAN
A2.5	THIRD FLOOR PLAN
A2.6	4TH FLOOR PLAN
A2.7	5TH FLOOR PLAN
A2.8	ROOF PLAN
A3.1	ELEVATION
A3.2	ELEVATION
A3.3	ELEVATION
A3.4	ELEVATION
A4.1	SECTION
A4.2	SECTION
RENDERINGS	

PROJECT LOCATED LESS THAN 0.5 MILE DISTANCE FROM MAJOR PUBLIC TRANSPORTATION STATION LOCATED AT INTERSECTION OF LA CIENEGA AND PICO BLVD. QUALIFIED FOR PARKING REDUCTION PER AB 2345

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

CONFORMITY STATEMENT:

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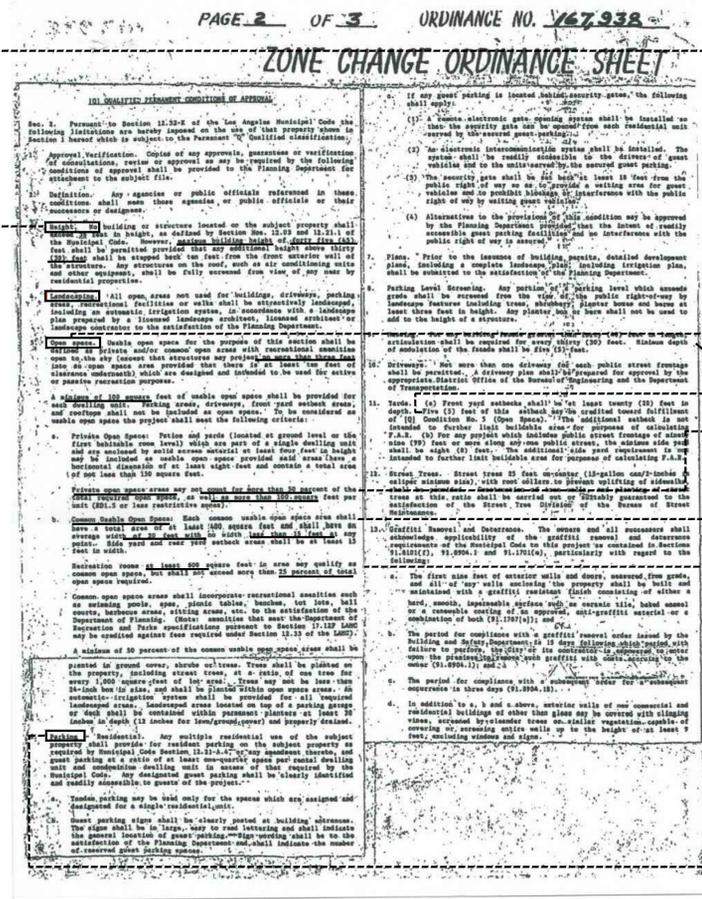
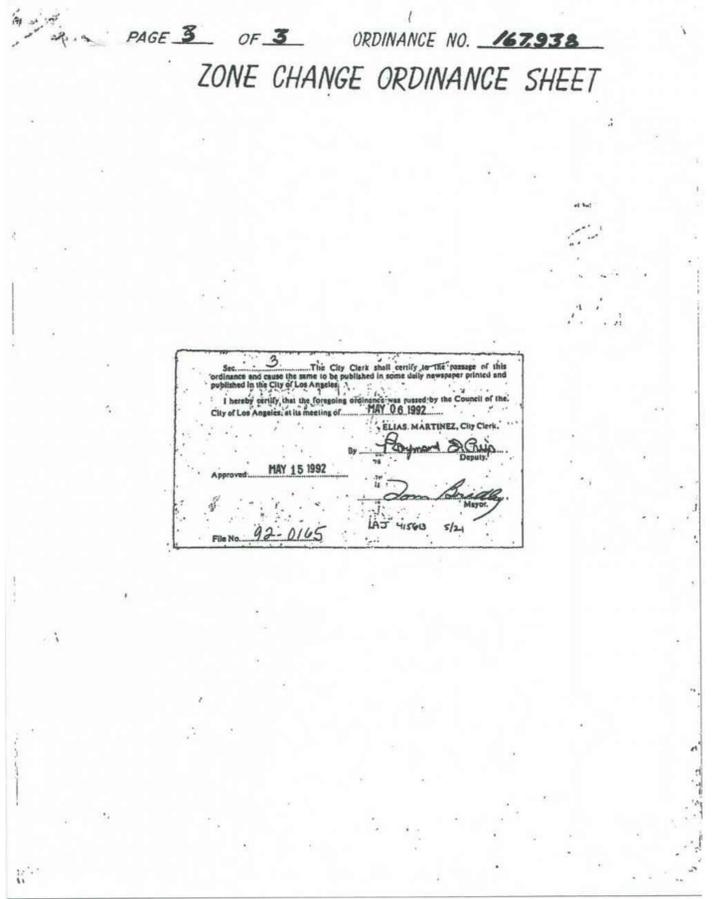
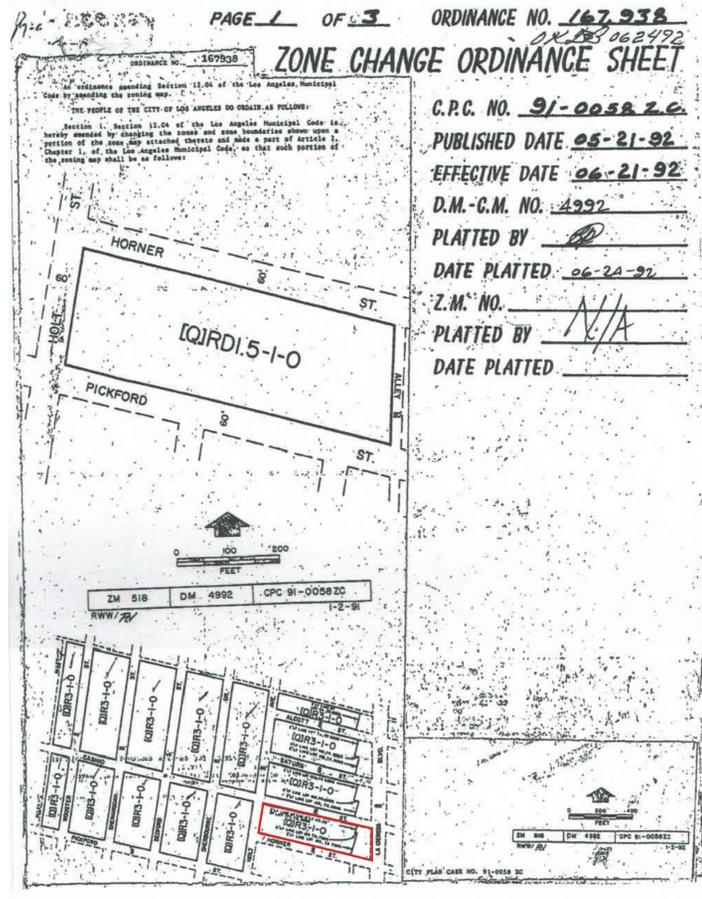
CALIFORNIA DEVELOPMENT & DESIGN INC.
PRINCIPAL: BABAK BARDI CHAHARMAHALI, AIA (REGISTERED ARCHITECT)
CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090
11022 SANTA MONICA BLVD, #200, LOS ANGELES, CA 90025
TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

COVER PAGE

A0.0

SHEET TITLE:

SHEET NO.



ALLOWABLE HEIGHT PER [Q] CONDITION: 45 FEET WITH 10 FEET FRONT EXTERIOR WALL REQUIRED STEP BACK ABOVE 30 FEET HEIGHT
 ALLOWABLE HEIGHT: 56' BY APPLYING 11 FEET DENSITY BONUS INCENTIVE PROVIDED HEIGHT 55 FEET
 (SEE A3.2 & A3.3) THAT ALSO SHOWS THE REQUIRED STEP BACK ABOVE 30 FEET HEIGHT

OPEN SPACE:
 100 SQ. FT. REQUIRED PER DWELLING UNIT PER [Q] CONDITION
 OPEN SPACE REQUIRED PROVIDED PER 12.21.G

OPEN SPACE PROVIDED AT REAR YARD:	1,176 SF
5X70' (FRONT YARD OPEN SPACE CREDIT GRANTED BY [Q] CONDITION:	350 SF
COUNTED AREA FROM RECREATION ROOM PROVIDED AT 1ST FLOOR	3,225 X 25%=806.25 SF
PROVIDED ROOF TOP COMMON OPEN SPACE	800 SF
PROVIDED PRIVATE OPEN SPACE BALCONIES @ UNIT 401 AND 402	(2X50 SF) 100 SF
TOTAL PROVIDED OPEN SPACE:	3,232.25 SF

SEE A0.2D SEE ARTICULATION DIAGRAM

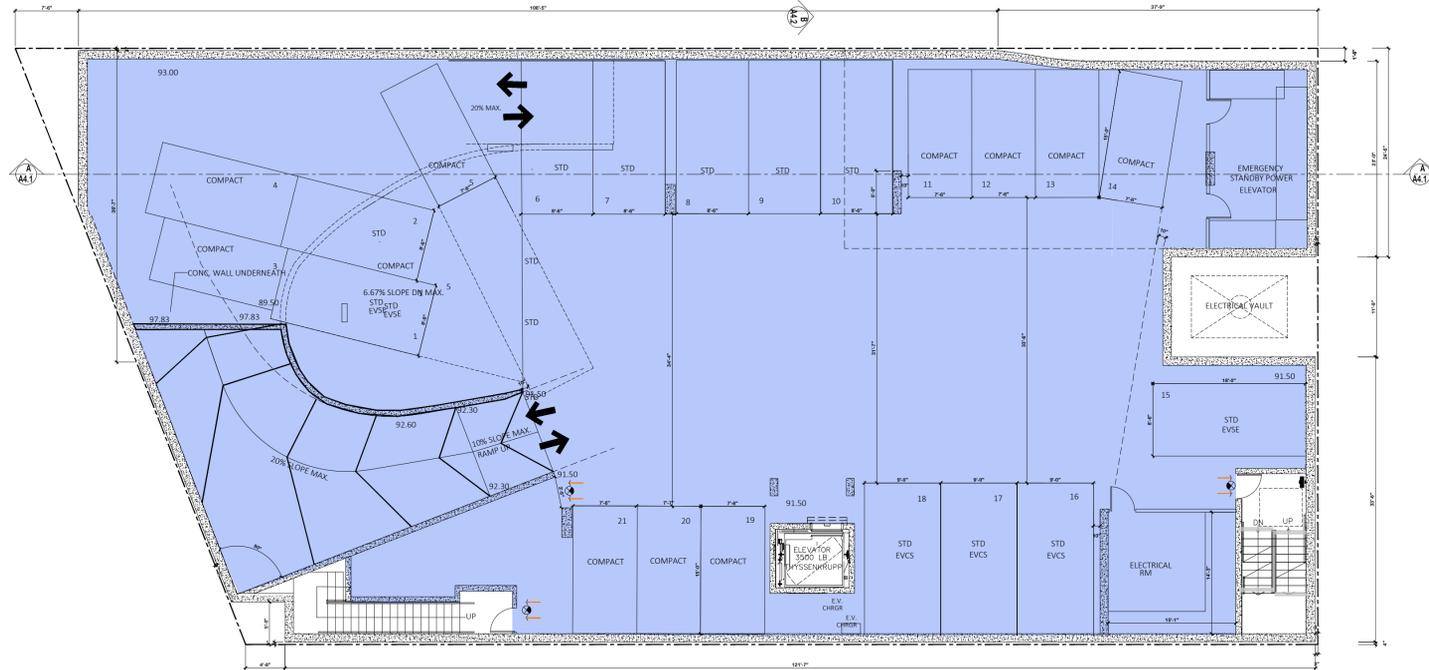
5'X70' (FRONT YARD OPEN SPACE CREDIT GRANTED BY [Q] CONDITION: 350

PROVIDED PRIVATE OPEN SPACE BALCONIES @ UNIT 401 AND 402	(2X50 SF) 100 SF
--	------------------

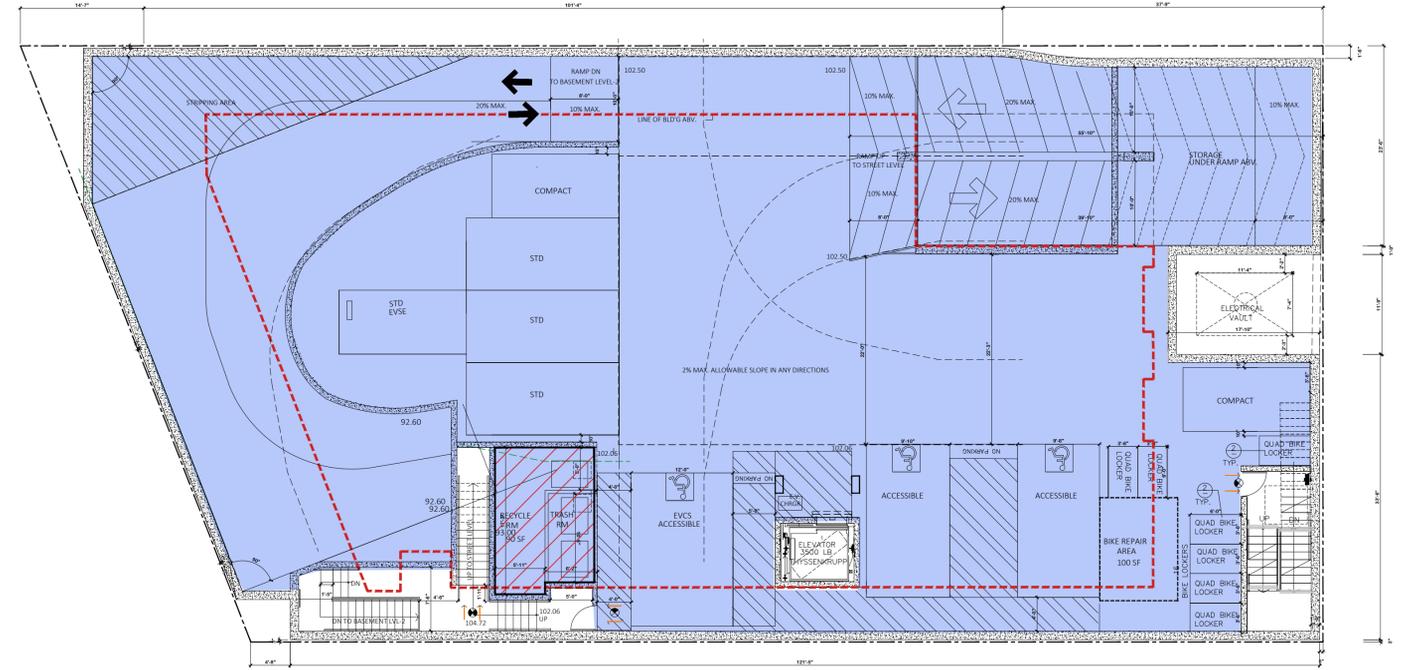
TOTAL PROVIDED COMMON OPEN SPACE:	3,132.25 SF
50% OF REQUIRED OPEN SPACE: 50% X 3,232.25=	1,616.1 SF
COMMON OPEN SPACE > 50% OF REQUIRED? (3,132.25 > 1,616.1)	YES

WILL BE SUPERCEDED PER AB 2345

<p>NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035 DEVELOPER: HORNER PROPERTY LLC 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210</p>	<p>CONFORMITY STATEMENT: THE USE OF THESE DRAWINGS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE ADDRESS WHICH THEY WERE PREPARED FOR AND PERMITTED BY THE BUILDING OFFICIALS AND EXPRESSLY LIMITED TO THIS PROJECT SCOPE OF WORK. REUSE, REPRODUCTION OR PRODUCTION BY ANY METHOD IN WHOLE OR IN PART IS PROHIBITED UNDER THE US ARCHITECTURAL WORKS COPYRIGHT PROTECTION ACT (AWCPA) & CALIFORNIA ASSEMBLY AB 630, HOLDEN ARCHITECTS SEC. 5536.4</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> <td></td> </tr> </table>	NO.	DESCRIPTION	BY	DATE	1				2				3				4				5				<p>LICENSED ARCHITECT BABAK BARDI CHAHARMAHAL C-34450 RENEWAL 8/31/2023 STATE OF CALIFORNIA</p>	<p>CDD INC</p>	<p>CALIFORNIA DEVELOPMENT & DESIGN INC. PRINCIPAL: BABAK BARDI CHAHARMAHAL, AIA (REGISTERED ARCHITECT) CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090 11022 SANTA MONICA BLVD., #200, LOS ANGELES, CA 90025 TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM</p>	<p>PROJECT ANALYSIS</p>	<p>A0.1</p>
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<p>PROJECT NUMBER 21-12</p>	<p>SHEET TITLE:</p>	<p>SHEET NO.</p>																													



2 2ND BASEMENT FLR PLAN 1"=10'-0"



1 1ST BASEMENT FLR PLAN 1"=10'-0"



ZONING AREA (F.A.R.)

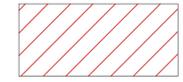
FLOOR LEVEL	RESIDENTIAL
BASEMENT LVL-2	-
BASEMENT LVL-1	180 SQ.FT.
1ST FLOOR	4,540 SQ.FT.
2ND FLOOR	5,120 SQ.FT.
3RD FLOOR	5,120 SQ.FT.
4TH FLOOR	4,602 SQ.FT.
5TH FLOOR	4,602 SQ.FT.
TOTAL	24,164 SQ.FT.

TOTAL AREA (ZONING CODE) :24,164 SQ.FT.

BUILDING CODE AREA

FLOOR LEVEL	TYPE I-A		TYPE III-A
	R-2 OCCUPANCY	S-2 OCCUPANCY	R-2 OCCUPANCY
2ND BASEMENT		8,754 SQ.FT.	
1ST BASEMENT		8,199 SQ.FT.	
1ST FLOOR	4,540 SQ.FT.		
2ND FLOOR			5,120 SQ.FT.
3RD FLOOR			5,120 SQ.FT.
4TH FLOOR			4,602 SQ.FT.
5TH FLOOR			4,602 SQ.FT.
	4,540 SQ.FT.	16,953 SQ.FT.	19,444 SQ.FT.

TOTAL AREA (BUILDING CODE) : 40,937 SQ.FT.



INDICATES SPACE COUNTED AS ZONING AREA



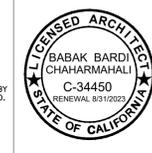
INDICATES SPACE COUNTED AS BUILDING AREA

DIAGRAM ONLY, USE FLOOR PLANS (A2 SERIES) FOR PLAN REVIEW

NEW 5-STORY 29- UNIT APARTMENT BUILDING
 PROJECT ADDRESS: 8521 HORNER ST, LOS ANGELES, CA 90035
 DEVELOPER: ALI PROPERTIES

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 LOS ANGELES, CA 90025
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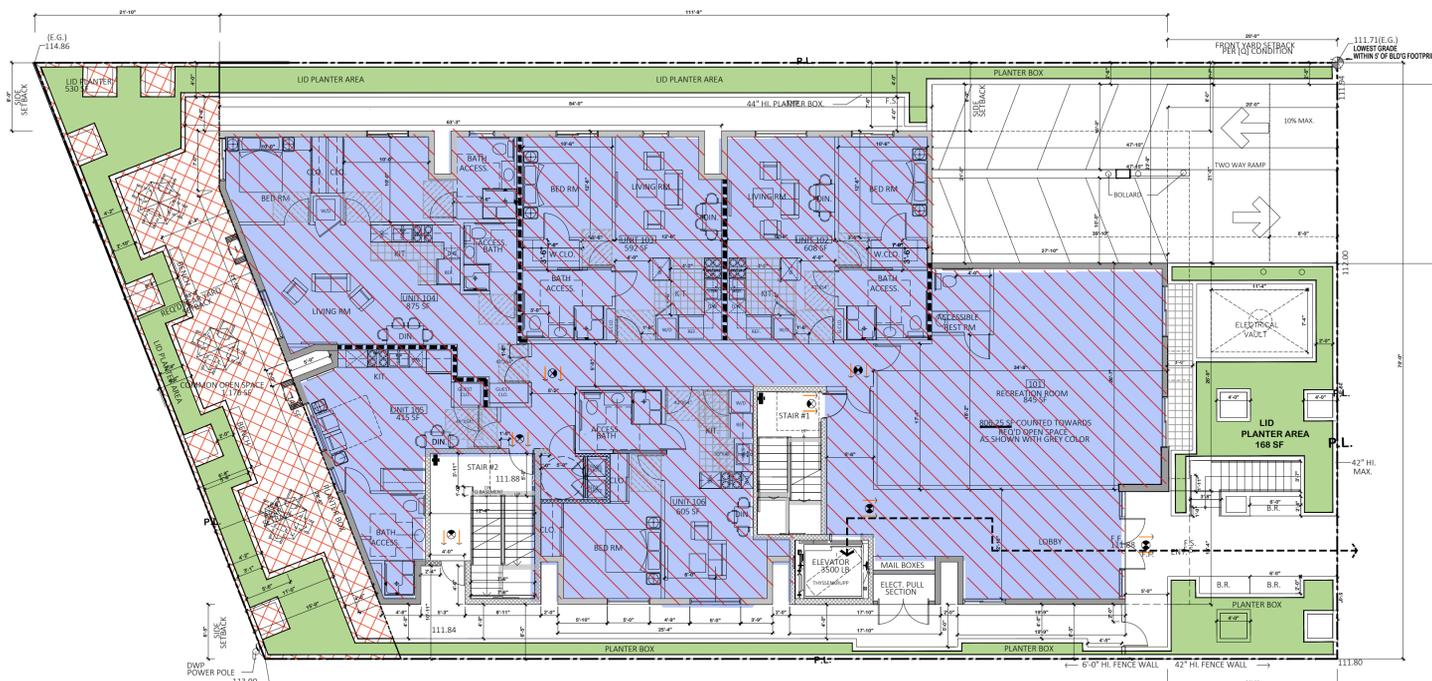
DESIGNED BY:	B.BARDI
CHECKED BY:	
DRAWN BY:	
DATE DRAWN:	
JOB NUMBER:	CDD-2121
SCALE:	

BUILDING AREA DIAGRAM

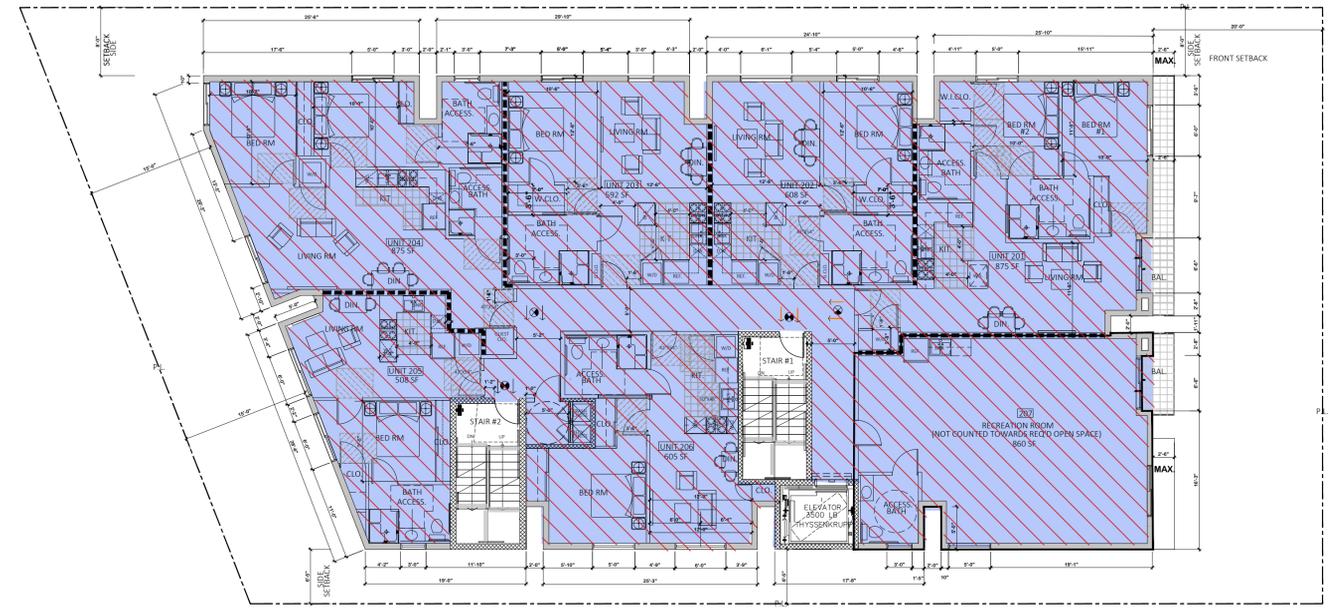
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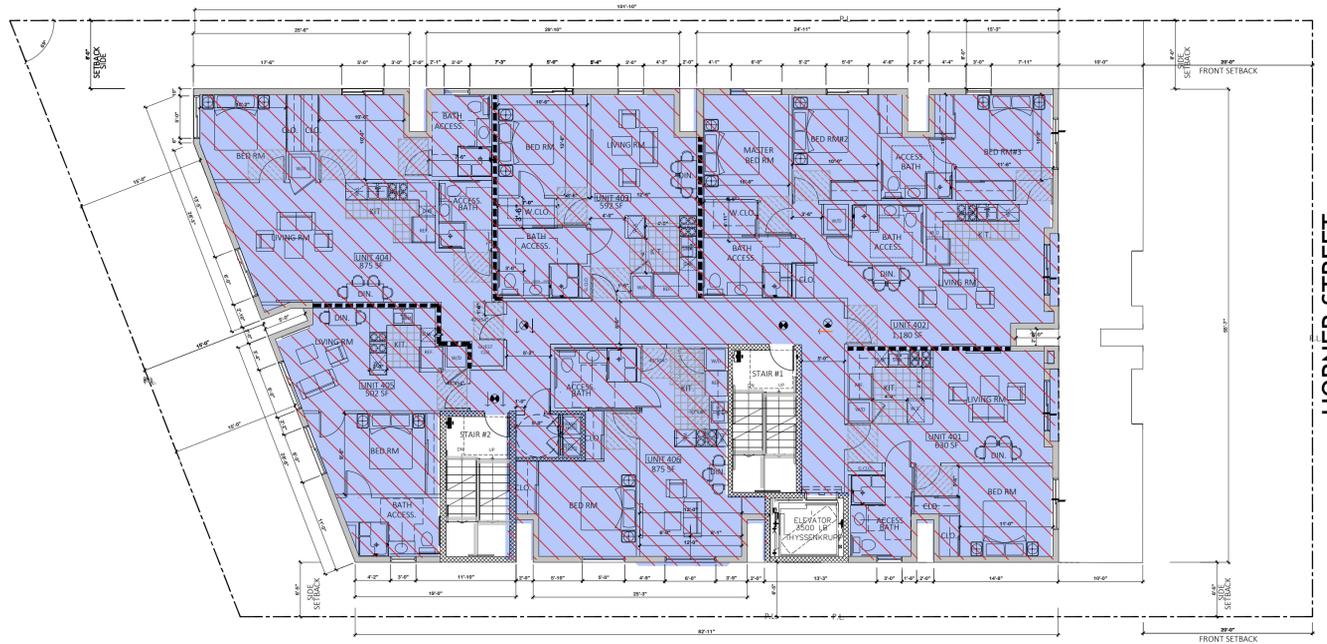
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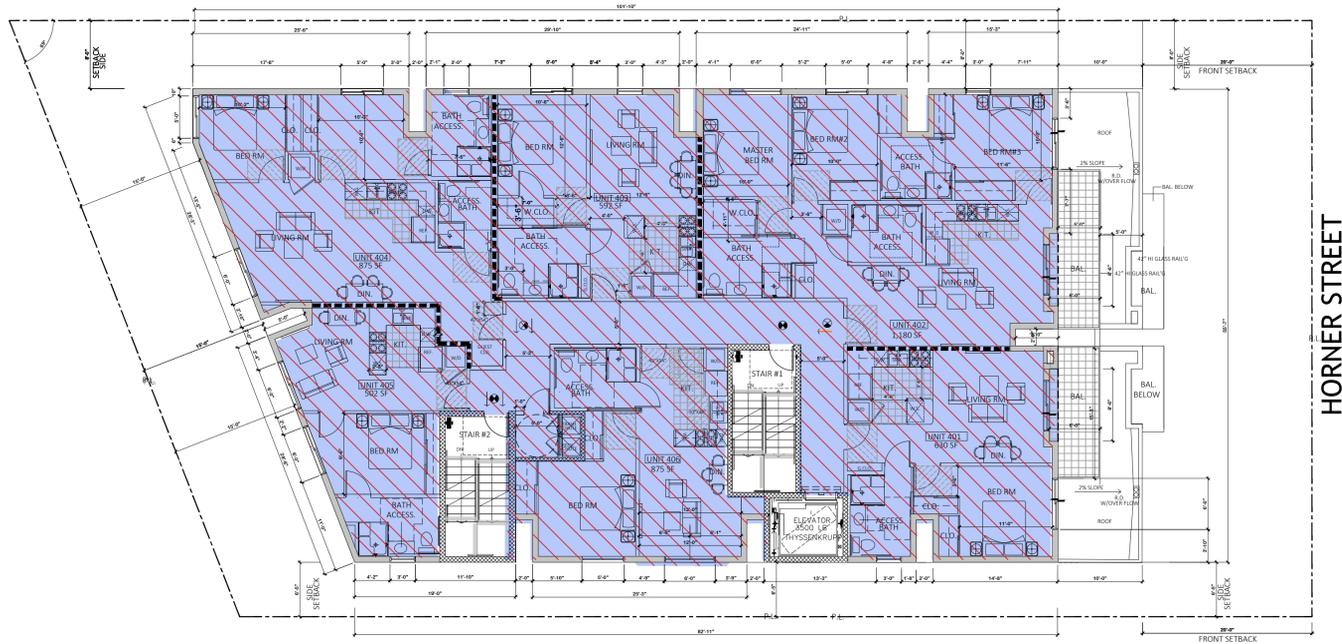
2 2ND AND 3RD FLOOR PLAN 1"=10'-0"



3 4TH & 5TH FLOOR AREA ANALYSIS DIAGRAM 1"=10'-0"



4 5TH FLOOR PLAN 1"=10'-0"



 INDICATES SPACE COUNTED AS ZONING AREA
 INDICATES SPACE COUNTED AS BUILDING AREA

DIAGRAM ONLY, USE FLOOR PLANS (A2 SERIES) FOR PLAN REVIEW

NEW 5-STORY 29- UNIT APARTMENT BUILDING
 PROJECT ADDRESS: 8521 HORNER ST, LOS ANGELES, CA 90035
 DEVELOPER: ALI PROPERTIES

REVISIONS		
NO.	DESCRIPTION	BY DATE
1		
2		
3		
4		

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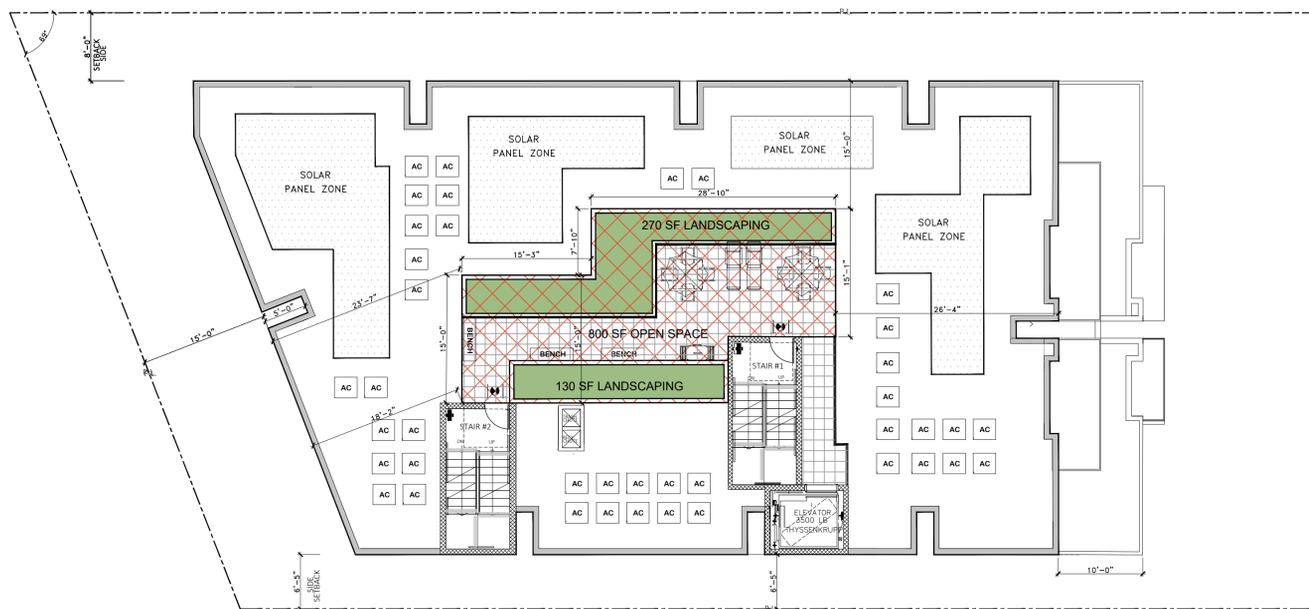
DESIGNED BY:	B. BARDI
CHECKED BY:	
DRAWN BY:	
DATE DRAWN:	
JOB NUMBER:	CDD-2121
SCALE:	

BUILDING AREA DIAGRAM

A0.2B

SHEET TITLE:

SHEET NO.

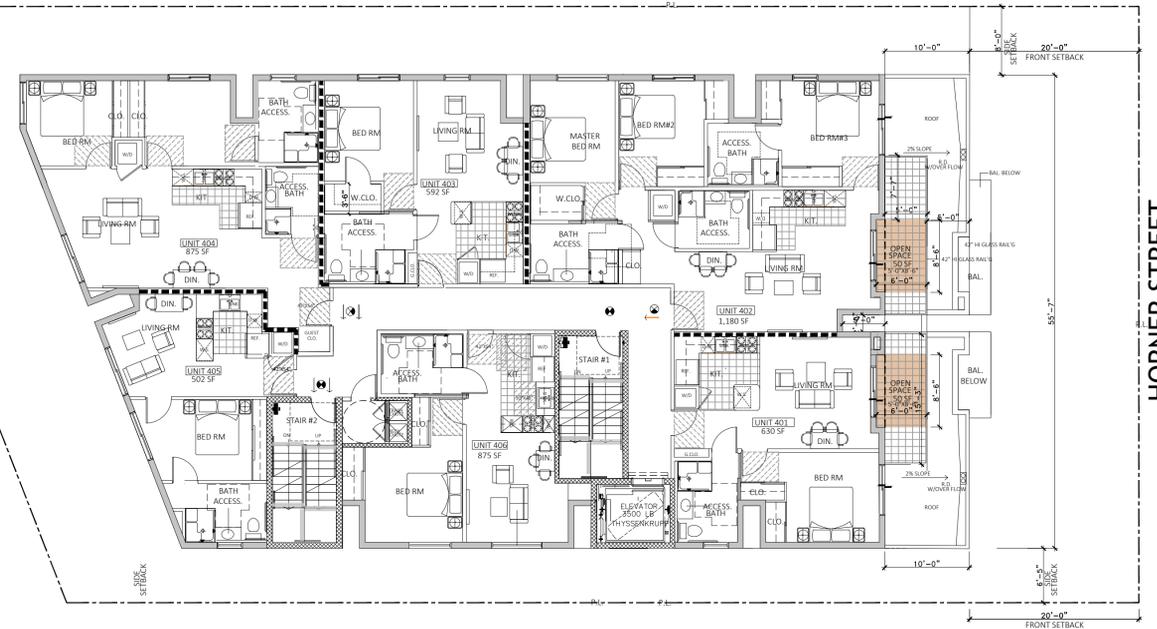


PROVIDED OPEN SPACE AT ROOF LEVEL: 800 SF
 REQUIRED OPEN SPACE AT ROOF LEVEL: $800 \times 50\% = 400$ SF
 PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 400 SF

INDICATES ROOF TOP OPEN SPACE

PROVIDED OPEN SPACE AT ROOF LEVEL

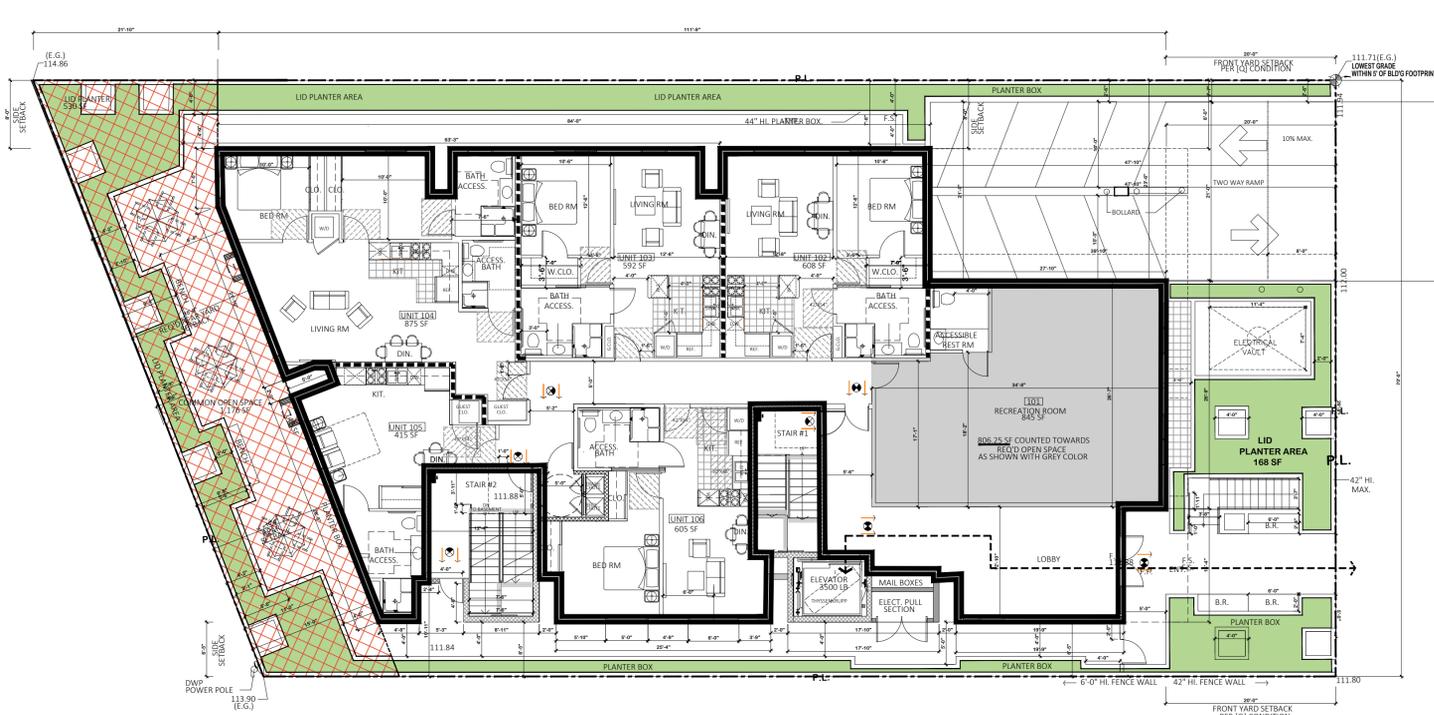
SCALE: 1"=10'-0"



INDICATES PRIVATE OPEN SPACE AREA
 PROVIDED OPEN SPACE AT THIS LEVEL (PROVIDED AT UNIT 401 AND 402): 100 SF

PROVIDED OPEN SPACE AT 4TH FLOOR

SCALE: 1"=10'-0"



PROVIDED OPEN SPACE AT STREET LEVEL (REAR YARD): 1,176 SF
 REQUIRED OPEN SPACE AT ROOF LEVEL: $1,176 \times 50\% = 588$ SF
 PROVIDED LANDSCAPE AREA AT ROOF LEVEL: 595 SF

PROVIDED OPEN SPACE AT STREET LEVEL (RECREATION ROOM): 806.25 SF

PROVIDED OPEN SPACE AT STREET LEVEL

SCALE: 1"=10'-0"

DIAGRAM ONLY, USE FLOOR PLANS (A2 SERIES) FOR PLAN REVIEW

NEW 5-STORY 29- UNIT APARTMENT BUILDING
 PROJECT ADDRESS: 8521 HORNER ST, LOS ANGELES, CA 90035
 DEVELOPER: ALI PROPERTIES

REVISIONS		
NO.	DESCRIPTION	BY DATE
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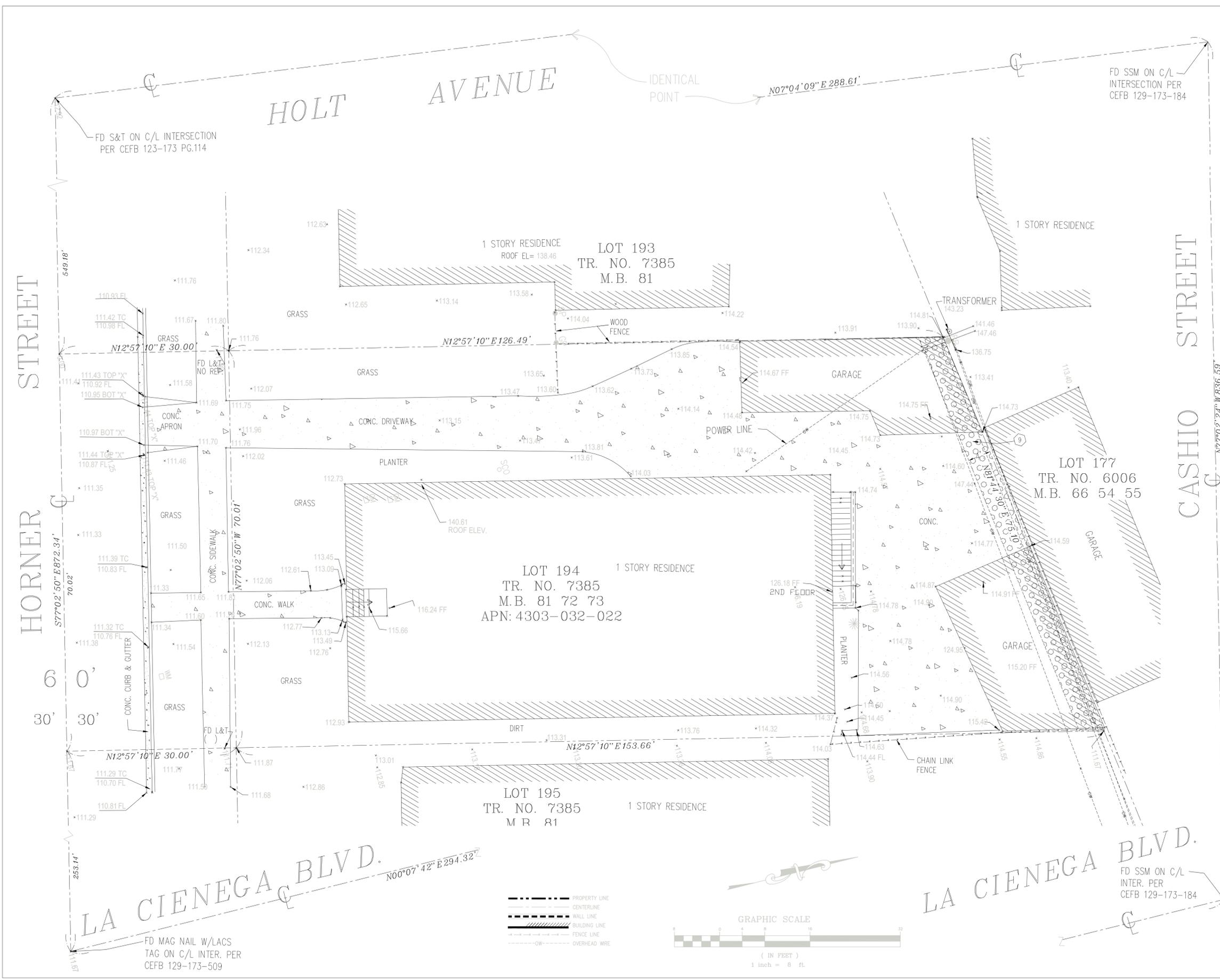


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DESIGNED BY: B.BARDI
 CHECKED BY:
 DRAWN BY:
 DATE DRAWN:
 JOB NUMBER: CDD-2121
 SCALE:

OPEN SPACE DIAGRAM
 SHEET TITLE: A0.2C
 SHEET NO.



LEGAL DESCRIPTION:
 THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 LOT 194 OF TRACT NO. 7385 AS PER MAP RECORDED IN BOOK 81 PAGES 72 & 73 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
 APN: 4303-032-022

BASIS OF BEARINGS:
 THE BEARING SOUTH 77°02'50" EAST, ON THE CENTERLINE OF HORNER STREET AS SHOWN ON TRACT NO. 7385, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 81 - PAGES 72 & 73, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND AREA:
 CONTAINING AN AREA OF 9807.44 SQ. FT., OR 0.22514 ACRES, MORE OR LESS.

BENCHMARK:
 BM ID: 13-04690 (NAVD 1988)
 DESCRIPTION: CUT SPIKE SW COR CB 3.5 FT W OF W CURB LA CIENEGA BL, 14 FT N OF CASHIO ST.
 ELEV. = -112.516 FT.

SCHEDULE B / EASEMENT(S):
 ALL EASEMENTS, OFFERS AND DEDICATIONS AS SHOWN ON THE OFFICIAL MAP TRACT NO. 7385, BOOK 81, PAGES 72 AND 73 - PLOTTED HEREON.

REFERENCE DOCUMENT:
 PER PRELIMINARY TITLE REPORT FROM FIRST AMERICAN TITLE COMPANY
 ORDER NO. 6701690
 DATED AS OF: SEPTEMBER 24, 2021

LEGEND:

APN	= ASSESSOR'S PARCEL NUMBER	OH	= OVERHANG
A.C.	= ASPHALT CONCRETE	(P)	= PRORATED
BM	= BENCHMARK	P.C.	= PROPERTY CORNER
BLDG	= BUILDING	PG	= PAGE
C/L	= CENTERLINE	PL	= PROPERTY LINE
CONC.	= CONCRETE	PLTR	= PLANTER
COR.	= CORNER	PWFB	= PUBLIC WORKS FIELD BOOK
CS	= CRAWL SPACE	(R)	= RECORD
FB	= FIELD BOOK	REF	= REFERENCE
FD	= FOUND	SSM	= STANDARD SURVEY MONUMENT
FF	= FINISH FLOOR ELEV.	SSDM	= STANDARD SURVEY DISC MONUMENT
FL	= FLOWLINE ELEV.	SMH	= SEWER MANHOLE
FS	= FINISH SURFACE ELEV.	S&T	= SPIKE & TIN
LS	= LAND SURVEYOR	SPK/W	= SPIKE & WASHER
L&T	= LEAD & TACK	TC	= TOP OF CURB ELEV.
(M)	= MEASURED	TR	= TRACT MAP
M.B.	= MAP BOOK	TW	= TOP OF WALL ELEV.

SYMBOLS:

○	DRAIN	PP	POWER POLE
⊗	GAS METER	SM	SEWER MANHOLE
⊕	GAS VALVE	SP	SIGN POST
⊙	PINE TREE	WH	WATER HEATER
		WM	WATER METER



M&G CIVIL ENGINEERING AND LAND SURVEYING

TITLE: TOPOGRAPHIC SURVEY
 8521 Horner Street, LOS ANGELES, CA 90035

CLIENT: Shahrakh Zarrin

SCALE: 1" = 5'

DESIGNED BY: MEL

DRAWN BY: CL

CHECKED BY: C.D.L.

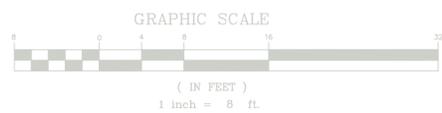
JOB NO.: 21-18489

DATE: 11/8/2021

REVISION (S):

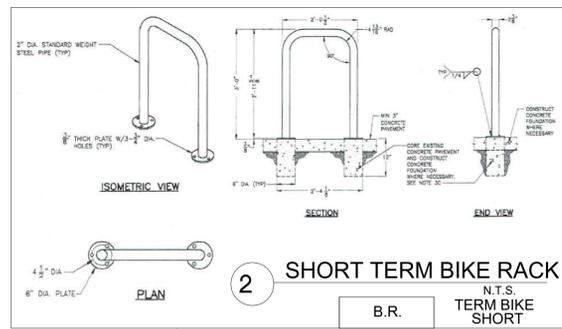
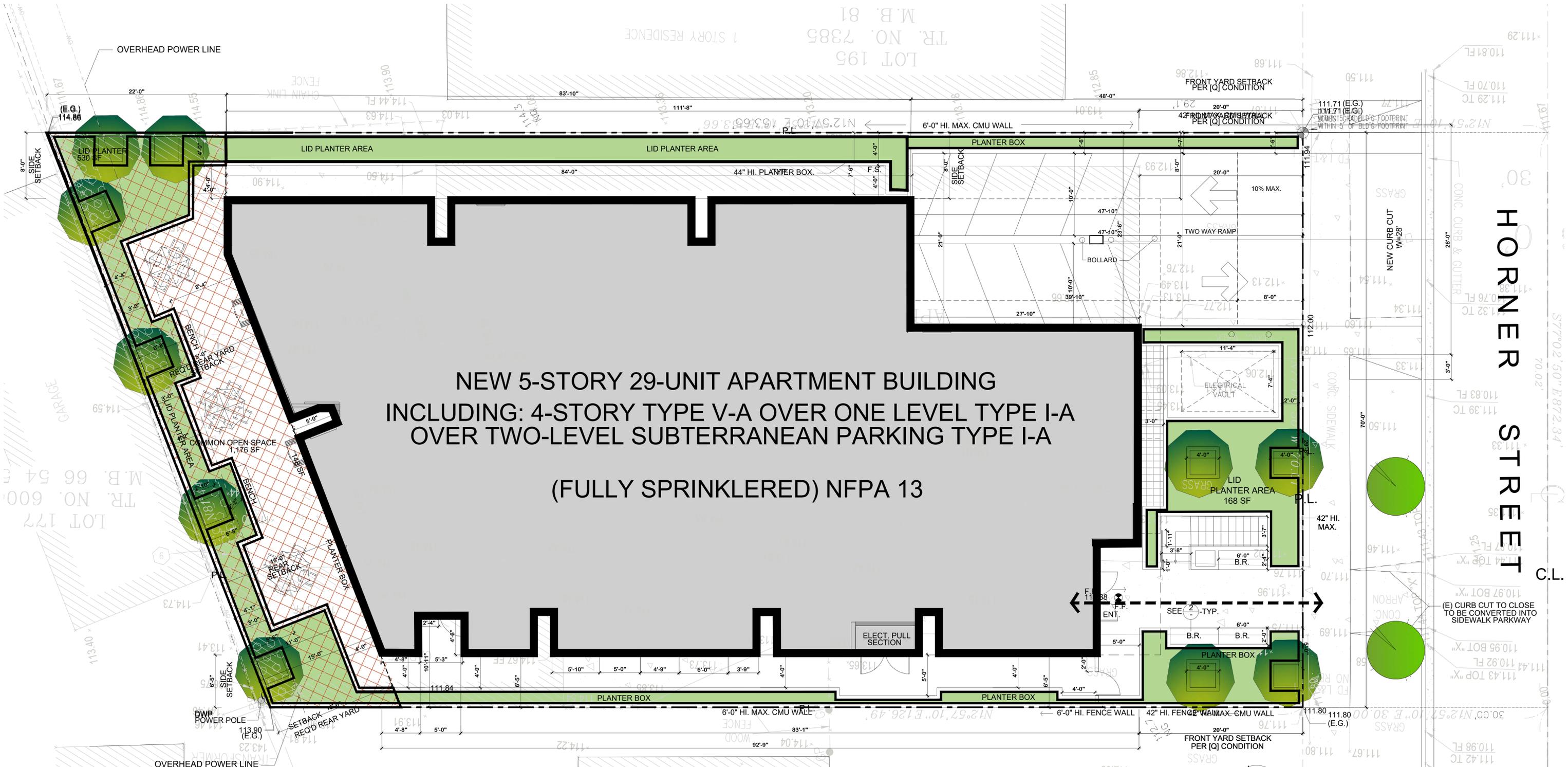
SHEET 1 OF 1 SHEET

M&G CIVIL ENGINEERING & LAND SURVEYING
 947 S. ROBERTSON BLVD.
 BEVERLY HILLS, CALIFORNIA 90211
 TEL. (310) 659-0871 FAX (310) 659-0845
 info@mgsandl.com www.mgsandl.com



- PROPERTY LINE
- CENTERLINE
- WALL LINE
- BUILDING LINE
- FENCE LINE
- OVERHEAD WIRE

**NEW 5-STORY 29-UNIT APARTMENT BUILDING
INCLUDING: 4-STORY TYPE V-A OVER ONE LEVEL TYPE I-A
OVER TWO-LEVEL SUBTERRANEAN PARKING TYPE I-A
(FULLY SPRINKLERED) NFPA 13**



SEE LANDSCAPING DRAWINGS FOR MORE PLANTING DETAILS



INDICATES COMMON OPEN SPACE AREA
1,176 SF PROVIDED AT REAR YARD



INDICATES LINE OF BLD'G ABV.

- LEGEND :
- EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL

SITE PLAN

SCALE : 3/16" = 1'-0"

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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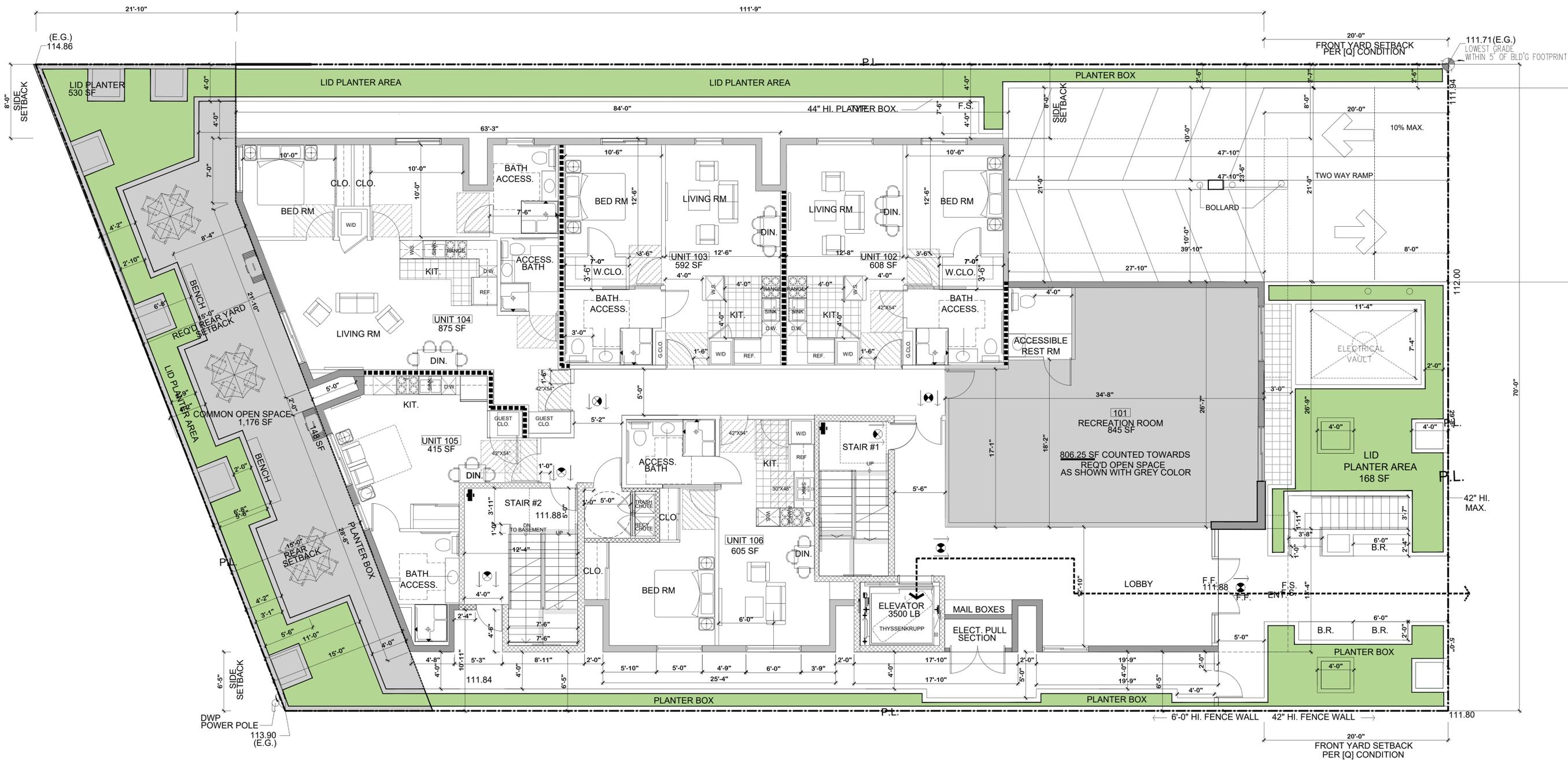
REVISIONS		
NO.	DESCRIPTION	BY DATE
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SITE PLAN

A1.0



1

1ST FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - CHARGING STATION
 - INDICATES OPEN SPACE AREA AT RECREATION ROOM

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
 DEVELOPER: HORNER PROPERTY LLC
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REVISIONS		
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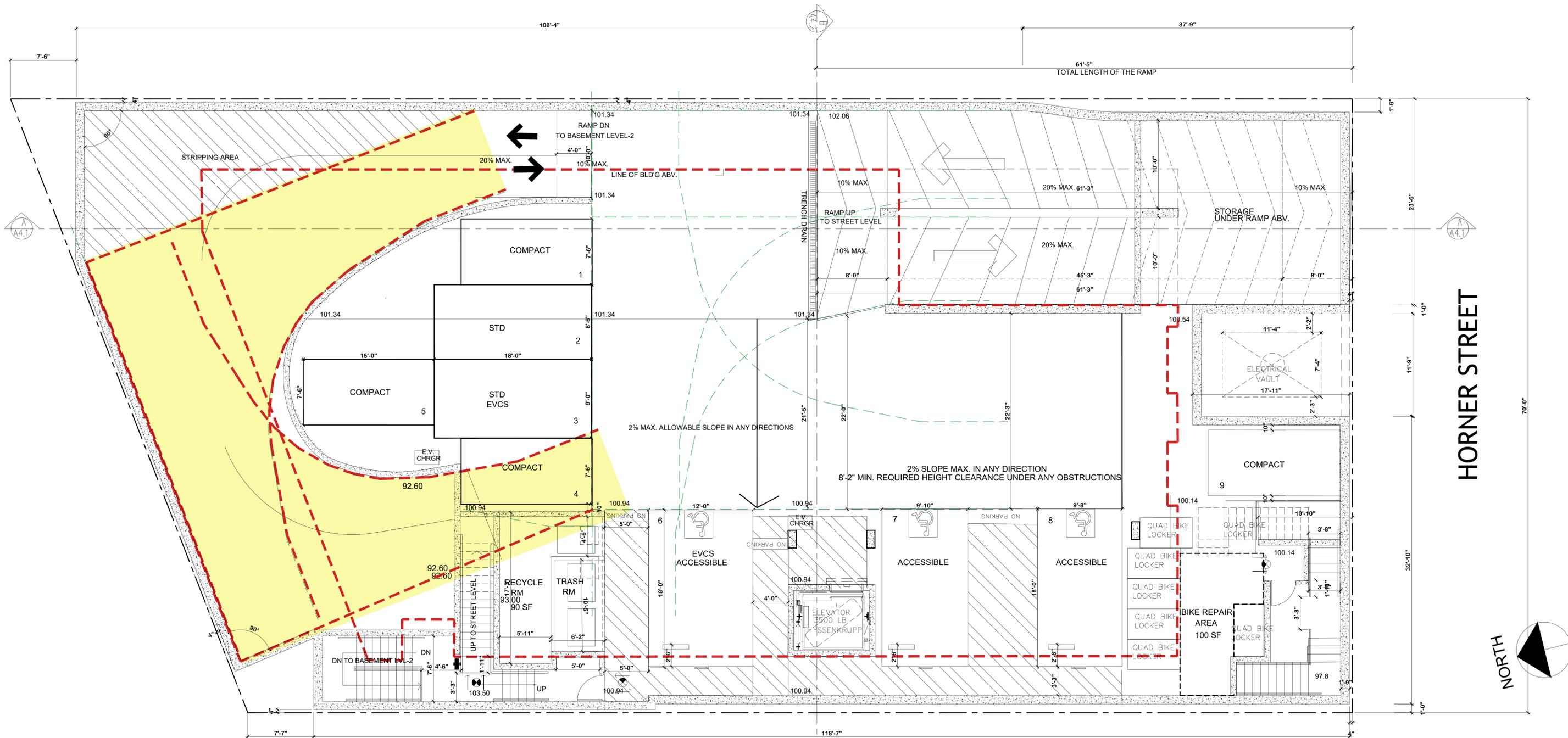
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1ST FLOOR PLAN A2.1

SHEET TITLE: SHEET NO.

HORNER STREET





HORNER STREET



1 1ST BASEMENT FLOOR PLAN

SCALE : 3/16" = 1'-0"

Upper #10031
Lower #10017

ProPark DT/SM (S02)
(2-Tier) Standard Locker (Dims)

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DOUBLE TIER QUAD BIKE LOCKER N.T.S.

CYCLESAFE
PREPARED-DT-SM (MIM) LOCKERS
(1) UNIT = (4) BIKE CAPACITY

- LEGEND :**
- 2 X STUDS INTERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - C.S. CHARGING STATION
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
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PROJECT NUMBER 21-12

REVISIONS

NO.	DESCRIPTION	BY	DATE
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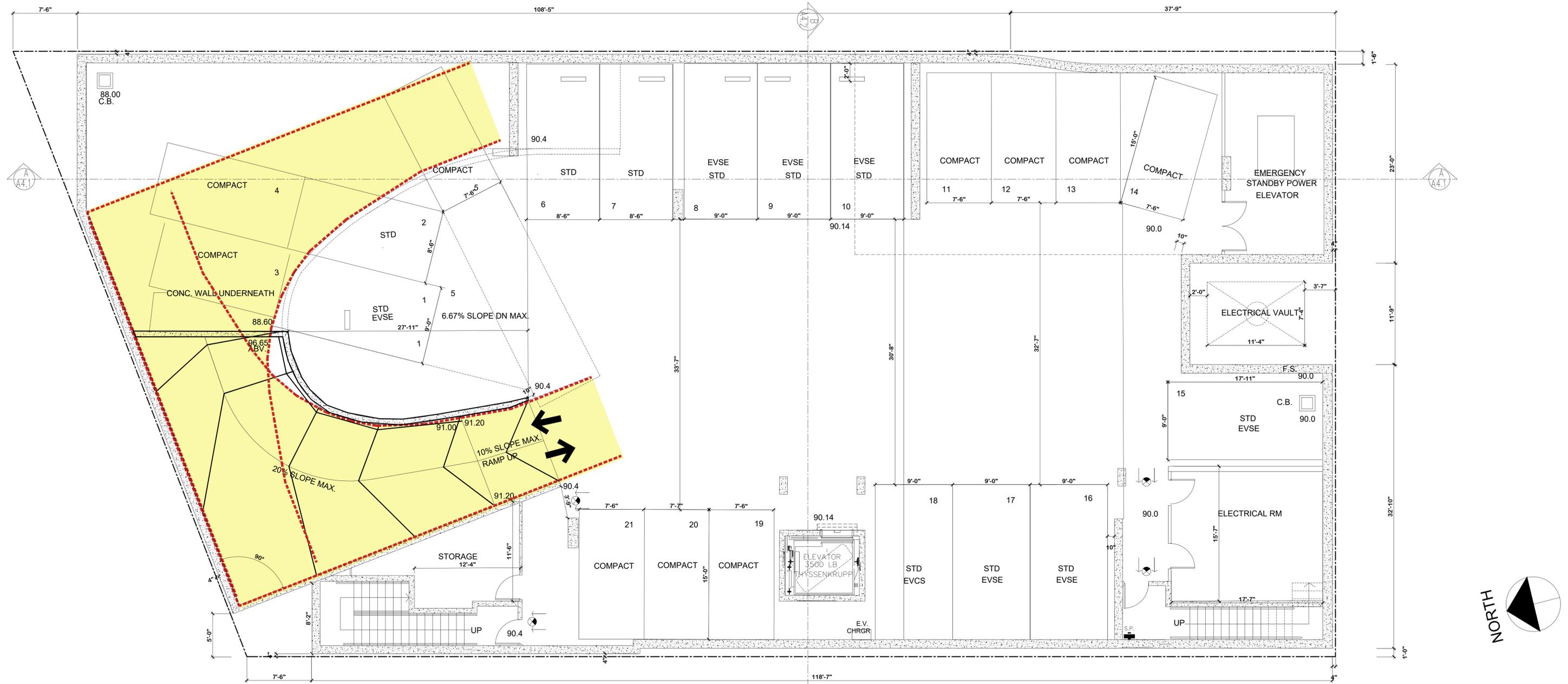


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1ST BASEMENT FLOOR PLAN

A2.2

SHEET TITLE: SHEET NO.



1 2ND BASEMENT FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT SEE 2/A7.1
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
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 - CHARGING STATION

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PROJECT NUMBER 21-12

REVISIONS		
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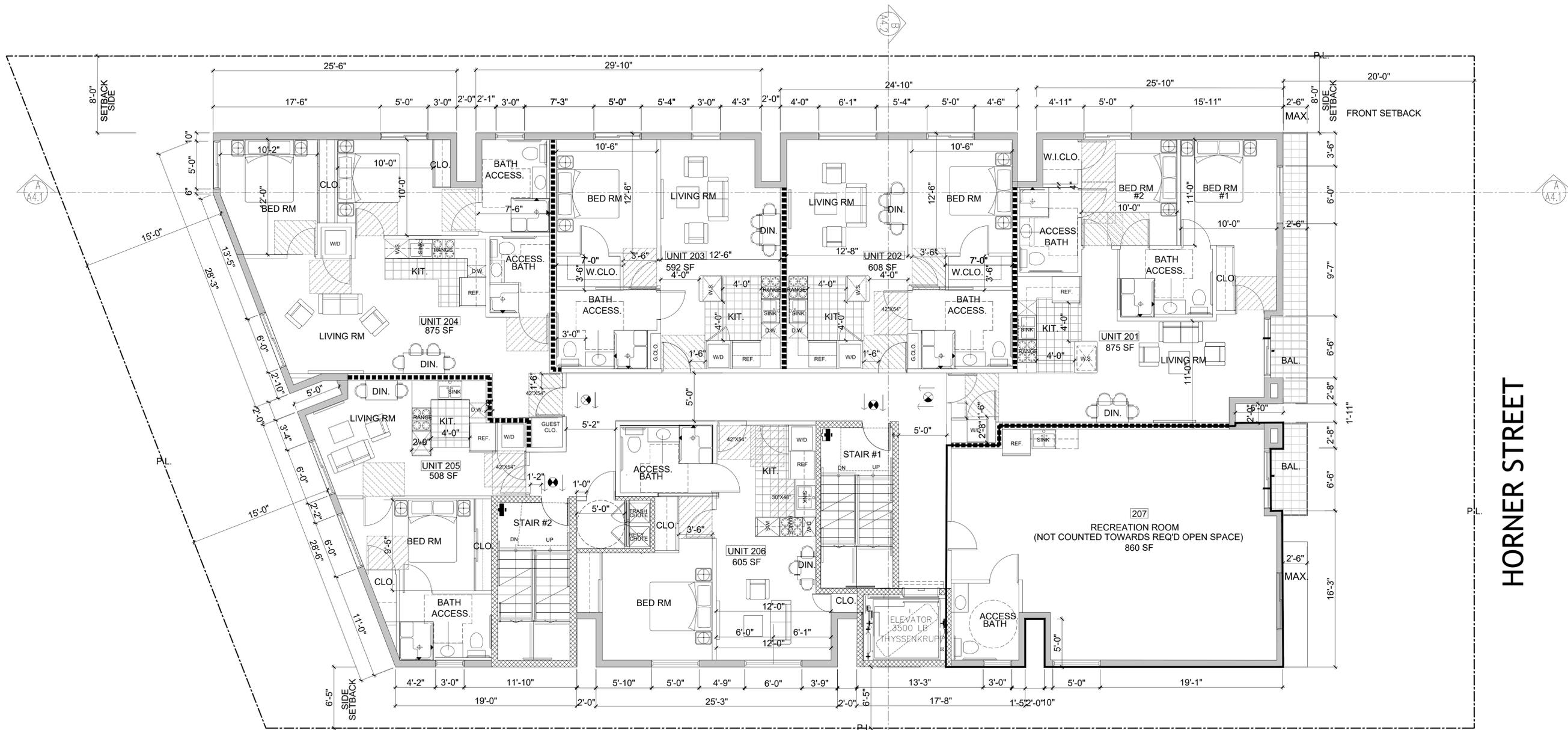


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2ND BASEMENT FLOOR PLAN
 SHEET TITLE:

A2.3
 SHEET NO.

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 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210



1

2ND FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - CHARGING STATION

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
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PROJECT NUMBER 21-12

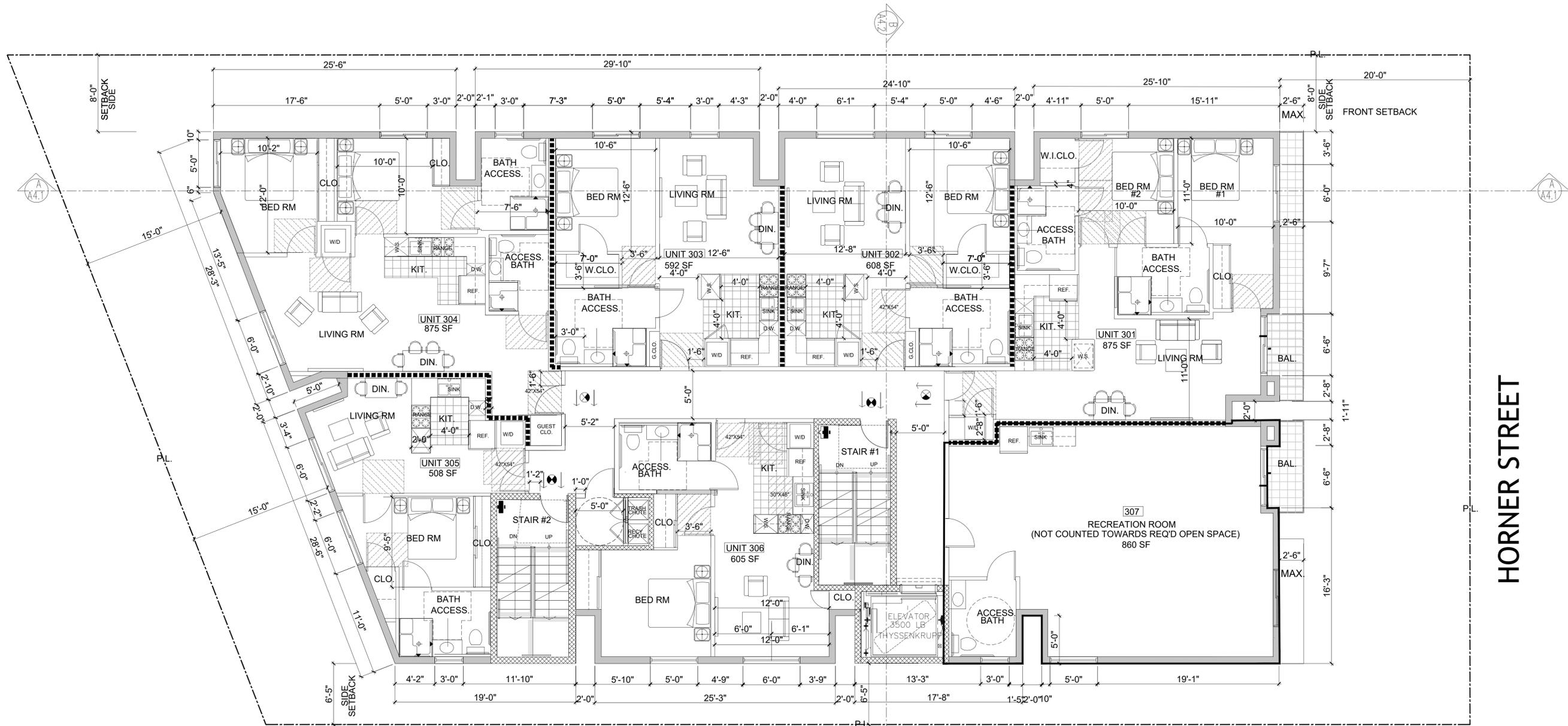
REVISIONS			
NO.	DESCRIPTION	BY	DATE



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2ND FLOOR PLAN A2.4

SHEET TITLE: SHEET NO.



HORNER STREET



1

3RD FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL
 - PARKING SPACE DESIGNATED FOR RESIDENTIAL USE
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - CHARGING STATION

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
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 DEVELOPER: HORNER PROPERTY LLC
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PROJECT NUMBER: 21-12

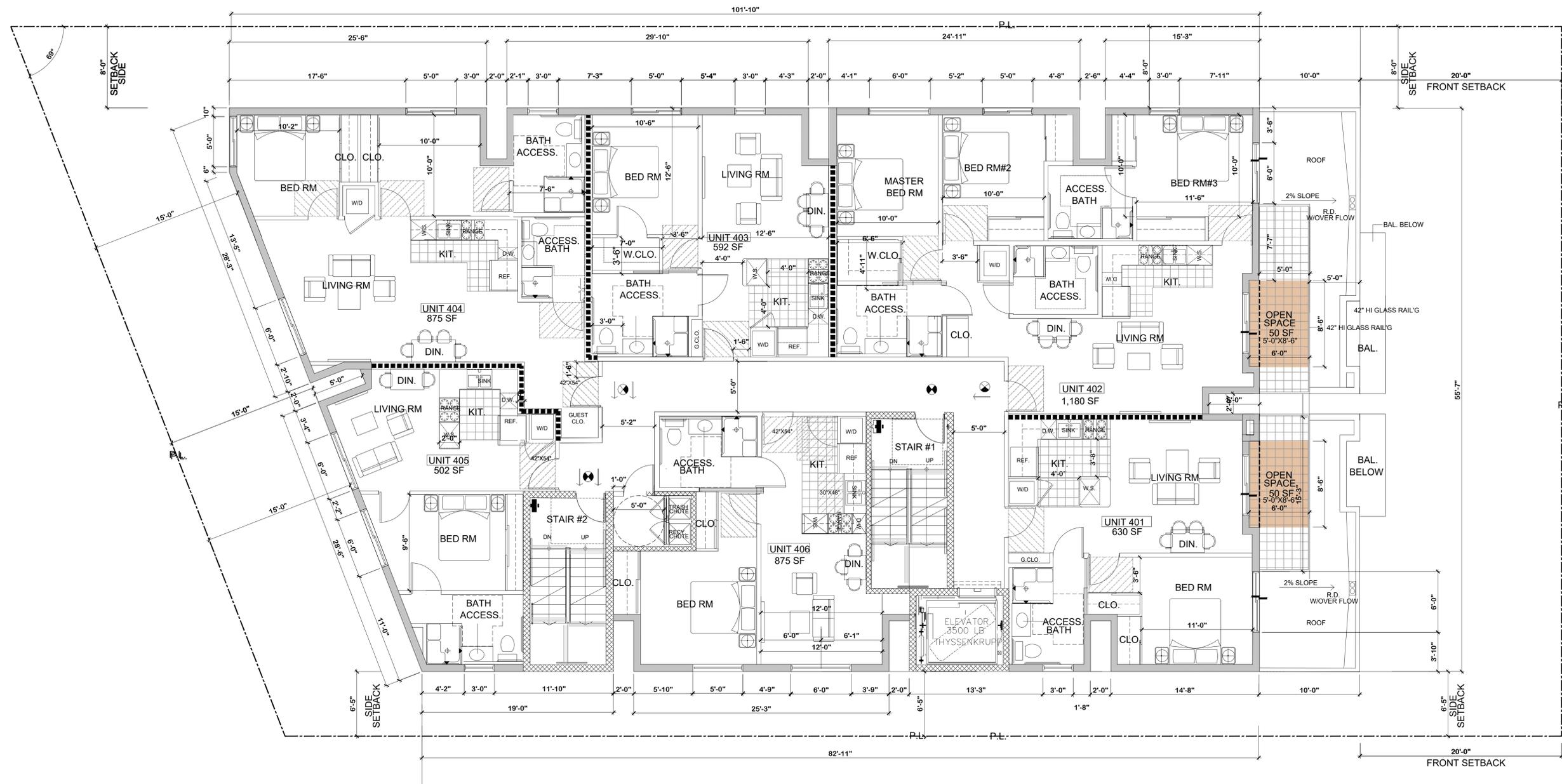
REVISIONS		
NO.	DESCRIPTION	BY DATE



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3RD FLOOR PLAN A2.5

SHEET TITLE: SHEET NO. SHEET NO.



4TH FLOOR PLAN

1

SCALE : 3/16" = 1'-0"

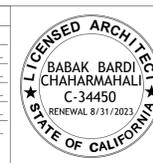
- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT SEE 2/A7.1
 - ACC. PATH OF TRAVEL
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - C.S. CHARGING STATION
- INDICATES PRIVATE OPEN SPACE AREA PROVIDED OPEN SPACE AT THIS LEVEL: 100 SF

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

CONFORMITY STATEMENT:
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PROJECT NUMBER: 21-12

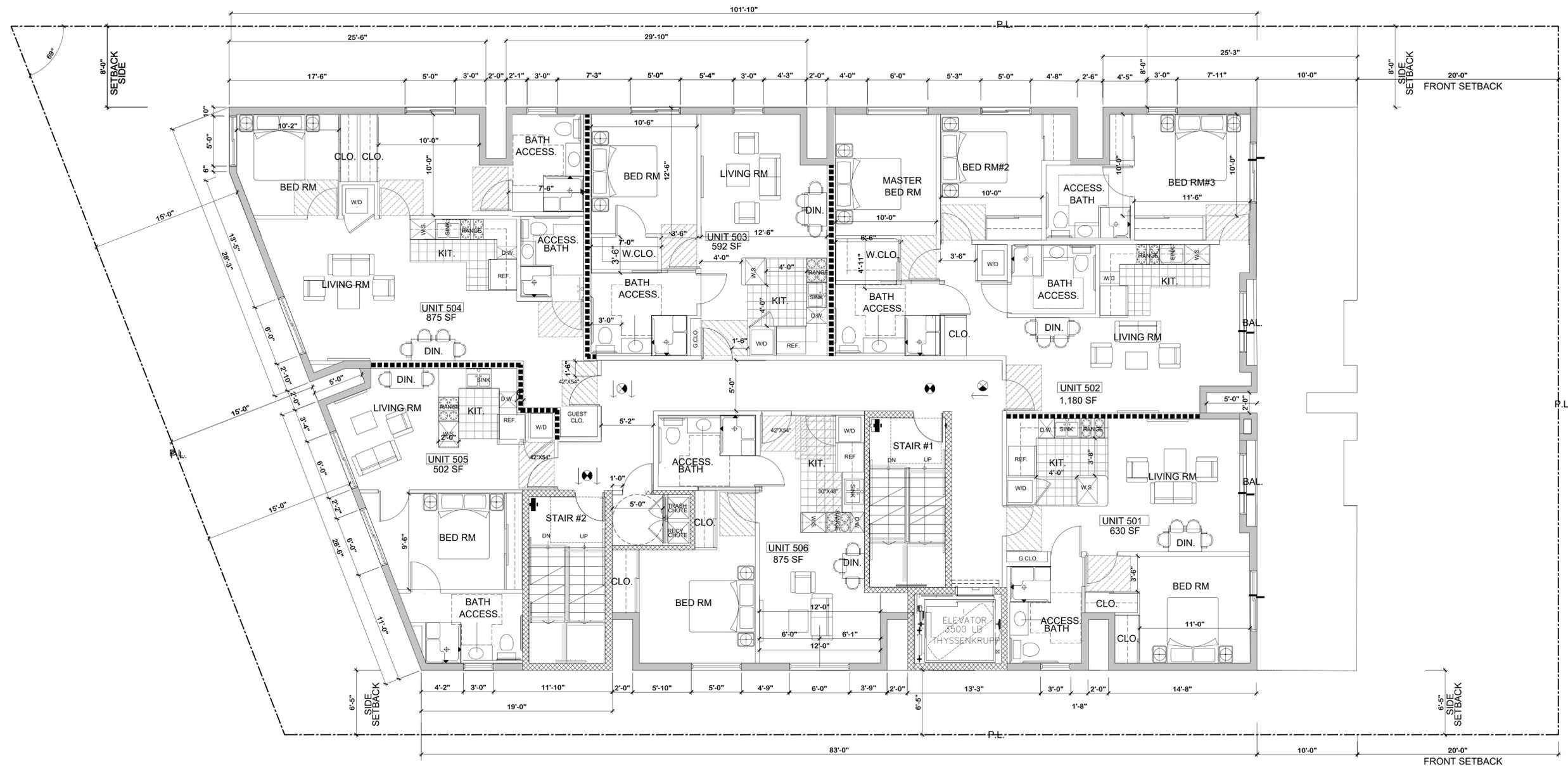
REVISIONS		
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 PRINCIPAL: BABAK BARDI CHAHARMAHALI, AIA (REGISTERED ARCHITECT)
 CALIFORNIA LIC.#C34450, OKLAHOMA LIC.#A6376, TEXAS LIC.#26090
 11022 SANTA MONICA BLVD, #200, LOS ANGELES, CA 90025
 TEL:310.430.5565 FAX:310.427.7446 EMAIL: INFO@CDDARCH.COM WWW.CDDARCH.COM

4TH FLOOR PLAN A2.6

SHEET TITLE: SHEET NO.



HORNER STREET



1

5TH FLOOR PLAN

SCALE : 3/16" = 1'-0"

- LEGEND :**
- 2 X STUDS INERIOR WALL SEE 2/A7.2
 - C.M.U. WALL (SEE STRUCTURAL)
 - CONCRETE WALL (SEE STRUCTURAL)
 - FULL HEIGHT ONE HR WALL SEE 2/A7.1
 - TWO-HR WALL SEE 10/A7.1 FOR EXTERIOR AND SEE 7/A7.1 FOR INTERIOR WALLS
 - PARTITION WALLS
 - CONTRAST WARNING STRIPING
 - BACKING FOR GRAB BARS
 - EXIT SIGN W/ EMERGENCY LIGHT
 - ACC. PATH OF TRAVEL
 - FIRE EXTINGUISHER MIN. OF 2-A OR 2-A10BC
 - EXHAUST VENT FAN ENERGY STAR WITH HUMIDISTAT DUCTED TO EXTERIOR
 - CLASS I STANDPIPE
 - C.S. CHARGING STATION

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PROJECT NUMBER 21-12

REVISIONS		
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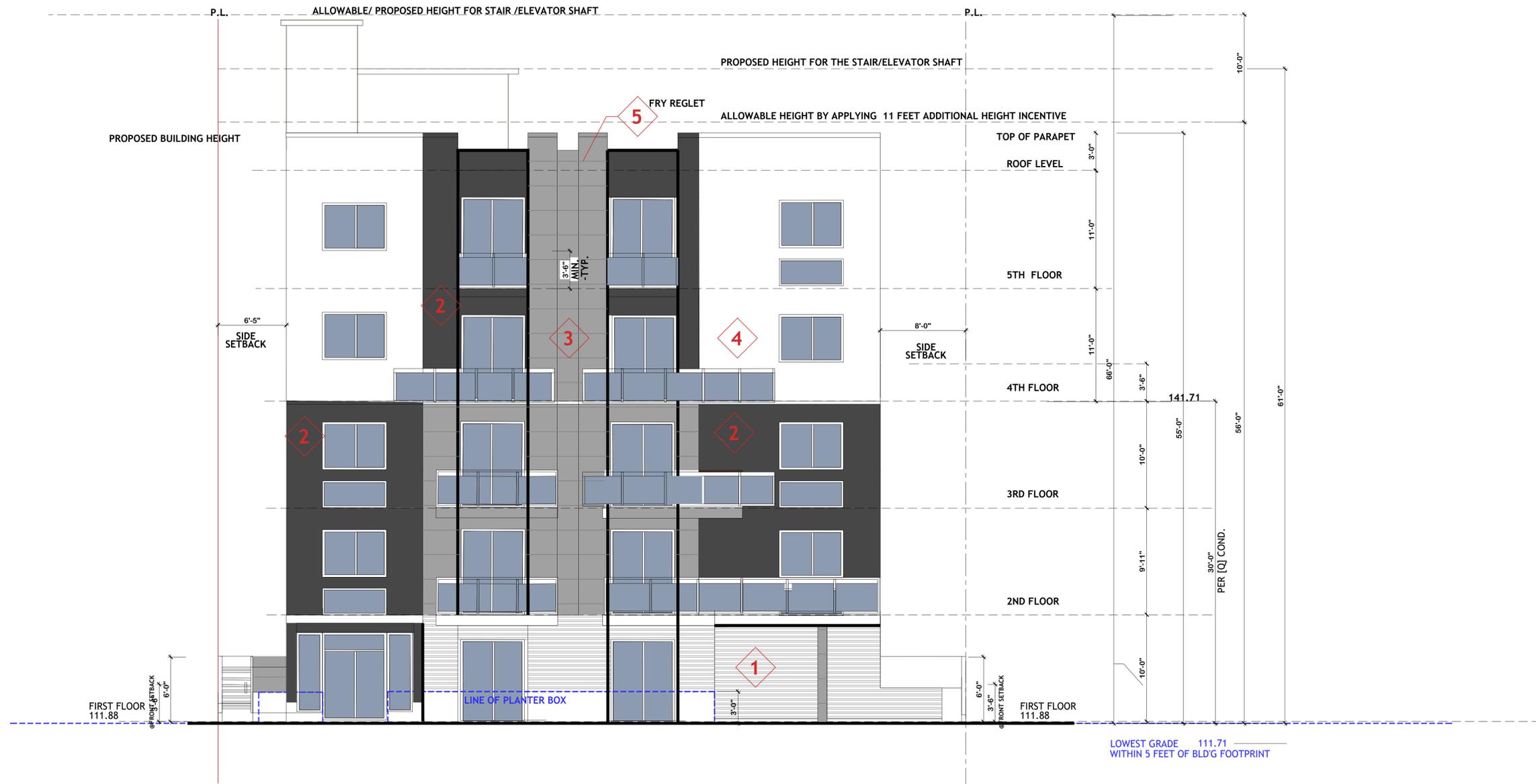
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5TH FLOOR PLAN

A2.7

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

SHEET TITLE: SHEET NO.



1 FRONT ELEVATION

SCALE : 3/16"=1'-0"



1 CORRUGATED SHEET METAL
DARK GREY



3 EXTERIOR CLADDING COMPOSITE PANEL
TRESPA
L2151
LONDON GREY

4 **LaHabra** Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA
X-40 DOVE GREY (BASE 200)



2 EXTERIOR CLADDING COMPOSITE PANEL
TRESPA
M21.8.1
GRAPHITE GREY



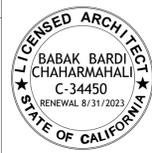
5 1/2" FRY REGLET

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REVISIONS

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PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

ELEVATIONS
SHEET TITLE:
A3.1
SHEET NO.

PROJECT NUMBER 21-12



1 CORRUGATED SHEET METAL DARK GREY

2 TRESPA M21.8.1 GRAPHITE GREY

3 TRESPA L2151 LONDON GREY

4 LaHabra Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA X-40 DOVE GREY (BASE 200)

5 1/2" FRY REGLET

1 EAST ELEVATION
SCALE : 3/16"=1'-0"

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
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REVISIONS	
NO.	DESCRIPTION

PROJECT NUMBER: 21-12

CDD INC

BABAK BARDI CHAHARMHALI
C-34450
RENEWAL 8/31/2023
STATE OF CALIFORNIA

CALIFORNIA DEVELOPMENT & DESIGN INC.
PRINCIPAL: BABAK BARDI CHAHARMHALI, AIA (REGISTERED ARCHITECT)
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ELEVATIONS A3.2

SHEET TITLE: SHEET NO.



WEST SIDE ELEVATION

SCALE : 3/16"=1'-0"

1



1 CORRUGATED SHEET METAL DARK GREY



4 LaHabra® Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA
X-40 DOVE GREY (BASE 200)



3 TRESPA®
L2151 LONDON GREY



2 TRESPA®
M21.8.1 GRAPHITE GREY



5 1/2" FRY REGLET



GLASS RAILING

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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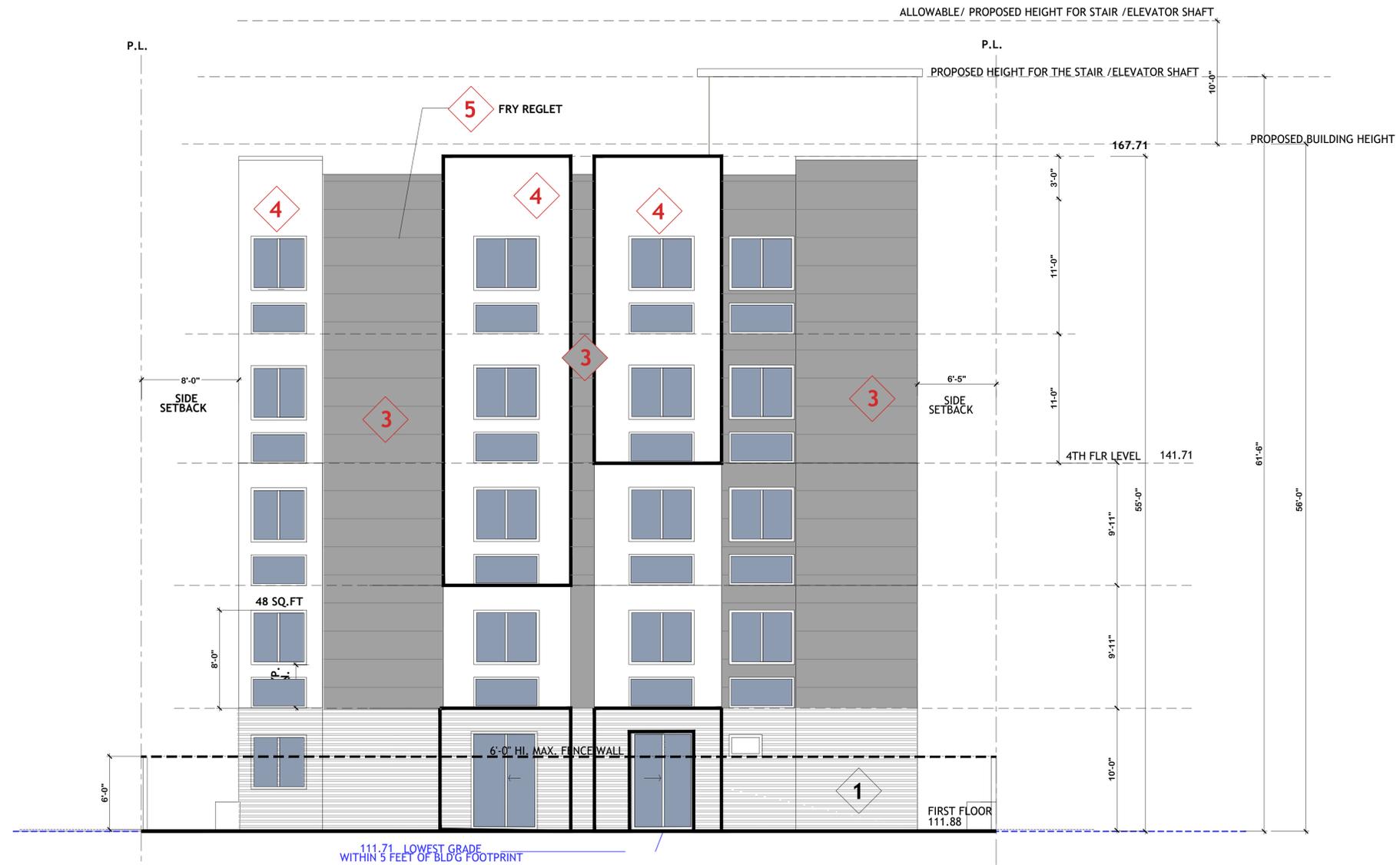
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ELEVATIONS

A3.3

SHEET TITLE:

SHEET NO.



1 CORRUGATED SHEET METAL DARK GREY

2 TRESPA M21.8.1 GRAPHITE GREY

3 TRESPA L2151 LONDON GREY

4 LaHabra Exterior Stucco Colors
SMOOTH STUCCO BY LA HABRA
X-40 DOVE GREY (BASE 200)

5 1/2" FRY REGLET

1

REAR ELEVATION

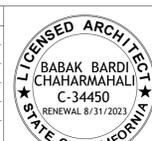
SCALE : 3/16"=1'-0"

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
DEVELOPER: HORNER PROPERTY LLC
1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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PROJECT NUMBER 21-12

REVISIONS		
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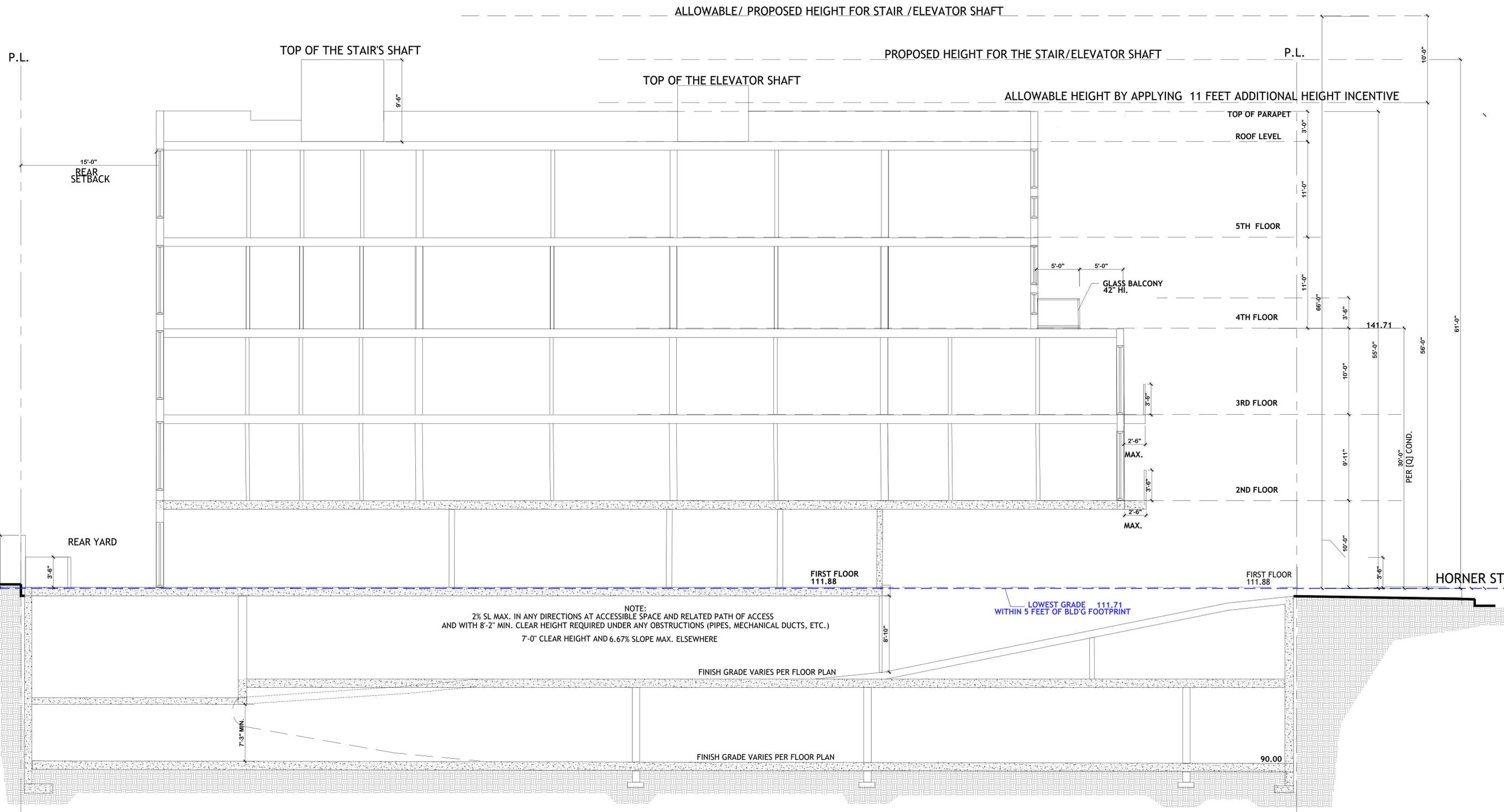


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ELEVATIONS

A3.4

SHEET TITLE: SHEET NO.



ALLOWABLE / PROPOSED HEIGHT FOR STAIR /ELEVATOR SHAFT

PROPOSED HEIGHT FOR THE STAIR/ELEVATOR SHAFT

ALLOWABLE HEIGHT BY APPLYING 11 FEET ADDITIONAL HEIGHT INCENTIVE

TOP OF THE ELEVATOR SHAFT

TOP OF THE STAIR'S SHAFT

TOP OF PARAPET

ROOF LEVEL

5TH FLOOR

4TH FLOOR

3RD FLOOR

2ND FLOOR

FIRST FLOOR
111.88

FIRST FLOOR
111.88

HORNER ST

NOTE:
2% SL MAX. IN ANY DIRECTIONS AT ACCESSIBLE SPACE AND RELATED PATH OF ACCESS
AND WITH 8'-2" MIN. CLEAR HEIGHT REQUIRED UNDER ANY OBSTRUCTIONS (PIPES, MECHANICAL DUCTS, ETC.)
7'-0" CLEAR HEIGHT AND 6.67% SLOPE MAX. ELSEWHERE

LOWEST GRADE 111.71
WITHIN 5 FEET OF BLD'G FOOTPRINT

FINISH GRADE VARIES PER FLOOR PLAN

FINISH GRADE VARIES PER FLOOR PLAN

90.00

SECTION A-A

SCALE: 3/16"=1'-0"

1

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
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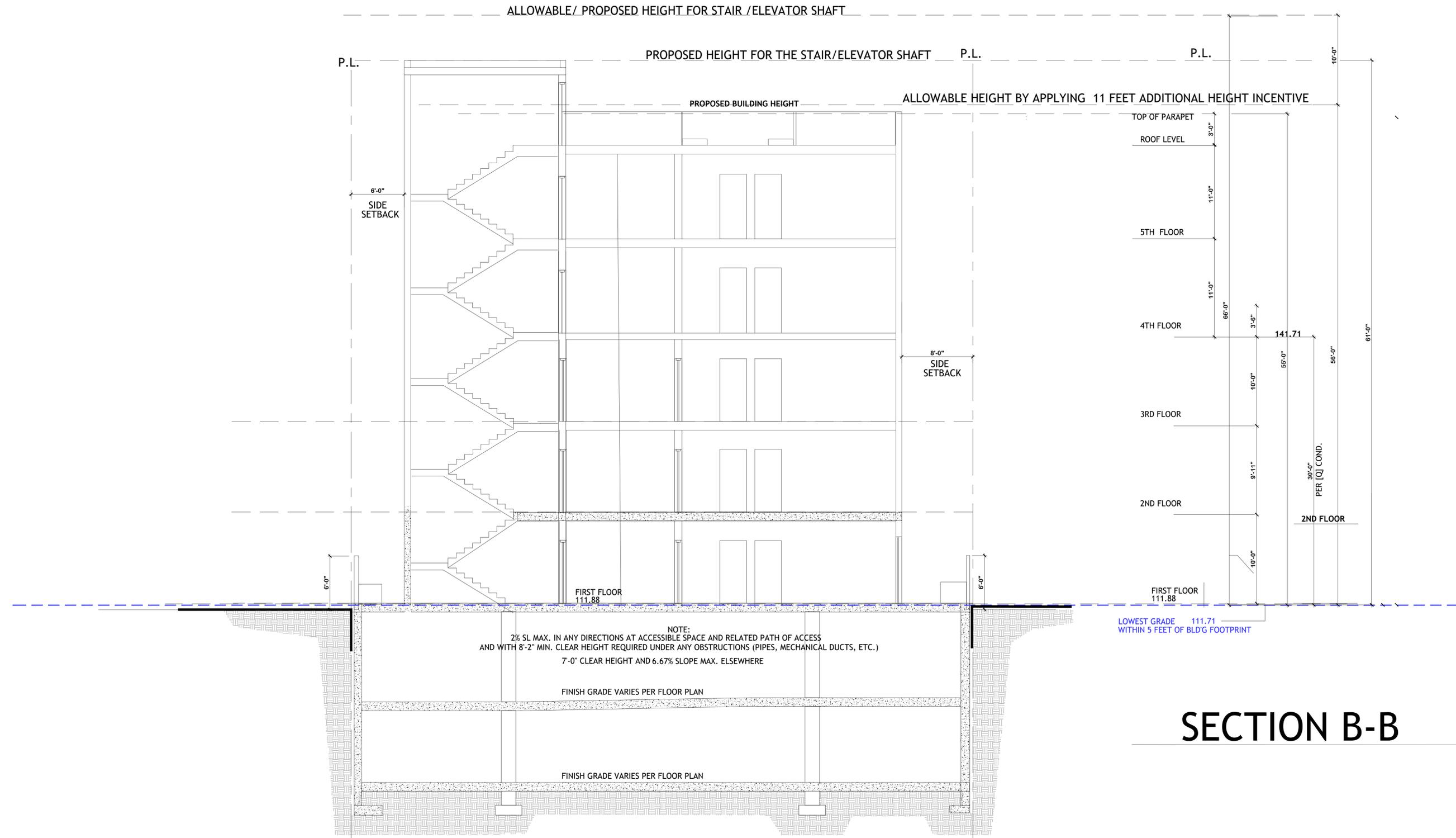
SECTION

A4.1

SHEET TITLE:

SHEET NO.

PROJECT NUMBER 21-12



SECTION B-B

SCALE : 3/16"=1'-0"

1

NEW 5-STORY 29- UNIT RESIDENTIAL BUILDING
 PROJECT ADDRESS: 8521 HORNER STREET, LOS ANGELES, CA 90035
 DEVELOPER: HORNER PROPERTY LLC
 1040 MAYBROOK DRIVE, BEVERLY HILLS, CA 90210

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NO.	DESCRIPTION	BY DATE
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SECTION

A4.2

SHEET TITLE:

SHEET NO.

PROJECT NUMBER 21-12



The Horner Villas

8521











The Horner Villas

KL-476-MS



The Horner Villas



Appendix A-2

Landscape Plans, Yael Lir Landscape Architects, May 26, 2023

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	* Magnolia g. 'Little Gem'	Magnolia	24"box	4		low 0.3
⊗	* Podocarpus gracilior	Fern Pine	24"box	6	low branching	low 0.3
⊙	Street tree	Per City req.	24"box	2		low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
☼	Achillea m. 'Moonshine'	Common Yarrow	5-gal	18"oc		low 0.3
▼	* Aeonium a. 'Zwartkop'	Flax Lilly	5-gal	5		low 0.3
⊙	* Dianella r. 'Little Rev'	Flax Lilly	5-gal	17		low 0.3
⊙	* Dianella t. 'Variagta'	Flax Lilly	5-gal	14		low 0.3
⊙	* Dietes iridioides 'Variegata'	Variegated Fortnight Lily	5-gal	21		low 0.3
⊙	* Dietes bicolor	Fortnight Lily	5-gal	26		low 0.3
⊙	* Lomandra c. 'Olive Green'	Olive Green Mat Rush	5-gal	24"oc		low 0.3
⊙	* Lomandra l. 'Breeze'	Breeze Mat-Rush	5-gal	24		low 0.3
⊙	* Nandina domestica	Heavenly Bamboo	5-gal	17		low 0.3
⊙	* Rhipiolepis umbellata 'Minor'	Narrow-Leaf Chalksticks	5-gal	14		low 0.3
⊙	* Senecio cylindricus	String of Bananas	5-gal	12		low 0.3
⊙	* Senecio radicans	String of Bananas	5-gal	17		low 0.3
⊙	Tradescantia zebrina	Wandering Jew	1-gal	18"oc		low 0.3

* Points claimed for low water use plants

Item	Model	Color
Table	Cheap Chic square top	Flambe Orange
Chairs	Catena	Flambe Orange
Trash	Lakeside	Stainless Steel

tel: 800.521.2546

LANDSCAPE AREA:	2,084 SF
IRRIGATION WATER SUPPLY TYPE:	POTABLE WATER SUPPLY

RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES

A MINIMUM 3" LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED

FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6" OF SOIL, COMPOST AT A RATE OF A MINIMUM OF 4 CUBIC YARDS PER 1,000 SF OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF 6" INTO SOIL.

1. Required Number of 24"box trees	
a. 1 tree per 1,000 sf of lot area	10
lot area 9,811 / 1,000	
b. 1 tree removed replaced on 1:1 ratio	1
TOTAL	11 trees
2. Number of 24" box trees Provided per Q condition	
a. On site 9,800/ 1000	10
b. Street tree	2
TOTAL	12 trees
3. Open Space Area Required	3,225 s.f.
4. Open Space Provided	3,232 s.f.
a. Rear yard	1,176 s.f.
b. Roof	800 s.f.
c. Private open space	100 s.f.
d. Front yard granted by Q condition	350 s.f.
e. Rec Room	806 s.f.
5. Required Common Open Space to be landscaped per Q cond.	
a. Common Open Space rear yard	585 s.f.
b. Common Open Roof	400 s.f.
	988 s.f. 50%
6. Provided Open Space to be landscaped	
a. Common Open Space rear yard	595 s.f.
b. Common Open Roof	400 s.f.
	995 s.f. 50%

Landscape Points		
Total square footage		9,800.00 sf
Total number of points required for site		15
Detail of points		
Parkway planting, including medians, not Lawn Area	Points Claimed	Reference
	21	L-1
TOTAL POINTS	21	
Water Management Points		
Total square footage of site		9,800.00 sf
Total number of points required for site		200
Detail Of Points		
Points 2 per plant 218 plants	Points Claimed	Reference
	436	L-1 & L-2
TOTAL POINTS	436	



Magnolia g. 'Little Gem' / Magnolia



Podocarpus gracilior / Fern Pine



Chair



Trash



Table



Achillea m. 'Moonshine' / Common Yarrow, Aeonium a. 'Zwartkop' / Flax Lilly, Dianella r. 'Little Rev' / Flax Lilly, Dianella t. 'Variagta' / Flax Lilly, Dietes bicolor / Fortnight Lily



Dietes iridioides 'Variegata' / Variegated Fortnight Lily, Lomandra c. 'Olive Green' / Olive Green Mat Rush, Lomandra l. 'Breeze' / Breeze Mat-Rush, Nandina domestica / Heavenly Bamboo



Rhipiolepis umbellata 'Minor', Senecio cylindricus / Narrow-Leaf Chalksticks, Senecio radicans / String of Bananas, Tradescantia zebrina / Wandering Jew

PLANTING NOTES

- DRAWING IS DIAGRAMMATIC. CONTRACTOR TO VERIFY ALL LOCATIONS AND CONDITIONS ON SITE. COUNT ALL PLANT MATERIAL BEFORE BIDDING.
- CONTRACTOR TO INSPECT ALL EXISTING CONDITIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONSTRUCTION BEGINS.
- CONTRACTOR TO REPAIR AT HIS OWN EXPENSE ALL PROPERTY DAMAGE WHICH OCCURS DURING PROJECT INSTALLATION.
- NOTE ADDITIONAL REMARKS ON SPECIFIC PLANTS IN PLANT LIST.
- ALL EXISTING PLANT MATERIAL TO BE REMOVED EXCEPT WHERE NOTED ON PLAN.
- CONTRACTOR TO GUARANTEE ALL PLANT MATERIAL FOR 90 DAYS FROM THE DATE OF ACCEPTANCE BY OWNER. PALM TO BE GUARANTEED FOR THE PERIOD OF 1 YEAR.
- FINISH GRADE TO BE 2" BELOW ALL WALKS, CURBS, AND PAVING.
- ALL PLANTED AREAS SHALL RECEIVE THE FOLLOWING AMENDMENTS PER 1,000 SQ. FT. OF SURFACE AREA. ROTO-TILL AMENDMENTS TO A DEPTH OF 6"
 - *50 LBS. GRO-POWER
 - *3 CU YDS NITROGENIZED, MINERALIZED FIR BARK
 - *ADD 8 LBS OF GRO-POWER CONTROLLED RELEASE 12-8-8 PER CU YD OF MIX.
- PLANT HOLE TO BE TWICE AS WIDE AND DEEP AS THE PLANT ROOT BALL. BACKFILL AND COMPACT TO 80% SOIL OF SITE AND 20% FIR BARK, AS DEFINED IN #8. PROVIDE GRO-POWER PLANT TABLETS AT THE FOLLOWING RATES:

5 GAL	6-9
24" box	14-16
- PLACE RECOMMENDED TABLETS BETWEEN THE BOTTOM AND THE TOP OF THE ROOT BALL BUT NO HIGHER THAN 1/3 OF THE WAY UP TO THE TOP OF THE ROOT BALL. SPACE TABLETS EQUALLY AROUND THE PERIMETER OF THE ROOT BALL APPROXIMATELY 2" FROM THE ROOT TIPS. PALM TREES ARE NOT TO RECEIVE TABLETS.
- ALL PROPOSED SHRUBS AND GROUND COVER AREAS ARE TO BE TREATED WITH A PRE-EMERGENT WEED KILLER (EPTAM / RONSTAR). APPLY PER MANUFACTURER'S SPECIFICATIONS: A) IMMEDIATELY AFTER PLANTING, B) AT THE BEGINNING OF THE MAINTENANCE PERIOD, AND C) AT THE END OF THE MAINTENANCE PERIOD.
- CONTRACTOR TO INSTALL AND MAINTAIN LANDSCAPE PLANTING IN ACCORDANCE WITH THE GOVERNING AGENCY'S GUIDELINES AND SPECIFICATIONS UNLESS NOTED OTHERWISE IN THESE NOTES OR ON THE PLANS.
- SOIL SAMPLES TAKEN FROM VARIOUS LOCATIONS IN THE PLANTING AREAS WILL BE SENT TO A SOIL LAB FOR PROFESSIONAL ANALYSIS AND RECOMMENDATIONS FOR SOIL IMPROVEMENT. CONTRACTOR TO FOLLOW SOIL TESTING RECOMMENDATIONS.

REVISIONS	DATE
1.	10.10.22
2.	10.12.22
3.	1.19.23
4.	
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6.	
7.	
8.	
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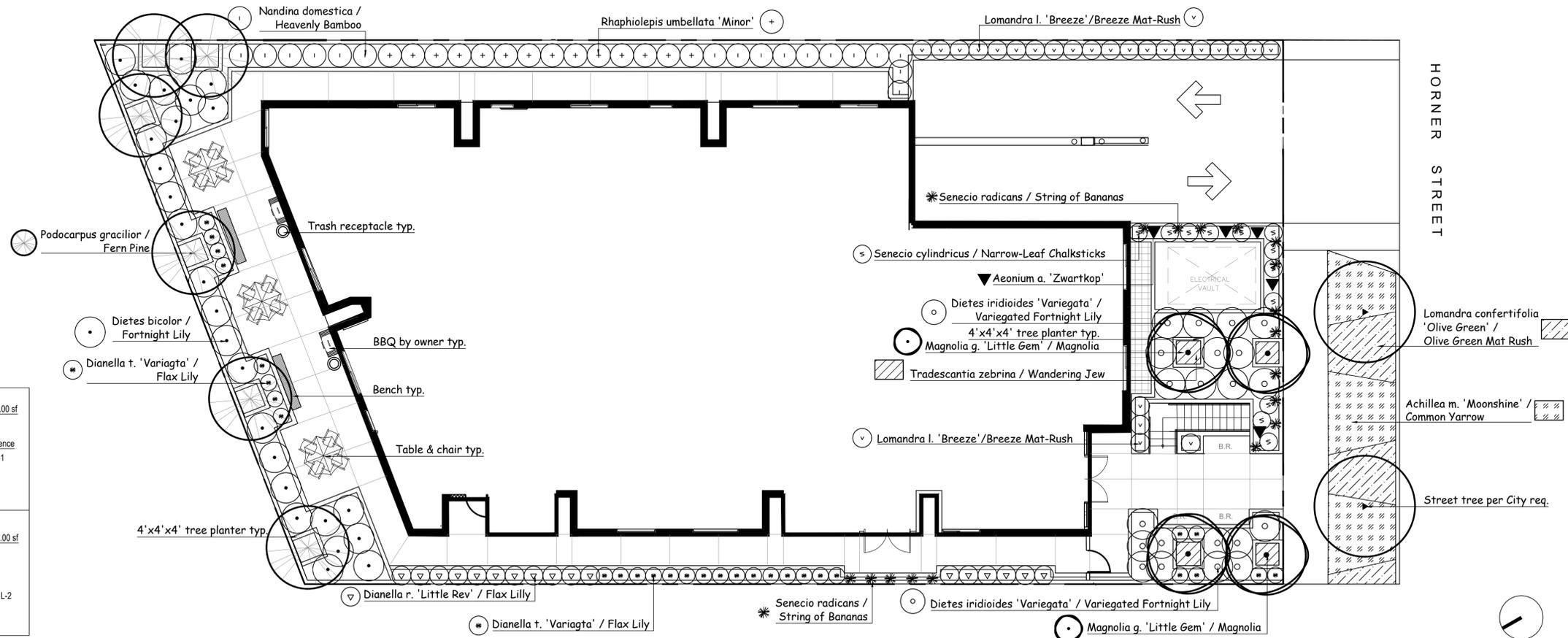
ASLA
Yael Lir Landscape Architects
1010 Sycamore Ave. Suite 313
South Pasadena, CA 91030
Tel 323.258.5222
Fax 323.258.5333
yael@yaellir.com

29 UNIT
8521 HORNER ST.
LOS ANGELES, CA 90035

FIRST FLOOR PLANTING PLAN



DATE: AUG. 2, 2022
SCALE: 1/8"=1'-0"
JOB NUMBER: 230322
DRAWN BY:



REVISIONS	DATE
1.	10.10.22
2.	10.12.22
3.	1.19.23
4.	5.25.23
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9.	



ASLA
 Yael Lir Landscape Architects
 1010 Sycamore Ave. Suite 313
 South Pasadena, CA 91030
 Tel 323.258.5222
 Fax 323.258.5333
 yael@yaellir.com

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	* Lantana m. 'New Gold'	Lantana	5-gal	9		low 0.3
⊙	* Lomandra l. 'Platinum Beauty'	Dwarf Mat Rush	5-gal	10		low 0.3
⊙	* Senecio mandraliscae		1-gal	16		low 0.3
⊙	* Westringia f. 'Mundi'	Mundi Coast Rosemary	5-gal	9		low 0.3

* Points claimed for low water use plants

NOTE:
 Waterproofing and drains in planters by others.
 3" deep shredded Cedar bark to spread between plants.



Lantana m. 'New Gold' / Lantana



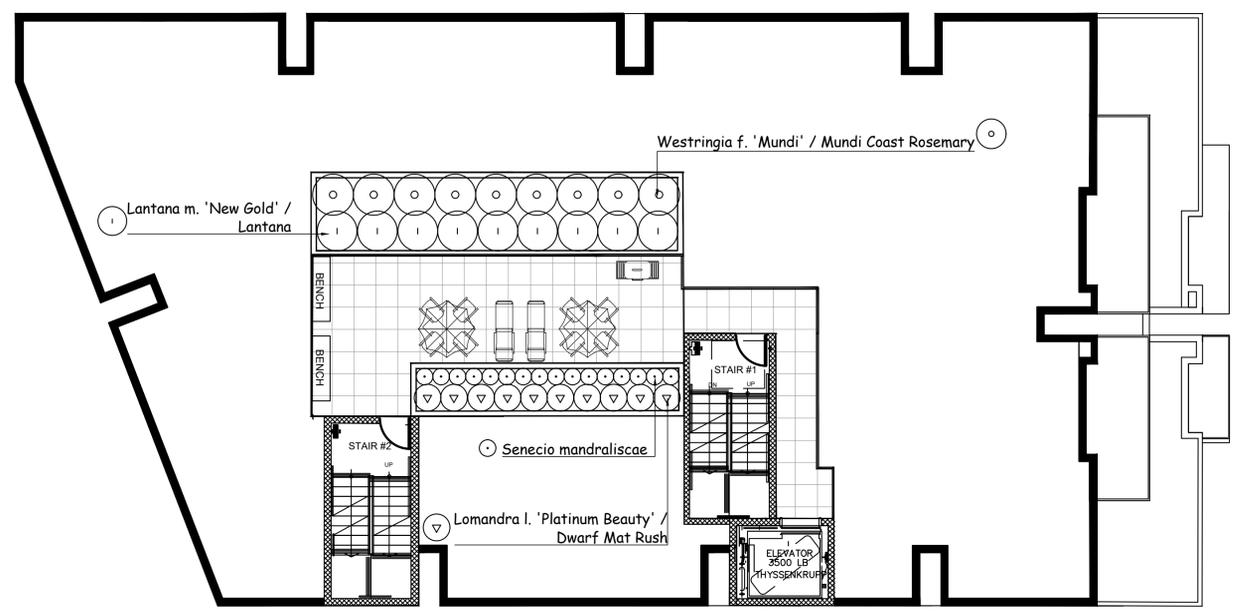
Lomandra l. 'Platinum Beauty' / Dwarf Mat Rush



Senecio mandraliscae



Westringia f. 'Mundi' / Mundi Coast Rosemary



29 UNIT
 8521 HORNER ST.
 LOS ANGELES, CA 90035

**ROOF
 PLANTING PLAN**



DATE: AUG. 2, 2022
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 230322
 DRAWN BY:

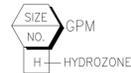


IRRIGATION NOTES

- THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS ARE FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHEREVER POSSIBLE.
- SET ALL VALVES AND QUICK COUPLERS NEXT TO WALKS OR PAVED SURFACES.
- ALL SPRINKLER HEADS ARE TO HAVE TRIPLE SWING JOINTS (EXCEPT WHERE NOTED ON PLANS).
- PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED, BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED. ALL DAMAGED AND REJECTED PIPE SHALL BE REMOVED FROM THE SITE AT THE TIME OF THE SAID REJECTION.
- FINAL LOCATION OF THE AUTOMATIC CONTROLLER SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND OWNER.
- 120VAC ELECTRICAL POWER SOURCE AT CONTROLLER LOCATION SHALL BE PROVIDED BY OTHERS.
- BEFORE COMMENCING ANY EXCAVATION, THE CONTRACTOR SHALL OBTAIN AN UNDERGROUND SERVICE ALERT I.D. NUMBER BY CALLING 1-800-422-4133. TWO (2) WORKING DAYS SHALL BE ALLOWED AFTER THE I.D. NUMBER IS OBTAINED AND BEFORE THE EXCAVATION WORK IS STARTED SO THAT UTILITY OWNERS CAN BE NOTIFIED.
- ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE WITH MINIMAL OVER SPRAY ONTO WALKS, STREETS, ETC.
- IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH THE GRADE DIFFERENCES, LOCATION OF WALLS, AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERALS UNDER ROADWAYS AND PAVING, ETC.
- THE SPRINKLER SYSTEM DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE OF 80 P.S.I. AND A MAXIMUM FLOW DEMAND OF 25 G.P.M. THE CONTRACTOR SHALL VERIFY WATER PRESSURES PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE ARCHITECT.
- DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT THERE ARE UNKNOWN OBSTRUCTIONS OR GRADE DIFFERENCES IN THE AREA. DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE ARCHITECT. IN THE EVENT THAT THIS NOTIFICATION IS NOT GIVEN, THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY NECESSARY REVISIONS.
- ALL SPRINKLER EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
- THE INTENT OF THE CONTRACTOR IS TO PROVIDE 100% COVERAGE TO ALL PLANTING AREAS. AS PART OF THE SCOPE OF WORK, PROVIDE ANY ADDITIONAL HEADS, SPECIAL NOZZLES, OR PATTERNS TO ACHIEVE PROPER COVERAGE WITH A MINIMUM OF OVER SPRAY AT NO ADDITIONAL COST TO THE OWNER.
- INSTALLATION FOR THE CONTROL WIRES SHALL FOLLOW MAINLINE ROUTING.
- PROVIDE SLEEVES AS SHOWN ON DRAWING OR AS NEEDED. USE SIZE DIAMETER MIN. SCH. 80 P.V.C. MIN. DEPTH TO TOP OF LINE.
- LOCATE VALVE CHART IN CONTROLLER - REDUCE AND ENCASE IN PLASTIC (AS BUILT).
- GUARANTEE: THE INSTALLED SPRINKLER SYSTEM SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FROM THE DATE OF ACCEPTANCE OF THE WORK SHOULD ANY TROUBLE DEVELOP WITHIN THE TIME SPECIFIED DUE TO INFERIOR OR FAULTY MATERIAL OR WORKMANSHIP. THE TROUBLE SHALL BE CORRECTED BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER.
- REFER TO GENERAL NOTES FOR ADDITIONAL INFORMATION REGARDING THIS SECTION OF WORK.

ALL IRRIGATION IS SUB-SURFACE DRIP SYSTEM

DESCRIPTION	SYM.	
'NIBCO' GATE VALVE T-113		
'CHRISTY' CONCRETE VALVE BOX		
'RAINBIRD' QUICK COUPLER 44 LRC 1"		
'SUPERIOR' 3100 series MASTER VALVE		1"
'HUNTER' FLOW SENSOR FCT-150 FLOW		1"
'WILKINS' REGULATOR MODEL 500		1"
'WILKINS' BACKFLOW PREVENTER 375		
'HUNTER' ACC2		W/WYE STRAINER IN CAGE (BFP TO BE PAINTED DARK GREEN)
'HUNTER' SOLAR SYNC WIRELESS		LOCATION BY OWNER
PRESSURE LINE SCH. 40 P.V.C.		LOCATION BY OWNER
TYPE 'K' COPPER TUBING		TWICE LINE SIZE (MIN.)
NON-PRESSURE LINE SCH. 40 P.V.C.		1"
IRRIGATION METER		SEE PLAN FOR SIZE
POINT OF CONNECTION		1.5"
		VERIFY LOCATION ON SITE
NETAFIM LEGEND		
'NETAFIM' LVCZ10075-LF		CONTROL VALVE, TECHFILTER & PRESSURE REGULATOR.
'NETAFIM' LINE FLUSH VALVE		
'NETAFIM' TECHLINE CV TLCV4-18025		
NON-PRESSURE 1" SCH. 40 PVC HEADER		



LANDSCAPE AREA: 2,084 SF
IRRIGATION WATER SUPPLY TYPE: POTABLE WATER SUPPLY

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

PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICE.

A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS OR A LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT

"I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE"

Jan 1/19/2023

A DIAGRAM OF THE IRRIGATION PLAN SHOWING THE HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSE

AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR

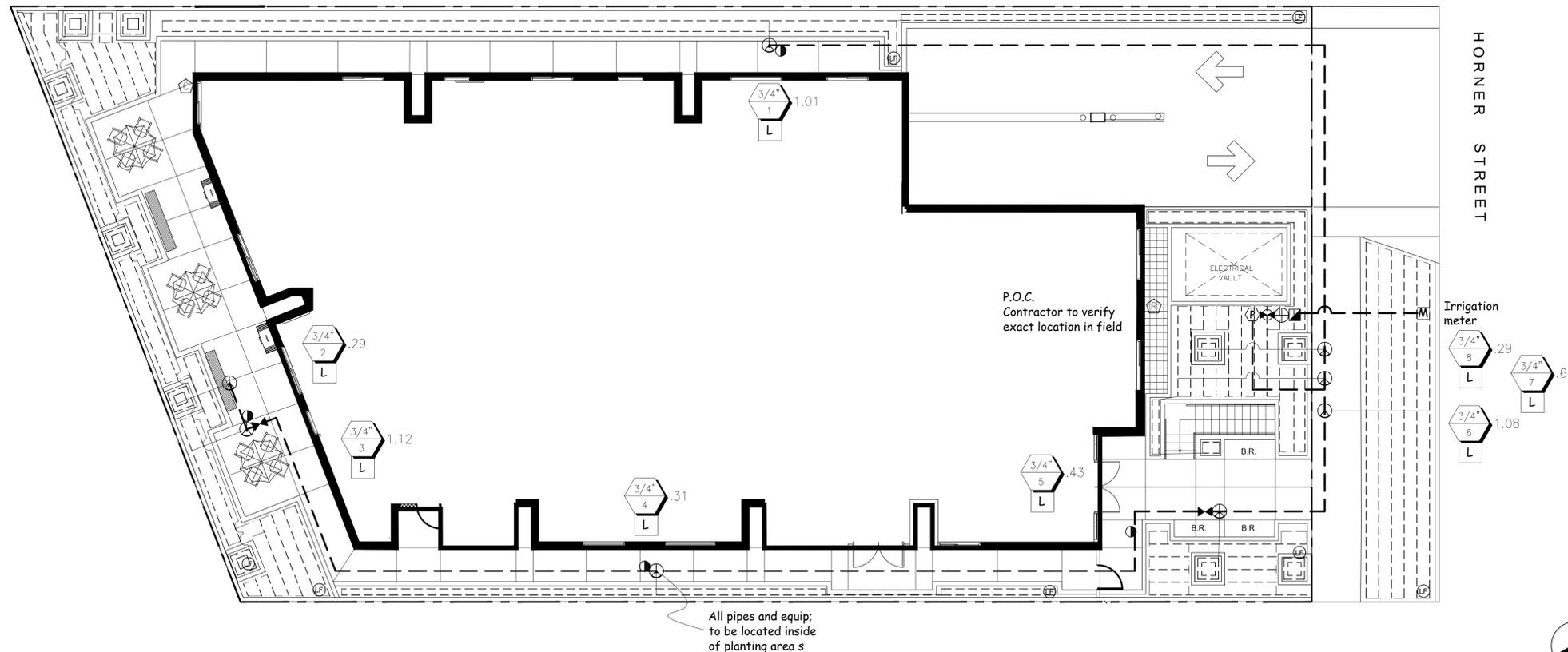
WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ET_o): 50.1

HYDROZONE / PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY	ETAF (PF/IE)	LANDSCAPE AREA	ETAF x AREA	ESTIMATED TOTAL WATER USE	
1 / water use plants	.3	DRIP	.81	.37	340	125.8	3907	
2 / water use plants	.3	DRIP	.81	.37	84	31.08	965	
3 / water use plants	.3	DRIP	.81	.37	380	140.6	4367	
4 / water use plants	.3	DRIP	.81	.37	106	39.22	1218	
5 / water use plants	.3	DRIP	.81	.37	145	53.65	1666	
6 / water use plants	.3	DRIP	.81	.37	365	135.05	4194	
7 / water use plants	.3	DRIP	.81	.37	234	86.58	2689	
8 / water use plants	.3	DRIP	.81	.37	30	11.1	344	
9 / water use plants	.3	DRIP	.81	.37	400	148	4597	
SUM						2,084	771.08	
ESTIMATED TOTAL WATER USE (ETWU)							23,947	
MAXIMUM APPLIED WATER ALLOWANCE (MAWA)							35,603	

ETAF CALCULATION

ETAF x AREA	771.08
TOTAL AREA	2,084
AVERAGE ETAF	.37



All pipes and equip: to be located inside of planting area s

REVISIONS	DATE
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29 UNIT
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LOS ANGELES, CA 90035

IRRIGATION PLAN



DATE: AUG. 2, 2022
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DRAWN BY:

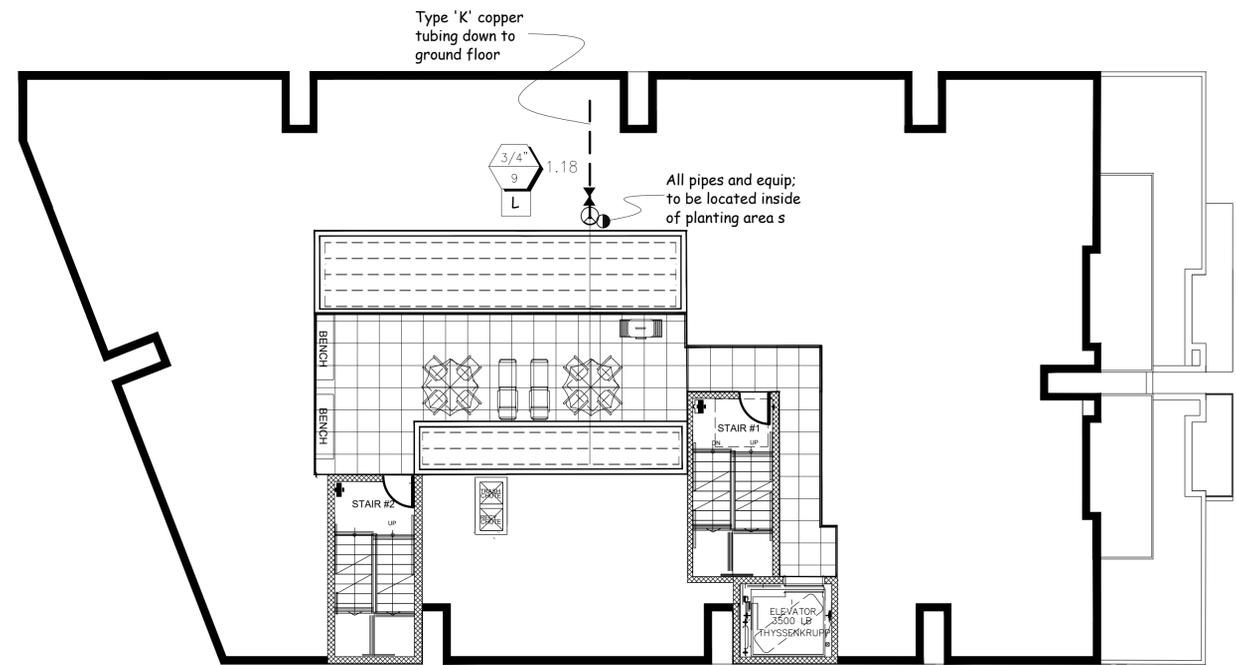
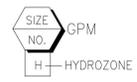
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ALL IRRIGATION IS SUB-SURFACE DRIP SYSTEM

IRRIGATION LEGEND		SYM.	P.S.I.	RAD.	G.P.M.
'NIBCO' GATE VALVE T-113					
'CHRISTY' CONCRETE VALVE BOX					
'RAINBIRD' QUICK COUPLER 44 LRC 1"					
TYPE 'K' COPPER TUBING			1"		
NON-PRESSURE LINE SCH. 40 P.V.C.			SEE PLAN FOR SIZE		
NETAFIM LEGEND					
'NETAFIM' LVC210075-LF			CONTROL VALVE, TECHFILTER & PRESSURE REGULATOR.		
'NETAFIM' LINE FLUSH VALVE					
'NETAFIM' TECHLINE CV TLCV4-18025					
NON-PRESSURE 1" SCH. 40 PVC HEADER					



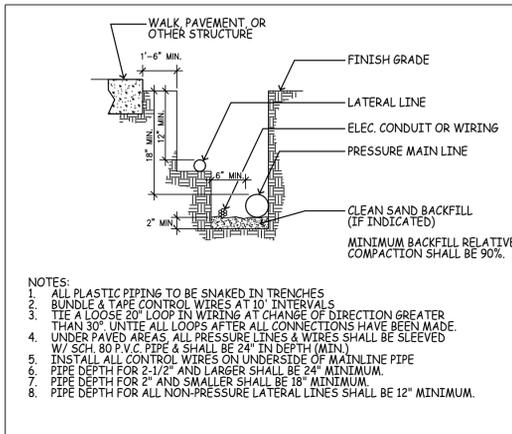
29 UNIT
 8521 HORNER ST.
 LOS ANGELES, CA 90035

ROOF
 IRRIGATION PLAN

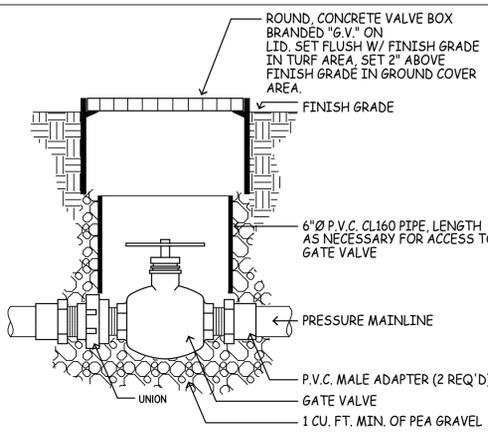


DATE: AUG. 2, 2022
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 230322
 DRAWN BY:

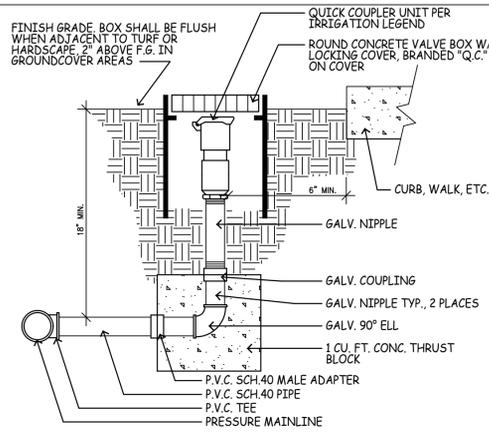




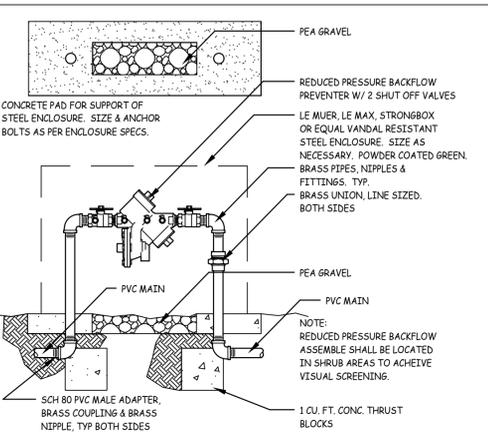
TRENCHING DETAIL
SCALE: N.T.S.
FILE: D_JRR002



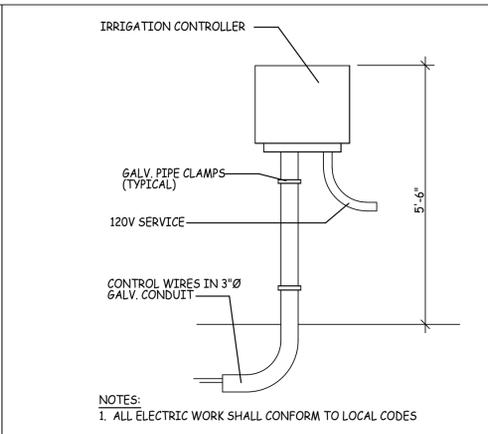
GATE VALVE
SCALE: N.T.S.
FILE: D_JRR003



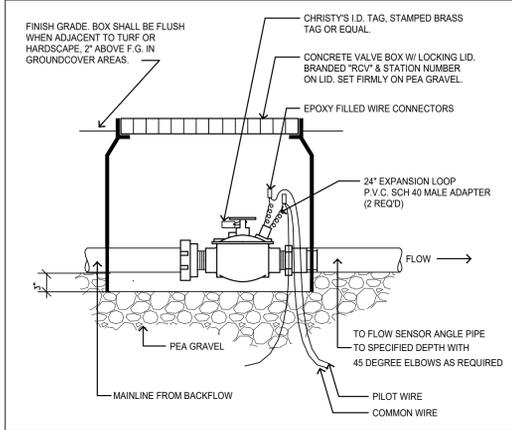
QUICK COUPLER
SCALE: N.T.S.
FILE: D_JRR005



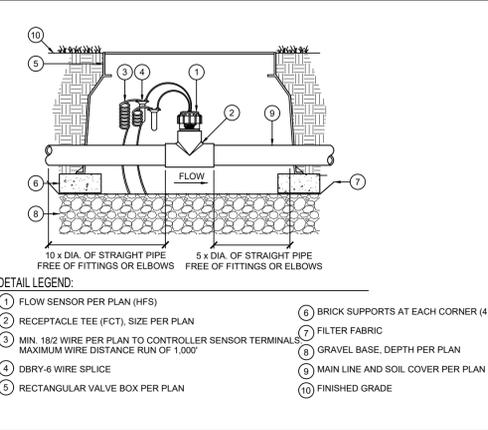
BACKFLOW PREVENTER
SCALE: N.T.S.
FILE: D_JRR006



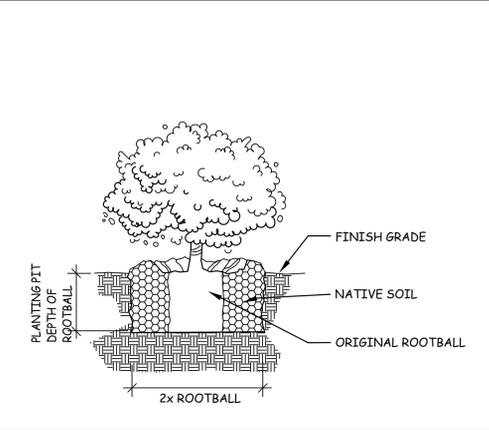
WALL MOUNT CONTROLLER
SCALE: N.T.S.
FILE: D_JRR008



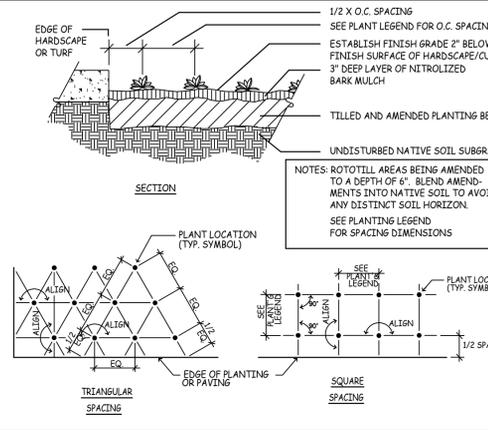
MASTER VALVE
SCALE: N.T.S.
FILE: D_JRR004



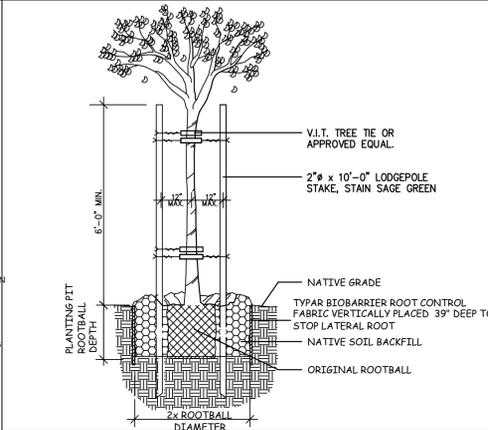
FLOW SENSOR
SCALE: N.T.S.
FILE: FILENAME



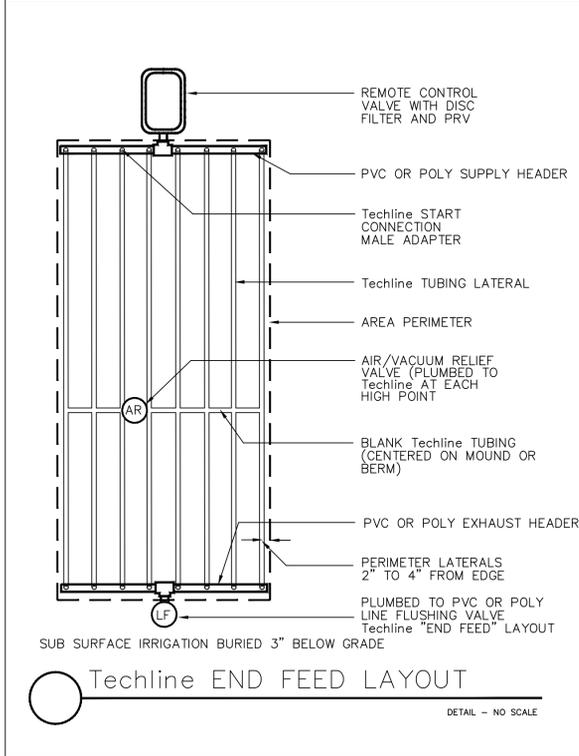
SHRUB PLANTING
SCALE: N.T.S.
FILE: D_PLA001



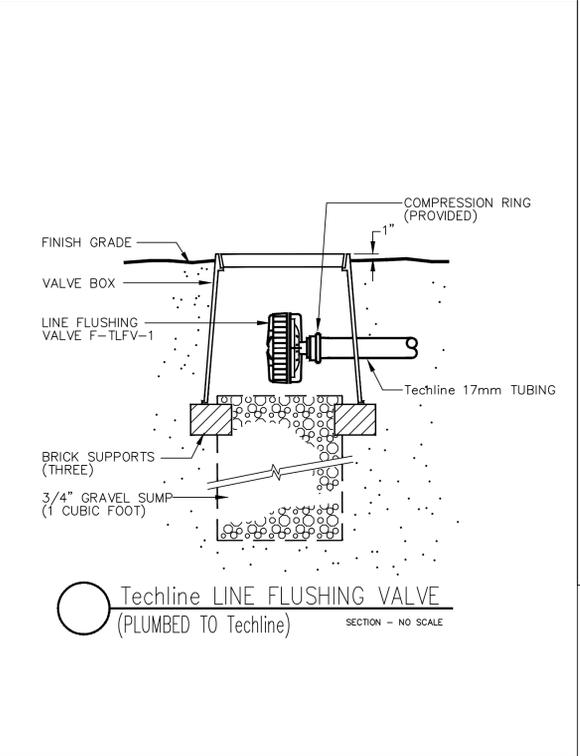
GROUND COVER PLANTING
SCALE: N.T.S.
FILE: D_PLA002



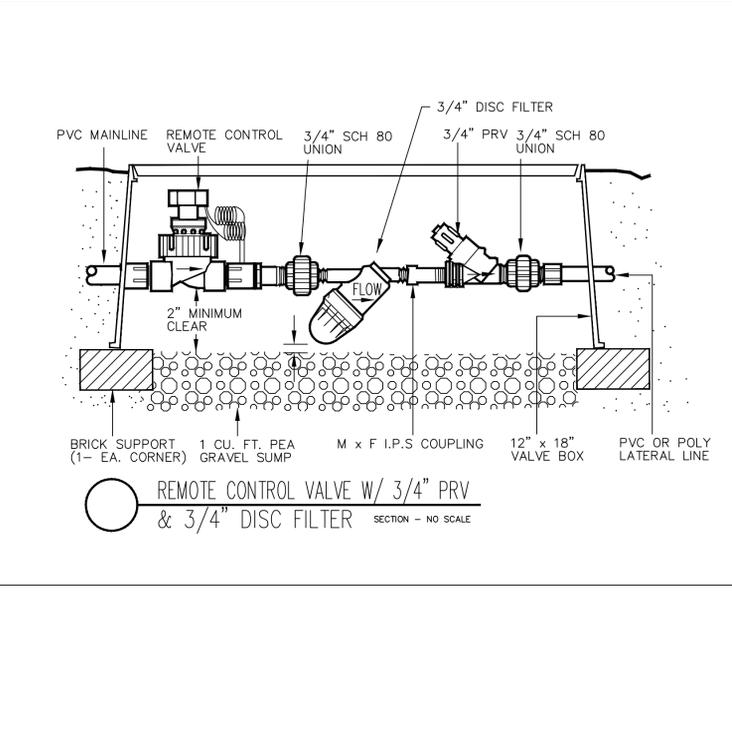
TREE PLANTING & STAKING
SCALE: N.T.S.
FILE: PLR-003



Techline END FEED LAYOUT
DETAIL - NO SCALE



Techline LINE FLUSHING VALVE (PLUMBED TO Techline)
SECTION - NO SCALE



REMOTE CONTROL VALVE W/ 3/4" PRV & 3/4" DISC FILTER
SECTION - NO SCALE

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29 UNIT
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LOS ANGELES, CA 90035

DETAIL SHEET



DATE: AUG. 2, 2022
SCALE: 1/8" = 1'-0"
JOB NUMBER: 230322
DRAWN BY:

Appendix B

Tree Letter, McKinley & Associates, August 3, 2022



McKinley & Associates (818) 240-1358

Certification Letter

August 3, 2022

Mr. Shahrokh Zarrin
Horner Properties LLC
1040 Maybrook Drive
Beverly Hills, CA 90210-2716

Dear Mr. Zarrin:

Recently you contacted me and requested an Arborist Certification Letter concerning the trees located on the property located at 8521 Horner Street, Los Angeles. This letter is in reference to the City of Los Angeles Native Tree Ordinance No. 186873 as required by the City of Los Angeles, Public Works, Urban Forestry Department.

Background/Observations:

On Thursday, July 28, 2022 at approximately 4:30 p.m. I arrived at the property located at 8521 Horner Street, Los Angeles, California. There was no topographic survey provided however I did take photographs of the site. The subject property is in a multi-family residential area. There is an old apartment building and garages currently on the site. There are no street trees or other private trees in the front of the property. The following trees were observed on the subject property:

Tree Inspection Data:

Tree #1 *Pinus pinea* or Italian Stone Pine; 12" D.B.H.; 24' Sp.; 45' Ht.; Rating: C+
The tree is in the rear of the current apartment building in a small planter.

Recommendation

Tree #1 is in a poor location. It is too close to the building. It will be removed in order to build a new multi-family dwelling. Since it is a significant tree over 8 inches in diameter the Planning Department may require you to plant 1-24 inch-box size replacement tree on the site. The replacement tree should be shown on the Landscape Plan.

Certification

As an I.S.A Certified Arborist and ASCA Consulting Arborist I further certify that there are no native, protected species of Oak, California Bay, California Sycamore, Southern California Black Walnut tree, Mexican Elderberry or Toyon growing on or near the subject property. No native, protected Oak, Bay, Sycamore, Southern California Black Walnut, Mexican Elderberry or Toyon will be impacted on the subject property or neighboring, adjoining properties by any future development of this property.

Arborists and Environmental Consultants



McKinley & Associates (818) 240-1358

Thank you for the opportunity to serve you. If you have questions, please feel free to contact me on my business cell phone at (818) 426-2432 or you may call my office (818) 240-1358.

Yours truly,

William R. McKinley

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture

Appendix C-1

VMT Calculator Results, April 13, 2023

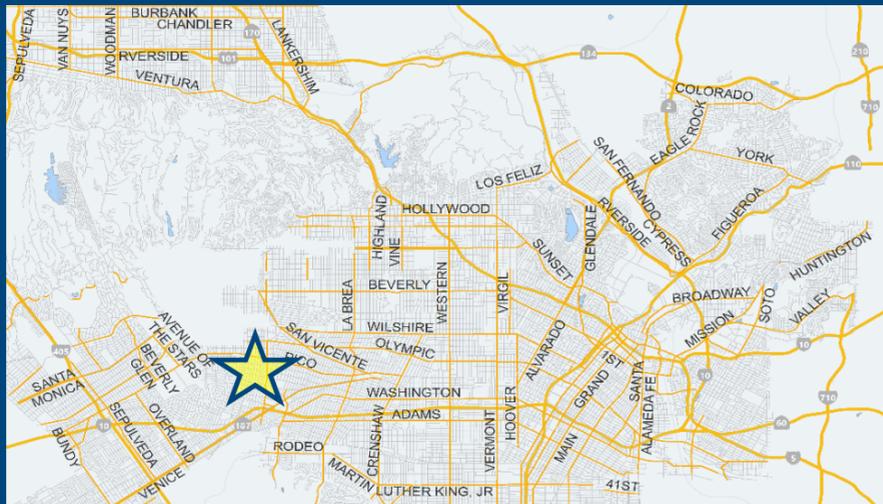
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 8521 W Horner Street, Los Angeles CA 90035
 Scenario: 29-Unit Mixed-Income Apartment Building [WWW](#)
 Address: 8521 W HORNER ST, 90035



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family		DU
Housing Multi-Family	6	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family		DU
Housing Affordable Housing - Family	6	DU
Housing Multi-Family	23	DU

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

Project Screening Summary

Existing Land Use	Proposed
27 Daily Vehicle Trips	128 Daily Vehicle Trips
166 Daily VMT	783 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips **101**
Net Daily Trips

The net increase in daily VMT ≤ 0 **617**
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. **0.000**
ksf

The proposed project is not required to perform VMT analysis.



Appendix C-2

LADOT Referral Form, May 25, 2023



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
 - Ministerial / by-right projects
 - Discretionary projects limited to a request for change in hours of operation
 - Tenant improvement within an existing shopping center for change of tenants
 - Any project only installing a parking lot or parking structure
 - Time extension
 - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- Copy of Department of City Planning Application (CP-7771.1).
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- Copy of project-specific VMT Calculator¹ analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Office as follows:

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: CPC-2022-3161-DB-CU-HCA & ENV-2022-3162-EAF

Address: _____

Project Description: _____

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure _____

Applicant Name: _____

Applicant E-mail: _____ Applicant Phone: _____

Planning Staff Initials: _____ Date: _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹			
	<i>Total trips¹:</i>		
<p>a. Does the proposed project involve a discretionary action? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>b. Would the proposed project generate 250 or more daily vehicle trips²? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>If YES to a. and b. or c., or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p>			
Verified by: Planning Staff Name: _____		Phone: _____	
Signature: <u>Nuri Cho</u>		Date: <u>5/25/2023</u>	

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

² To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

³ Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed			
	<i>Total new trips:</i>		
Existing			
	<i>Total existing trips:</i>		
<i>Net Increase / Decrease (+ or -)</i>			

- a. Is the project a single retail use that is less than 50,000 square feet? Yes No
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes No
- c. Would the project result in a net increase in daily VMT? Yes No
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes No
- e. Does the project trigger Site Plan Review (LAMC 16.05)? Yes No
- f. Project size:
 - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes No
 - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No
 - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No

VMT Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **d.** a VMT analysis is **NOT** required.
 If **YES** to both **b.** and **c.**; or to **d.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **b.**, a project access, safety, and circulation evaluation may be required.
 If **YES** to **e.** and either **f.i.**, **f.ii.**, or **f.iii.**, an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** **No**

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** **No**

Access, Safety, and Circulation Evaluation Required (Question b. satisfied): **Yes** **No**

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes** **No**

Prepared by DOT Staff Name: _____ Phone: _____

Signature: _____ Date: _____

Appendix D

Noise Technical Modeling, DKA Planning, October 2022



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS

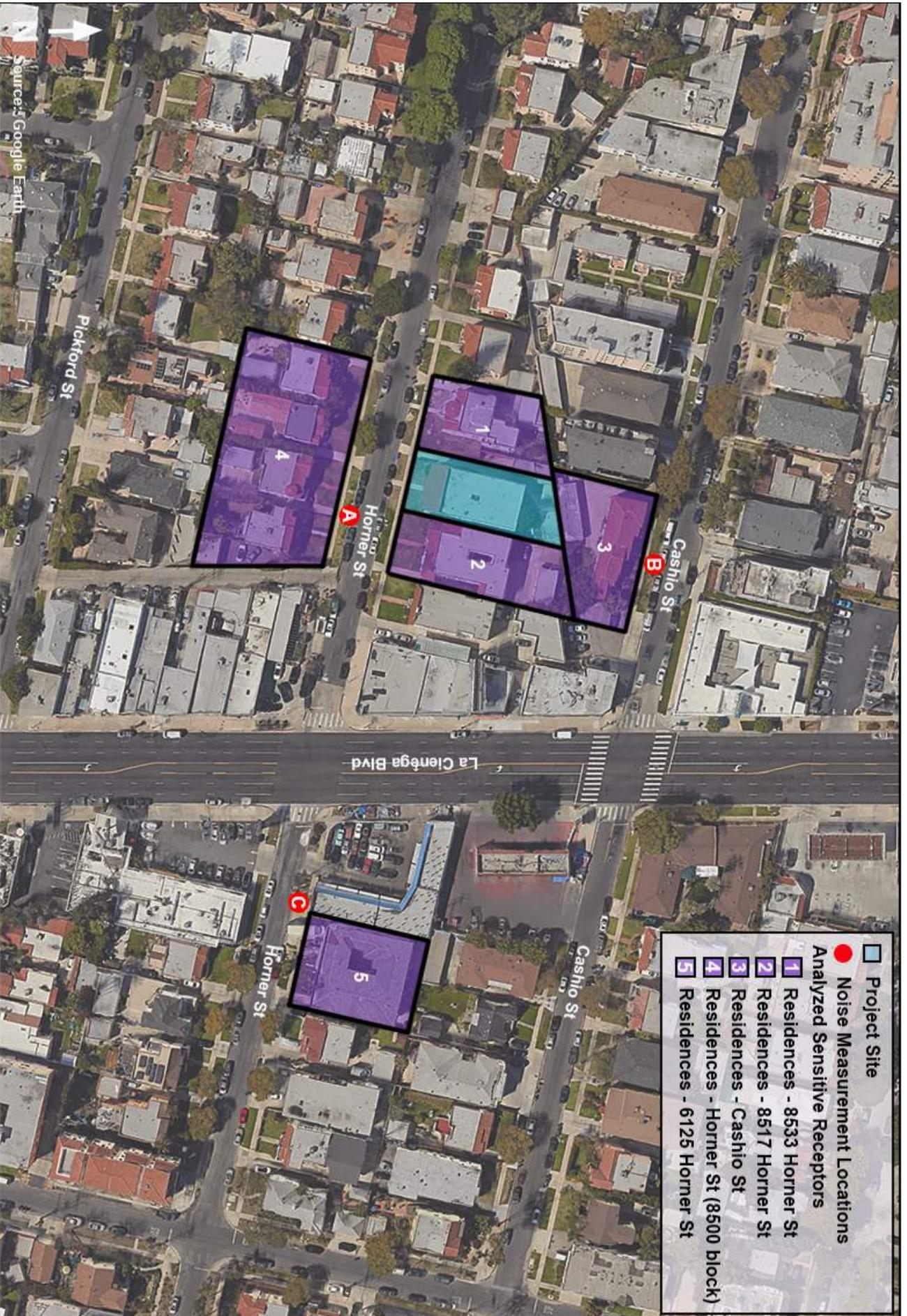
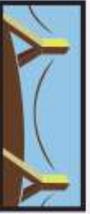


Figure 1
Noise Measurement Locations



DOUGLASKIM+ASSOCIATES, LLC

Session Report

10/11/2022

Information Panel

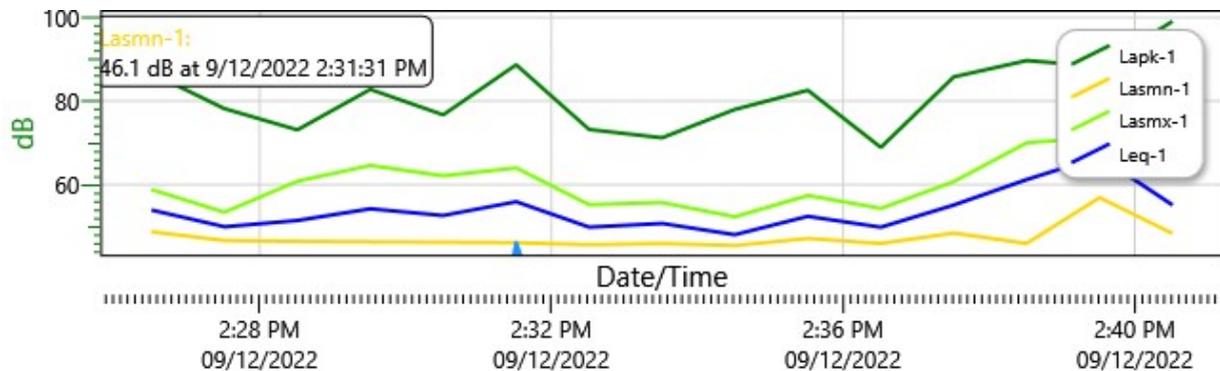
Name	8544 Horner St.
Comments	
Start Time	9/12/2022 2:25:31 PM
Stop Time	9/12/2022 2:40:34 PM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

8544 Horner St.: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
9/12/2022 2:26:31 PM	86.7	48.7	58.8	53.9
2:27:31 PM	78.2	46.6	53.4	49.9
2:28:31 PM	73.1	46.4	60.8	51.4
2:29:31 PM	82.8	46.3	64.6	54.2
2:30:31 PM	76.7	46.2	62.1	52.6
2:31:31 PM	88.7	46.1	64	55.9
2:32:31 PM	73.2	45.6	55.2	49.8
2:33:31 PM	71.2	45.9	55.7	50.7
2:34:31 PM	78	45.4	52.3	48
2:35:31 PM	82.6	47.1	57.4	52.4
2:36:31 PM	68.9	45.9	54.3	49.8
2:37:31 PM	85.8	48.4	60.7	55.1
2:38:31 PM	89.7	45.9	70	61.2
2:39:31 PM	88.3	56.9	71.3	66.7
2:40:31 PM	99.1	48.3	67	55.1

Session Report

9/14/2022

Information Panel

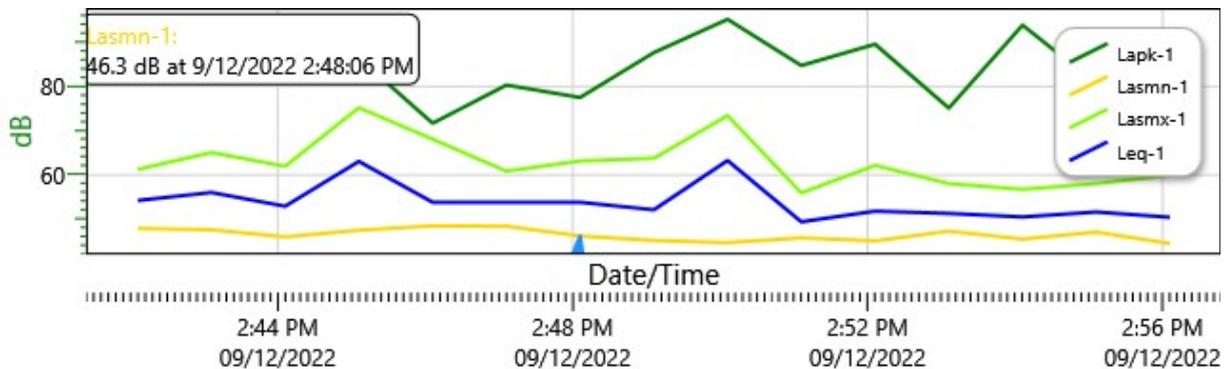
Name	8524 Cassio Street
Comments	
Start Time	9/12/2022 2:41:06 PM
Stop Time	9/12/2022 2:56:09 PM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

8524 Cassio Street: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
9/12/2022 2:42:06 PM	90.8	48	61.3	54.3
2:43:06 PM	90.2	47.7	65.1	56.1
2:44:06 PM	85.5	46.1	62	53
2:45:06 PM	86.4	47.6	75.2	63.1
2:46:06 PM	71.7	48.6	68.1	53.9
2:47:06 PM	80.3	48.5	60.9	53.9
2:48:06 PM	77.5	46.3	63.2	53.9
2:49:06 PM	87.6	45.3	63.8	52.2
2:50:06 PM	95.1	44.8	73.4	63.3
2:51:06 PM	84.7	45.9	56	49.5
2:52:06 PM	89.5	45.2	62.2	51.9
2:53:06 PM	75.1	47.4	58.1	51.4
2:54:06 PM	93.8	45.6	56.8	50.6
2:55:06 PM	80.6	47.2	58.1	51.7
2:56:06 PM	85.4	44.6	60	50.5

Session Report

9/14/2022

Information Panel

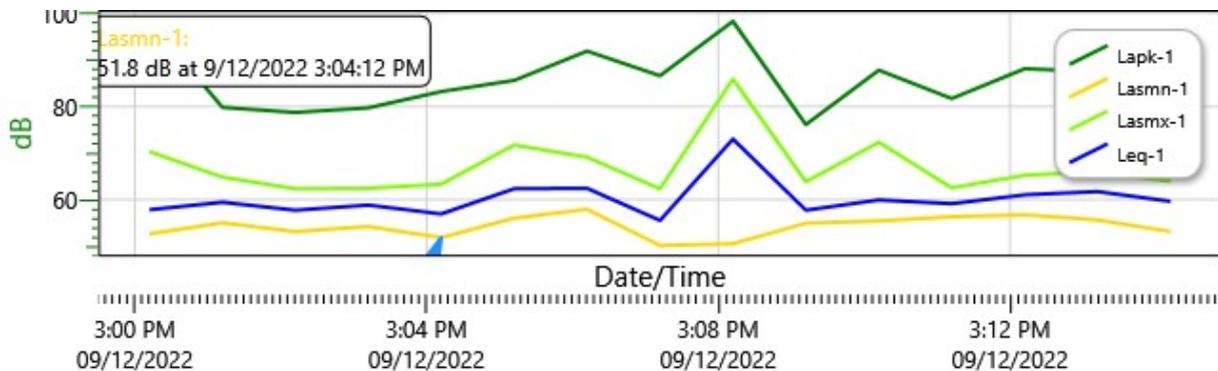
Name	6125 Horner Street
Comments	
Start Time	9/12/2022 2:59:12 PM
Stop Time	9/12/2022 3:14:16 PM
Run Time	00:15:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

6125 Horner Street: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
9/12/2022 3:00:12 PM	98.3	52.6	70.3	57.8
3:01:12 PM	79.8	55	64.8	59.4
3:02:12 PM	78.7	53.1	62.3	57.7
3:03:12 PM	79.7	54.2	62.4	58.8
3:04:12 PM	83.2	51.8	63.3	56.9
3:05:12 PM	85.6	56	71.7	62.3
3:06:12 PM	91.9	57.9	69.1	62.4
3:07:12 PM	86.6	50.1	62.3	55.5
3:08:12 PM	98.3	50.5	85.9	73
3:09:12 PM	76.1	54.9	63.8	57.7
3:10:12 PM	87.8	55.4	72.3	59.9
3:11:12 PM	81.7	56.3	62.5	59.1
3:12:12 PM	88.1	56.7	65.2	61
3:13:12 PM	87.5	55.6	66	61.7
3:14:12 PM	78.5	53.1	63.9	59.6



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m ²	Reference	Day dB(A)	Level			Corrections		
				Evening dB(A)	Night dB(A)		Cwall dB	CI dB	CT dB
Construction Site	946 m ²	Lw/unit	109.7	-	-	-	-	-	-

Receiver list

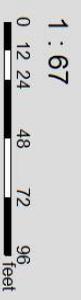
No.	Receiver name	Coordinates		Building side	Floor	Height abv. grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X	Y						
1	Residences - 6125 Horner St.	11373029.66	3768546.88	South	GF	36.70	-	38.0	-
2	Residences - 8517 Horner St	11372915.94	3768578.61	South	GF	36.36	-	59.9	-
3	Residences - 8533 Horner St.	11372885.57	3768583.07	South	GF	36.77	-	58.7	-
4	Residences - Cashio St.	11372916.71	3768638.35	North	GF	36.38	-	43.8	-
5	Residences - Horner St (i8500 block)	11372888.67	3768548.29	North	GF	36.54	-	60.0	-

8521 Horner Street



Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site



DOUGGLASSKIM+ASSOCIATES, LLC

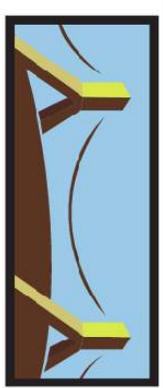
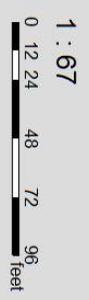
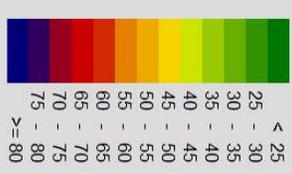
8521 Horner Street



Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



DOUGLASSKIM+ASSOCIATES, LLC

Construction Noise Impacts



DOUGLASKIM+ASS

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 8533 Horner St.	57.5	58.7	61.2	3.7	No
Residences - 8517 Horner St.	57.5	59.9	61.9	4.4	No
Residences - Cashio St.	56.6	43.8	56.8	0.2	No
Residences - Horner St. (8500 block)	57.5	60.0	61.9	4.4	No
Residences - 6125 Horner St.	63.4	38.0	63.4	0.0	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	86.1	96	2.4%
Grading	7.5	0	272.9	280	6.9%
Trenching	5	0		5	0.1%
Building Construction	26.4	14.4		41	1.0%
Architectural Coatings	5.28	0		5.28	0.1%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied. Vendor trips are a blend of vehicle types with a 9.5:

4082 Traffic Volumes on La Cienega Boulevard and Pickford Street



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS



Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 10th Edition

Land Use Code	221					
	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Setting			Multifamily Housing (Mid-Rise)			
Time Period	Weekday		Weekday		Weekday	
Trip Type	Vehicle		Vehicle		Vehicle	
# Data Sites	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

	Hourly Trips		Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	1	1
1-2 AM	0.5	0.25	0	0
2-3 AM	0.4	0.2	0	0
3-4 AM	0.7	0.35	0	0
4-5 AM	1.1	0.55	1	1
5-6 AM	3.3	1.65	2	2
6-7 AM	8.0	4	4	4
7-8 AM	14.9	7.45	8	8
8-9 AM	12.3	6.15	6	6
9-10 AM	8.6	4.3	4	4
10-11 AM	7.4	3.7	4	4
11-12 PM	9.0	4.5	5	5
12-1 PM	9.4	4.7	5	5
1-2 PM	8.9	4.45	5	5
2-3 PM	10.8	5.4	6	6
3-4 PM	11.6	5.8	6	6
4-5 PM	16.8	8.4	9	9
5-6 PM	20.3	10.15	10	10
6-7 PM	15.9	7.95	8	8
7-8 PM	12.6	6.3	6	6
8-9 PM	10.3	5.15	5	5
9-10 PM	7.7	3.85	4	4
10-11 PM	5.5	2.75	3	3
11-12 AM	3.1	1.55	2	2

ADT

103

6

2

Project: 8521 Homer Street

Receiver Parameters	
Receiver:	Residences - Homer St. (south side)
Land Use Category:	2 - Residential
Existing Noise (Measured or Generic Value):	58 dBA

Number of Noise Sources: 1

Noise Source Parameters	
Source 1	Stationary Source
Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr: 8
Nighttime hrs	Avg. Number of Autos/hr: 2
Distance	Distance from Source to Receiver (ft): 85
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

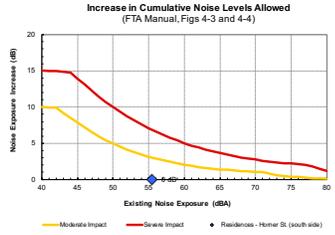
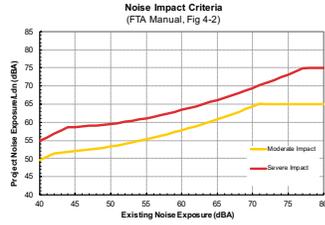
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

Project Results Summary	
Existing Ldn:	58 dBA
Total Project Ldn:	58 dBA
Total Noise Exposure:	58 dBA
Increase:	0 dB
Impact?	None

Distance to Impact Contours	
Dist to Mod. Impact Contour:	(Source 1): 9 ft
Dist to Sev. Impact Contour:	(Source 1): 5 ft

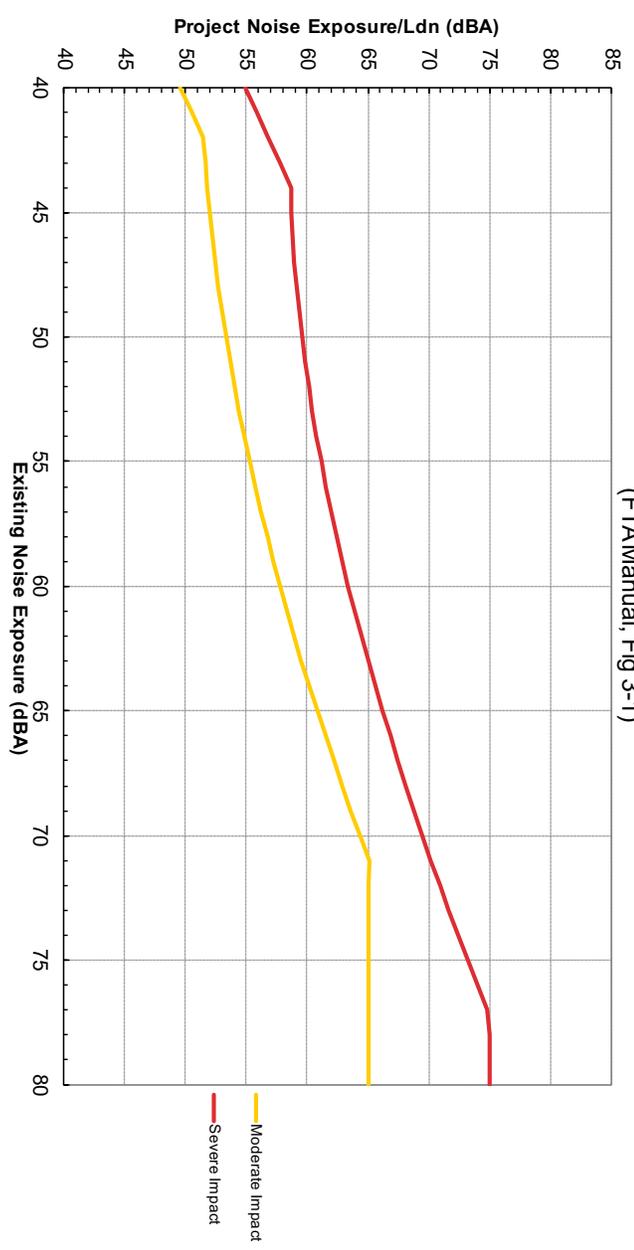
Source 1 Results	
Leq(day):	28.4 dBA
Leq(night):	23.6 dBA
Ldn:	31.2 dBA



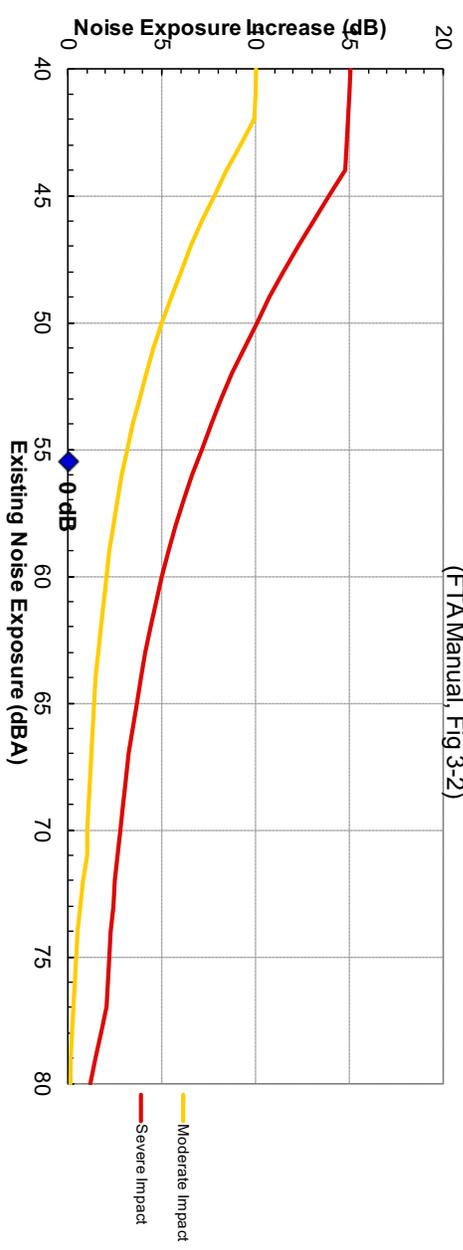
Project: 8521 Homer Street
Receiver: Residences - Homer St. (south side)

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact		
1 Parking Garage	85 ft	31.2 dBA	56 dBA	55 dBA	61 dBA	61 dBA	None
2 --	50 ft		56 dBA	55 dBA	61 dBA	61 dBA	
3 --	50 ft		56 dBA	55 dBA	61 dBA	61 dBA	
4 --	70 ft		56 dBA	55 dBA	61 dBA	61 dBA	
5 --	ft		56 dBA	55 dBA	61 dBA	61 dBA	
6 --	ft		56 dBA	55 dBA	61 dBA	61 dBA	
Combined Sources		31 dBA	56 dBA	55 dBA	61 dBA	61 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South LA CIENEGA BL

East/West PICKFORD ST

Day: MONDAY **Date:** December 7, 2009 **Weather:** SUNNY

Hours: 7-10AM 2-5PM **Chckrs:** YOUNG

School Day: YES **District:** WESTERN **I/S CODE** 00000

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	285	210	3	1
BUSES	0	0	13	9
	48	55	0	0

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	598	8.00	390	8.15	13	9.30	7	7.30
<i>PM PK 15 MIN</i>	445	4.00	419	4.15	14	4.30	8	4.45
<i>AM PK HOUR</i>	2304	8.00	1454	7.30	29	9.00	11	8.45
<i>PM PK HOUR</i>	1745	3.45	1529	4.00	41	4.00	19	4.00

NORTHBOUND Approach					SOUTHBOUND Approach					TOTAL	XING S/L		XING N/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	15	1967	8	1990	7-8	13	1312	13	1338	3328	7	0	5	0
8-9	31	2265	8	2304	8-9	10	1232	41	1283	3587	0	0	0	0
9-10	18	2053	1	2072	9-10	12	1359	11	1382	3454	0	0	0	0
2-3	16	1485	10	1511	2-3	13	1334	13	1360	2871	0	0	0	0
3-4	14	1554	7	1575	3-4	6	1286	7	1299	2874	5	0	0	0
4-5	37	1664	42	1743	4-5	22	1493	14	1529	3272	0	0	0	0
TOTAL	131	10988	76	11195	TOTAL	76	8016	99	8191	19386	12	0	5	0

EASTBOUND Approach					WESTBOUND Approach					TOTAL	XING W/L		XING E/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	0	0	17	17	7-8	1	1	6	8	25	14	2	6	3
8-9	1	0	20	21	8-9	2	0	5	7	28	17	0	8	1
9-10	4	0	25	29	9-10	2	2	6	10	39	7	0	17	2
2-3	5	1	24	30	2-3	1	2	3	6	36	10	1	15	0
3-4	0	1	17	18	3-4	1	3	6	10	28	0	0	11	1
4-5	3	2	36	41	4-5	0	5	14	19	60	9	0	7	0
TOTAL	13	4	139	156	TOTAL	7	13	40	60	216	57	3	64	7

TRAFFIC VOLUME ADJUSTMENTS

North/South La Cienega Boulevard
 East/West Pickford Street
 Year 2009
 Hour 8:00-9:00 P.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf



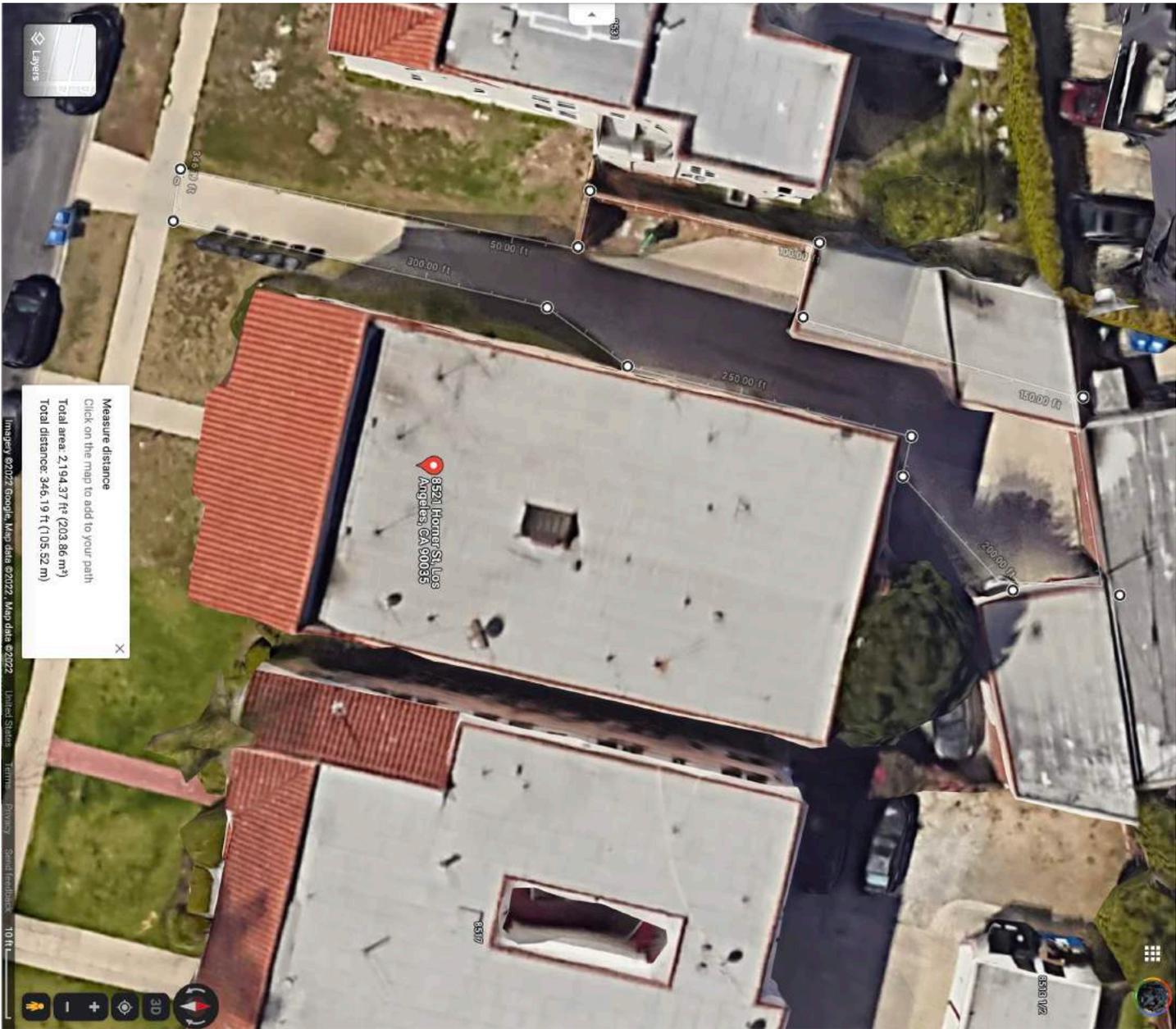
	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	2304	1283	21	7		1.07%
2009	2,304	1,283	21	7	3,587	
2010	2,327	1,296	21	7	3,623	
2011	2,350	1,309	21	7	3,659	
2012	2,374	1,322	22	7	3,696	
2013	2,398	1,335	22	7	3,733	
2014	2,422	1,348	22	7	3,770	
2015	2,446	1,362	22	7	3,808	30
2016	2,470	1,376	23	8	3,846	
2017	2,495	1,389	23	8	3,884	
2018	2,520	1,403	23	8	3,923	
2019	2,545	1,417	23	8	3,962	
2020	2,570	1,431	23	8	4,002	
2021	2,596	1,446	24	8	4,042	
2022	2,622	1,460	24	8	4,082	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	1,997	1,112	18	6	6,048,810	82.5%
MDT	310	173	3	1	940,092	12.8%
HDT	8	5	0	0	25,348	0.3%
Buses	3	2	0	0	9,386	0.1%
MCY	55	31	1	0	167,287	2.3%
Aux	47	26	0	0	142,856	1.9%
Total	2,422	1,348	22	7	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Layers

Measure distance
Click on the map to add to your path
Total area: 2,194.37 ft² (203.86 m²)
Total distance: 346.19 ft (105.52 m)

85211 Homer St, Los Angeles, CA 90036

3D
10 ft



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula</i>
General Building	-	12	-	1,000	-	10	-	<i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence	7,363	12	3,272	1,000	1,536	10	654	
Mobile Home	-	-	-	1,000	-	10	-	
Mixed Debris	-	-	-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)	-	-	-	500	-	10	-	
Vegetative Debris (Softwoods)	-	-	-	333	-	10	-	
Asphalt or concrete (Constructor	2,200	0.5	41	2,400	49	10	8	
TOTAL			3,313		1,685		663	



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

CLATS

RELATED PROJECTS

Centroid Info:
 PROJ ID: 54351
 Address: 8521 W HORNER STREET
 LOS ANGELES, CA 90035
 Lat/Long: 34.0503, -118.377

Include NULL "Trip Info":
 Include NULL "FirstStudySubmittalDate" (latest)
 Include "Inactive" projects:
 Include "Do not show in Related Project":

Net_AM_Trips - Select -
 Net_PM_Trips - Select -
 Net_Daily_Trips - Select -

Results generated since: (9/28/2022 5:38:07 PM)

Buffer Radius: 0.5 mile

Column

ProjID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
--------	--------	------	----	------	---------------	--------------	---------	----------------------------	-----------------	-----------

46658	Metro	WLA	5	2017	Mixed-Use	124 Apartments, 2 KSF High-Turnover Restaurant, 3.1 KSF Retail	5935 W Pico bl	03/09/2018	0.5	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>124</td> <td>64</td> <td>63</td> <td>687</td> <td>17</td> <td>47</td> <td>43</td> <td>20</td> <td>Credit applied for internal, existing, transit & pass-by.</td> </tr> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>2000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>land use=high-turnover restaurant</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>3100</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	124	64	63	687	17	47	43	20	Credit applied for internal, existing, transit & pass-by.	Other	S.F. Gross Area	2000								land use=high-turnover restaurant	Retail	S.F. Gross Area	3100								
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35027	Metro	HWD	10	2009	Apartments	77 Apartments	1417 S HI POINT ST	11/03/2009	0.5	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>77</td> <td>34</td> <td>42</td> <td>460</td> <td>7</td> <td>27</td> <td>27</td> <td>15</td> <td>Credit applied for existing & single-family homes.</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	77	34	42	460	7	27	27	15	Credit applied for existing & single-family homes.
Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																						
Apartment	Total Units	77	34	42	460	7	27	27	15	Credit applied for existing & single-family homes.																						

42776	Metro	HWD	10	2014	Mixed-Use	100 Apartments, 14 KSF Retail	6132 W PICO BLVD	07/22/2015	0.2	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>100</td> <td>39</td> <td>77</td> <td>807</td> <td>5</td> <td>34</td> <td>47</td> <td>30</td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>14000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Credit for existing use, and transit applied.</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	100	39	77	807	5	34	47	30		Retail	S.F. Gross Area	14000								Credit for existing use, and transit applied.
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44617	Metro	MTR	10	2016	1500-1512 HI Point Apts	45 apts - SEC HI Point & Saturn	1500 S HI POINT ST	07/29/2016	0.5	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>45</td> <td>23</td> <td>28</td> <td>300</td> <td>5</td> <td>18</td> <td>18</td> <td>10</td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	45	23	28	300	5	18	18	10	
Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																						
Apartment	Total Units	45	23	28	300	5	18	18	10																							

44618	Metro	MTR	10	2016	1556-1564 HI Point St	45 apts - NEC HI Point & Pickford	1556 S HI POINT ST	07/29/2016	0.5	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>45</td> <td>23</td> <td>28</td> <td>300</td> <td>5</td> <td>18</td> <td>18</td> <td>10</td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	45	23	28	300	5	18	18	10	
Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																						
Apartment	Total Units	45	23	28	300	5	18	18	10																							

47373	Metro	MTR	5	2018	Residential	125 Apartment Units, 4.14ksf of retail	6055 W Pico bl	05/03/2019	0.3	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>112</td> <td>22</td> <td>20</td> <td>313</td> <td>-2</td> <td>24</td> <td>16</td> <td>4</td> <td>Total Net Trips: Transit, Pass-By and Existing Use Credits.</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>2500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>affordable housing apt</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	112	22	20	313	-2	24	16	4	Total Net Trips: Transit, Pass-By and Existing Use Credits.	Retail	S.F. Gross Area	2500								affordable housing apt
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Retail	S.F. Gross Area	2500								affordable housing apt																																	

49963	Metro	MTR	5	2020	6075-6099 Pico Blvd mixed-use project	110 hotel rms,45 res DU, 2.5ksf retail, & 3.8ksf restaurant	6075 W Pico Blvd	06/05/2020	0.3	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartment</td> <td>Total Units</td> <td>45</td> <td>42</td> <td>70</td> <td>1367</td> <td>15</td> <td>27</td> <td>43</td> <td>27</td> <td></td> </tr> <tr> <td>Other</td> <td>Rooms</td> <td>110</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Hotel</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>2507</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ground level retail</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>3809</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ground level restaurant use</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartment	Total Units	45	42	70	1367	15	27	43	27		Other	Rooms	110								Hotel	Retail	S.F. Gross Area	2507								Ground level retail	Retail	S.F. Gross Area	3809								Ground level restaurant use
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Appendix E

Air Quality Technical Modeling, DKA Planning, October 2022



DOUGLASKIM+ASSOCIATES,LLC

EXISTING EMISSIONS

8521 Horner Street (Existing) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	8521 Horner Street (Existing)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	8521 Horner St, Los Angeles, CA 90035, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4325
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	6.00	Dwelling Unit	0.23	7,363	1,300	—	18.0	—

No measures selected

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Unr/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.31	0.11	1.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	2.85	232	235	0.30	0.01	0.70	245
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.27	0.11	0.72	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	2.85	225	228	0.30	0.01	0.07	238
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.29	0.12	0.97	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	2.85	227	230	0.30	0.01	0.33	240
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.05	0.02	0.18	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.47	37.6	38.1	0.05	< 0.005	0.05	39.8

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.11	0.10	0.07	0.75	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	144	144	0.01	0.01	0.64	147
Area	0.03	0.20	< 0.005	0.34	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.91	0.91	< 0.005	< 0.005	—	0.94
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	84.2	84.2	0.01	< 0.005	—	84.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	3.10	3.53	0.04	< 0.005	—	4.96
Waste	—	—	—	—	—	—	—	—	—	—	—	2.42	0.00	2.42	0.24	0.00	—	8.48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	0.15	0.31	0.11	1.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	2.85	232	235	0.30	0.01	0.70	245
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.11	0.10	0.08	0.71	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	138	138	0.01	0.01	0.02	140
Area	0.00	0.17	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	84.2	84.2	0.01	< 0.005	—	84.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	3.10	3.53	0.04	< 0.005	—	4.96
Waste	—	—	—	—	—	—	—	—	—	—	—	2.42	0.00	2.42	0.24	0.00	—	8.48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	0.11	0.27	0.11	0.72	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	2.85	225	228	0.30	0.01	0.07	238
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.11	0.10	0.08	0.72	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	139	139	0.01	0.01	0.28	142
Area	0.02	0.19	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.62	0.62	< 0.005	< 0.005	—	0.64
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	84.2	84.2	0.01	< 0.005	—	84.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.43	3.10	3.53	0.04	< 0.005	—	4.96
Waste	—	—	—	—	—	—	—	—	—	—	—	2.42	0.00	2.42	0.24	0.00	—	8.48
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	0.14	0.29	0.12	0.97	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	2.85	227	230	0.30	0.01	0.33	240
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.02	0.02	0.01	0.13	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.1	23.1	< 0.005	< 0.005	0.05	23.5
Area	< 0.005	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.10	0.10	< 0.005	< 0.005	—	0.11

Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	13.9	13.9	< 0.005	< 0.005	—	14.0	
Water	—	—	—	—	—	—	—	—	—	—	0.07	0.51	0.58	0.01	< 0.005	0.82	
Waste	—	—	—	—	—	—	—	—	—	—	0.40	0.00	0.40	0.04	0.00	1.40	
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01	
Total	0.02	0.05	0.02	0.18	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.47	37.6	38.1	0.05	< 0.005	0.05	39.8

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	40.6	40.6	< 0.005	< 0.005	—	40.8	
Total	—	—	—	—	—	—	—	—	—	—	—	—	40.6	40.6	< 0.005	< 0.005	—	40.8	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	40.6	40.6	< 0.005	< 0.005	—	40.8	

4.3.2. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	0.03	0.03	< 0.005	0.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.94
Total	0.03	0.20	< 0.005	0.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.91	0.91	< 0.005	< 0.005	—	0.94
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.17	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Apartments Low Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	0.05
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	0.05
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Low Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	0.05
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	0.05
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Low Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.01	0.01
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	27.0	27.0	27.0	9,855	166	166	166	60,590

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	6
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
14910.074999999999	4,970	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (KBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (KBTU/yr)
Apartments Low Rise	21,475	690	0.0489	0.0069	135,857

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	223,643	22,284

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	1.50	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (KWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.68	annual days of extreme heat
Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIRROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A

Air Quality	1	1	1	2
-------------	---	---	---	---

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	50.5
AQ-PM	66.2
AQ-DPM	35.2
Drinking Water	92.5
Lead Risk Housing	59.5
Pesticides	0.00
Toxic Releases	76.9
Traffic	67.5
Effect Indicators	—
CleanUp Sites	2.07
Groundwater	52.0
Haz Waste Facilities/Generators	55.4
Impaired Water Bodies	66.7
Solid Waste	0.00

Sensitive Population	—
Asthma	27.1
Cardio-vascular	39.1
Low Birth Weights	21.1
Socioeconomic Factor Indicators	—
Education	27.6
Housing	77.2
Linguistic	63.7
Poverty	52.3
Unemployment	15.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	46.14397536
Employed	85.83344027
Median HI	58.82201976
Education	—
Bachelor's or higher	82.90773771
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	20.85204671
Active commuting	66.89336584
Social	—
2-parent households	87.46310792

Voting	42.61516746
Neighborhood	—
Alcohol availability	12.71654049
Park access	2.194276915
Retail density	61.99153086
Supermarket access	94.25125112
Tree canopy	42.08905428
Housing	—
Homeownership	13.08866932
Housing habitability	31.22032593
Low-inc homeowner severe housing cost burden	33.09380213
Low-inc renter severe housing cost burden	49.37764661
Uncrowded housing	56.30694213
Health Outcomes	—
Insured adults	47.32452201
Arthritis	54.3
Asthma ER Admissions	71.5
High Blood Pressure	56.0
Cancer (excluding skin)	30.9
Asthma	51.9
Coronary Heart Disease	57.7
Chronic Obstructive Pulmonary Disease	56.7
Diagnosed Diabetes	73.9
Life Expectancy at Birth	48.4
Cognitively Disabled	21.0
Physically Disabled	39.7
Heart Attack ER Admissions	46.6

Mental Health Not Good	61.1
Chronic Kidney Disease	79.8
Obesity	56.2
Pedestrian Injuries	85.5
Physical Health Not Good	64.0
Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	28.2
Current Smoker	60.5
No Leisure Time for Physical Activity	78.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	87.0
Elderly	34.9
English Speaking	38.0
Foreign-born	52.8
Outdoor Workers	90.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	11.3
Traffic Density	88.4
Traffic Access	87.4
Other Indices	—
Hardship	24.4
Other Decision Support	—
2016 Voting	32.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	46.0
Healthy Places Index Score for Project Location (b)	65.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project information, landscape area estimated from Google Earth
Operations: Hearths	Google Earth observation



DOUGLASKIM+ASSOCIATES,LLC

FUTURE EMISSIONS

8521 Horner Street (Future) Detailed Report

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4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	8521 Horner Street (Future)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	8521 Horner St, Los Angeles, CA 90035, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4325
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	29.0	Dwelling Unit	0.23	24,676	320	—	71.0	—
Enclosed Parking with Elevator	33.0	Space	0.00	13,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Unr/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.00	4.83	9.81	9.07	0.03	0.26	2.30	2.56	0.25	0.48	0.73	—	4,913	4,913	0.26	0.63	9.60	5,117
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.47	1.53	28.3	17.2	0.10	0.75	5.50	6.26	0.70	1.91	2.62	—	14,223	14,223	0.76	1.98	0.75	14,831
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.55	0.55	4.02	5.93	0.01	0.17	0.47	0.54	0.16	0.14	0.22	—	1,222	1,222	0.06	0.16	1.00	1,234
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.10	0.73	1.08	< 0.005	0.03	0.09	0.10	0.03	0.03	0.04	—	202	202	0.01	0.03	0.17	204

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2023	1.00	0.66	9.81	8.40	0.03	0.26	2.30	2.56	0.25	0.48	0.73	—	4,913	4,913	0.26	0.63	9.60	5,117
2024	0.81	0.68	5.92	9.07	0.01	0.26	0.39	0.65	0.24	0.09	0.33	—	1,848	1,848	0.08	0.05	1.93	1,865
2025	0.18	4.83	0.91	1.51	< 0.005	0.03	0.07	0.10	0.03	0.02	0.04	—	207	207	0.01	< 0.005	0.27	208
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	2.47	1.53	28.3	17.2	0.10	0.75	5.50	6.26	0.70	1.91	2.62	—	14,223	14,223	0.76	1.98	0.75	14,831
2024	0.81	0.68	5.95	8.76	0.01	0.26	0.39	0.65	0.24	0.09	0.33	—	1,828	1,828	0.08	0.05	0.05	1,844
2025	0.76	0.64	5.46	8.59	0.01	0.22	0.39	0.61	0.20	0.09	0.29	—	1,818	1,818	0.08	0.05	0.05	1,834
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.25	0.17	2.52	1.77	0.01	0.07	0.47	0.54	0.07	0.14	0.21	—	1,180	1,180	0.06	0.16	1.00	1,229
2024	0.55	0.46	4.02	5.93	0.01	0.17	0.26	0.43	0.16	0.06	0.22	—	1,222	1,222	0.05	0.03	0.55	1,234
2025	0.15	0.55	1.05	1.66	< 0.005	0.04	0.07	0.12	0.04	0.02	0.06	—	340	340	0.01	0.01	0.15	343
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.05	0.03	0.46	0.32	< 0.005	0.01	0.09	0.10	0.01	0.03	0.04	—	195	195	0.01	0.03	0.17	203
2024	0.10	0.08	0.73	1.08	< 0.005	0.03	0.05	0.08	0.03	0.01	0.04	—	202	202	0.01	0.01	0.09	204
2025	0.03	0.10	0.19	0.30	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	56.2	56.2	< 0.005	< 0.005	0.02	56.7

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.72	1.24	0.36	5.19	0.01	0.01	0.22	0.23	0.01	0.04	0.05	11.6	1,030	1,042	1.23	0.04	2.53	1,086
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.46	0.99	0.37	2.81	0.01	0.01	0.22	0.23	0.01	0.04	0.05	11.6	997	1,009	1.24	0.04	0.24	1,051

Total	0.46	0.99	0.37	2.81	0.01	0.01	0.22	0.23	0.01	0.04	0.05	11.6	997	1,009	1.24	0.04	0.24	1,051
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.41	0.30	2.83	0.01	< 0.005	0.22	0.23	< 0.005	0.04	0.04	—	626	626	0.04	0.03	1.01	636
Area	0.18	0.74	0.01	1.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.63	4.63	< 0.005	< 0.005	—	4.65
Energy	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	365	365	0.03	< 0.005	—	366
Water	—	—	—	—	—	—	—	—	—	—	—	2.07	14.0	16.0	0.21	0.01	—	22.9
Waste	—	—	—	—	—	—	—	—	—	—	—	9.56	0.00	9.56	0.96	0.00	—	33.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Total	0.63	1.15	0.38	4.38	0.01	0.01	0.22	0.23	0.01	0.04	0.05	11.6	1,009	1,020	1.23	0.04	1.19	1,064
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.05	0.52	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	104	104	0.01	< 0.005	0.17	105
Area	0.03	0.13	< 0.005	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.77	0.77	< 0.005	< 0.005	—	0.77
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	< 0.005	< 0.005	—	60.6
Water	—	—	—	—	—	—	—	—	—	—	—	0.34	2.31	2.66	0.04	< 0.005	—	3.80
Waste	—	—	—	—	—	—	—	—	—	—	—	1.58	0.00	1.58	0.16	0.00	—	5.54
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.11	0.21	0.07	0.80	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	1.93	167	169	0.20	0.01	0.20	176

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

8521 Horner Street (Future) Detailed Report, 10/7/2022

Off-Road Equipment	0.65	0.54	4.99	5.91	0.01	0.21	—	0.21	0.20	—	0.20	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	1.12	1.12	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.29	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.0	49.0	< 0.005	< 0.005	—	49.2
Demolition	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.12	8.12	< 0.005	< 0.005	—	8.15
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.82	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	144	144	0.01	< 0.005	0.61	147
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.29	0.07	4.76	1.67	0.03	0.05	0.32	0.37	0.05	0.10	0.15	—	3,916	3,916	0.22	0.62	8.99	4,115

Hauling	0.06	0.01	0.96	0.32	< 0.005	0.01	0.06	0.07	0.01	0.02	0.03	—	748	748	0.04	0.12	0.74	785
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.04	1.04	< 0.005	< 0.005	< 0.005	1.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.17	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	124	124	0.01	0.02	0.12	130

3.5. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.67	4.57	0.01	0.17	—	0.17	0.15	—	0.15	—	855	855	0.03	0.01	—	858
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.07	0.67	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	—	142	142	0.01	< 0.005	—	142
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.13	1.99	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	373	373	0.02	0.01	1.47	379
Vendor	0.01	0.01	0.20	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	170	170	0.01	0.02	0.46	177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.15	1.68	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	354	354	0.02	0.01	0.04	358
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	170	170	0.01	0.02	0.01	177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.16	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	235	235	0.01	0.01	0.42	238
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	111	111	< 0.005	0.02	0.13	116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.21	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	38.9	38.9	< 0.005	< 0.005	0.07	39.5
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	18.4	18.4	< 0.005	< 0.005	0.02	19.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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3.1.1. Trenching (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.29	1.86	1.77	< 0.005	0.09	—	0.09	0.09	—	0.09	—	269	269	0.01	< 0.005	—	270
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.22	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.1	32.1	< 0.005	< 0.005	—	32.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.31	5.31	< 0.005	< 0.005	—	5.33
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.11	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	16.3	16.3	< 0.005	< 0.005	—	16.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.70	2.70	< 0.005	< 0.005	—	2.71
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.32	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	66.9	66.9	< 0.005	< 0.005	0.01	67.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.12	4.12	< 0.005	< 0.005	0.01	4.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.68	0.68	< 0.005	< 0.005	< 0.005	0.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	180	180	0.01	< 0.005	-	181	
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-	-	-	92.2	92.2	0.01	< 0.005	-	92.6	
Total	-	-	-	-	-	-	-	-	-	-	-	-	272	272	0.02	< 0.005	-	274	
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	180	180	0.01	< 0.005	-	181	
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-	-	-	92.2	92.2	0.01	< 0.005	-	92.6	
Total	-	-	-	-	-	-	-	-	-	-	-	-	272	272	0.02	< 0.005	-	274	
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.07	14.0	16.0	0.21	0.01	—	22.9
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.07	14.0	16.0	0.21	0.01	—	22.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.07	14.0	16.0	0.21	0.01	—	22.9
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.07	14.0	16.0	0.21	0.01	—	22.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.34	2.31	2.66	0.04	< 0.005	—	3.80
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.34	2.31	2.66	0.04	< 0.005	—	3.80

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

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Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	9.56	0.00	9.56	0.96	0.00	-	33.4	
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	
Total	-	-	-	-	-	-	-	-	-	-	-	9.56	0.00	9.56	0.96	0.00	-	33.4	
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	1.58	0.00	1.58	0.16	0.00	-	5.54	
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00	
Total	-	-	-	-	-	-	-	-	-	-	-	1.58	0.00	1.58	0.16	0.00	-	5.54	

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)																			
Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.18	0.18
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.18	0.18
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.18	0.18
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.18	0.18
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.03
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	0.03

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Phase Name	Phase Type	Start Date	End Date	Number per Day	Days Per Week	Hours Per Day	Work Days per Phase	Phase Description
Demolition	Demolition	9/1/2023	9/30/2023	1.00	5.00	8.00	21.0	—
Grading	Grading	10/1/2023	10/31/2023	1.00	5.00	6.00	22.0	—
Building Construction	Building Construction	2/1/2024	3/31/2025	1.00	5.00	6.00	303	—
Architectural Coating	Architectural Coating	4/1/2025	5/15/2025	1.00	5.00	7.00	33.0	—
Trenching	Trenching	1/1/2023	1/31/2024	1.00	5.00	8.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Dumpers/Tenders	Diesel	Average	1.00	8.00	16.0	0.38
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1 ,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	31.6	35.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1 ,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	100	35.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	26.4	18.5	LDA,LDT1 ,LDT2
Building Construction	Vendor	5.26	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.28	18.5	LDA,LDT1 ,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	5.00	18.5	LDA,LDT1 ,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT

Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	49,969	16,656	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,685	—
Grading	—	11,000	0.23	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)		CO2	CH4	N2O
Year	kWh per Year			
2023	0.00	690	0.05	0.01
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	130	130	130	47,450	795	795	795	290,175

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	29
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
49968.899999999994	16,656	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (KBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (KBTU/yr)
Apartments Mid Rise	95,221	690	0.0489	0.0069	287,835
Enclosed Parking with Elevator	48,727	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,080,940	5,485
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	7.24	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.68	annual days of extreme heat
Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack	N/A	N/A	N/A	N/A	N/A
Air Quality	0	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
-----------	---------------------------------

Exposure Indicators	—
AQ-Ozone	50.5
AQ-PM	66.2
AQ-DPM	35.2
Drinking Water	92.5
Lead Risk Housing	59.5
Pesticides	0.00
Toxic Releases	76.9
Traffic	67.5
Effect Indicators	—
CleanUp Sites	2.07
Groundwater	52.0
Haz Waste Facilities/Generators	55.4
Impaired Water Bodies	66.7
Solid Waste	0.00
Sensitive Population	—
Asthma	27.1
Cardio-vascular	39.1
Low Birth Weights	21.1
Socioeconomic Factor Indicators	—
Education	27.6
Housing	77.2
Linguistic	63.7
Poverty	52.3
Unemployment	15.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	46.14397536
Employed	85.83344027
Median HI	58.82201976
Education	—
Bachelor's or higher	82.90773771
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	20.85204671
Active commuting	66.89336584
Social	—
2-parent households	87.46310792
Voting	42.61516746
Neighborhood	—
Alcohol availability	12.71654049
Park access	2.194276915
Retail density	61.99153086
Supermarket access	94.25125112
Tree canopy	42.08905428
Housing	—
Homeownership	13.08866932
Housing habitability	31.22032593
Low-inc homeowner severe housing cost burden	33.09380213
Low-inc renter severe housing cost burden	49.37764661
Uncrowded housing	56.30694213

Health Outcomes	—
Insured adults	47.32452201
Arthritis	54.3
Asthma ER Admissions	71.5
High Blood Pressure	56.0
Cancer (excluding skin)	30.9
Asthma	51.9
Coronary Heart Disease	57.7
Chronic Obstructive Pulmonary Disease	56.7
Diagnosed Diabetes	73.9
Life Expectancy at Birth	48.4
Cognitively Disabled	21.0
Physically Disabled	39.7
Heart Attack ER Admissions	46.6
Mental Health Not Good	61.1
Chronic Kidney Disease	79.8
Obesity	56.2
Pedestrian Injuries	85.5
Physical Health Not Good	64.0
Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	28.2
Current Smoker	60.5
No Leisure Time for Physical Activity	78.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	87.0
Elderly	34.9
English Speaking	38.0
Foreign-born	52.8
Outdoor Workers	90.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	11.3
Traffic Density	88.4
Traffic Access	87.4
Other Indices	—
Hardship	24.4
Other Decision Support	—
2016 Voting	32.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	46.0
Healthy Places Index Score for Project Location (b)	65.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

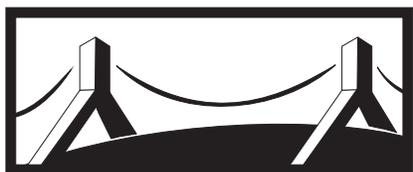
Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household, the Project would add a net residential population of approximately 71 people to the Project Site based on the 29 dwelling units proposed
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	,
Construction: Dust From Material Movement	9,800 sf site x 24 ft depth = 235,200 cubic feet = 8,721 cubic yards x 125% expansion factor = 10,889 cy, conservatively rounded up to 11,000 cy.
Construction: Trips and VMT	10 CY haul truck capacity; 35-mile one-way distance to landfill
Operations: Hearths	Project plans



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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
[Download PDF](#)

Residential Air Toxics Cancer Risk at MATES Monitoring Sites



Residential Air Toxics Cancer Risk Calculated from Model Data

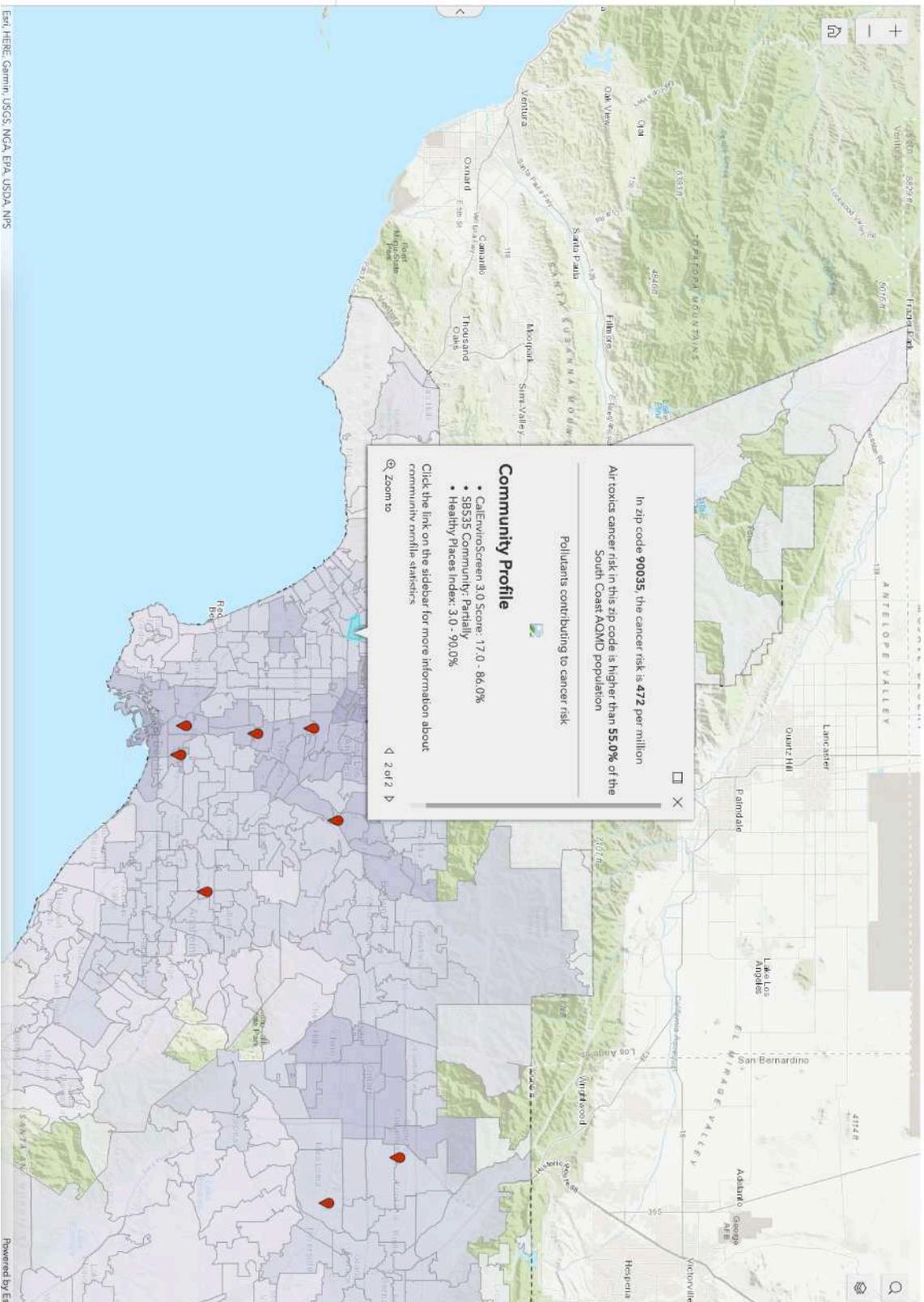
Cancer Risk [per million]



South Coast AQMD Boundary



The air toxics cancer risk data presented in the
MATES Data Visualization is calculated using a
population-weighted average.





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CALENVIROSCREEN 4.0 OUTPUT

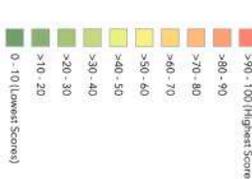
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

How to use this map

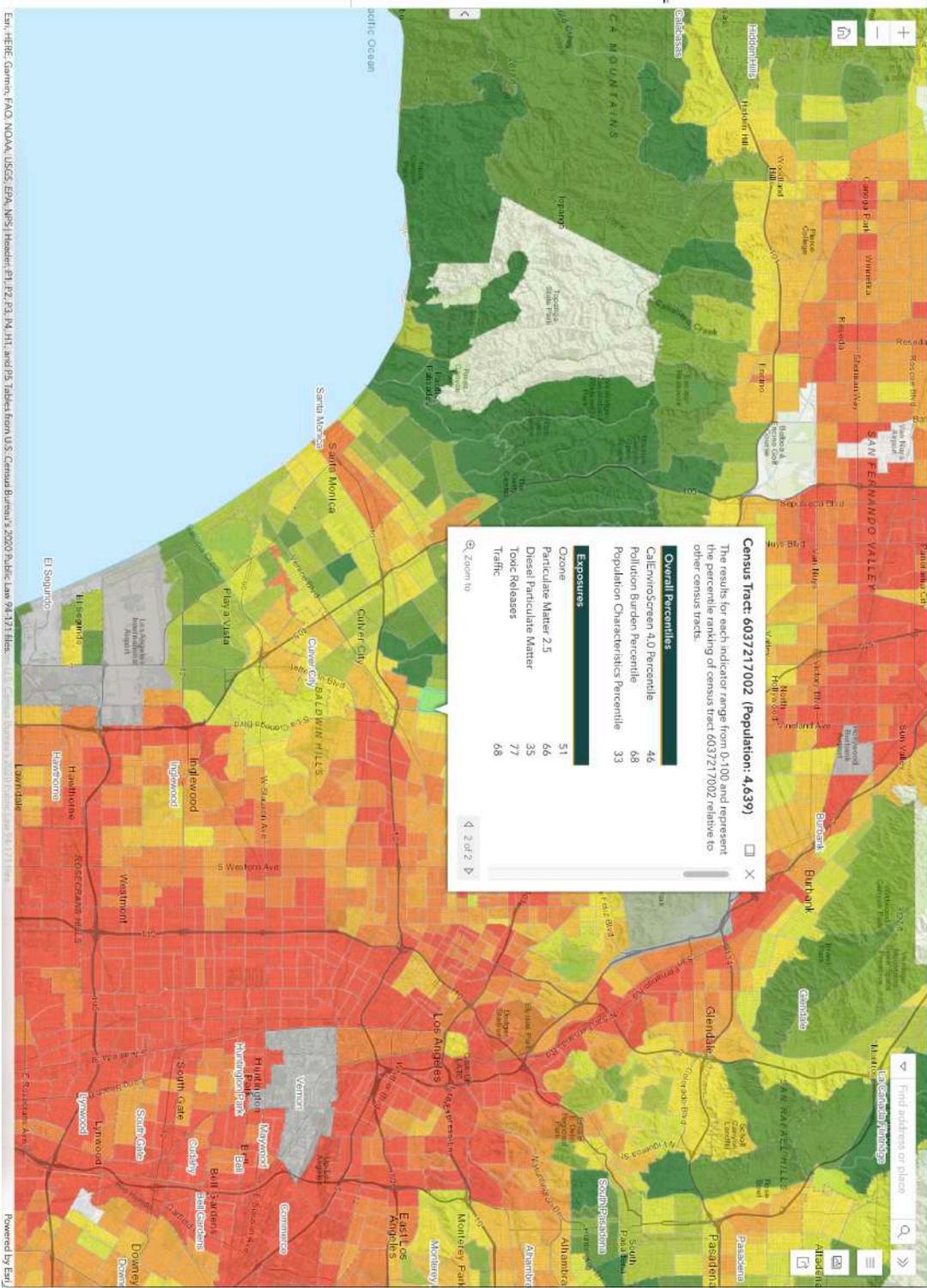
- Use your mouse or touchpad to pan around.
- Zoom (roll with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking the dock icon.
- Export a map view that includes the legend and popup using the screenshot widget.
- Learn more about CalEnviroScreen 4.0 and how this map was created here.

Overall Percentile

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population

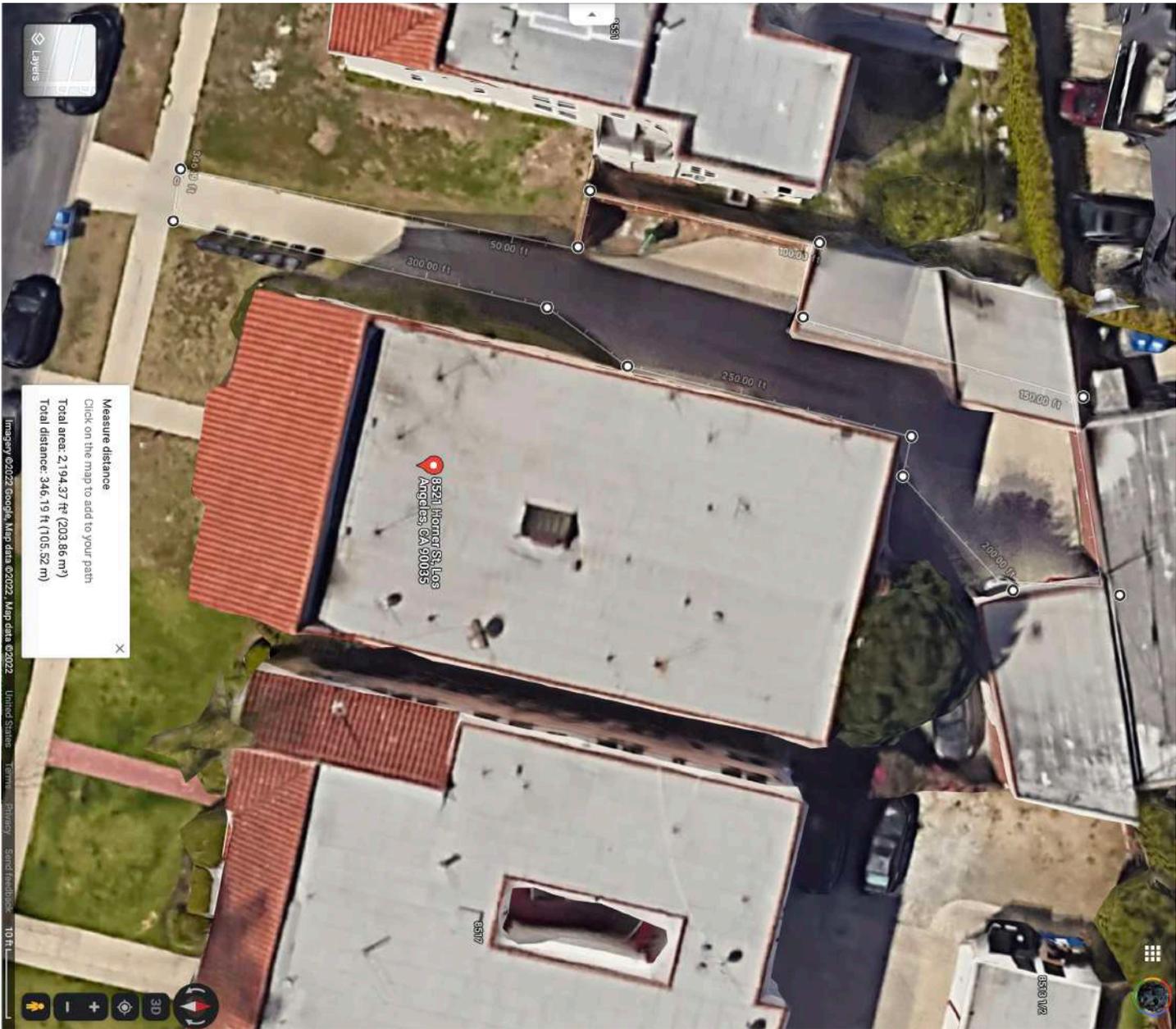


Est. HHEC, Gannett, FMO, NOAA, USGS, EPA, NPS | Headers: #1, #2, #3, #4, #10, and #15. Tables from U.S. Census Bureau's 2020 Public Law 116-166. Powered by Esri



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DEMOLITION ANALYSIS



Layers

Measure distance
Click on the map to add to your path
Total area: 2,194.37 Ft² (203.86 m²)
Total distance: 346.19 ft (105.52 m)

Imagery ©2022 Google, Map data ©2022, Map data ©2022 United States Terms Privacy Send feedback 10 ft



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula</i>
General Building		12	-	1,000	-	10	-	<i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence	7,363	12	3,272	1,000	1,536	10	654	
Mobile Home						10	-	
Mixed Debris				480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)				500	-	10	-	
Vegetative Debris (Softwoods)				333	-	10	-	
Asphalt or concrete (Constructor	2,200	0.5	41	2,400	49	10	8	
TOTAL			3,313		1,685		663	



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

CLATS

RELATED PROJECTS

Centroid Info:
 PROJ ID: 54351
 Address: 8521 W HORNER STREET
 LOS ANGELES, CA 90035
 Lat/Long: 34.0503, -118.377

- Include NULL "Trip Info"
- Include NULL "FirstStudySubmittalDate" (latest)
- Include "Inactive" projects
- Include "Do not show in Related Project"

Buffer Radius:

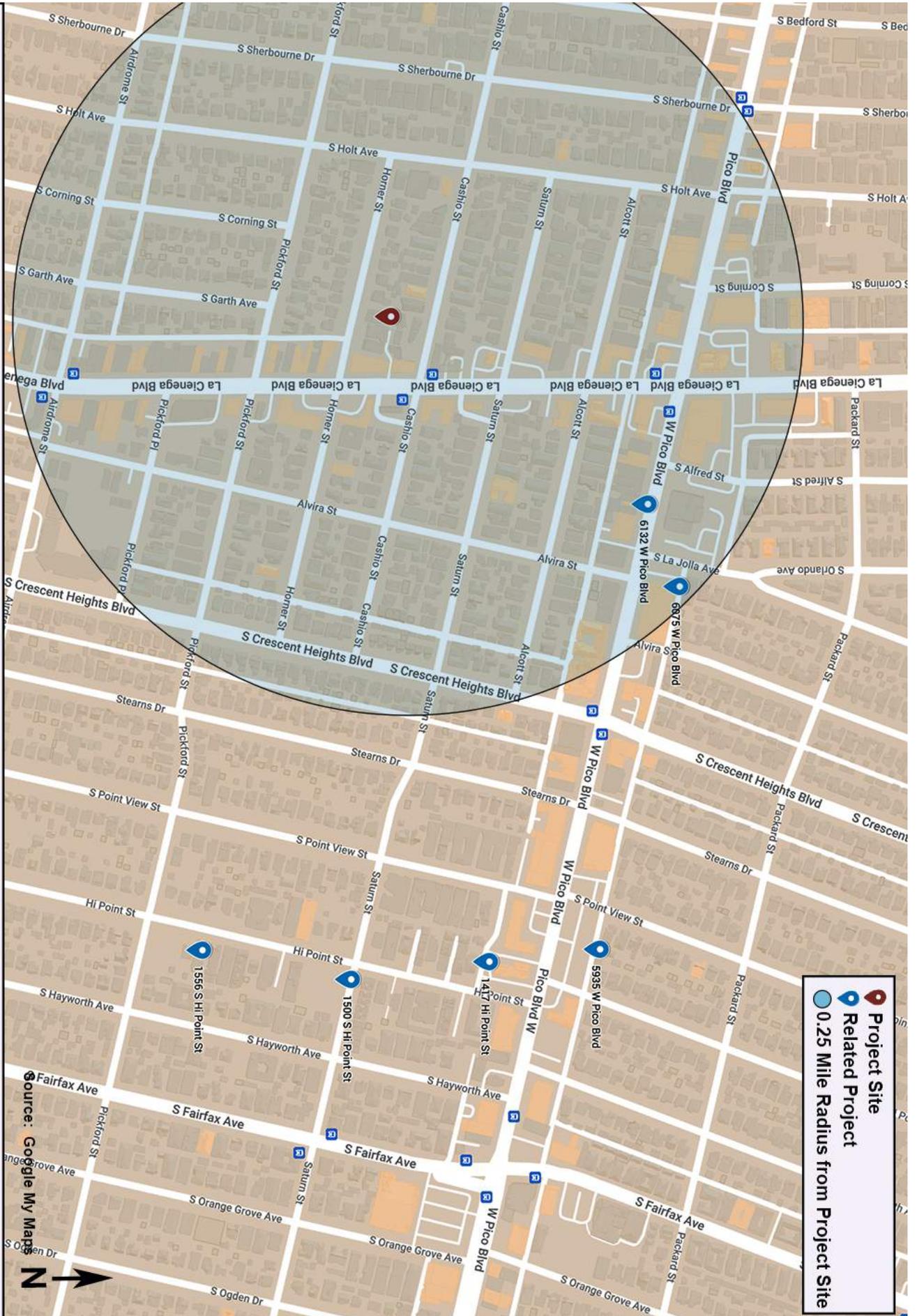
Column

Results generated since: (9/28/2022 5:38:07 PM)

ProjID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info																																																																		
46658	Metro	WLA	5	2017	Mixed-Use	124 Apartments, 2 KSF High-Turnover Restaurant, 3.1 KSF Retail	5935 W Pico bl	03/09/2018	0.5	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>124</td> <td>64</td> <td>63</td> <td>687</td> <td>17</td> <td>47</td> <td>43</td> <td>20</td> <td>Credit applied for internal, existing, transit & pass-by.</td> </tr> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>2000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>land use=high-turnover restaurant</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>3100</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	124	64	63	687	17	47	43	20	Credit applied for internal, existing, transit & pass-by.	Other	S.F. Gross Area	2000								land use=high-turnover restaurant	Retail	S.F. Gross Area	3100																														
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35027	Metro	HWD	10	2009	Apartments	77 Apartments	1417 S HI POINT ST	11/03/2009	0.5	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>77</td> <td>34</td> <td>42</td> <td>460</td> <td>7</td> <td>27</td> <td>27</td> <td>15</td> <td>Credit applied for existing & single-family homes.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>34</td> <td>42</td> <td>460</td> <td>7</td> <td>27</td> <td>27</td> <td>15</td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	77	34	42	460	7	27	27	15	Credit applied for existing & single-family homes.				34	42	460	7	27	27	15																																		
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47373	Metro	MTR	5	2018	Residential	125 Apartment Units, 4.14ksf of retail	6055 W Pico bl	05/03/2019	0.3	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>112</td> <td>22</td> <td>20</td> <td>313</td> <td>-2</td> <td>24</td> <td>16</td> <td>4</td> <td>Total Net Trips: Transit, Pass-By and Existing Use Credits.</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>2500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>affordable housing apt</td> </tr> <tr> <td></td> <td></td> <td></td> <td>22</td> <td>20</td> <td>313</td> <td>-2</td> <td>24</td> <td>16</td> <td>4</td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	112	22	20	313	-2	24	16	4	Total Net Trips: Transit, Pass-By and Existing Use Credits.	Retail	S.F. Gross Area	2500								affordable housing apt				22	20	313	-2	24	16	4																							
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DOUGLASKIM+ASSOCIATES, LLC



Appendix F-1

School Response, Los Angeles Unified School District, February 14,
2023



LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

February 14, 2023

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd, Suite 101
Chatsworth, CA 91311

Re: 8521 Horner Project

Dear Ms. Sherrie Cruz,

In response to your request for information, please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the 8521 Horner Project, located at 8521 West Horner Street, Los Angeles, CA 90035. The project is planned to construct 29 dwelling units consisting of one studio units, 19 1-bedroom units, seven 2-bedroom units, and two 3-bedroom units. Of the 29 dwelling units, 6 will be Very Low-Income (VLI) units. At this time reporting is based on individual project address, without reporting on the combined impacts of other project addresses served by the same schools. This report contains the most recent data available on operating capacities and enrollments, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report already take into account: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information on LAUSD's Capital Improvement programs can be found on the Facilities Services Division main webpage at <http://www.laschools.org/new-site/>. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder at <http://rsi.lausd.net/ResidentSchoolIdentifier/>.

The Developer Fee Justification Study with student generation rates can be found online at <https://achieve.lausd.net/domain/921>.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: Please see LAUSD Schools Enrollments and Capacities Report details;
1 – 2

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 if more information regarding fees and student generation rates is needed.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

Sincerely,

Vincent Maffei, Director
School Management Services and Demographics

PROJECT SERVED: 8521 Horner Project, located at 8521 West Horner Street, Los Angeles, CA 90035. The project is planned to construct 29 dwelling units consisting of one studio units, 19 1-bedroom units, seven 2-bedroom units, and two 3-bedroom units. Of the 29 dwelling units, 6 will be Very Low-Income (VLI) units.

SCHOOL YEAR: 2021-2022

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected in Future?
1328801	Crescent Hts Bl El Mag ^o	276	240	258	36	No	-	-	-
1848101	Webster MS	635	734	398	(99)	Yes	573	62	No
1868601	Hamilton SH	2614	1460	2362	1154	No	1185	1429	No

Schools Planned to Relieve Known Overcrowding

NONE

NOTES:

- ¹ School's ID code.
- ² School's name
- ³ School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for dual language and magnet programs.
- ⁴ The total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.
- ⁵ The number of all students actually attending all programs at the school at the start of the reported school year. Includes all dual language and magnet students.
- ⁶ Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).
- ⁷ Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:
 - There is a seating shortage.
 - There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.
- ⁸ Projected 5-year total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.
- ⁹ Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).
- ¹⁰ Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
 - There is a seating shortage in the future.
 - There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.
- ^o Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected data not reported.
- * Enrollment is by application only.

Appendix F-2

Parks Response, Los Angeles Department of Recreation of Parks,
October 12, 2022

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ASSISTANT GENERAL MANAGER

BELINDA JACKSON
ACTING ASSISTANT GENERAL MANAGER

(213) 202-2633 FAX (213) 202-2614

October 12, 2022

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101
Chatsworth, CA 91311
Sherrie@ceqa-nepa.com

**REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR
THE 8521 HORNER PROJECT IN THE CITY OF LOS ANGELES**

Dear Ms. Cruz:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed 8521 Horner Project. This project proposes the development of a residential project with 29 residential dwelling units on a site generally located at 8521 West Horner Street is located in the Wilshire Community Plan.

1. Which parks and recreational facilities would serve the proposed project?

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- Carthay Circle Park, located at 6313 West San Vicente Boulevard
- Club Circle Park, located at 2890 South Club Drive and South McConnel Place
- Genesee Avenue Park, located at 2330 South Genesee Avenue
- Irving Schachter Park, located at 2599 South Beverwill Drive
- Media Park, located at 9070 West Venice Boulevard
- Reynier Park, located at 2803 South Reynier Avenue
- Westside Neighborhood Park, located at 3085 South Clyde Avenue

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- Baldwin Hills Recreation Center, located at 5401 West Highlight Place
- Cheviot Hills Park, located at 2551 South Motor Avenue
- Claude Pepper Senior Citizen Center, located at 1762 South La Cienega Boulevard
- Culver/Slauson Park, located at 5070 South Slauson Avenue



- Denker Recreation Center, located at 1550 West 35th Place
- Eleanor Green Roberts Aquatic Center, located at 4526 West Pico Boulevard
- Fairfax Senior Citizen Center, located at 7929 West Melrose Avenue
- Felicia Mahood Multipurpose Center, located at 11338 West Santa Monica Boulevard
- Hollywood Recreation Center, located at 1122 North Cole Avenue
- Jim Gilliam Recreation Center, located at 4000 South La Brea Avenue
- Las Palmas Senior Citizen Center, located at 1820 North Las Palmas Avenue
- Lemon Grove Recreation Center, located at 4959 West Lemon Grove Avenue
- Loren Miller Recreation Center, located at 2717 South Halldale Avenue
- Mar Vista Recreation Center, located at 11430 West Woodbine Avenue
- Martin Luther King, Jr. Park, located at 3934 South Western Avenue
- Normandie Recreation Center, located at 1550 South Normandie Avenue
- Palms Recreation Center, located at 2950 South Overland Avenue
- Pan Pacific Park, located at 7600 West Beverly Boulevard
- Poinsettia Recreation Center, located at 7341 West Willoughby Avenue
- Queen Anne Recreation Center, located at 1240 South West Boulevard
- Rancho Cienega Sports Complex, located at 5001 West Obama Boulevard
- Robertson Recreation Center, located at 1641 South Pruess Road
- Seoul International Park, located at 3250 West San Marino Street
- South Seas House Park, located at 2301 West 24th Street
- Stoner Recreation Center, located at 1835 South Stoner Avenue
- Venice Reservoir Site, located at 3324 South Centinela Avenue
- Vineyard Recreation Center, located at 2942 South Vineyard Avenue
- Westwood Park, located at 1350 South Sepulveda Boulevard
- Yucca Community Center, located at 6671 West Yucca Street

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Beverly Glen Park, located at 2448 North Angelo Drive
- Campo De Cahuenga, located at 3919 North Lankershim Boulevard
- Coldwater Canyon Park, located at 12601 North Mulholland Drive
- Deervale – Stone Canyon Park, located at 14890 West Valley Vista Boulevard
- Elysian Park, located at 929 West Academy Road
- Exposition Park Rose Garden, located at 701 West State Drive
- Griffith Park, located at 4730 North Crystal Springs Drive
- Holmby Park, located at 601 South Club View Drive
- Laurel Canyon Mulholland Park, located at 8100 West Mulholland Drive
- Rivas Canyon Park, located at Easterly Terminus of Oracle Place
- Runyon Canyon Park, located at 2000 North Fuller Avenue
- Rustic Canyon Park, located at SW of Sullivan Fire Road
- San Vicente Mountain Park, located at 17500 West Mulholland Drive

- Santa Ynez Canyon Park, located at 1100 North Palisades Drive
- Sepulveda Basin Recreation Area, located at 17017 West Burbank Boulevard
- Sherman Oaks Castle Park, located at 4989 North Sepulveda Boulevard
- Sullivan Canyon Park, NE of Sullivan Fire Road
- Venice Beach, located at 230 South Ocean Front Walk
- Wattles Garden Park, located at 1824 North Curson Avenue

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. *Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?*

No.

3. *What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?*

The Wilshire Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 0.27 acres per 1,000 residents. The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. Most subdivision projects that contain more than fifty residential dwelling units are required to meet with the Department of Recreation and Parks prior to filing in order to discuss any potential dedication requirements. If you have any questions or comments regarding this information, please contact the RAP Park Staff at (213) 202-2682 or rap.parkfees@lacity.org

Sincerely,

CATHIE M. SANTO DOMINGO
Assistant General Manager



DARRYL FORD
Superintendent
Planning, Maintenance, and Construction Branch

CSD/DF:sb

cc: Reading File

Appendix F-3

Library Response, Los Angeles Public Library, June 12, 2023

8521 Horner Project
Request for Information
Los Angeles Public Library Response

Jun 12, 2023

This Project would be served by the following agencies:

Baldwin Hills Branch Library
2906 S. La Brea Ave
Los Angeles 90016

Palms-Rancho Park Branch Library
2920 Overland Ave
Los Angeles, 90064

Robertson Branch Library
1719 S. Robertson Bl
Los Angeles 90035

Detailed information regarding each branch is attached.

There are no current plans to build new libraries that would serve this project area.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities — 12,500 Square feet for a community with less than 45,000 population and 14,500 square feet for a community with more than 45,000 population and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for library materials, technology, programs and/or facilities improvement. It is recommended that mitigation fees be paid for by the developer.

Location Name and Address

Baldwin Hills Branch Library
2906 S. La Brea Ave
Los Angeles 90016

Size of facility in Square feet

12,000

Collection size

32,003

Annual Circulation

25,916

Staffing level

9.00

Volunteers

12

Service Population

79,343

The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has materials in English and Spanish. They also have a substantial collection of Jazz CDs.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi

Wireless & Mobile Printing

Reserve a Public Computer

Location Name and Address

Palms-Rancho Park Branch Library
2920 Overland Ave
Los Angeles,90064

Size of facility in Square feet

10,500

Collection size

41,824

Annual Circulation

125,919

Staffing level

11.50 FTE

Volunteers

21

Service Population

67,077

The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has materials in English and Spanish. They also have a small Ray Bradbury Collection

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi

Wireless & Mobile Printing

Reserve a Public Computer

Location Name and Address

Robertson Branch Library
1719 S. Robertson Bl
Los Angeles 90035

Size of facility in Square feet

9,035

Collection size

45,935

Annual Circulation

79,611

Staffing level

9.00

Volunteers

49

Service Population

47,280

The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a small collection in Farsi and Hebrew as well as materials in English and Spanish

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi

Wireless & Mobile Printing

Reserve a Public Computer

Appendix F-4

Wastewater Response, Los Angeles Bureau of Sanitation, October
24, 2022

CITY OF LOS ANGELES
CALIFORNIA



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WASTEWATER ENGINEERING
SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

October 24, 2022

Ms. Sherrie Cruz
CAJA Environmental Services, LLC.
9410 Topanga Canyon Blvd, Suite 101
Chatsworth, CA 91311

Dear Ms. Cruz,

8521 HORNER PROJECT - REQUEST FOR WASTEWATER SERVICES INFORMATION

This is in response to your October 4, 2022 letter requesting a review of your proposed residential use project located at 8521 W Horner Street, Los Angeles, CA 90035. The project will consist of residential apartment units. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Residential: APT - 2 BDRM	150 GPD/DU	8 DU	(1,200)
<i>Proposed</i>			
Residential: APT - STUDIO	75 GPD/DU	1 DU	75
Residential: APT - 1 BDRM	110 GPD/DU	19 DU	2,090

zero waste • zero wasted water

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Residential: APT - 2 BDRM	150 GPD/DU	7 DU	1,050
Residential: APT - 3 BDRM	190 GPD/DU	2 DU	380
Total			2,395 GPD

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Horner St. The sewage from the existing 8-inch line feeds into an 18-inch line on La Cienega Blvd. The sewage from the 18-inch line feeds into a 24-inch line on Venice Blvd South before discharging into a 63-inch sewer line on Burchard Ave R/W. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Horner St.	*	229,000 GPD
18	La Cienega Blvd.	34	1.78 MGD
24	Venice Blvd South	35	2.96 MGD
63	Burchard Ave R/W	27	21.80 MGD

* No gauging available

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI,

Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: <https://eng2.lacity.org/techdocs/stdplans/index.htm>

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: “Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer.”

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of \$1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection “3”.

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

Sincerely,

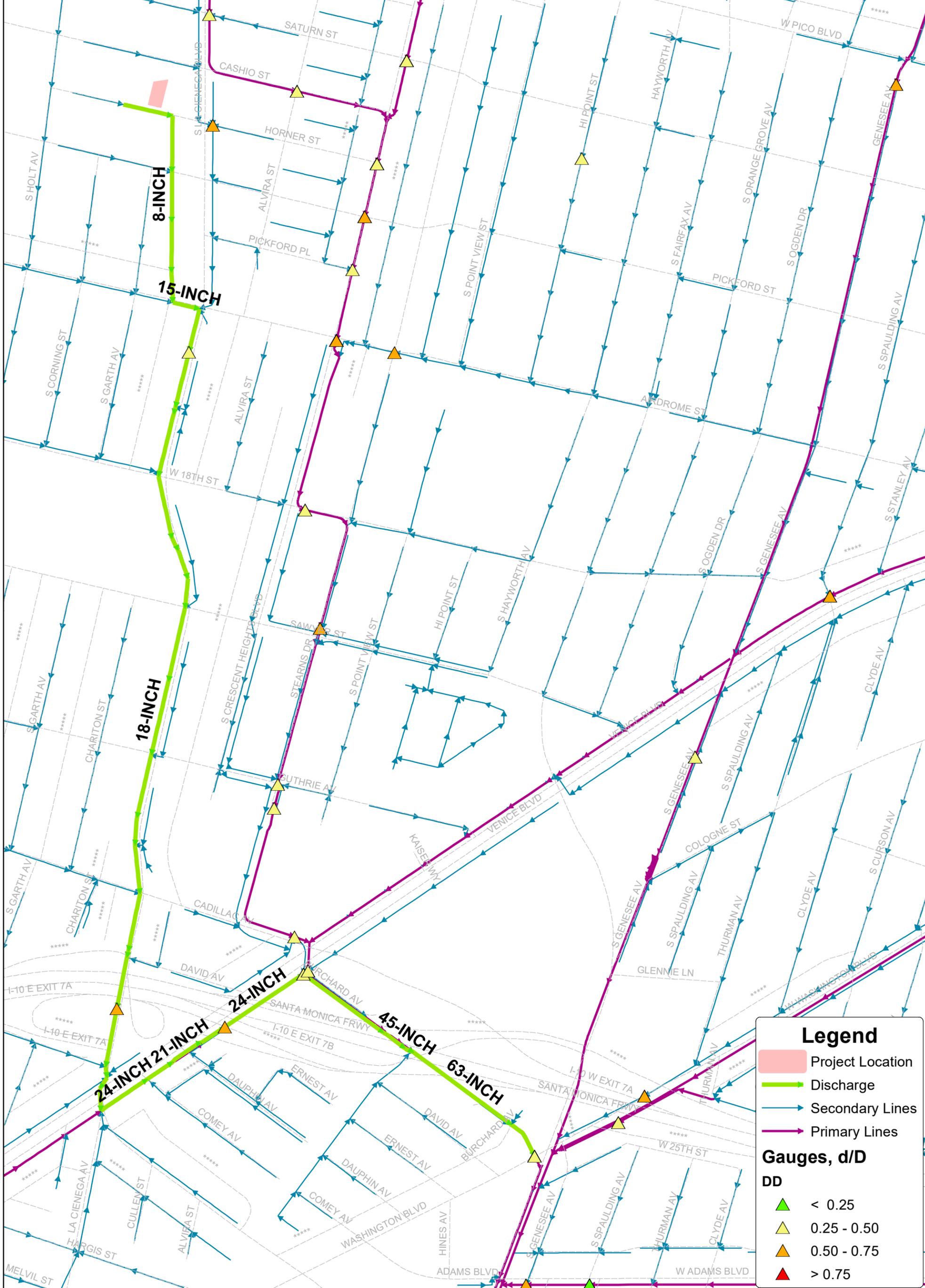


Rowena Lau, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

RL/CD: ra

Attachment: Figure 1 - Sewer Map

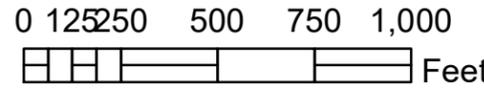
c: Julie Allen, LASAN
Michael Scaduto, LASAN
Christine Sotelo, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



Figure 1
8521 HORNER PROJECT
Sewer Map



Appendix F-5

Water Response, Los Angeles Department of Water and Power,
December 12, 2022

December 12, 2022

Ms. Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Dear Ms. Cruz,

Subject: Los Angeles Department of Water and Power Water and Electricity
Connection Services Request 8521 Horner Project

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated October 4, 2022 requesting LADWP's ability to provide water and electric services for the 8521 Horner Project (Project).

Project Description:

The 8521 Horner Project is located at 8521 W. Horner Street, Los Angeles, CA 90035 (Thomas Brothers Map: 632-J4).

Existing Uses: The Project Site contains a 2-story, 7,363 square-foot, 8-unit residential apartment building. Each unit is 2-bedroom. The building and uses would be removed.

Proposed Project: The Project will construct a new 5-story, 24,676 square-foot residential apartment building with 29 dwelling units (including 6 Very Low-Income [VLI] units), and 33 parking spaces split between two subterranean levels.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project.

Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply. Depending on the Project scope, a WSA by the water supply agency may need to be requested by the California Environmental Quality Act (CEQA) Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report (EIR).

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.) are such that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Ms. Sherrie Cruz
Page 2
December 12, 2022

Mr. Anselmo Collinsu
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan, at (213) 367-2166 or by e-mail at Delon.Kwan@ladwp.com.

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-2130 or by e-mail at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

The following responses are provided regarding impacts to water service.

- 1) Please describe sizes and capacities of existing water mains that would serve the Project Site.
 - a) **The project site is served by 6-inch DI in Horner Ave as shown on the enclosed water service maps 130-171.**
- 2) Are there any existing water service problems/deficiencies in the Project area?
 - a) **There are no known water service problems/deficiencies.**
- 3) Would LADWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area? If not, what new infrastructure or upgrades to infrastructure would be needed?
 - a) **LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed at the owner's expense.**
- 4) How does the City anticipate and plan for future water service needs?
 - a) **The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands for the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 25-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG).**
 - b) **See the following link to the 2020 UWMP: <http://www.ladwp.com/uwmp>**

- c) **In general, projects that conform to the demographic projection from the RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore, the projected water supplies would meet projected demands.**
- 5) In order to assess the proposed Project's future consumption of water, please provide your recommended rates. Land Use: ___ gallons / unit / day.
- a) **For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the current factors at the following link: <http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf> or contact the LADWP Water Resources' Development group for a copy of the factors.**
- b) **For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link: <http://www.water.ca.gov/wateruseefficiency/landscapeordinance/>**
- c) **If the proposed project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.**
- d) **Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed project.**
- 6) Please provide any recommendations that might reduce any potential water supply impacts that would be associated with the Project.
- a) **Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, in order to lower the net additional water demand for the proposed project. Also, applicants are encouraged to use water efficient fixtures and appliances in the proposed project. For more information on water conservation in the City of Los Angeles, please visit the LADWP website <https://www.ladwp.com/waterconservation>.**

Power Needs

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

- 1) Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the project site and the surrounding area. Please include a map illustrating your description.

- a) **There are two overhead 4.8kV circuits in proximity of project site which one of them runs along back side of the property and South Holt Avenue and the other one runs along south Alvira Street.**
 - b) **There are four underground 34.5kV circuits in proximity of project site which run along South La Cienega Boulevard.**
 - c) **LADWP does not release/provide electrical distribution maps.**
- 2) Are there any existing electricity service problems/deficiencies in the project area?
- a) **No; however, the cumulative effect of this and other new and added loads in the area may require near term and /or future additions to distribution system capacity. The project would require on-site transformation facility.**
- 3) Would the DWP be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area? If not, what new infrastructure would be needed to meet the proposed project's demand for electricity?
- a) **This cannot be answered without review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other Projects in the area will require the LADWP to construct additional distribution facilities in the future. This Project will require on-site transformation and may require underground line extension on public streets.**
- 4) Would the DWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?
- a) **Electric Service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available on-line at <https://www.ladwp.com> under Commercial/Customer Service/Electric Services/Codes & Specifications). The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.**
 - b) **LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.**
- 5) In order to assess the proposed project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour / unit / year
- a) **LADWP does not provide consumption rates.**

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (WCTAP, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-cstm-wtr-prjct-tap?_adf.ctrl-state=h8fsat92s_4&_afLoop=3392823718109) for commercial, industrial, institutional and multi-family residential customers up to \$250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: <https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation>

Energy Efficiency

LADWP suggests consideration and incorporation of energy- efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. For further information please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or by e-mail at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: <https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-energyefficiencyandrebates>

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Arash Saidi is the Solar Energy Program Manager and can be reached at (213) 367-4886 or by e-mail at Arash.Saidi@ladwp.com.

For more information about the Solar Programs, please visit the LADWP website: www.ladwp.com/solar or www.ladwp.com/fit regarding the Feed-In Tariff Program. To begin the process of integrating a net-metered solar system, please visit this website: www.ladwp.com/NEM.

For more information on other rebates and programs, please visit the LADWP website: <https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms>

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient electric vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City. Mr. Yamen Nanne is the Electric Vehicle Program Manager and can be reached at (213) 367-2585 or via email at Yamen.Nanne@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1-866-484-0433 or email us at PluginLA@ladwp.com.

Ms. Sherrie Cruz
Page 6
December 12, 2022

Please include LADWP in your mailing list and address it to the attention of Mr. Charles C. Holloway in Room 1044 for review of the environmental document for the proposed Project.

Mr. Charles C. Holloway
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

If there are any additional questions on this utility services request, please contact Mr. Marshall Styers of the Environmental Assessment Group at (213) 367-3541.

Sincerely,

Charles C. Holloway
Manager of Environmental Planning and Assessment

MS:th

Enclosures

c: Mr. Delon Kwan

Mr. Yamen Nanne

Mr. Anselmo Collins

Mr. Mark Gentili

Mr. Arash Saidi

Ms. Lucia Alvelais

Mr. Peter Liang

Ms. Selamawit Azage

Mr. Hugo Torres

Mr. Martin Lam

Appendix G

Related Projects List, Los Angeles Department of Transportation,
September 2022

CLATS

Welcome jimmy! | [Log Out](#) | [Profile](#) | [Admin](#)

RELATED PROJECTS

Centroid Info: PROJ ID: 54351
 Address: 8521 W HORNER STREET
 LOS ANGELES, CA 90035
 Lat/Long: 34.0503, -118.377

Buffer Radius: 0.5 mile

Search

Include NULL "Trip info":
 Include NULL "FirstStudySubmittalDate" (latest)
 Include "Inactive" projects:
 Include "Do not show in Related Project":

Net_AM_Trips - Select -

Net_PM_Trips - Select -

Net_Daily_Trips - Select -

Column

Record Count: 7 | Record Per Page: All Records

Results generated since: (9/28/2022 5:38:07 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info											
										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	
46658	Metro	WLA	5	2017	Mixed-Use	124 Apartments, 2 KSF High-Turnover Restaurant, 3.1 KSF Retail	5935 W Pico bl	03/09/2018	0.5	Apartment	Total Units	124	64	42	63	687	17	47	43	20	Credit applied for internal, existing, transit & pass-by, land use=high-turnover restaurant
										Other	S.F. Gross Area	2000									
										Retail	S.F. Gross Area	3100									
												64	63	687	17	47	43	20			
35077	Metro	HWD	10	2009	Apartments	77 Apartments	1417 S Hi Point St	11/03/2009	0.5	Apartment	Total Units	77	34	42	460	7	27	27	15	Credit applied for existing 6 single-family homes.	
												34	42	460	7	27	27	15			
42776	Metro	HWD	10	2014	Mixed-Use	100 Apartments, 14 KSF Retail	6132 W PICO BLVD	07/22/2015	0.2	Apartment	Total Units	100	39	77	807	5	34	47	30	Credit for existing use, and transit applied.	
										Retail	S.F. Gross Area	14000									
												39	77	807	5	34	47	30			
44617	Metro	MTR	10	2016	1500-1512 Hi Point Apts	45 apts - SEC Hi Point & Saturn	1500 S HI POINT ST	07/29/2016	0.5	Apartment	Total Units	45	23	28	300	5	18	18	10		
												23	28	300	5	18	18	10			
44618	Metro	MTR	10	2016	1556-1564 Hi Point St	45 apts - NEC Hi Point & Pickford	1556 S HI POINT ST	07/29/2016	0.5	Apartment	Total Units	45	23	28	300	5	18	18	10		
												23	28	300	5	18	18	10			
47373	Metro	MTR	5	2018	Residential	125 Apartment Units, 4.14ksf of retail	6055 W Pico bl	05/03/2019	0.3	Apartment	Total Units	112	22	20	313	-2	24	16	4	Total Net Trips; Transit, Pass-By and Existing Use Credits.	
										Retail	S.F. Gross Area	2500									
										Apartment		13									
												22	20	313	-2	24	16	4	affordable housing apt		
49963	Metro	MTR	5	2020	6075-6099 Pico Blvd mixed-use project	110 hotel rms, 45 res DU, 2.5ksf retail, & 3.8ksf restaurant	6075 W Pico Blvd	06/05/2020	0.3	Apartment	Total Units	45	42	70	1367	15	27	43	27		
										Other	Rooms	110									
										Retail	S.F. Gross Area	2507									
										Retail	S.F. Gross Area	3809									
												42	70	1367	15	27	43	27	Hotel Ground level retail Ground level restaurant use		

Appendix H-1

Geotechnical Investigation, GeoTech Consultants, July 25, 2022

REPORT OF
GEOTECHNICAL INVESTIGATION
PROPOSED 5-STORY RESIDENTIAL BUILDING PROJECT
OVER TWO LEVELS OF SUBTERRANEAN PARKING
TRACT: TR 7385, LOT: 194
8521 WEST HORNER STREET
LOS ANGELES, CALIFORNIA

FOR
HORNER PROPERTY LLC

PROJECT NO. 19-403

JULY 25, 2022

July 25, 2022

19-403

Horner Property LLC
8521 W. Horner Street
Los Angeles, California 90035

Subject: Geotechnical Investigation
Proposed 5-Story Residential Building
With Two-Level Subterranean Parking
TRACT: TR 7385, LOT: 194
8521 W. Horner Street
Los Angeles, CA

INTRODUCTION

Gentlemen:

Pursuant to your request, a Limited Geotechnical Investigation has been performed at the proposed site of new construction in Los Angeles, California. During the course of this investigation, the engineering properties of the subsurface materials were evaluated in order to provide recommendations for development of the site, including earthwork, seismic design, retaining walls, excavations, shoring, and foundation design. The investigation included subsurface exploration, soil sampling, laboratory testing, engineering evaluation and analysis, consultation and preparation of this report. During the course of this investigation, the project plans provided by the client were used as reference. The plans were electronically submitted to our office.

GeoTech Consultants, Inc. (GTC) has prepared this soils investigation report for the proposed project by drilling 2 deep borings at 52 and 22 feet, conducting laboratory tests and engineering analysis and calculations independent of all previous work. All of the presented engineering values and analysis in this report are based on our samples derived from the borings and laboratory tests conducted in our soils lab.

Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official.

LIST OF ATTACHMENTS TO THIS REPORT

The attached Appendix I, describes the method of field exploration. Appendix II describes the laboratory testing procedures.

Plate No. 1 shows the Site Location. Plate Nos. 2, 3, and 4 show the Seismic Hazard Zone Map, Historically Highest Groundwater Contour and Alluvium Condition.

The enclosed site plan & cross sections A-A' and B-B', drawings No. 1, 2, and 3 show the approximate location of the exploratory boring and off-site properties in relation to the site boundaries and the proposed building.

Figure Nos. I-1 and I-2 presents summaries of the materials encountered at the location of our borings. Figure Nos. I-3 presents summaries of the materials encountered at the location of our boring drilled for the purpose of percolation test. Figure No. I-4 presents the Uniform Soil Classification System Chart; a guide to the Log of Exploratory Borings.

Figure Nos. II-1 and II-2 present the results of direct shear and consolidation tests performed on selected undisturbed soil samples.

Sketch No. 1 Tie-Back detail.

ASCE Design Maps Summary Report & Seismic Parameters.

Table 1: Restrained Drained Retaining walls, represents the result of active, at-rest, and seismic lateral pressure calculations on basement and cantilever walls.

Table 2: Restrained Undrained Retaining walls (with Hydrostatic Pressure).

Table 3: Shoring Design, is the result of the computer printout calculations that follow the tables.

Following the Tables 1 & 2 are computer printouts, the result of our lateral pressure calculations on the shoring system.

Liquefaction Analysis.

It should be noted that the presented recommendations in this report are based on our understanding of the depth of excavation, structural setback and assumed loading data. This office should be notified if the actual loading and excavation depths are different from those used during this investigation.

PROJECT CONSIDERATIONS

It is our understanding that the proposed project will consist of construction of five-story building over two levels of subterranean parking. The approximate location of the proposed building is shown on the enclosed Site Plan; Drawing No. 1.

The proposed building above the basement is expected to be constructed of wood frame. The basement structure will be constructed of concrete block exterior walls with a rigid diaphragm (structural concrete deck) at the top.

Excavations on the order of 24 feet in vertical height will be required for subterranean levels. Due to the anticipated height of excavation, the planned extension of the line of excavation to close proximity of the respective property lines and city streets, temporary shoring will be required during the course of basement construction. Such shoring system should be in a form of soldier piles.

Structural loading data was not available during the course of preparation of this report. For the purpose of this report, it is assumed that concentrated loads will be on the order of 500 kips, combined dead plus frequently applied live loads. Perimeter and interior wall footings of the structure are expected to exert loads of on the order of 4 kips per lineal foot.

SITE CONDITIONS

SURFACE CONDITIONS

The site of the proposed project is located at 8521 West Horner Street, Los Angeles, California. The site is trapezoidal in shape and covering one lot with an area of about 9,800 square feet. See the enclosed Site Plan; Drawing No. 1.

At the time of our field investigation, the site was occupied by existing two-story buildings with no basement. All of the on-site structures will be demolished to accommodate the new development.

PURPOSE AND SCOPE OF SERVICES

The purpose of this geotechnical investigation was to evaluate subsurface soil conditions at the site of the proposed improvements; and to provide geotechnical recommendations pertaining to earthwork and foundation aspects of the project. The scope of services performed for this geotechnical investigation consisted of subsurface

exploration, laboratory testing, engineering analysis of field and laboratory data, and preparation of this report.

Environmental services such as evaluation and chemical analysis of the soil and groundwater for hazardous material were not included in our scope of services.

SUBSURFACE INVESTIGATION

The site was explored on February 27, 2019 by drilling two exploratory borings. The borings were extended to a maximum depth of 52 feet below existing grades with the aid of a truck-mounted drilling machine using 8-inch diameter hollow-stem augers. The approximate locations of the borings are shown on the enclosed Drawing No. 1. Continuous logs of the subsurface conditions, as encountered in the excavated borings, were recorded in the field and are presented on the Log of Exploratory borings.

LABORATORY TESTING

The laboratory tests were conducted on representative samples in order to determine certain physical properties of the subsurface materials. Field moisture content, in-situ density, shear strength, consolidation were determined from these tests.

- ASTM D422-63(2007)e2
Standard Test Method for Particle-Size Analysis of Soils;
- ASTM D4643 - 08
Standard Test Method for Determination of Water (Moisture) Content of Soil by Microwave Oven Heating;
- ASTM D3080 - 11
Standard Test Method for Direct Shear Test of Soils under Consolidated Drained Conditions;
- ASTM D2435 - 11
Standard Test Methods for One-Dimensional Consolidation Properties of Soils Using Incremental Loading;

The laboratory test results are presented on Figure Nos. II-1 and II-2, within Appendix II.

ENGINEERING ANALYSIS

The results of our field and laboratory investigations were evaluated. Based on the results of the laboratory testing, engineering analyses were performed in order to formulate recommendations for design and construction of foundations.

SUBSURFACE CONDITIONS

SOIL PROFILE

Correlation of the subsoil between the borings was considered to be good. Generally, the site, to the depths explored, was found to be covered with surficial fill underlain by natural alluvium deposits of silty sand and sandy silt in slightly moist, dense and very stiff condition. Thickness of the surficial fill was found to be about three feet at the location of our borings. Deeper fill, however, may be present beneath the existing building, in utility lines, and between the borings. The existing surficial fill were found to be generally porous in-place and compressible. At their present state, such soils are considered to be inadequate for foundations and grade slabs support. The existing fill, however, may be excavated and reused in the deeper fill areas.

The materials found below the planned foundation levels were found to be generally very stiff, sandy-clayey silt and sandy soils. The results of our laboratory testing indicated that these soils were of moderate strengths and moderately compressible.

GROUNDWATER

During the course of our investigation, groundwater was encountered at depth of 25 feet in our exploratory borings drilled to maximum depth of 52 feet below existing ground surface. According to the map included in the "Seismic Hazard Evaluation of the Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California" dated 1998 by the Department of Conservation - Division of Mines and Geology, historical highest groundwater level has been on the order of 15 feet from the ground surface. Groundwater level may fluctuate because of seasonal changes, injection or extraction of water, variations in temperature and other causes.

SEISMIC CONSIDERATIONS

EVALUATION OF LIQUEFACTION POTENTIAL

The site is located within a State of California Liquefaction Seismic Hazard Zone. During the course of our investigation, groundwater was found at a depth of 25 feet in our boring No.1 drilled to depth of 52 feet below existing ground surface. The available maps indicate that the historically highest groundwater level at the site was near 15 feet. For the purpose of evaluating liquefaction potential, therefore, SPT (Standard

Penetration Test) were conducted. Based on the ASCE 7-16, the peak ground acceleration (PGA_M) for the site is 0.97g. As recommended by the 2019 CBC, the enclosed liquefaction analysis is based on a peak ground acceleration of two-thirds of the site's PGA_M , which corresponds to 0.66g, and PGA equal to the PGA_M . Earthquake magnitude of 6.7 was utilized in the analysis.

The results of the liquefaction analysis performed indicate that factor of safeties of a 10-foot thick soil layer underlying the site are below 1.10, and therefore based on the California Building Code, this soil layer is considered to be potentially liquefiable. The potentially liquefiable soil layers are located between a depth of 28½ and 32½, and 42½ and 77½ feet below the ground surface. The seismically-induced settlement expected from this soil layer is reported in the following.

PGA	Total Settlement (in)	Differential Settlement (in)
2/3 $PGA_M = 0.64$	1.754	0.877 to 1.158
$PGA_M = 0.97$	2.276	1.138 to 1.502

LANDSLIDING

The subject site is not located within Landslide Zones, and the probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference slope geometry across or adjacent to the site.

TSUNAMIS

The subject site is not located within a Tsunami Hazard Zone delineated by the State of California. Due to the distance from the Pacific Ocean of (7.5) miles, and the elevation of the site at approximately (390) feet above sea level, the potential for tsunami inundation is very low.

SEISMIC PARAMETERS

New seismic design parameters based on the new code have been provided. In accordance with the ASCE 7-16, corresponding to LABC 2020, the project site can be classified as site "D". The mapped spectral accelerations of $S_s = 2.06$ and $S_1 = 0.734$ can

be used for this project. These parameters correspond to site coefficient values of $F_a=1.0$ and $F_v= N/A$ respectively (see the seismic design parameters and note below).

$$S_{MS} = F_a(S_s) = 1.0 (2.039) = 2.039$$

$$S_{M1} = F_v(S_1) = N/A \text{ (see note below)}$$

$$S_{DS} = \frac{2}{3}(S_{MS}) = \frac{2}{3}(2.039) = 1.359$$

$$S_{D1} = \frac{2}{3}(S_{M1}) = N/A \text{ (see note below)}$$

Note: Since the seismic factor, S_1 is greater than 0.2 site-specific ground-motion hazard analysis may be required. The project structural engineer shall determine if an exemption can be applied in accordance with ASCE 7-16 Section 11.4.8. If an exemption applies, a long period coefficient (F_v) of 1.7 may be utilized for calculation of seismic parameters. A copy of the detailed ASCE out-put is included with this report.

EVALUATION AND RECOMMENDATIONS

GENERAL

Based on the geotechnical engineering data derived from this investigation, the site is considered to be suitable for the proposed development. Our findings conclude that the site of the proposed work will be safe against hazards from landslide, settlement or slippage. The proposed work will have no effect on the geotechnical stability of the area outside of the proposed work. Mat foundation system could be used for support of the proposed building. The mat should be designed not only for gravity loads, but also against the uplift pressure assuming groundwater level at a depth of 15 feet. The foundation bearing materials are expected to be very stiff, sandy-silty clay native soils. Before mat foundation is cast, any disturbed soils would be compacted in-place to a relative compaction of at least 90 percent.

It is anticipated that the basement garage excavations will be made through surficial fill, silty sand and sandy-clayey silt soils. Maximum height of excavation to the perimeter wall footing levels of the basement garage are expected to range to maximum of about 24 feet. Due to the magnitude of the depth of excavation and the planned extension of the line of excavation to close proximity of the respective property lines, temporary shoring will be required during the course of basement garage construction. Such a shoring system should be in a form of soldier piles.

The historical highest groundwater level has been on the order of 15 feet from the ground surface. Therefore, the structure should be designed for full hydrostatic and uplift pressure that is based on the historical high groundwater level. The base of the mat foundation should be designed to withstand hydrostatic pressure equal to $62.4(H)$ in units of psf, where "H" is the height of the water above the bottom of the mat foundation in feet. For design purposes the water table may be conservatively assumed to be 10 feet below the existing ground surface.

Groundwater was encountered during site exploration at a depth of approximately 25 feet below the existing ground surface. Excavation for the proposed subterranean levels is anticipated to extend to depths of 24 feet below ground surface, including foundation construction. If groundwater is present above the depth of the proposed foundation excavation bottom, temporary dewatering will be necessary to maintain a safe working environment during excavation and construction activities.

It is recommended that a qualified dewatering consultant be retained to design the temporary dewatering system and determine the design flow rates for dewatering. Temporary dewatering may consist of perimeter wells with interior well points as well as gravel filled trenches placed adjacent to the shoring system and interior of the site. The number and locations of the wells can be adjusted during excavation activities as necessary to collect and control any encountered seepage. The collected water should be pumped to an acceptable disposal area. Necessary permits have to be obtained to discharge the water into a storm drain. To obtain such a permit, additional chemical tests may have to be performed on ground-water samples obtained at the site to verify that chemicals or pollutants within the water do not exceed the allowable limits for discharging into the storm drain.

Piles below the water level require the use of a "tremie" to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of note less than 10 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end

should be closed at the start of the work to prevent water entering the tube and should be kept full of concrete.

The basement floor slabs could be supported on the exposed subgrade, provided that any disturbed soils would be compacted in-place to a relative compaction of at least 90 percent at near optimum moisture content

The opinions, conclusions and recommendations presented herein are based on our field and office studies, the properties of the soils encountered in our borings, and the results of our laboratory testing program. Geotechnical recommendations for temporary excavations, foundations, lateral design, grade slabs, subsurface walls, and observations during construction are presented in the remaining portions of this report.

FILL SOILS

The maximum depth of fill encountered on the site by this office was three feet. This material and any fill generated during demolition should be removed during the excavation of the subterranean levels and wasted from the site.

EXPANSIVE POTENTIAL

Based on depth of the proposed subterranean levels, the proposed structure would not be prone to the effect of expansive soils.

TEMPORARY EXCAVATION

Unsupported/open Cuts: Where space limitations permit, unshored temporary excavation slopes could be used. Based upon the engineering characteristics of the site upper soils, it is our opinion that temporary excavation slopes in accordance with the following table should be used:

Maximum Depth of Cut (Ft)	Maximum Slope Ratio (Horizontal:Vertical)
0-4	Vertical
>4	1:1

In order to retard the chances of erosion, open cut slopes should be covered with plastic sheeting during the rainy periods. All temporary cuts should be stabilized within 4 week from the initial date of excavation.

Water should not be allowed to flow over the top of the excavation in an uncontrolled manner. No surcharge should be allowed within a 45-degree line drawn from the bottom of the excavation. Excavation surfaces should be kept moist but not saturated to retard raveling and sloughing during construction.

SHORING DESIGN

One method of shoring would consist of steel soldier beams, placed in drilled holes and backfilled with concrete. Where maximum excavation heights are less than 15 feet the soldier piles are typically designed as cantilevers. Where excavation exceed 15 feet or are surcharged, soldier piles may require lateral bracing utilizing drilled tieback anchors or raker braces to maintain an economical steel beam size and prevent excessive deflection.

Where adequate horizontal distance beyond the planned line of excavation is available, unsupported, open excavation slopes in accordance with the recommendations of this report may be used.

CANTILEVERED SOLDIER PILES

Cantilevered soldier piles can be used as a means of temporary shoring where minor lateral deflection at the top of the pile can be tolerated. The deflection of the soldier beams should be limited to not more than 1/2 of an inch where offsite structures are located within a 1:1 plane projected up from the base of the excavation, and one inch where public streets and alleys. Soldier piles consist of structural steel beams encased in concrete (below the basement garage level) and slurry mix within the exposed depths of excavation.

The lateral resistance for cantilevered soldier piles may be assumed to be offered by available passive pressure below the basement level. An allowable passive pressure of 350 pounds per square foot per foot of depth may be used below the basement level for soldier piles having center-to-center spacing of at least 2-1/2 times the pile diameter. Maximum allowable passive pressure should be limited to 2,500 pounds per square

foot. The maximum center-to-center spacing of the vertical shafts should be maintained no greater than 10 feet. For temporary excavations, active pressure on piles with maximum excavation depth of approximately 15 feet may be computed using an equivalent fluid density of 31 pounds per cubic foot.

In addition to the recommended earth pressure, the upper ten feet of the shoring adjacent to the street or driveway areas should be designed to resist a uniform lateral pressure of 100 psf. If the traffic is kept back at least 10 feet from the shoring or a distance from the shoring equal to at least half the shoring height, whichever is greater, the traffic surcharge may be neglected.

Uniform surcharge may be computed using an active pressure coefficient of 0.4 times the uniform load. When using cantilevered soldier piles for temporary shoring, the point of fixity (for the purpose of moment calculations), may be assumed to occur at some 2 feet below the base of the excavation.

See our attachments for the result Table-3 of the active pressure calculations and the calculations that follow in the same attachment.

In order to limit local sloughing, it is recommended that lagging be used where fill is exposed between the soldier piles. The time between lagging excavation and lagging placement should be as short as possible. All wood members left in the ground should be pressure treated. For the purpose of design, We recommend that maximum lagging pressure of 400 pounds per square foot uniform pressure should be expected when surcharges are not affecting the shoring system.

Piles below the water level require the use of a "tremie" to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of note less than 10 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end should be closed at the start of the work to prevent water entering the tube and should be kept full of concrete.

If the construction cuts are open, they should be covered by a plastic membrane kept in place by holding blocks or driven re-bars at the top and bottom of the membrane. No equipment or personnel should stand closer than 10 feet from the top of the temporary cut. We should examine the construction cuts periodically to verify performance. All construction cuts should comply with the State of California Construction Safety Orders (CAL/OSHA).

RESTRAINED SHORING

Where excavation exceed 15 feet or are surcharged, soldier piles may require lateral bracing utilizing drilled tieback anchors or raker braces to maintain an economical steel beam size and prevent excessive deflection. Restrained shoring supporting a level backslope may be designed utilizing a trapezoidal distribution of pressure as illustrated in the attachments to this report Table 3: Shoring Design.

RAKERS

If internal bracing are used against the vertical piles, the footings of the bracing should be pre-loaded to the anticipated final loads.

Pre-loading of the brace footings would take out the initial settlements, and would reduce the chances of excessive rotations occurring at the top of the vertical shafts.

For the purpose of design, the footings of the bracing that are normally inclined at 45-degree angles should be designed based on a lower allowable maximum soil pressure (2/3 of the allowable maximum bearing value recommended in this report for the foundations).

When internal bracing or tieback anchors are used against the soldier piles, trapezoidal pressure distribution should be used to calculate the lateral thrust. Table 3 of this report's attachments, Shoring Design table and the diagrams following represent the recommended trapezoidal lateral earth pressure distributions that should be used to calculate the lateral thrust behind restrained shoring systems at different heights (H).

TIEBACK ANCHORS

For the purpose of design, it may be assumed that the potential wedge of failure would be a plane drawn at a 55 degree angle with the horizontal through the bottom of the excavation. Only the portion of the tieback anchor shafts beyond the potential failure

wedge should be considered to be effective in resisting lateral loads. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge.

The range of friction values to be used in the lateral capacity design of the anchor shafts is based on several factors, with the upper limit being the strength of the soils. Any disturbance in the soils, such as spauling would reduce the effective friction values around the anchor shafts.

A unit friction value of 250 pounds per square foot may be used to calculate the load supporting capacities of the anchor tie backs. This assumes that the concrete will be placed using gravity. For post grouted anchors where the concrete is placed using high pressure (between 700 to 1000 psi) a skin friction value of 2,000 pounds per square foot can be used.

Only the frictional resistance developed beyond the assumed failure plane should be used in resisting lateral loads. Structural concrete should be placed on the lower portion of the drilled shafts to the assumed failure plane. Concreting of the anchors should be done by pumping the concrete into the bottom of the shaft. The anchor shaft between the failure plane and the face of the shoring may be backfilled with sand after concrete placement. All temporary shoring should be permanently supported within 4 weeks.

If the construction cuts are open, they should be covered by a plastic membrane kept in place by holding blocks or driven re-bars at the top and bottom of the membrane. No equipment or personnel should stand closer than 10 feet from the top of the temporary cut. We should examine the construction cuts periodically to verify performance. All construction cuts should comply with the State of California Construction Safety Orders (CAL/OSHA).

The recommendations presented in the "TEMPORARY EXCAVATION" Section of this report are for use in design and for cost estimating purposes prior to construction. The contractor is solely responsible for safety during construction.

PASSIVE PRESSURE RECOMMENDATION:

The lateral resistance for cantilevered soldier piles may be assumed to be offered by available passive pressure below the basement level. A passive pressure of zero at the finished grades and increasing at a rate of 250 pounds per square foot per foot of depth

to a maximum value of 2,500 pounds per square foot may be used for footings poured against native soils. For design of isolate piles, the allowable passive and maximum earth pressure may be increased by 100 percent. Piles spaced more than three-pile diameters on center may be considered isolate.

SOLDIER PILE SURVEY MONITORING (BY OWNER)

1. Soldier beam survey monitoring shall be conducted on a periodic until the permanent structure is capable of supporting the imposed lateral loads.
2. A photographic/video survey of the adjacent street and structures should be performed to establish the pre-excavation base-line conditions. Prior to any excavation, survey monitoring control points and initial soldier beam offsets shall be established to monitor the horizontal and vertical movement of the soldier beams and adjacent structures.
3. Control points, initial soldier beam offsets and monitoring performance of components of tieback anchor system for vertical and horizontal movement shall be established **weekly** by a licensed Surveyor under the direction and to the satisfaction of the Soil Engineer. The monitoring shall consist of readings of the vertical and lateral movement of the shoring wall.
4. Initial and periodic soldier beam readings shall be submitted to Department of Public Works, Building & Safety, General Contractor, Shoring Sub-contractor, Shoring Engineer and Soils Engineer.
5. Monitoring readings shall be submitted within 3 working days after they are conducted. Additional reading shall be obtained when requested.
6. Control points shall be established outside the areas of influence of the shoring system to ensure the accuracy of the monitoring readings.
7. If any horizontal or vertical movement of the soldier beams reaches one inch (one-half inch adjacent to existing structures), the Soils Engineer and Shoring Engineer shall evaluate such movements and recommend corrective measures, if necessary, before excavation continues.

FOUNDATIONS DESIGN

MAT FOUNDATION OPTION

A mat foundation is recommended to support the proposed building. The mat foundation may be designed using a net allowable bearing capacity of 1,500 psf. The allowable bearing value is for total dead loads and frequently applied live loads and may be increased by one-third for short durations of loading which will include the effect of wind or seismic forces. The proposed building's basement will extend a depth, on the order of 10 feet, below the historical highest groundwater level. It is recommended that the project's structural engineer design the mat foundation to resist the uplift pressure caused by the hydrostatically highest groundwater level. The base of the mat foundation should be designed to withstand hydrostatic pressure equal to 62.4 pound per cubic foot multiplied by depth from the historical ground water level to base of the mat foundation.

1. It is recommended that a modulus of subgrade reaction of 120 pound per cubic inch (pci) be utilized for the design of mat foundation bearing on the proposed compacted fill. Adjusted values of the modulus of subgrade reaction can be obtained for rectangular base concrete from the following equation:

$$K_v = K \frac{(1 + 0.5 * \frac{B}{L})}{1.5 * B}$$

2. Mat foundation should be entirely supported by structural compacted fill or undisturbed alluvial soils .
3. The minimum thickness of the mat foundation should be 16 inches. And greater thickness and reinforcement for the mat foundation should be designed by the project structural engineer.
4. Foundation excavation should be observed and approved in writing by the Geotechnical Engineer (a representative of GeoTech Consultants, Inc.)

EXPECTED SETTLEMENTS

The static settlement of the proposed building supported on a mat foundation, will depend on the foundation loads imposed, but is estimated to be on the order of 1/4 to

1/2 inches. In any event, the settlement analysis should be reviewed when final foundation load information is available. The majority of the building settlement will occur during the building construction.

LATERAL DESIGN

Lateral resistance at the base of footings in contact with native soils or properly compacted fill soils may be assumed to be the product of the dead load forces and a coefficient of friction of 0.30. Passive pressure on the face of footings may also be used to resist lateral forces. A passive pressure of zero at the ground surface and increasing at a rate of 250 pounds per square foot per foot of depth to a maximum value of 2,500 pounds per square foot may be used for footings poured against native and/or properly compacted fill soils.

RETAINING WALL DESIGN

CANTILEVER RETAINING WALLS

Retaining walls supporting a level back-slope may be designed utilizing a triangular distribution of pressure. Cantilever retaining walls may be designed for 51 pound per cubic foot for walls retaining up to 15 feet of earth for drained condition.

Retaining walls exceeding 6 feet in height shall be designed to resist the additional earth pressure caused by seismic ground shaking. An inverse triangular pressure distribution should be utilized for the additional seismic loads (19 pcf) as illustrated in the attachments to this report.

RESTRAINED DRAINED RETAINING WALLS

The perimeter walls of the basement of the proposed building are expected to be buried to maximum depth of about 24 feet. Static design of these walls being restrained against rotation could be based on a trapezoidal earth pressure distribution of 53H psf as illustrated in the attachments to this report.

When using the load combination equation from building code, the seismic earth pressure should be combined with the lateral active earth pressure for analyses of restrained basement walls under seismic loading condition. Our analysis of restrained and cantilevered retaining walls indicate that load combination of seismic plus static

active is lower than the at-rest forces. Therefore, no additional loading due to seismic is required for restrained walls.

See Attachment No.1, for the lateral pressure calculations and the result on Table 1 “RESTRAINED DRAINED RETAINING WALLS” of the same attachment.

The lateral earth pressures recommended above for retaining walls assumed that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. In addition to lateral earth pressure, the retaining walls should also be designed for any applicable uniform surcharge loads imposed on the adjacent grounds such as driveways and buildings, etc. Uniform surcharge effects may be computed using an at-rest coefficient of 0.55 times the assumed uniform loads.

All of the surcharges applied on the proposed building’s basement walls, such as existing buildings, traffic and hydrostatic pressures shall be accounted for in the designs by the project structural engineer.

RETAINING WALL DRAINAGE

Proper subdrain should be installed behind the basement walls. Subdrain for retaining walls normally consists of four-inch diameter perforated pipes, placed with perforation facing down. The pipe shall be encased in at least one-foot of gravel around the pipe. The gravel may consist of three-quarter inch to one inch crushed rocks. As an alternative, the use of gravel pockets and weepholes is an acceptable drainage method. Weepholes shall be a minimum of 2 inches in diameter, placed at 8 feet on center along the base of the wall. Gravel pockets shall be a minimum of 1 cubic foot in dimension, and may consist of three-quarter inch to one inches crushed rocks, wrapped in filter fabric. The actual dimensions of the rock pockets can vary as long as one cubic foot of gravel is provided. The rock pockets should be no more than 8 feet on center. A request for modification may be filed at the Department.

RETAINING WALL BACKFILL

Where adequate space is available, granular fill should be placed and mechanically compacted in layers not more than 8 inches thick, behind the retaining walls (after the subdrain is installed) to a relative compaction of at least 90 percent. At least one field density tests should be taken for each 2 feet of the backfill. The degree of compaction of the wall backfill should be verified by the Soil Engineer.

Where space is limited, free-draining gravel should be placed behind the retaining walls. The gravel should then be capped with at least 18 inch thick site soils also compacted to a relative compaction of at least 90 percent. It should be noted that the backfill placed behind the basement garage walls should be made after the concrete decking is cast. All grading surrounding the building should be such to ensure that water drains freely from the site and does not pond.

RESTRAINED UNDRAINED RETAINING WALLS

If retaining wall drainage is not implemented, or the below-grade building walls shall be designed to resist the hydrostatic pressure, the equivalent fluid pressure to be used in design of walls is $67H$ as illustrated in the attachments to this report Table 2: RESTRAINED UNDRAINED RETAINING WALLS (with Hydrostatic Pressure). This value includes hydrostatic pressure plus buoyant lateral earth pressure. Additional earth pressure should be added for surcharge condition due to sloping ground, vehicular traffic or adjacent structures.

SURCHARGE FROM ADJACENT STRUCTURES

The following surcharge equation provided in the LADBS Information Bulletin Document No. P/BC 2020-083, may be utilized to determine the surcharge loads on basement walls and shoring system for existing structures located within the 1:1 (h:v) surcharge zone of the excavation and basement.

Resultant lateral force: $R = (0.3 \cdot P \cdot h^2) / (x^2 + h^2)$

Location of lateral resultant: $d = x \cdot [(x^2/h^2 + 1) \cdot \tan^{-1}(h/x) - (x/h)]$

where:

R	=	resultant lateral force measured in pounds per foot of wall width.
P	=	resultant surcharge loads of continuous or isolated foundations pounds per foot of length parallel to the wall.
x	=	distance of resultant load from back face of wall measured in feet.
h	=	depth below point of application of surcharge loading to top of wall measured in feet.
d	=	depth of lateral resultant below point of application of surcharge measure in feet.
$\tan^{-1}(h/x)$	=	the angle in radians whose tangent is equal to h/x.

DRAINAGE

Adequate site drainage is absolutely essential at the site and it should be provided. Roof drainage should be connected to an appropriate drainage system and carried away from the building and to the street. Yard drainage should be kept adequate to prevent ponding of water and saturation of the soils. Water should be directed to the street in an approved manner. Future performance of the building and appurtenances will be significantly influenced by the site drainage conditions. Planters and lawns adjacent to the building should be avoided. If planters are planned adjacent to the building, they should have the bottom and walls waterproofed and a drain installed to carry irrigation water away from the footing areas. Site drainage should be provided to divert roof and surface waters from the property through non-erodible drainage devices to the street. In no case should the surface waters be allowed to pond adjacent to building or behind the basement walls. A minimum slope of two and five percent are recommended for paved and unpaved areas, respectively.

LOW IMPACT DEVELOPMENT (LID) REQUIREMENTS

Typically, infiltration systems are utilized in areas underlain by pervious granular earth materials that have high percolation characteristics. In addition, infiltration systems are normally planned at least 10 feet from adjacent property lines or public right-of-way, and 10 feet from a 1:1 plane projected from the bottom of adjacent structural foundations.

The proposed building will have a subterranean level at 22 feet below the original ground level. Therefore, the total height of excavation to the perimeter wall footing levels of the basement garage is expected to be on the order of 24 feet. The drywell discharge should extend to a minimum of 34 feet below ground to provide 10 feet of distance between the foundations and the discharge as a minimum requirement. According to the map included in the "Seismic Hazard Evaluation of the Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California" dated 1998 by the Department of Conservation - Division of Mines and Geology, historical highest groundwater level (HHGL) has been on the order of 15 feet from the ground surface. Due to the distance between infiltration depth of 34' and HHGL at 15', infiltration does not meet the minimum requirement of the department of sanitation at 10' feet. Therefore, on-site infiltration (in a form of "dry well") is not recommended for this project.

As an alternative, a bio filtration system may be installed on the site in accordance with the City of Los Angeles Best Management Practices (City of Los Angeles, 2011). A planter box may be used to capture and treat storm-water runoff through different soil layers before discharging water on the street storm drain. The planter box should be an impermeable rigid structure that is equipped with an underdrain to prevent water infiltration to the underlying subsurface earth materials. Planter boxes may be situated aboveground and placed adjacent to building. Planter boxes should be designed as freestanding and for an inward equivalent fluid pressure of 45 pounds-per-cubic-foot. This fluid pressure includes vehicular surcharges. Geotech Consultants, Inc., should be provided with the final plans to verify the location of the planter boxes.

FLOOR SLAB ON GRADE

The slabs-on-grade thickness and reinforcement should reflect the anticipated use of the slab and should be designed by the Structural Engineer. The floor slabs-on- grade should be a minimum of 5 inches thick with minimum reinforcement consisting of #4 bars spaced maximum at 16 inches each way (#4 @ maximum 16" o.c. each way) placed slightly above the slab mid-height. Cracking of reinforced concrete is a relatively common occurrence. Some cracking of reinforced concrete, including slabs, can be anticipated. Irregularities in new slabs are also common. If cracking of slabs cannot be tolerated, heavily reinforced structural slabs are an option.

MOISTURE-SENSITIVE SPECIAL CONSIDERATIONS

GTC does not practice in the field of moisture vapor transmission evaluation and mitigation. Therefore it is recommended that a qualified consultant be engaged to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction. The qualified consultant should provide recommendations for mitigation of potential adverse impacts of moisture vapor transmission on various components of the structure.

Where dampness would be objectionable, it is recommended that the floor slabs should be waterproofed. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection for concrete slabs-on-grade.

All concrete slabs-on-grade should be supported on vapor retarder. The design of the slab and the installation of the vapor retarder should comply with the most recent revisions of ASTM E 1643 and ASTM E 1745.

Where a vapor retarder is used, a low-slump concrete should be used to minimize possible curling of the slabs. The barrier can be covered with a layer of trimmable, compactible, granular fill, where it is thought to be beneficial. See ACI 302.2R-32, Chapter 7 for information on the placement of vapor retarders and the use of a fill layer.

SITE PREPARATION

Debris from demolition and underground utility lines to be abandoned should be removed from the building area. All excavations resulting from removal of existing obstructions should be backfilled with soil compacted to at least 90 percent of the maximum density as determined by ASTM: D-1557. If any cesspools or seepage pits are encountered during shoring, they should be backfilled with vibrated gravel or slurry mix to 5 feet below finish grade. The upper 5 feet should be backfilled with soil compacted by mechanical means.

FILL PLACEMENT

Fill soils, if any, should be cleansed of deleterious debris, placed in 6 to 8 inch lifts, brought to about optimum moisture content and compacted to at least 90 percent of the maximum density for granular soils. The placement of the fill should be performed under our observation and testing.

SITE GRADING

Site grading for the proposed project is expected to include excavation in order to create the basement grades and backfilling behind the basement walls and ramp areas. Prior to placing any fill, the Soil Engineer should observe the excavation bottoms. The areas to receive compacted fill should be scarified to a depth of about 8 inches, moistened as required to bring to approximately optimum moisture content, and compacted to at least 90 percent of the maximum dry density as determined by the ASTM Designation D 1557-16 Compaction Method.

General guidelines regarding site grading are presented below which may be included in the earthwork specification. It is recommended that all fill be placed under engineering observation and in accordance with the following guidelines.

1. Grading is anticipated to include excavation of site soils for the proposed subterranean level, foundations, and utility trenches, as well as placement of backfill for walls and trenches.
2. A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer, and geotechnical engineer in attendance. Special soil handling requirements can be discussed at that time.
3. The existing site soils encountered during exploration is suitable for reuse in the areas of compacted fill and wall backfill, that provided any encountered oversize material (larger than 6 inches in diameter) are removed. Deleterious debris such as wood and root structures should be exported from the site and should not be mixed with the fill soils. Asphalt and concrete should not be mixed with the fill soils unless approved by the Geotechnical Engineer.
4. Before wall backfilling, subdrain should be installed. The subdrain system should consist of 4-inch diameter perforated pipes embedded in about 1 cubic feet of free draining gravel per foot of pipe. An approved filter fabric should then be wrapped around the free draining gravel in order to reduce the chances of siltation. Non-perforated outlet pipes should then be used to pass through the wall into an interior sump. The subdrain pipes should be laid at a minimum grade of two percent for self-cleaning.
5. The excavated sandy soils from the site are considered to be satisfactory to be reused in the areas of compacted fill and wall backfill provided that rocks larger than 6 inches in diameter are removed.
6. Fill material, approved by the Soil Engineer, should be placed in controlled layers. Each layer should be compacted to at least 90 percent of the maximum unit weight as determined by ASTM designation D 1557-16 for the material used.
7. The fill material shall be placed in layers which, when compacted, shall not exceed 8 inches per layer. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer.

8. When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed until the moisture content is near optimum.
9. When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved.
10. Inspection and field density tests should be conducted by representatives of this office during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort should be made with adjustment of the moisture content or layer thickness, as necessary, until at least 90 percent compaction is obtained.

PLAN REVIEW

Formal plans ready for submittal to the building department should be reviewed by GeoTech Consultants. Any changes in scope of the project may require additional work.

GEOTECHNICAL OBSERVATION

The building department requires that the geotechnical engineer of the record provides site observation during construction. Foundation excavations should be observed and approved by the geotechnical engineer prior to placing steel, forms, or concrete. The engineer should observe bottoms for fill, compaction of fill, temporary excavations, soldier piles, raker deadmen, the installation and stress testing of tieback anchors, and subdrains. All fill that is placed should be approved by the geotechnical engineer and the building department prior to use for support of structural footings and floor slabs.

The building department stamped plans, the permits, and the geotechnical reports should be at the site and available to our representative. The project consultant will perform the observation and post a notice (field memo) at the job site with the findings. This notice should be given to the agency inspector.

WORKMAN SAFETY-EXCAVATIONS

It is necessary for the contractor to provide adequate shoring and safety equipment as required by the State or Federal OSHA regulations. All regulations of the State or Federal OSHA should be followed before allowing workmen in a trench or other

excavation. If excavations are to be made during the rainy season, particular care should be given to insure that berms or other devices will prevent surface water from flowing over the top of the excavations or ponding at the top of the excavations.

CLOSURE

The findings and recommendations presented in this report were based on the results of our field and laboratory investigations combined with professional engineering experience and judgment. The report was prepared in accordance with generally accepted engineering principles and practice. We make no other warranty, either express or implied.

It is noted that the conclusions and recommendations presented are based on exploration "window" borings and excavations which is in conformance with accepted engineering practice. Some variations of subsurface conditions are common between "windows" and major variations are possible.

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The following Figures and Appendices are attached and complete this report:

Appendix I-Method of Field Exploration

Appendix II-Methods of Laboratory Testing

Site Location Map Plate No. 1

Seismic Hazard Zone Map Plate No. 2

Historically Highest Groundwater Contour Map Plate No. 3

Seismic Hazard Map (Alluvium Condition) Plate No. 4

Site Plan Drawing No.1

Figure Nos. I-1 through I-2 Log of Borings & I-3 Guide to the log of borings

Figure Nos. II-1 and II-2 Direct Shear and Swell – Consolidation Tests

Summary of Calculations Fig. No. 1, Bearing Capacity Calculations

Sketch No. 1 Tie-Back detail.

ASCE Design Maps Summary Report & Seismic Parameters.

Table 1: Restrained Drained Retaining walls, represents the result of active, at-rest, and seismic lateral pressure calculations on basement and cantilever walls.

Table 2: Restrained Undrained Retaining walls (with Hydrostatic Pressure).

Table 3: Shoring Design, is the result of the computer printout calculations that follow the tables.

Liquefaction Analysis.

Respectfully Submitted

GeoTech Consultants, Inc.

Reviewed By:




Behnam Mahmoudkhani
Civil Engineer
C 88488

GeoTech Consultants, Inc.
19-403

APPENDIX I

METHOD OF FIELD EXPLORATION

In order to define the subsurface conditions, two borings were made on the site. The approximate location of the drilled borings are shown on the enclosed Site Plan. Borings were extended to maximum depth of about 52 feet below the existing grades. Borings were drilled with an auger.

Continuous logs of the subsurface conditions, as encountered in the test borings, were recorded during the field work and are presented on Figure Nos. I-1 and I-2 within this Appendix. These figures also show the number and approximate depths of each of the recovered soil samples.

The drilling of the borings was supervised by our field engineer who logged the materials brought up from the borings. Undisturbed and bulk samples were collected at depths appropriate to the investigation. The undisturbed sampler utilized in our investigation included our 2.50 inch I.D. drive barrel lined with 1 inch brass rings. The sampler used in the exploratory borings was driven to a depth of 12 inches with a 140-pound hammer falling through a height of 30 inches. The number of blows to drive the sampler 12 inches is shown on the attached Logs of Borings.

APPENDIX II

LABORATORY TESTING PROCEDURES

Moisture Density

The moisture-density information provides a summary of soil consistency for each stratum and can also provide a correlation between soils found on this site and other nearby sites. The dry unit weight and field moisture content were determined for each undisturbed sample, and the results are shown on the log of exploratory borings.

Shear Tests

Shear tests were made with a direct shear machine at a constant rate of strain. The machine is designed to test the soil without completely removing the samples from the brass rings. A range of normal stresses were applied vertically, and the shear strength was progressively determined at each load in order to determine the internal angle of friction and the cohesion. The results of direct shear tests are presented on Figure No. II-1 within this Appendix.

Consolidation

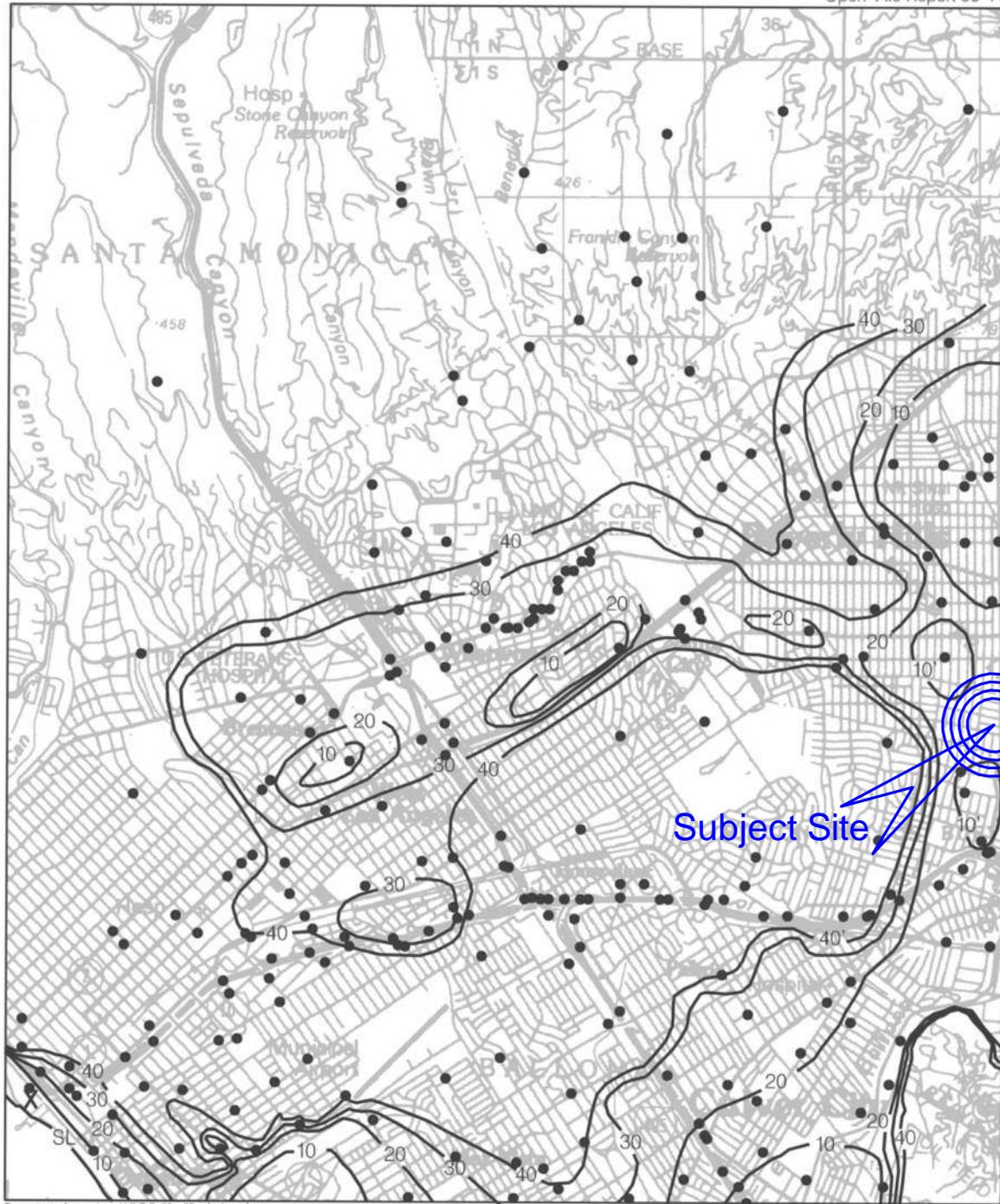
The apparatus used for the consolidation tests is designed to receive the undisturbed brass ring of soil as it comes from the field. Loads were applied to the test specimen in several increments, and the resulting deformations were recorded at selected time intervals. Porous stones were placed in contact with the top and bottom of the specimen to permit the ready addition or release of water.

Undisturbed specimens were tested at the field and added water conditions. The test results are shown on Figure No. II-2 within this Appendix.



SITE LOCATION

JOB NAME : 8521 West Horner Street Los Angeles California	PROJECT No. 19 - 403
GeoTech Consultants, Inc.	PLATE No. 1



Base map enlarged from U.S.G.S. 30 x 60-minute series

Plate 1.2 Historically Highest Ground Water Contours and Borehole Log Data Locations, Beverly Hills Quadrangle.

● Borehole Site

— 30 — Depth to ground water in feet

X Site of historical earthquake-generated liquefaction. See "Areas of Past Liquefaction" discussion in text.

ONE MILE
SCALE

HISTORICALLY HIGHEST GROUND WATER CONTURS

JOB NAME : 8521 West Horner Street Los Angeles California

JOB No.

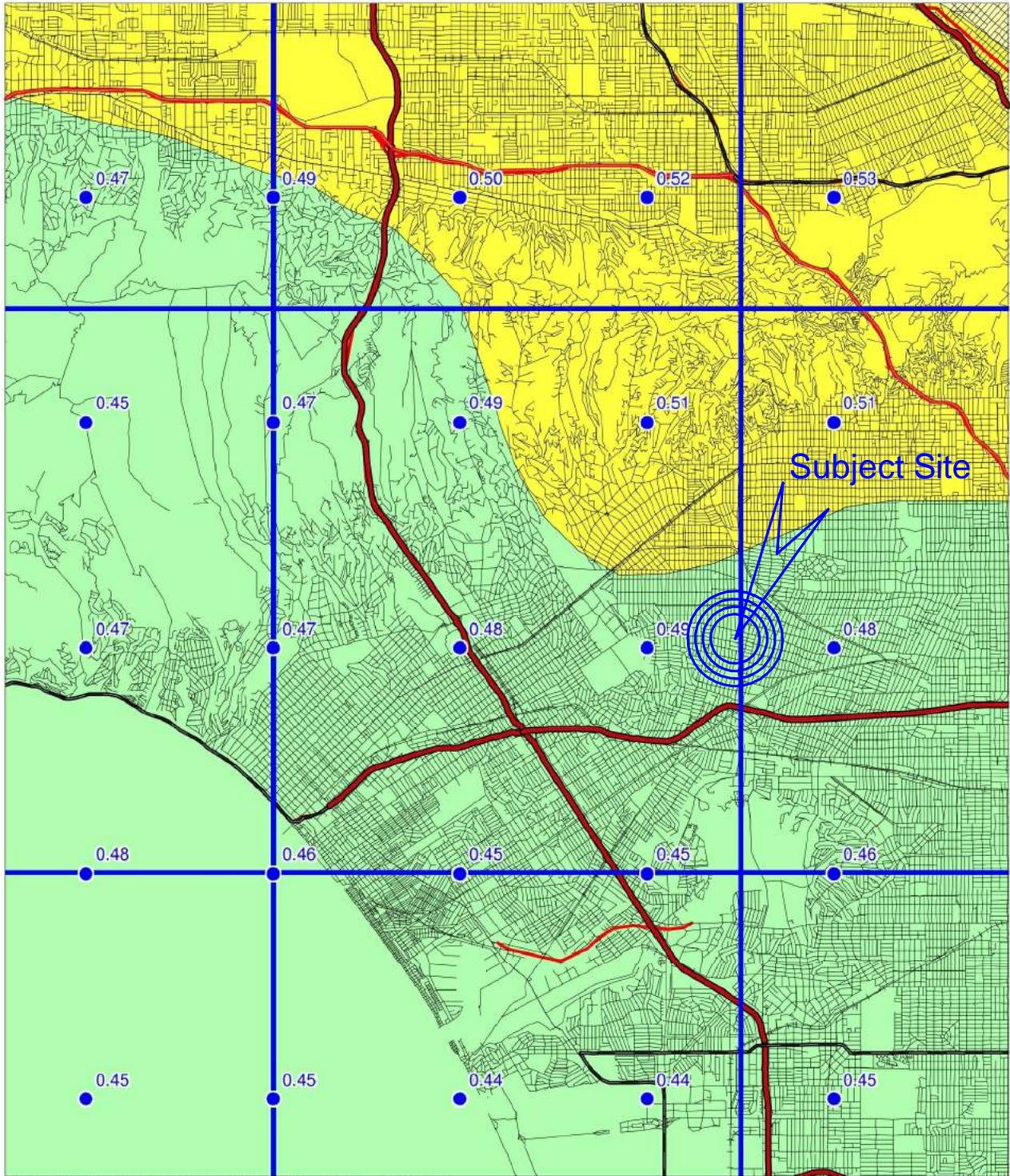
19 - 403

GeoTech Consultants, Inc.

PLATE No.

3

ALLUVIUM CONDITIONS



Base map modified from MapInfo Street Works ©1998 MapInfo Corporation

Department of Conservation
Division of Mines and Geology

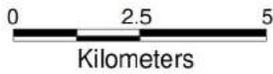


Figure 3.3



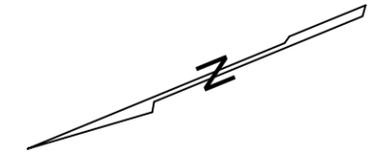
ALLUVIUM CONDITIONS

JOB NAME : 8521 West Horner Street Los Angeles California

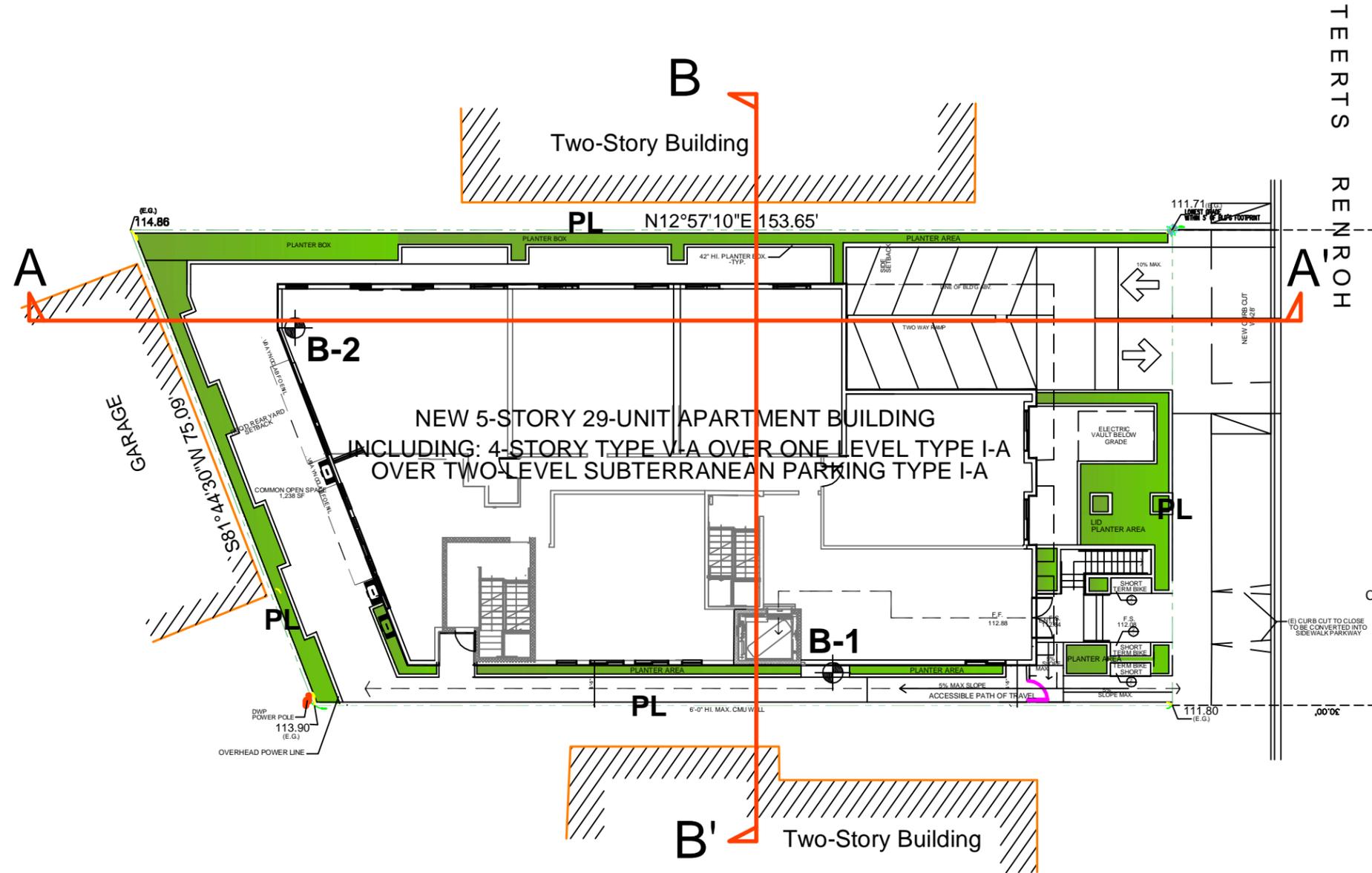
JOB No. 19 - 403

GeoTech Consultants, Inc.

PLATE No. 4

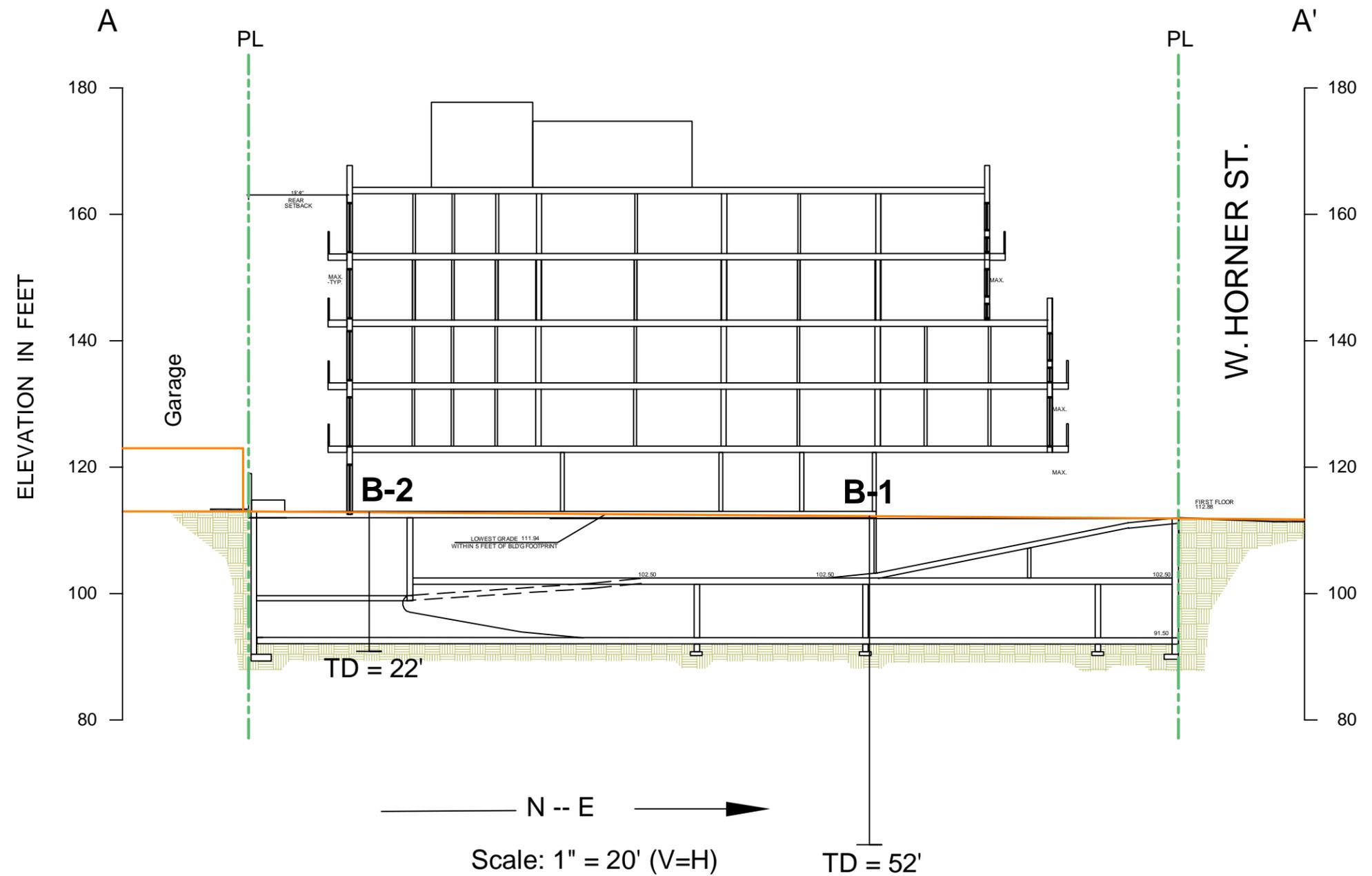


Scale: 1" = 20'



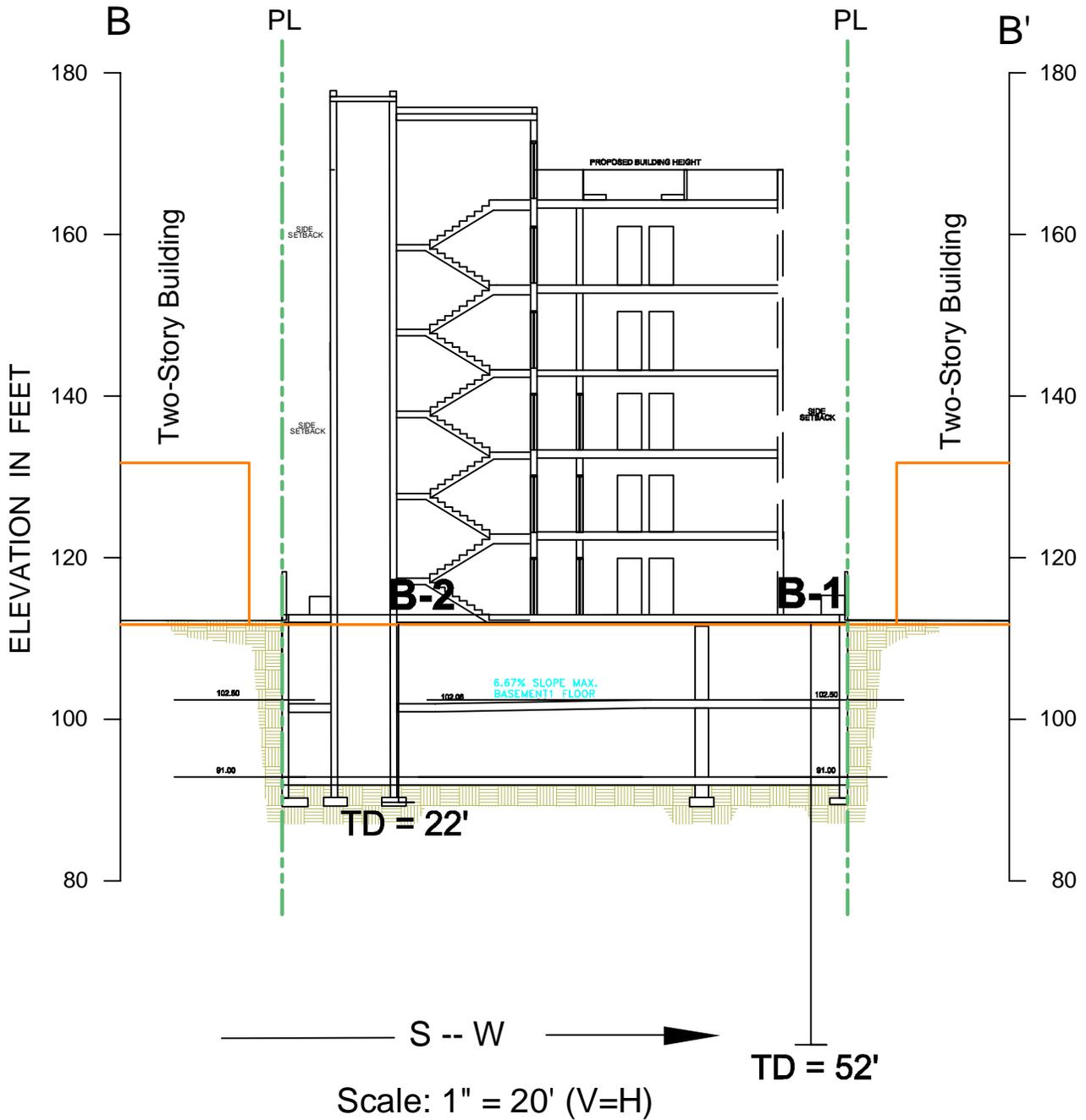
SITE PLAN

Proposed 5-Story Building Over Two Levels of Subterranean Parking		8521 Horner Street, Los Angeles, California	
FOR. Horner Property LLC	DATE July 2022	PROJECT No. 19-403	
GeoTech Consultants, Inc.		DRAWING No. 1	



CROSS SECTION A-A'

Proposed 5-Story Building Over Two Levels of Subterranean Parking		8521 Horner Street, Los Angeles, California	
FOR.	Horner Property LLC	DATE	July 2022
GeoTech Consultants, Inc.		PROJECT No.	19-403
		DRAWING No.	2



CROSS SECTION B-B'

Proposed 5-Story Building Over Two Levels of Subterranean Parking

8521 Horner Street, Los Angeles, California

FOR. Horner Property LLC

DATE July 2022

PROJECT No. 19-403

GeoTech Consultants, Inc.

DRAWING No. 3



Geotech Consultants, Inc.
 1201 N. Pacific Ave Suite 201
 Glendale, CA 91202
 Telephone: (747) 215-6337
 Email: Behnamgeotech@gmail.com

BORING NUMBER 1

PAGE 1 OF 2

CLIENT _____

PROJECT NUMBER 19-403

PROJECT LOCATION 8521 Horner St. Los Angeles, California

DATE 2/27/19

GROUND ELEVATION 102 ft HOLE SIZE 8 Inches

DRILLING CONTRACTOR Choice Drilling

GROUND WATER LEVELS:

DRILLING METHOD Hollow Stem Flight Auger

▽ AT TIME OF DRILLING 25.00 ft / Elev 77.00 ft

LOGGED BY Haybert Mahmoudi

▼ AT END OF DRILLING 25.00 ft / Elev 77.00 ft

CHECKED BY Behnam Mahmoudkhani

NOTES _____

DEPTH (ft)	SAMPLE TYPE NUMBER	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0						
				ML		CLAYEY SILT, (ML) dark brown, moist, stiff, trace fine grained sand, no odor, FILL
				SM		SILTY SAND, (SM)
5						3.0 99.0
	SPT	6-7-8 (15)	MC = 13% DD = 123 pcf Fines = 45%	SM		SILTY SAND, (SM) brown, fine grained, moist, dense, no odor
10						5.0 97.0
	SPT	7-8-10 (18)	MC = 20% DD = 109 pcf Fines = 58%	ML		SANDY CLAYEY SILT, (ML) brown, very moist, very stiff, fine grained sand, no odor
15						10.0 92.0
	SPT	9-10-12 (22)	MC = 22% DD = 108 pcf Fines = 82%	ML		CLAYEY SILT, (ML) trace very fine grained sand
20						15.0 87.0
	SPT	8-8-11 (19)	MC = 28% DD = 92 pcf Fines = 95%	CL		SILTY CLAY, (CL) brown, very moist, very stiff, no odor
25						20.0 82.0
	SPT	10-12-13 (25)	MC = 26% DD = 110 pcf Fines = 76%	ML		SANDY CLAYEY SILT, (ML) brown, wet, very stiff, very fine grained sand, no odor
30						25.0 77.0
	SPT	6-7-13 (20)	MC = 20% DD = 109 pcf Fines = 6%	SP		POORLY GRADED SAND, (SP) brown, very fine to fine grained, wet, dense
						30.0 72.0

(Continued Next Page)



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 Email: Behnamgeotech@gmail.com

BORING NUMBER 1

PAGE 2 OF 2

CLIENT _____

PROJECT NUMBER 19-403

PROJECT LOCATION 8521 Horner St. Los Angeles, California

DEPTH (ft)	SAMPLE TYPE NUMBER	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
35				SP		POORLY GRADED SAND, (SP) brown, very fine to fine grained, wet, dense <i>(continued)</i>
	SPT	12-18-31 (49)	MC = 17% DD = 118 pcf Fines = 7%	SP		POORLY GRADED SAND, (SP) dense
40				SP		
	SPT	10-14-19 (33)	MC = 22% DD = 120 pcf Fines = 7%	SP		POORLY GRADED SAND, (SP) No Change
45				ML		SANDY SILT, (ML) brown, wet, stiff, fine grained sand
50				SM	SILTY SAND, (SM) light brown, fine grained, wet, dense, with clay, no odor	
	SPT	8-11-20 (31)	MC = 20% DD = 114 pcf Fines = 43%			

Bottom of borehole at 52.0 feet.



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BORING NUMBER 2

PAGE 1 OF 1

CLIENT _____

PROJECT NUMBER 19-403

PROJECT LOCATION 8521 Horner St. Los Angeles, California

DATE 2/27/22

GROUND ELEVATION 102 ft HOLE SIZE 8 Inches

DRILLING CONTRACTOR Choice Drilling

GROUND WATER LEVELS:

DRILLING METHOD Hollow Stem Flight Auger

AT TIME OF DRILLING --- No Water

LOGGED BY Haybert Mahmoudi

AT END OF DRILLING --- No Water

CHECKED BY Behnam Mahmoudkhani

NOTES _____

DEPTH (ft)	SAMPLE TYPE NUMBER	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0	GB					
				ML		CLAYEY SILT, (ML) dark brown, moist, stiff
					3.0	99.0
				ML		SANDY SILT, (ML)
5					5.0	97.0
	MC	8-10-18 (28)	MC = 17% DD = 103 pcf	ML		SANDY SILT, (ML) dark brown, moist, stiff, no odor
10					10.0	92.0
	MC	10-12-13 (25)	MC = 19% DD = 102 pcf	ML		SANDY CLAYEY SILT, (ML)
15					15.0	87.0
	MC	15-14-22 (36)	MC = 13% DD = 111 pcf	SM		CLAYEY SILTY SAND, (SM) brown, moist, dense
20					20.0	82.0
	MC	9-11-18 (29)	MC = 20% DD = 113 pcf	SM		SILTY SAND, (SM) No Change
					22.0	80.0

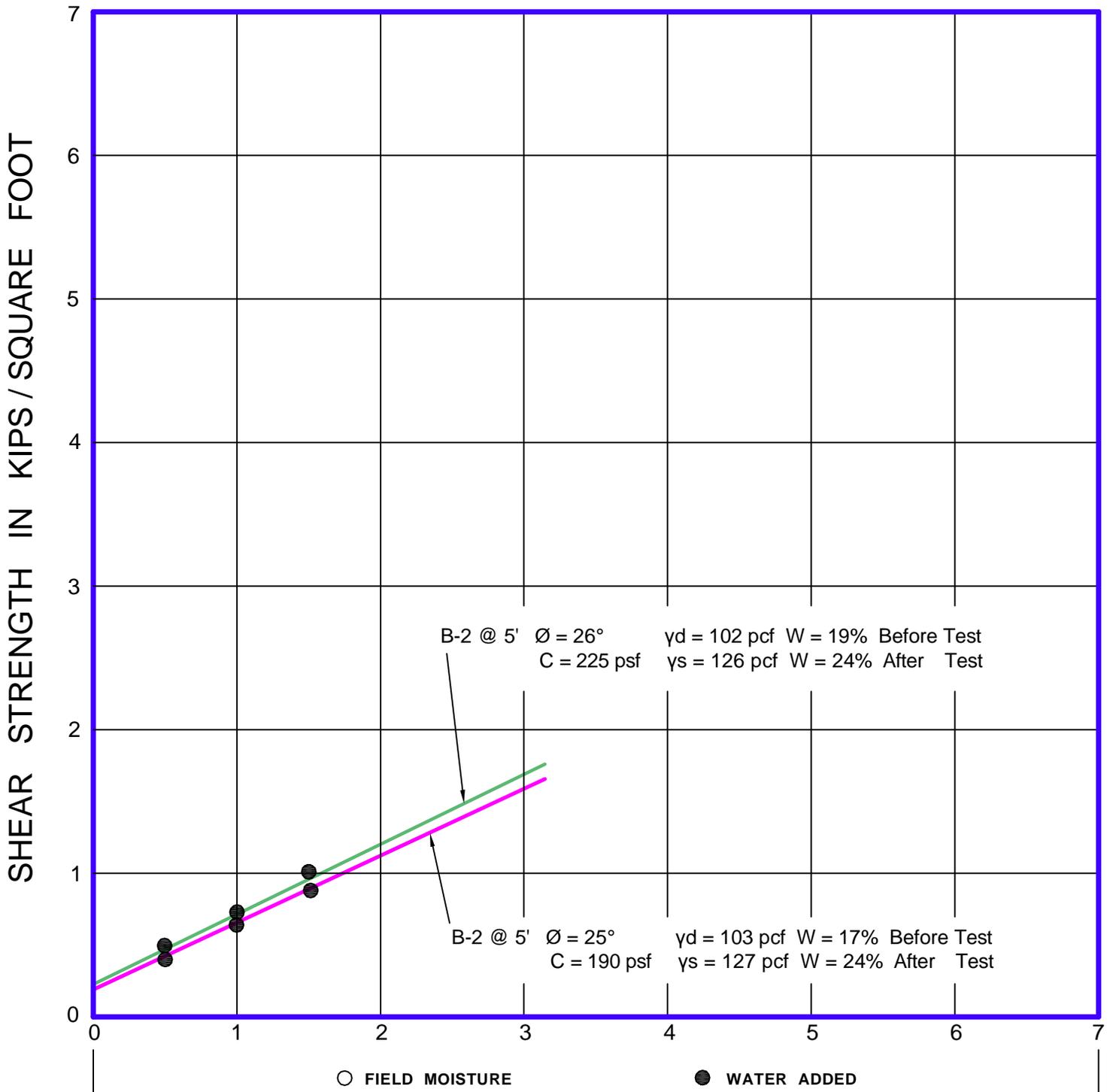
Bottom of borehole at 22.0 feet.

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
<p>COARSE GRAINED SOILS</p> <p>MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE</p>	<p>GRAVEL AND GRAVELLY SOILS</p>	<p>CLEAN GRAVELS</p> <p>(LITTLE OR NO FINES)</p>		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
		<p>GRAVELS WITH FINES</p> <p>(APPRECIABLE AMOUNT OF FINES)</p>		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
		<p>GRAVELS WITH FINES</p> <p>(APPRECIABLE AMOUNT OF FINES)</p>		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	<p>SAND AND SANDY SOILS</p>	<p>CLEAN SANDS</p> <p>(LITTLE OR NO FINES)</p>		SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
				SP	POORLY-GRADED SANDS, GRAVELLY SAND, LITTLE OR NO FINES
		<p>SANDS WITH FINES</p> <p>(APPRECIABLE AMOUNT OF FINES)</p>		SM	SILTY SANDS, SAND - SILT MIXTURES
	<p>FINE GRAINED SOILS</p> <p>MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE</p>	<p>SILTS AND CLAYS</p> <p>LIQUID LIMIT LESS THAN 50</p>		ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
<p>SILTS AND CLAYS</p> <p>LIQUID LIMIT GREATER THAN 50</p>			MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS	
			CH	INORGANIC CLAYS OF HIGH PLASTICITY	
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS	
<p>HIGHLY ORGANIC SOILS</p>				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS

NORMAL STRESS IN KIPS / SQUARE FOOT



DIRECT SHEAR TESTS

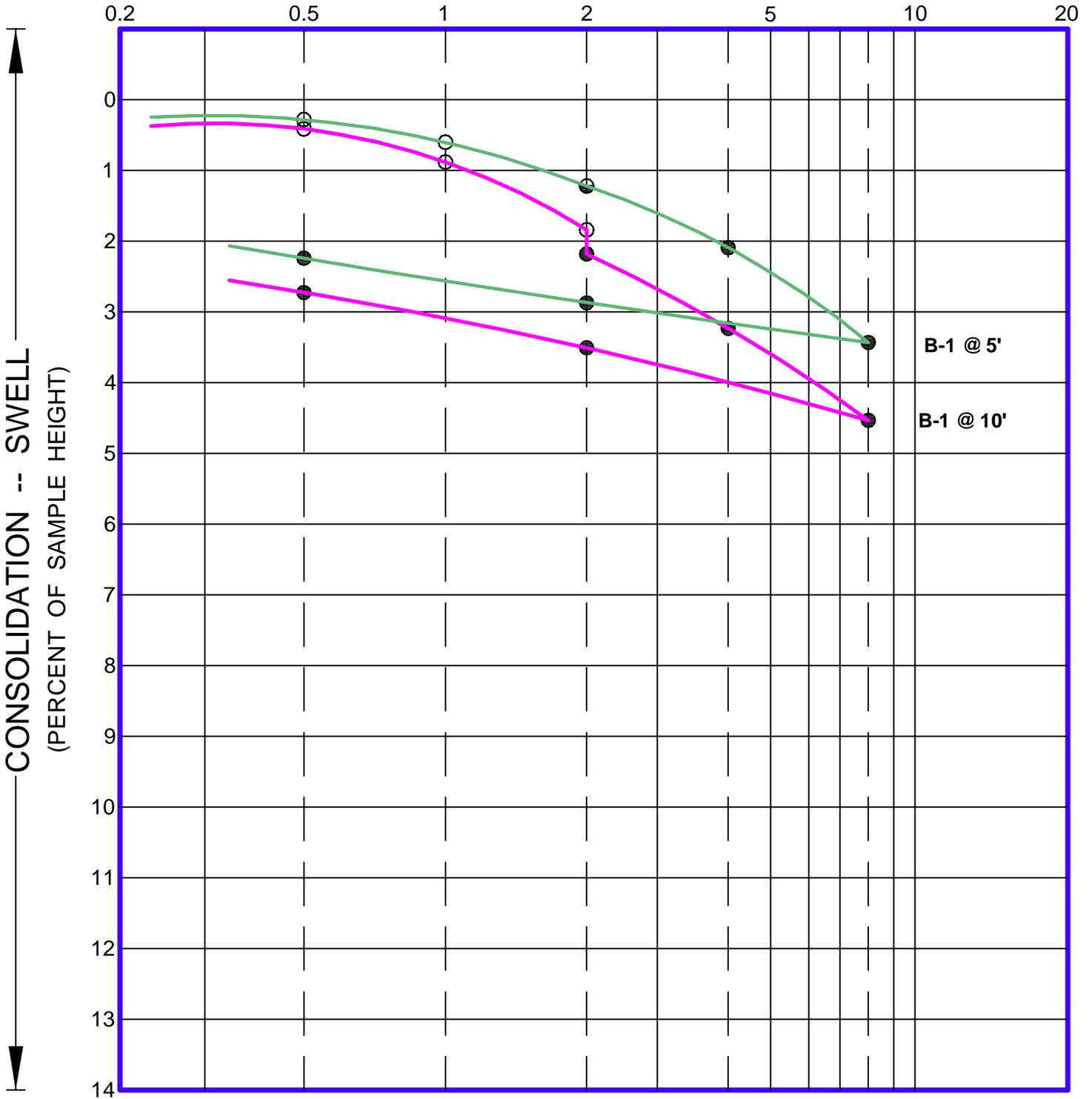
JOB NAME 8521 Horner St. Los Angeles, California

JOB No. 19-403

Geo Tech Consultants, Inc.

FIGURE No. II - 1

PRESSURE IN KIPS PER SQUARE FOOT



○ FIELD MOISTURE

● WATER ADDED

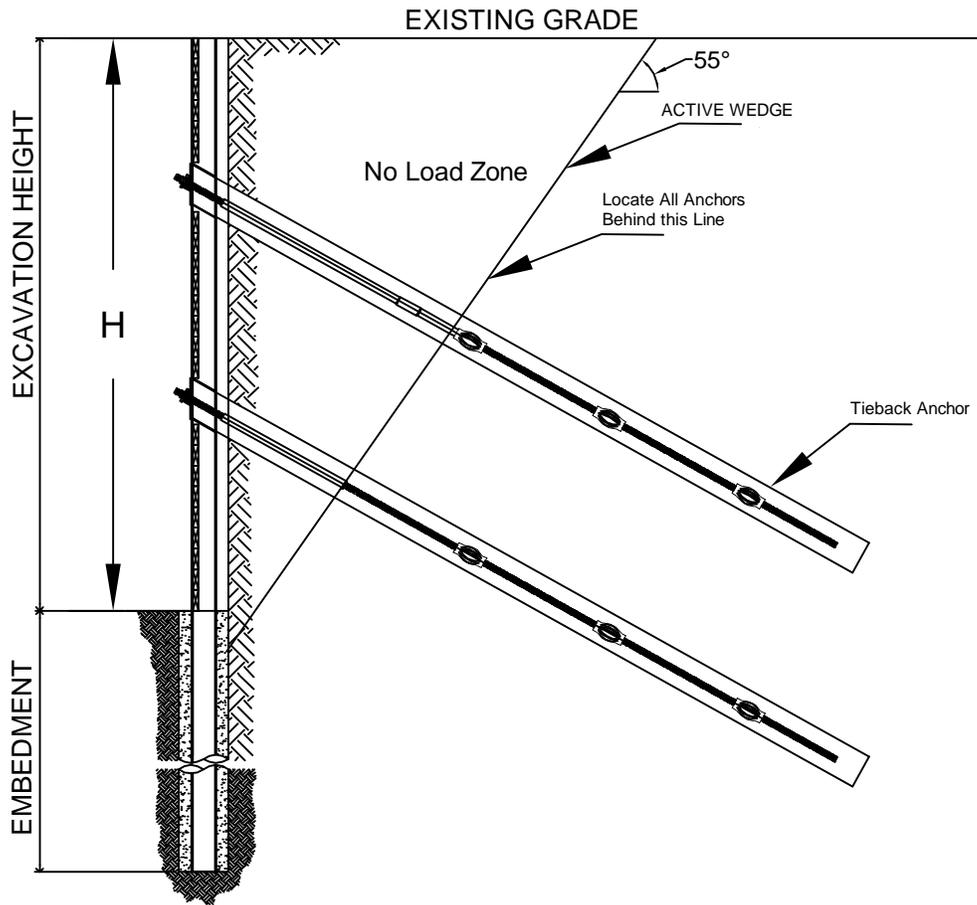
SWELL - CONSOLIDATION TESTS

JOB NAME 8521 Horner St. Los Angeles, California

JOB No. 19-403

Geo Tech Consultants, Inc.

FIGURE No. II - 2



Tieback Shoring

Proposed Residential Development

8521 W. Horner Street, Los Angeles, California

FOR. Horner Property LLC

PROJECT No. 19-403

GeoTech Consultants, Inc.

Sketch No. 1

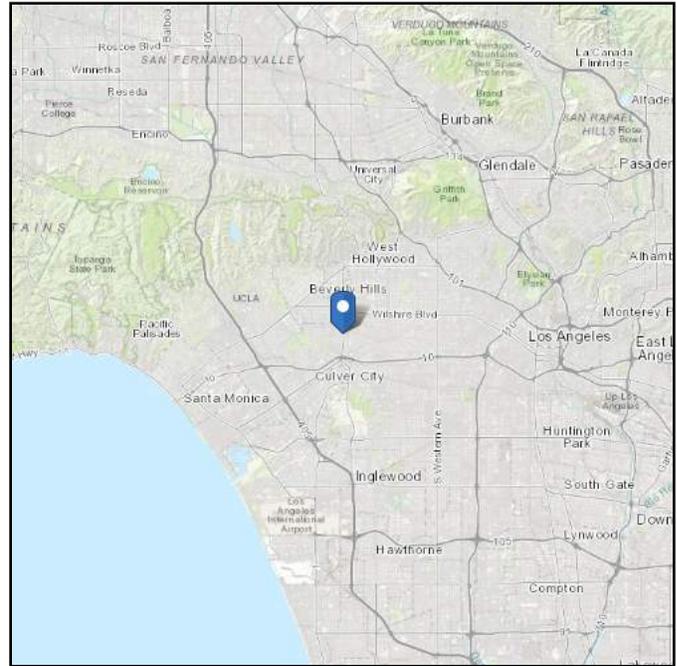
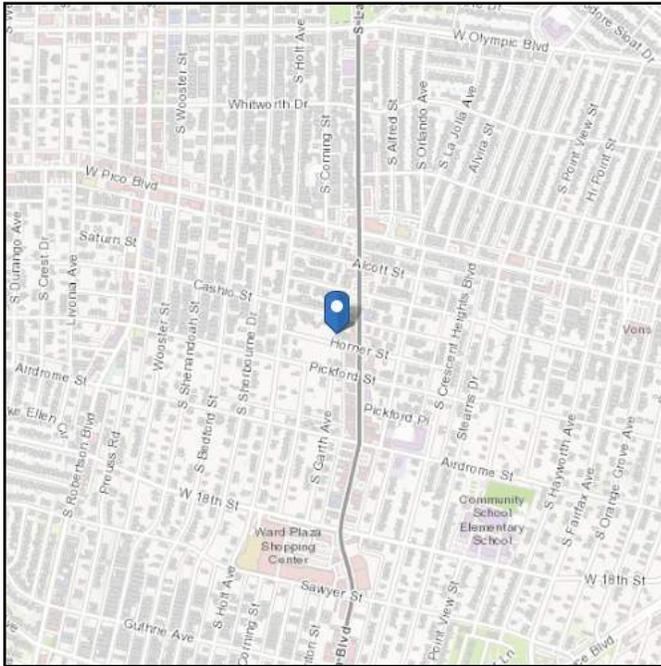


ASCE 7 Hazards Report

Address:
8521 Horner St
Los Angeles, California
90035

Standard: ASCE/SEI 7-16
Risk Category: II
Soil Class: D - Stiff Soil

Elevation: 113.54 ft (NAVD 88)
Latitude: 34.050313
Longitude: -118.376981



Site Soil Class: D - Stiff Soil

Results:

S_s :	2.06	S_{D1} :	N/A
S_1 :	0.734	T_L :	8
F_a :	1	PGA :	0.885
F_v :	N/A	PGA _M :	0.973
S_{MS} :	2.06	F_{PGA} :	1.1
S_{M1} :	N/A	I_e :	1
S_{DS} :	1.374	C_v :	1.5

Ground motion hazard analysis may be required. See ASCE/SEI 7-16 Section 11.4.8.

Data Accessed: Thu Jul 21 2022

Date Source: [USGS Seismic Design Maps](#)

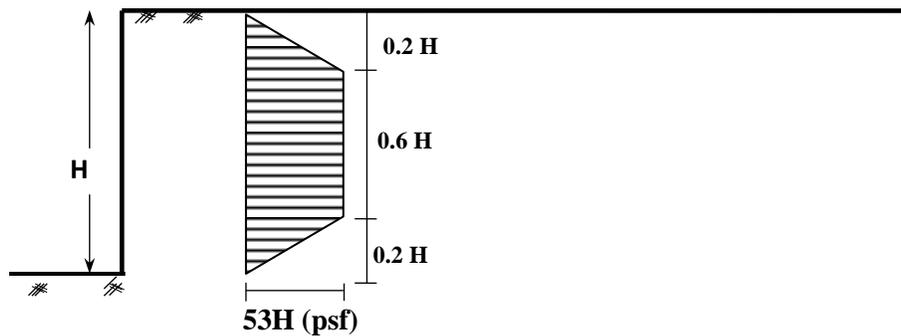
Table 1: RESTRAINED DRAINED RETAINING WALLS

Wall Design Recommendations				
Retained Height & Back-slope Gradient (maximum)	Active Pressure Fluid Weight (pcf)	At-Rest Pressure Fluid Weight (pcf)	Restrained Design Earth Pressure (psf)* ¹	Seismically Induced Earth Pressure - Fluid Weight (pcf) * ²
25 (ft) & LEVEL	51	-	$53 \times H$	19

*¹ -Where H is the height of retained soil

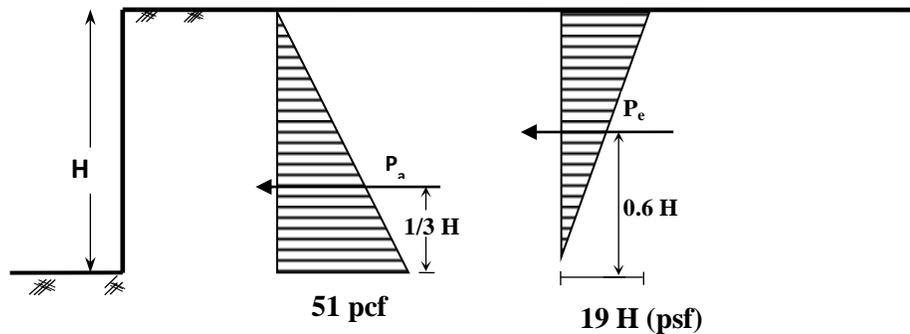
*² - The seismically induced earth pressure should be applied as an inverted triangular pressure

1. Restrained Wall Design Based on At Rest Earth Pressure



Trapezoidal Distribution of Earth pressure

2. Cantilever Wall Design Based on Active Earth Pressure



Triangular Distribution of Active Earth Pressure

Triangular Inverse Distribution of Earth Pressure (Seismic)

- Restrained Subterranean walls**, “walls for which horizontal movement is restricted at the top”, shall be designed for an At-Rest lateral earth pressure (equivalent fluid weight) as illustrated in the above diagram of **Trapezoidal Distribution of Earth Pressure, 49H(psf)**. **Our analysis of restrained and cantilevered retaining walls indicate that load combination of seismic plus static active is lower than the at-reat forces. Therefore, no additional loading due to seismic is required for restrained walls.**
- Cantilevered retaining walls** higher than 6 feet shall be designed with the addition of seismic surcharge as illustrated on the above diagrams of Triangular Distribution of Active Earth Pressure and Triangular Inverse distribution of seismic pressure.

Table 2: RESTRAINED UNDRAINED RETAINING WALLS (with Hydrostatic Pressure)

Wall Design Recommendations				
Retained Height & Back-slope Gradient <u>Water Level: below Surface</u> (maximum)	Active Pressure Fluid Weight (pcf)	At-Rest Pressure Fluid Weight (pcf)	Restrained Design Earth Pressure (psf) ^{*1}	Seismically Induced Earth Pressure - Fluid Weight (pcf) ^{*2}
25 (ft) & LEVEL	-	-	67×H	-

*¹ -Where H is the height of retained soil

*² - The seismically induced earth pressure should be applied as an inverted triangular pressure

2. Restrained Wall Design Based on At Rest Earth Pressure plus Hydrostatic Pressure



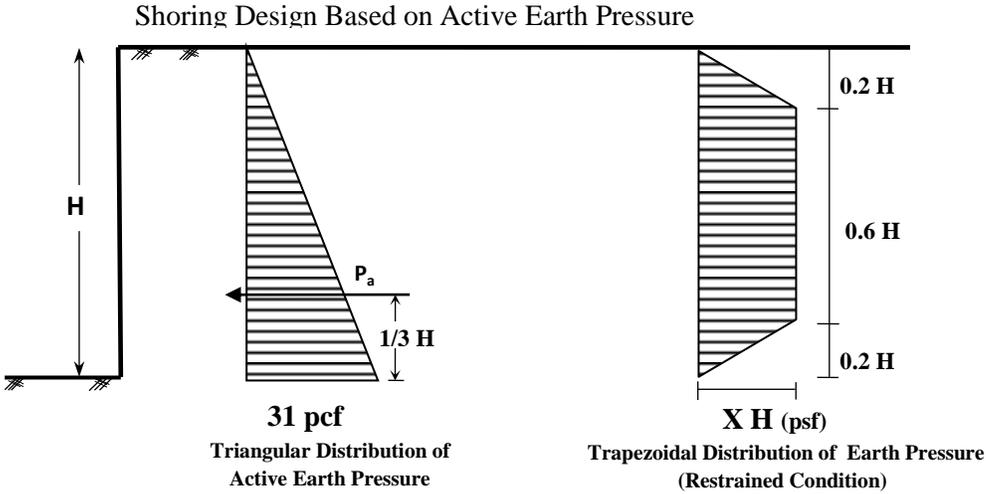
Trapezoidal Distribution of Earth pressure Plus Hydrostatic Pressure

- Below the groundwater table, restrained subterranean walls should be designed for hydrostatic pressure or be fully drained to prevent the buildup of hydrostatic pressure.

Table 3: Shoring Design

Shoring Lateral Pressures Recommendations		
Surface Slope of Retained Material Horizontal to Vertical	Static Equivalent Fluid Weight (pcf)	Restrained Condition Design Earth Pressure (psf)*
Level up to 15 ft.	31	-
$H < 24$	-	$X = 25 H$

* -Where H is the retained height of the excavation soil



Cantilevered soldier pile should be designed to resist an active earth pressure. The active earth pressure condition assumes that a triangular pressure distribution is utilized in the shoring design. If the soldier piles are not allowed to deflect, they shall be designed for the Restrained Condition. Soldier piles designed for the restrained condition should utilize a trapezoidal pressure distribution.

Earth pressure on structure analysis

Input data

Project

Task : Lateral Earth Pressure Permanent Condition (At-Rest)
 Descript. : 8521 Horner St
 Author : Behnam M. Khani
 Customer : Horner Property, L.L.C
 Date : 7/25/2022

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (2)

Excavations

Active earth pressure calculation : Mazindrani (Rankin)
 Passive earth pressure calculation : Mazindrani (Rankin)
 Earthquake analysis : Mononobe-Okabe
 Shape of earth wedge : Calculate as skew
 Verification methodology : Limit states (LSD)

Reduction coeff. of soil parameters			
Permanent design situation			
Reduction coeff. of internal friction :	$\gamma_{m\phi} =$	1.50	[-]
Reduction coeff. of cohesion :	$\gamma_{mc} =$	1.50	[-]
Reduction coeff. of Poisson's ratio :	$\gamma_{mv} =$	1.00	[-]
Coefficient of unit weight behind construction :	$\gamma_{m\gamma} =$	1.00	[-]
Coefficient of unit weight in front of constr. :	$\gamma_{m\gamma} =$	1.00	[-]

Geometry of structure

No.	Coordinate X [ft]	Depth Z [ft]
1	0.00	0.00
2	0.00	25.00
3	0.00	0.00

The origin [0,0] is located at the most upper point of the structure.

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	c_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	SILT		25.00	190.0	120.00	64.50	0.00

All soils are considered as cohesionless for at rest pressure analysis.

Soil parameters

SILT

Unit weight : $\gamma = 120.0$ pcf
 Stress-state : effective
 Angle of internal friction : $\phi_{ef} = 25.00^\circ$
 Cohesion of soil : $c_{ef} = 190.0$ psf
 Angle of friction struc.-soil : $\delta = 0.00^\circ$
 Soil : cohesionless

Saturated unit weight : $\gamma_{\text{sat}} = 127.0$ pcf

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	27.00	SILT	
2	-	SILT	

Terrain profile

Terrain behind the structure is flat.

Water influence

Ground water table is located below the structure.

Settings of the stage of construction

Design situation : permanent

Analysis No. 1

Pressure at rest behind the structure - partial results

Layer No.	Thickness [ft]	α [°]	Φ_d [°]	c_d [psf]	γ [pcf]	K_r	Comment
1	25.00	0.00	16.67	126.7	120.00	0.713	

Pressure at rest distribution behind the structure (without surcharge)

Layer No.	Start [ft] End [ft]	σ_z [psf]	σ_w [psf]	Pressure [psf]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0	0.0	0.0	0.0
	25.00	3000.0	0.0	2139.6	2139.6	0.0

Overall pressure acting on the structure

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0
2	25.00	2139.6	0.0

Resultant forces

Total horizontal pressure acting on construction = **26744.88 lbf/ft**
Application point of horiz. comp. lies in depth = **16.67 ft**
Total vertical pressure acting on construction = **0.00 lbf/ft**
Dist. of vertical comp. from top of constr. = **0.00 ft**

Earth pressure on structure analysis

Input data

Project

Task : Lateral Earth Pressure Permanent Condition (Active)
 Descript. : 8521 Horner St
 Author : Behnam M. Khani
 Customer : Horner Property, L.L.C
 Date : 7/25/2022

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (2)

Excavations

Active earth pressure calculation : Mazindrani (Rankin)
 Passive earth pressure calculation : Mazindrani (Rankin)
 Earthquake analysis : Mononobe-Okabe
 Shape of earth wedge : Calculate as skew
 Verification methodology : Limit states (LSD)

Reduction coeff. of soil parameters			
Permanent design situation			
Reduction coeff. of internal friction :	$\gamma_{m\phi} =$	1.50	[-]
Reduction coeff. of cohesion :	$\gamma_{mc} =$	1.50	[-]
Reduction coeff. of Poisson's ratio :	$\gamma_{mv} =$	1.00	[-]
Coefficient of unit weight behind construction :	$\gamma_{m\gamma} =$	1.00	[-]
Coefficient of unit weight in front of constr. :	$\gamma_{m\gamma} =$	1.00	[-]

Geometry of structure

No.	Coordinate X [ft]	Depth Z [ft]
1	0.00	0.00
2	0.00	25.00
3	0.00	0.00

The origin [0,0] is located at the most upper point of the structure.

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	c_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	SILT		25.00	190.0	120.00	64.50	0.00

All soils are considered as cohesionless for at rest pressure analysis.

Soil parameters

SILT

Unit weight : $\gamma = 120.0$ pcf
 Stress-state : effective
 Angle of internal friction : $\phi_{ef} = 25.00^\circ$
 Cohesion of soil : $c_{ef} = 190.0$ psf
 Angle of friction struc.-soil : $\delta = 0.00^\circ$
 Soil : cohesionless

Saturated unit weight : $\gamma_{sat} = 127.0$ pcf

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	27.00	SILT	
2	-	SILT	

Terrain profile

Terrain behind the structure is flat.

Water influence

Ground water table is located below the structure.

Settings of the stage of construction

Design situation : permanent

Analysis No. 1

Active pressure behind the structure - partial results

Layer No.	Thickness [ft]	α [°]	ϕ_d [°]	c_d [psf]	γ [pcf]	δ_d [°]	K_a	Comment
1	2.84	0.00	16.67	126.7	120.00	0.00	0.000	
2	22.16	0.00	16.67	126.7	120.00	0.00	0.491	

Active pressure distribution behind the structure (without surcharge)

Layer No.	Start [ft] End [ft]	σ_z [psf]	σ_w [psf]	Pressure [psf]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0	0.0	0.0	0.0
	2.84	340.3	0.0	0.0	0.0	0.0
2	2.84	340.3	0.0	0.0	0.0	0.0
	25.00	3000.0	0.0	1474.1	1474.1	0.0

Overall pressure acting on the structure

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0
2	2.84	0.0	0.0
3	25.00	1474.1	0.0

Resultant forces

Total horizontal pressure acting on construction = 16336.39 lbf/ft
 Application point of horiz. comp. lies in depth = 17.61 ft
 Total vertical pressure acting on construction = 0.00 lbf/ft
 Dist. of vertical comp. from top of constr. = 0.00 ft

Earth pressure on structure analysis

Input data

Project

Task : Lateral Earth Pressure Permanent Condition (Seismic)
 Descript. : 8521 Horner St
 Author : Behnam M. Khani
 Customer : Horner Property, L.L.C
 Date : 7/25/2022

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (2)

Excavations

Active earth pressure calculation : Mazindrani (Rankin)
 Passive earth pressure calculation : Mazindrani (Rankin)
 Earthquake analysis : Mononobe-Okabe
 Shape of earth wedge : Calculate as skew
 Verification methodology : Limit states (LSD)

Reduction coeff. of soil parameters			
Seismic design situation			
Reduction coeff. of internal friction :	$\gamma_{m\phi} =$	1.00	[-]
Reduction coeff. of cohesion :	$\gamma_{mc} =$	1.00	[-]
Reduction coeff. of Poisson's ratio :	$\gamma_{mv} =$	1.00	[-]
Coefficient of unit weight behind construction :	$\gamma_{m\gamma} =$	1.00	[-]
Coefficient of unit weight in front of constr. :	$\gamma_{m\gamma} =$	1.00	[-]

Geometry of structure

No.	Coordinate X [ft]	Depth Z [ft]
1	0.00	0.00
2	0.00	25.00
3	0.00	0.00

The origin [0,0] is located at the most upper point of the structure.

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	c_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	SILT		25.00	190.0	120.00	64.50	0.00

All soils are considered as cohesionless for at rest pressure analysis.

Soil parameters

SILT

Unit weight : $\gamma = 120.0$ pcf
 Stress-state : effective
 Angle of internal friction : $\phi_{ef} = 25.00^\circ$
 Cohesion of soil : $c_{ef} = 190.0$ psf
 Angle of friction struc.-soil : $\delta = 0.00^\circ$
 Soil : cohesionless

Saturated unit weight : $\gamma_{\text{sat}} = 127.0$ pcf

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	27.00	SILT	
2	-	SILT	

Terrain profile

Terrain behind the structure is flat.

Water influence

Ground water table is located below the structure.

Earthquake

Horizontal seismic coefficient $k_h = 0.3200$

Vertical seismic coefficient $k_v = 0.0000$

Coeff. to compute point of application $k.H = 0.60$

Water below the GWT is restricted.

Settings of the stage of construction

Design situation : seismic

Analysis No. 1

Active pressure behind the structure - partial results

Layer No.	Thickness [ft]	α [°]	φ_d [°]	c_d [psf]	γ [pcf]	δ_d [°]	K_a	Comment
1	4.97	0.00	25.00	190.0	120.00	0.00	0.000	
2	20.03	0.00	25.00	190.0	120.00	0.00	0.325	

Active pressure distribution behind the structure (without surcharge)

Layer No.	Start [ft]	End [ft]	σ_z [psf]	σ_w [psf]	Pressure [psf]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	4.97	0.0	0.0	0.0	0.0	0.0
	4.97	20.03	596.5	0.0	0.0	0.0	0.0
2	4.97	25.00	596.5	0.0	0.0	0.0	0.0
	25.00	-	3000.0	0.0	975.5	975.5	0.0

Earthquake effects (active earth pressure) - partial results

Layer No.	Thickness [ft]	φ_d [°]	β [°]	ψ [°]	K_a	K_{ae}	$K_{ae}-K_a$	Comment
1	4.97	25.00	0.00	17.74	0.406	0.709	0.303	
2	20.03	25.00	0.00	17.74	0.406	0.709	0.303	

Earthquake effects (active earth pressure)

Layer No.	Start [ft] End [ft]	σ_z [psf]	σ_D [psf]	Pressure [psf]	Hor. comp. [psf]	Vertical comp. [psf]
1	0.00	0.0	3000.0	910.2	910.2	0.0
	4.97	596.5	2403.5	729.2	729.2	0.0
2	4.97	596.5	2403.5	729.2	729.2	0.0
	25.00	3000.0	0.0	0.0	0.0	0.0

Overall pressure acting on the structure

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	728.2	0.0
2	4.97	619.6	0.0
3	25.00	1157.5	0.0

Resultant forces

Total horizontal pressure acting on construction = 21147.02 lbf/ft
Application point of horiz. comp. lies in depth = 13.85 ft
Total vertical pressure acting on construction = 0.00 lbf/ft
Dist. of vertical comp. from top of constr. = 0.00 ft

Earth pressure on structure analysis

Input data

Project

Task : Lateral Earth Pressure Permanent Condition (At-Rest plus Hydrostatic Pressure)
 Descript. : 8521 Horner St
 Author : Behnam M. Khani
 Customer : Horner Property, L.L.C
 Date : 7/25/2022

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (2)

Excavations

Active earth pressure calculation : Mazindrani (Rankin)
 Passive earth pressure calculation : Mazindrani (Rankin)
 Earthquake analysis : Mononobe-Okabe
 Shape of earth wedge : Calculate as skew
 Verification methodology : Limit states (LSD)

Reduction coeff. of soil parameters			
Permanent design situation			
Reduction coeff. of internal friction :	$\gamma_{m\phi} =$	1.50	[-]
Reduction coeff. of cohesion :	$\gamma_{mc} =$	1.50	[-]
Reduction coeff. of Poisson's ratio :	$\gamma_{mv} =$	1.00	[-]
Coefficient of unit weight behind construction :	$\gamma_{m\gamma} =$	1.00	[-]
Coefficient of unit weight in front of constr. :	$\gamma_{m\gamma} =$	1.00	[-]

Geometry of structure

No.	Coordinate X [ft]	Depth Z [ft]
1	0.00	0.00
2	0.00	24.00
3	0.00	0.00

The origin [0,0] is located at the most upper point of the structure.

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	c_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	SILT		25.00	190.0	120.00	64.50	0.00

All soils are considered as cohesionless for at rest pressure analysis.

Soil parameters

SILT

Unit weight : $\gamma = 120.0$ pcf
 Stress-state : effective
 Angle of internal friction : $\phi_{ef} = 25.00^\circ$
 Cohesion of soil : $c_{ef} = 190.0$ psf
 Angle of friction struc.-soil : $\delta = 0.00^\circ$
 Soil : cohesionless

Saturated unit weight : $\gamma_{sat} = 127.0$ pcf

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	27.00	SILT	
2	-	SILT	

Terrain profile

Terrain behind the structure is flat.

Water influence

GWT behind the structure lies at a depth of 0.00 ft

Settings of the stage of construction

Design situation : permanent

Analysis No. 1

Pressure at rest behind the structure - partial results

Layer No.	Thickness [ft]	α [°]	ϕ_d [°]	c_d [psf]	γ [pcf]	K_r	Comment
1	24.00	0.00	16.67	126.7	64.50	0.713	

Pressure at rest distribution behind the structure (without surcharge)

Layer No.	Start [ft] End [ft]	σ_z [psf]	σ_w [psf]	Pressure [psf]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0	0.0	0.0	0.0
	24.00	1548.0	1500.0	1104.0	1104.0	0.0

Water pressure distribution

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0
2	24.00	1500.0	0.0

Overall pressure acting on the structure

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0
2	24.00	2604.0	0.0

Resultant forces

Total horizontal pressure acting on construction = 31248.34 lbf/ft
 Application point of horiz. comp. lies in depth = 16.00 ft
 Total vertical pressure acting on construction = 0.00 lbf/ft
 Dist. of vertical comp. from top of constr. = 0.00 ft

Earth pressure on structure analysis

Input data

Project

Task : Lateral Earth Pressure Temporary Condition (Active) Up to 15 feet
 Descript. : 8521 Horner St
 Author : Behnam M. Khani
 Customer : Horner Property, L.L.C
 Date : 7/25/2022

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (2)

Excavations

Active earth pressure calculation : Mazindrani (Rankin)
 Passive earth pressure calculation : Mazindrani (Rankin)
 Earthquake analysis : Mononobe-Okabe
 Shape of earth wedge : Calculate as skew
 Verification methodology : Limit states (LSD)

Reduction coeff. of soil parameters			
Transient design situation			
Reduction coeff. of internal friction :	$\gamma_{m\phi} =$	1.25	[-]
Reduction coeff. of cohesion :	$\gamma_{mc} =$	1.25	[-]
Reduction coeff. of Poisson's ratio :	$\gamma_{mv} =$	1.00	[-]
Coefficient of unit weight behind construction :	$\gamma_{m\gamma} =$	1.00	[-]
Coefficient of unit weight in front of constr. :	$\gamma_{m\gamma} =$	1.00	[-]

Geometry of structure

No.	Coordinate X [ft]	Depth Z [ft]
1	0.00	0.00
2	0.00	15.00
3	0.00	0.00

The origin [0,0] is located at the most upper point of the structure.

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	c_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	SILT		25.00	190.0	120.00	64.50	0.00

All soils are considered as cohesionless for at rest pressure analysis.

Soil parameters

SILT

Unit weight : $\gamma = 120.0$ pcf
 Stress-state : effective
 Angle of internal friction : $\phi_{ef} = 25.00^\circ$
 Cohesion of soil : $c_{ef} = 190.0$ psf
 Angle of friction struc.-soil : $\delta = 0.00^\circ$
 Soil : cohesionless

Saturated unit weight : $\gamma_{\text{sat}} = 127.0$ pcf

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	27.00	SILT	
2	-	SILT	

Terrain profile

Terrain behind the structure is flat.

Water influence

Ground water table is located below the structure.

Settings of the stage of construction

Design situation : transient

Analysis No. 1

Active pressure behind the structure - partial results

Layer No.	Thickness [ft]	α [°]	Φ_d [°]	C_d [psf]	γ [pcf]	δ_d [°]	K_a	Comment
1	3.62	0.00	20.00	152.0	120.00	0.00	0.000	
2	11.38	0.00	20.00	152.0	120.00	0.00	0.372	

Active pressure distribution behind the structure (without surcharge)

Layer No.	Start [ft] End [ft]	σ_z [psf]	σ_w [psf]	Pressure [psf]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0	0.0	0.0	0.0
	3.62	434.2	0.0	0.0	0.0	0.0
2	3.62	434.2	0.0	0.0	0.0	0.0
	15.00	1800.0	0.0	669.7	669.7	0.0

Overall pressure acting on the structure

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0
2	3.62	0.0	0.0
3	15.00	669.7	0.0

Resultant forces

Total horizontal pressure acting on construction = 3811.05 lbf/ft
Application point of horiz. comp. lies in depth = 11.21 ft
Total vertical pressure acting on construction = 0.00 lbf/ft
Dist. of vertical comp. from top of constr. = 0.00 ft

Earth pressure on structure analysis

Input data

Project

Task : Lateral Earth Pressure Temporary Condition (Active) up to 25 ft.
 Descript. : 8521 Horner St
 Author : Behnam M. Khani
 Customer : Horner Property, L.L.C
 Date : 7/25/2022

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (2)

Excavations

Active earth pressure calculation : Mazindrani (Rankin)
 Passive earth pressure calculation : Mazindrani (Rankin)
 Earthquake analysis : Mononobe-Okabe
 Shape of earth wedge : Calculate as skew
 Verification methodology : Limit states (LSD)

Reduction coeff. of soil parameters			
Transient design situation			
Reduction coeff. of internal friction :	$\gamma_{m\phi} =$	1.25	[-]
Reduction coeff. of cohesion :	$\gamma_{mc} =$	1.25	[-]
Reduction coeff. of Poisson's ratio :	$\gamma_{mv} =$	1.00	[-]
Coefficient of unit weight behind construction :	$\gamma_{m\gamma} =$	1.00	[-]
Coefficient of unit weight in front of constr. :	$\gamma_{m\gamma} =$	1.00	[-]

Geometry of structure

No.	Coordinate X [ft]	Depth Z [ft]
1	0.00	0.00
2	0.00	24.00
3	0.00	0.00

The origin [0,0] is located at the most upper point of the structure.

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	c_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	SILT		25.00	190.0	120.00	64.50	0.00

All soils are considered as cohesionless for at rest pressure analysis.

Soil parameters

SILT

Unit weight : $\gamma = 120.0$ pcf
 Stress-state : effective
 Angle of internal friction : $\phi_{ef} = 25.00^\circ$
 Cohesion of soil : $c_{ef} = 190.0$ psf
 Angle of friction struc.-soil : $\delta = 0.00^\circ$
 Soil : cohesionless

Saturated unit weight : $\gamma_{\text{sat}} = 127.0$ pcf

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	27.00	SILT	
2	-	SILT	

Terrain profile

Terrain behind the structure is flat.

Water influence

Ground water table is located below the structure.

Settings of the stage of construction

Design situation : transient

Analysis No. 1

Active pressure behind the structure - partial results

Layer No.	Thickness [ft]	α [°]	Φ_d [°]	C_d [psf]	γ [pcf]	δ_d [°]	K_a	Comment
1	3.62	0.00	20.00	152.0	120.00	0.00	0.000	
2	20.38	0.00	20.00	152.0	120.00	0.00	0.416	

Active pressure distribution behind the structure (without surcharge)

Layer No.	Start [ft] End [ft]	σ_z [psf]	σ_w [psf]	Pressure [psf]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0	0.0	0.0	0.0
	3.62	434.2	0.0	0.0	0.0	0.0
2	3.62	434.2	0.0	0.0	0.0	0.0
	24.00	2880.0	0.0	1199.2	1199.2	0.0

Overall pressure acting on the structure

Point No.	Depth [ft]	Hor. comp. [psf]	Vert. comp. [psf]
1	0.00	0.0	0.0
2	3.62	0.0	0.0
3	24.00	1199.2	0.0

Resultant forces

Total horizontal pressure acting on construction = 12220.80 lbf/ft
 Application point of horiz. comp. lies in depth = 17.21 ft
 Total vertical pressure acting on construction = 0.00 lbf/ft
 Dist. of vertical comp. from top of constr. = 0.00 ft

LIQUEFACTION ANALYSIS

8521 Horner St., Los Angeles

Hole No.=B-1 Water Depth=15 ft

Magnitude=6.7
Acceleration=0.64g



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Input File Name: \\MYCLOUD-GPS9AC\Public\BEHNAM\2019\Horner St, 8521 (19-403)\PDF\Liq\Horner.Liq
 Title: 8521 Horner St., Los Angeles
 Subtitle: GeoTech Consultants (Method Tokimatsu/Seed)

Input Data:

Surface Elev. =
 Hole No. =B-1
 Depth of Hole=52.0 ft
 Water Table during Earthquake= 15.0 ft
 Water Table during In-Situ Testing= 25.0 ft
 Max. Acceleration=0.64 g
 Earthquake Magnitude=6.7

- Earthquake Magnitude=6.7
2. Settlement Analysis Method: Tokimatsu / Seed
 3. Fines Correction for Liquefaction: Idriss/Seed (SPT only)
 4. Fine Correction for Settlement: During Liquefaction*
 5. Settlement Calculation in: All zones*
 6. Hammer Energy Ratio, Ce=1.25
 7. Borehole Diameter, Cb=1
 8. Sampling Method, Cs=1
 fs=1, Plot one CSR (fs=1)
 10. Use Curve Smoothing: Yes*
- * Recommended Options

In-Situ Test Data:

Depth ft	SPT	Gamma pcf	Fines %
0.0	22.0	132.0	82.0
5.0	22.0	132.0	82.0
10.0	22.0	132.0	82.0
15.0	22.0	132.0	82.0
20.0	20.0	118.0	95.0
25.0	25.0	139.0	76.0
30.0	24.0	131.0	14.0
35.0	49.0	138.0	13.0

40.0	33.0	146.0	14.0
45.0	24.0	129.0	62.0
50.0	31.0	137.0	43.0

Output Results:

Calculation segment, dz=0.050 ft
User defined Print Interval, dp=5.00 ft

CSR Calculation:

Depth ft	gamma pcf	sigma tsf	gamma' pcf	sigma' tsf	rd	CSR	fs (user)	CSRfs w/fs
0.00	132.0	0.000	132.0	0.000	1.00	0.42	1.0	0.42
5.00	132.0	0.330	132.0	0.330	0.99	0.41	1.0	0.41
10.00	132.0	0.660	132.0	0.660	0.98	0.41	1.0	0.41
15.00	132.0	0.990	69.6	0.990	0.97	0.40	1.0	0.40
20.00	118.0	1.303	55.6	1.147	0.95	0.45	1.0	0.45
25.00	139.0	1.624	76.6	1.312	0.94	0.48	1.0	0.48
30.00	131.0	1.961	68.6	1.493	0.93	0.51	1.0	0.51
35.00	138.0	2.297	75.6	1.673	0.89	0.51	1.0	0.51
40.00	146.0	2.652	83.6	1.872	0.85	0.50	1.0	0.50
45.00	129.0	2.996	66.6	2.060	0.81	0.49	1.0	0.49
50.00	137.0	3.329	74.6	2.237	0.77	0.47	1.0	0.47

CSR is based on water table at 15.0 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' tsf	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	22.00	1.25	0.75	0.000	1.70	35.06	82.00	12.01	47.08	2.00
5.00	22.00	1.25	0.75	0.330	1.70	35.06	82.00	12.01	47.08	2.00
10.00	22.00	1.25	0.85	0.660	1.23	28.77	82.00	10.75	39.53	2.00
15.00	22.00	1.25	0.95	0.990	1.01	26.26	82.00	10.25	36.51	2.00
20.00	20.00	1.25	0.95	1.303	0.88	20.81	95.00	9.16	29.97	0.45
25.00	25.00	1.25	0.95	1.624	0.78	23.30	76.00	9.66	32.96	2.00
30.00	24.00	1.25	1.00	1.807	0.74	22.32	14.00	3.15	25.47	0.29
35.00	49.00	1.25	1.00	1.987	0.71	43.45	13.00	3.49	46.94	2.00
40.00	33.00	1.25	1.00	2.186	0.68	27.90	14.00	3.39	31.29	2.00
45.00	24.00	1.25	1.00	2.374	0.65	19.47	62.00	8.89	28.37	0.35
50.00	31.00	1.25	1.00	2.550	0.63	24.26	43.00	9.85	34.12	2.00

CRR is based on water table at 25.0 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.7:

Depth ft	sigC' tsf	CRR7.5 tsf	Ksi gma	CRRv	MSF	CRRm	CSRfs w/fs	F. S. CRRm/CSRfs
0.00	0.00	2.00	1.00	2.00	1.33	2.67	0.42	5.00
5.00	0.21	2.00	1.00	2.00	1.33	2.67	0.41	5.00
10.00	0.43	2.00	1.00	2.00	1.33	2.67	0.41	5.00
15.00	0.64	2.00	1.00	2.00	1.33	2.67	0.40	5.00
20.00	0.85	0.45	1.00	0.45	1.33	0.60	0.45	1.34
25.00	1.06	2.00	1.00	1.99	1.33	2.66	0.48	5.00
30.00	1.17	0.29	0.98	0.28	1.33	0.38	0.51	0.75 *
35.00	1.29	2.00	0.96	1.92	1.33	2.57	0.51	5.00
40.00	1.42	2.00	0.94	1.89	1.33	2.52	0.50	5.00
45.00	1.54	0.35	0.93	0.33	1.33	0.44	0.49	0.89 *
50.00	1.66	2.00	0.91	1.82	1.33	2.43	0.47	5.00

* F. S. <1: Liquefaction Potential Zone. (If above water table: F. S. =5)
(F. S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 tsf	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	47.08	82.0	0.00	47.08
5.00	-	-	-	47.08	82.0	0.00	47.08
10.00	-	-	-	39.53	82.0	0.00	39.53
15.00	-	-	-	36.51	82.0	0.00	36.51
20.00	-	-	-	29.97	95.0	0.00	29.97
25.00	-	-	-	32.96	76.0	0.00	32.96
30.00	-	-	-	25.47	14.0	0.00	25.47
35.00	-	-	-	46.94	13.0	0.00	46.94
40.00	-	-	-	31.29	14.0	0.00	31.29
45.00	-	-	-	28.37	62.0	0.00	28.37
50.00	-	-	-	34.12	43.0	0.00	34.12

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:

Settlement Analysis Method: Tokimatsu / Seed

Depth	CSRfs	F. S.	Fines	(N1)60s	Dr	ec	dsz	dsp	S
-------	-------	-------	-------	---------	----	----	-----	-----	---

ft	w/fs	%	%	%	in.	in.	in.		
51.95	0.47	5.00	43.0	33.71	99.12	0.178	1.1E-3	0.001	0.001
50.00	0.47	5.00	43.0	34.12	100.00	0.167	1.0E-3	0.040	0.041
45.00	0.49	0.89	62.0	28.37	86.48	0.947	5.7E-3	0.332	0.374
40.00	0.50	5.00	14.0	31.29	93.04	0.585	3.5E-3	0.278	0.652
35.00	0.51	5.00	13.0	46.94	100.00	0.000	0.0E0	0.052	0.704
30.00	0.51	0.75	14.0	25.47	80.62	1.160	7.0E-3	0.184	0.889
25.00	0.48	5.00	76.0	32.96	97.16	0.284	1.7E-3	0.335	1.223
20.00	0.45	1.34	95.0	29.97	89.99	0.710	4.3E-3	0.312	1.536
15.00	0.40	5.00	82.0	36.51	100.00	0.000	0.0E0	0.154	1.690

Settlement of Saturated Sands=1.690 in.
 qc1 and (N1)60 is after fines correction in liquefaction analysis
 dsz is per each segment, dz=0.05 ft
 dsp is per each print interval, dp=5.00 ft
 S is cumulated settlement at this depth

Settlement of Dry Sands:

Depth ft	si gma' tsf	si gC' tsf	(N1)60s	CSRfs w/fs	Gmax tsf	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
14.95	0.99	0.64	36.56	0.40	1187.3	3.3E-4	0.1275	0.0507	0.84	0.0425	5.10E-4	0.001	0.001
10.00	0.66	0.43	39.53	0.41	996.6	2.7E-4	0.0635	0.0207	0.84	0.0174	2.08E-4	0.041	0.041
5.00	0.33	0.21	47.08	0.41	746.9	1.8E-4	0.0345	0.0109	0.84	0.0091	1.10E-4	0.016	0.057
0.00	0.00	0.00	47.08	0.42	4.1	1.0E-6	0.0010	0.0003	0.84	0.0003	3.23E-6	0.007	0.064

Settlement of Dry Sands=0.064 in.
 dsz is per each segment, dz=0.05 ft
 dsp is per each print interval, dp=5.00 ft
 S is cumulated settlement at this depth

Total Settlement of Saturated and Dry Sands=1.754 in.
 Differential Settlement=0.877 to 1.158 in.

Units Depth = ft, Stress or Pressure = tsf (atm), Unit Weight = pcf, Settlement = in.

- SPT Field data from Standard Penetration Test (SPT)
- BPT Field data from Becker Penetration Test (BPT)
- qc Field data from Cone Penetration Test (CPT)
- fc Friction from CPT testing
- gamma Total unit weight of soil
- gamma' Effective unit weight of soil
- Fines Fines content [%]
- D50 Mean grain size

Dr	Relative Density
σ	Total vertical stress [tsf]
σ'	Effective vertical stress [tsf]
σ_c'	Effective confining pressure [tsf]
rd	Stress reduction coefficient
CSR	Cyclic stress ratio induced by earthquake
fs	User request factor of safety, apply to CSR
w/fs	With user request factor of safety inside
CSRfs	CSR with User request factor of safety
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksigma	Overburden stress correction factor for CRR7.5
CRRv	CRR after overburden stress correction, $CRRv=CRR7.5 * Ksigma$
MSF	Magnitude scaling factor for CRR (M=7.5)
CRRm	After magnitude scaling correction $CRRm=CRRv * MSF$
F. S.	Factor of Safety against Liquefaction F. S. = $CRRm/CSRfs$
F. S*	User inputed Factor of Safety
Cebs	Energy Ratio, Borehole Dia., and Sample Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, $(N1)60=SPT * Cr * Cn * Cebs$
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, $(N1)60f=(N1)60 + d(N1)60$
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, $qc1f=qc1 + dqc1$
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after seattlement fines corrections
ec	Volumetric strain for saturated sands
dz	Calculation segment, $dz=0.050$ ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_{eff}	$gamma_{eff}$, Effective shear Strain
g^*G_e/G_m	$gamma_{eff} * G_{eff}/G_{max}$, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for dry sands, $ec=Cec * ec7.5$
NoLi q	No-Li quefy Soils

References:

NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.

SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for

Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.

LIQUEFACTION ANALYSIS

8521 Horner St., Los Angeles

Hole No.=B-1 Water Depth=15 ft

Magnitude=6.7
Acceleration=0.97g



LiquefyPro CivilTech Software USA www.civiltech.com

LIQUEFACTION ANALYSIS CALCULATION SHEET
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Input File Name: \\MYCLOUD-GPS9AC\Public\BEHNAM\2019\Horner St, 8521 (19-403)\PDF\Liq\Horner.Liq
 Title: 8521 Horner St., Los Angeles
 Subtitle: GeoTech Consultants (Method Tokimatsu/Seed)

Input Data:

Surface Elev. =
 Hole No. =B-1
 Depth of Hole=52.0 ft
 Water Table during Earthquake= 15.0 ft
 Water Table during In-Situ Testing= 25.0 ft
 Max. Acceleration=0.97 g
 Earthquake Magnitude=6.7

- Earthquake Magnitude=6.7
2. Settlement Analysis Method: Tokimatsu / Seed
 3. Fines Correction for Liquefaction: Idriss/Seed (SPT only)
 4. Fine Correction for Settlement: During Liquefaction*
 5. Settlement Calculation in: All zones*
 6. Hammer Energy Ratio, Ce=1.25
 7. Borehole Diameter, Cb=1
 8. Sampling Method, Cs=1
 fs=1, Plot one CSR (fs=1)
 10. Use Curve Smoothing: Yes*
- * Recommended Options

In-Situ Test Data:

Depth ft	SPT	Gamma pcf	Fines %
0.0	22.0	132.0	82.0
5.0	22.0	132.0	82.0
10.0	22.0	132.0	82.0
15.0	22.0	132.0	82.0
20.0	20.0	118.0	95.0
25.0	25.0	139.0	76.0
30.0	24.0	131.0	14.0
35.0	49.0	138.0	13.0

40.0	33.0	146.0	14.0
45.0	24.0	129.0	62.0
50.0	31.0	137.0	43.0

Output Results:

Calculation segment, dz=0.050 ft
User defined Print Interval, dp=5.00 ft

CSR Calculation:

Depth ft	gamma pcf	sigma tsf	gamma' pcf	sigma' tsf	rd	CSR	fs (user)	CSRfs w/fs
0.00	132.0	0.000	132.0	0.000	1.00	0.63	1.0	0.63
5.00	132.0	0.330	132.0	0.330	0.99	0.62	1.0	0.62
10.00	132.0	0.660	132.0	0.660	0.98	0.62	1.0	0.62
15.00	132.0	0.990	69.6	0.990	0.97	0.61	1.0	0.61
20.00	118.0	1.303	55.6	1.147	0.95	0.68	1.0	0.68
25.00	139.0	1.624	76.6	1.312	0.94	0.73	1.0	0.73
30.00	131.0	1.961	68.6	1.493	0.93	0.77	1.0	0.77
35.00	138.0	2.297	75.6	1.673	0.89	0.77	1.0	0.77
40.00	146.0	2.652	83.6	1.872	0.85	0.76	1.0	0.76
45.00	129.0	2.996	66.6	2.060	0.81	0.74	1.0	0.74
50.00	137.0	3.329	74.6	2.237	0.77	0.72	1.0	0.72

CSR is based on water table at 15.0 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' tsf	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	22.00	1.25	0.75	0.000	1.70	35.06	82.00	12.01	47.08	2.00
5.00	22.00	1.25	0.75	0.330	1.70	35.06	82.00	12.01	47.08	2.00
10.00	22.00	1.25	0.85	0.660	1.23	28.77	82.00	10.75	39.53	2.00
15.00	22.00	1.25	0.95	0.990	1.01	26.26	82.00	10.25	36.51	2.00
20.00	20.00	1.25	0.95	1.303	0.88	20.81	95.00	9.16	29.97	0.45
25.00	25.00	1.25	0.95	1.624	0.78	23.30	76.00	9.66	32.96	2.00
30.00	24.00	1.25	1.00	1.807	0.74	22.32	14.00	3.15	25.47	0.29
35.00	49.00	1.25	1.00	1.987	0.71	43.45	13.00	3.49	46.94	2.00
40.00	33.00	1.25	1.00	2.186	0.68	27.90	14.00	3.39	31.29	2.00
45.00	24.00	1.25	1.00	2.374	0.65	19.47	62.00	8.89	28.37	0.35
50.00	31.00	1.25	1.00	2.550	0.63	24.26	43.00	9.85	34.12	2.00

CRR is based on water table at 25.0 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.7:

Depth ft	sigC' tsf	CRR7.5 tsf	Ksi gma	CRRv	MSF	CRRm	CSRfs w/fs	F. S. CRRm/CSRfs
0.00	0.00	2.00	1.00	2.00	1.33	2.67	0.63	5.00
5.00	0.21	2.00	1.00	2.00	1.33	2.67	0.62	5.00
10.00	0.43	2.00	1.00	2.00	1.33	2.67	0.62	5.00
15.00	0.64	2.00	1.00	2.00	1.33	2.67	0.61	4.39
20.00	0.85	0.45	1.00	0.45	1.33	0.60	0.68	0.88 *
25.00	1.06	2.00	1.00	1.99	1.33	2.66	0.73	3.62
30.00	1.17	0.29	0.98	0.28	1.33	0.38	0.77	0.49 *
35.00	1.29	2.00	0.96	1.92	1.33	2.57	0.77	3.33
40.00	1.42	2.00	0.94	1.89	1.33	2.52	0.76	3.32
45.00	1.54	0.35	0.93	0.33	1.33	0.44	0.74	0.59 *
50.00	1.66	2.00	0.91	1.82	1.33	2.43	0.72	3.38

* F. S. <1: Liquefaction Potential Zone. (If above water table: F. S. =5)
(F. S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 tsf	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	47.08	82.0	0.00	47.08
5.00	-	-	-	47.08	82.0	0.00	47.08
10.00	-	-	-	39.53	82.0	0.00	39.53
15.00	-	-	-	36.51	82.0	0.00	36.51
20.00	-	-	-	29.97	95.0	0.00	29.97
25.00	-	-	-	32.96	76.0	0.00	32.96
30.00	-	-	-	25.47	14.0	0.00	25.47
35.00	-	-	-	46.94	13.0	0.00	46.94
40.00	-	-	-	31.29	14.0	0.00	31.29
45.00	-	-	-	28.37	62.0	0.00	28.37
50.00	-	-	-	34.12	43.0	0.00	34.12

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:

Settlement Analysis Method: Tokimatsu / Seed

Depth	CSRfs	F. S.	Fines	(N1)60s	Dr	ec	dsz	dsp	S
-------	-------	-------	-------	---------	----	----	-----	-----	---

ft	w/fs	%	%	%	in.	in.	in.		
51.95	0.71	3.41	43.0	33.71	99.12	0.193	1.2E-3	0.001	0.001
50.00	0.72	3.38	43.0	34.12	100.00	0.180	1.1E-3	0.044	0.045
45.00	0.74	0.59	62.0	28.37	86.48	0.958	5.7E-3	0.341	0.385
40.00	0.76	3.32	14.0	31.29	93.04	0.585	3.5E-3	0.280	0.666
35.00	0.77	3.33	13.0	46.94	100.00	0.000	0.0E0	0.052	0.718
30.00	0.77	0.49	14.0	25.47	80.62	1.160	7.0E-3	0.184	0.902
25.00	0.73	3.62	76.0	32.96	97.16	0.306	1.8E-3	0.337	1.239
20.00	0.68	0.88	95.0	29.97	89.99	0.753	4.5E-3	0.326	1.565
15.00	0.61	4.39	82.0	36.51	100.00	0.103	6.2E-4	0.219	1.784

Settlement of Saturated Sands=1.784 in.
 qc1 and (N1)60 is after fines correction in liquefaction analysis
 dsz is per each segment, dz=0.05 ft
 dsp is per each print interval, dp=5.00 ft
 S is cumulated settlement at this depth

Settlement of Dry Sands:

Depth ft	sigma' tsf	si gC' tsf	(N1)60s	CSRfs w/fs	Gmax tsf	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
14.95	0.99	0.64	36.56	0.61	1187.3	5.1E-4	1.0000	0.3971	0.84	0.3330	4.00E-3	0.004	0.004
10.00	0.66	0.43	39.53	0.62	996.6	4.1E-4	0.3105	0.1013	0.84	0.0849	1.02E-3	0.287	0.291
5.00	0.33	0.21	47.08	0.62	746.9	2.8E-4	0.1444	0.0457	0.84	0.0383	4.60E-4	0.175	0.466
0.00	0.00	0.00	47.08	0.63	4.1	1.5E-6	0.0010	0.0003	0.84	0.0003	3.23E-6	0.025	0.492

Settlement of Dry Sands=0.492 in.
 dsz is per each segment, dz=0.05 ft
 dsp is per each print interval, dp=5.00 ft
 S is cumulated settlement at this depth

Total Settlement of Saturated and Dry Sands=2.276 in.
 Differential Settlement=1.138 to 1.502 in.

Units Depth = ft, Stress or Pressure = tsf (atm), Unit Weight = pcf, Settlement = in.

- SPT Field data from Standard Penetration Test (SPT)
- BPT Field data from Becker Penetration Test (BPT)
- qc Field data from Cone Penetration Test (CPT)
- fc Friction from CPT testing
- gamma Total unit weight of soil
- gamma' Effective unit weight of soil
- Fines Fines content [%]
- D50 Mean grain size

Dr	Relative Density
σ	Total vertical stress [tsf]
σ'	Effective vertical stress [tsf]
σ_c'	Effective confining pressure [tsf]
rd	Stress reduction coefficient
CSR	Cyclic stress ratio induced by earthquake
fs	User request factor of safety, apply to CSR
w/fs	With user request factor of safety inside
CSRfs	CSR with User request factor of safety
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksigma	Overburden stress correction factor for CRR7.5
CRRv	CRR after overburden stress correction, $CRRv=CRR7.5 * Ksigma$
MSF	Magnitude scaling factor for CRR (M=7.5)
CRRm	After magnitude scaling correction $CRRm=CRRv * MSF$
F. S.	Factor of Safety against Liquefaction F. S. = $CRRm/CSRfs$
F. S*	User inputed Factor of Safety
Cebs	Energy Ratio, Borehole Dia., and Sample Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, $(N1)60=SPT * Cr * Cn * Cebs$
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, $(N1)60f=(N1)60 + d(N1)60$
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, $qc1f=qc1 + dqc1$
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after seattlement fines corrections
ec	Volumetric strain for saturated sands
dz	Calculation segment, $dz=0.050$ ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_{eff}	$gamma_{eff}$, Effective shear Strain
g^*G_e/G_m	$gamma_{eff} * G_{eff}/G_{max}$, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for dry sands, $ec=Cec * ec7.5$
NoLi q	No-Li quefy Soils

References:

NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.

SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for

Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.

Appendix H-2

Approval Letter, Los Angeles Department of Building and Safety,
August 30, 2022

JAVIER NUNEZ
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
LAUREL GILLETTE
GEORGE HOVAGUIMIAN
ELVIN W. MOON



ERIC GARCETTI
MAYOR

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

August 30, 2022

LOG # 122610
SOILS/GEOLOGY FILE - 2
LIQ

Horner Property LLC
8521 W Horner St
Los Angeles, CA 90035

TRACT: TR 7385
LOT(S): 194
LOCATION: 8521 W HORNER ST

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	19-403	07/25/2022	Geotech Consultants, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed five-story residential building over two-level subterranean parking. The earth materials at the subsurface exploration locations consist of up to 3 feet of uncertified fill underlain by silty sand and sandy and clayey silt. The consultants recommend to support the proposed structure on mat-type foundations bearing on native undisturbed soils.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The Liquefaction study included as a part of the reports demonstrates that the site soils are subject to liquefaction. To mitigate the earthquake induced settlements it is proposed to use a mat foundation. The requirements of the 2020 City of Los Angeles Building Code have been satisfied.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
2. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
4. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
6. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
7. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
8. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
9. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
10. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
11. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).
12. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate all applicable surcharge loads for the design of the retaining walls and shoring.
13. Unsurcharged temporary excavations over 4 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
14. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring Design" starting on page 11 of the referenced report; all surcharge loads shall be included into the design.
15. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
16. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

17. All foundations shall derive entire support from native undisturbed soils, as recommended and shall be approved by the geologist and soils engineer by inspection.
18. The proposed structure and subterranean walls shall be supported on a mat foundation designed to resist uplift and hydrostatic pressures that would develop due to the historic high groundwater level conditions.
19. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
20. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Wall Design" starting on page 17 of the referenced report. All surcharge loads shall be included into the design.
21. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
22. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
23. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
24. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
25. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
26. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
27. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
28. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
29. Prior to issuance of a permit involving de-watering, clearance shall be obtained from the Department of Public Works and from the California Regional Water Quality Control Board.

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045
320 W. 4th Street, Suite 200 (213) 576-6600 (LARWQB)
30. The Upper Los Angeles River Area (ULARA) Watermaster office shall be notified whenever dewatering is proposed in the City of Los Angeles portion of the San Fernando Basin. More information can be obtained at the web site: <http://ularawatermaster.com/>.
31. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

32. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
33. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; [shoring; ABC slot cuts; underpinning; pile installation;] protection fences; and, dust and traffic control will be scheduled (108.9.1).
34. Installation of shoring, underpinning, slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
35. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).



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Geotechnical Engineer II

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cc: Geotech Consultants, Inc., Project Consultant
LA District Office

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit C.4 – Vibration Technical Report

Vibration Technical Report

This section evaluates vibration impacts that would be generated by construction and operation of the Project at 8521 Horner Street Project in the City of Los Angeles. The analysis compares these impacts to applicable regulations and thresholds of significance. Vibration calculation worksheets are included in the Technical Appendix.

1 Project Information

<u>Project Title:</u>	8521 Horner Project
<u>Document Type:</u>	Class 32 Categorical Exemption (CE) for new residential-use in-fill development (the Project)
<u>Environmental No.:</u>	ENV-2022-3162-CE
<u>Related Case No.:</u>	CPC-2022-3161-DB-CU-HCA
<u>Project Location:</u>	8521 W. Horner Street, Los Angeles, CA 90035 (Project Site or Site) (APN 4303-032-022)
<u>Lead Agency:</u>	City of Los Angeles, Los Angeles City Planning 200 N. Spring Street, Room 620, Los Angeles, CA 90012 Nuri Cho, City Planner 213-978-1177, nuri.cho@lacity.org
<u>Applicant:</u>	Horner Property, LLC 1040 Maybrook Drive, Beverly Hills, CA 90210
<u>Prepared By:</u>	CAJA Environmental Services, LLC 9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311 Seth Wulkan, Project Manager 310-469-6704, seth@ceqa-nepa.com
<u>Technical Assistance:</u>	DKA Planning, LLC 808 Holly Road, Belmont, CA 94002

2 Fundamentals of Vibration

2.1 Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

2.2 Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV). PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.¹

2.3 Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can disrupt concentration or disturb sleep. Groundborne vibration can also interfere with certain types of highly sensitive equipment and machines, especially imaging devices used in medical laboratories.

2.4 Perceptible Vibration Changes

Unlike noise, groundborne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.² Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

3 Regulatory Framework

3.1 Federal

3.1.1 Federal Transit Administration (FTA)

In 2018, the FTA published the Transit Noise and Vibration Impact Assessment Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. **Table 1** summarizes FTA's vibration guidelines for building and structural damage. While these are reference values for vibration levels at 25 feet of distance, this analysis uses logarithmic equations to determine whether building damage would occur regardless of actual distance between construction activity and nearby buildings.

¹ California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

² Ibid.

Table 1
FTA Vibration Damage Potential Threshold Criteria

Structure and Condition	Threshold Criteria (in/sec PPV) at 25 Feet
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration "Transit Noise and Vibration Impact Assessment Manual", September 2018.	

The FTA Assessment Manual also cites criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second PPV can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

3.2 State

3.2.1 California Civil Code

California's Civil Code Section 832 protects adjacent properties when excavation of a site occurs.

Each coterminous owner is entitled to the lateral and subjacent support which his land receives from the adjoining land, subject to the right of the owner of the adjoining land to make proper and usual excavations on the same for purposes of construction or improvement, under the following conditions:

1. Any owner of land or his lessee intending to make or to permit an excavation shall give reasonable notice to the owner or owners of adjoining lands and of buildings or other structures, stating the depth to which such excavation is intended to be made, and when the excavating will begin.

2. In making any excavation, ordinary care and skill shall be used, and reasonable precautions taken to sustain the adjoining land as such, without regard to any building or other structure which may be thereon, and there shall be no liability for damage done to any such building or other structure by reason of the excavation, except as otherwise provided or allowed by law.

3. If at any time it appears that the excavation is to be of a greater depth than are the walls or foundations of any adjoining building or other structure, and is to be so close as to endanger the building or other structure in any way, then the owner of the building or other structure must be allowed at least 30 days, if he so desires, in which to take measures to protect the same from any damage, or in which to extend the foundations thereof, and he must be given for the same purposes reasonable license to enter on the land on which the excavation is to be or is being made.

4. If the excavation is intended to be or is deeper than the standard depth of foundations, which depth is defined to be a depth of nine feet below the adjacent curb level, at the point where the joint property line intersects the curb and if on the land of the coterminous owner there is any building or other structure the wall or foundation of which goes to standard depth or deeper then the owner of the land on which the excavation is being made shall, if given the necessary license to enter on the adjoining land, protect the said adjoining land and any such building or other structure thereon without cost to the owner thereof, from any damage by reason of the excavation, and shall be liable to the owner of such property for any such damage, excepting only for minor settlement cracks in buildings or other structures.

Caltrans has identified building damage significance guidance that provides thresholds for different categories of structures, including historic buildings that may not be considered extremely fragile (**Table 2**).

Table 2
Caltrans Vibration Damage Potential Threshold Criteria

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, 2013.		

3.3 City of Los Angeles

3.3.1 Los Angeles Municipal Code (LAMC)

The LAMC governs construction-related vibration issues and public notification. LAMC Section 91.3307 adopts the California Building Code's regulations Section 3307, protecting adjoining property and includes the following subsection.

SEC.91.3307.1. PROTECTION REQUIRED.

“Adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities.

For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California.

Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or

structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested.”

LAMC addresses how underpinning is designed, ensuring that temporary shoring standards protect the integrity of soils under adjacent properties while allowing for incremental stressing. LAMC Section 91.3307.2.1 states that “[i]n constructing underpinning, all portions of the structure shall be supported so that no structural material is stressed beyond the yield point.”

LAMC Section 91.3307.2.2 addresses closure of open spaces in foundations, requiring that “[a]ll spaces between the existing footing and the underpinning shall be packed full of mortar conforming to the provisions of CBC Section 2103 and having no slump when tested by the method specified in ASTM C 143.”

LAMC Section 91.3307 regulates structural protections for adjoining property, including underpinning and lateral support requirements.

LAMC Sections 91.3307.3.1 and 91.3307.3.2 address issues relating to adjacent properties.

SEC.91.3307.3.1. GENERAL (TEMPORARY EXCAVATIONS AND SHORING).

Excavations shall not remove the lateral support from a public way, from an adjacent property or from an existing structure. For the purpose of this section, the lateral support shall be considered to have been removed when any of the following conditions exist:

- 1. The excavation exposes any adverse geological formations, which would affect the lateral support of a public way, an adjacent property or an adjacent structure.*
- 2. The excavation extends below a plane extending downward at an angle of 45 degrees from the edge of the public way or an adjacent property.”*

Exception: Normal footing excavations not exceeding two feet in depth will not be construed as removing lateral support.

- 3. The excavation extends below a plane extending downward at an angle of 45 degrees from the bottom of a footing of an existing structure.*

SEC.91.3307.3.2. REMOVAL OF LATERAL SUPPORT.

Approval of the Department of Public Works shall be obtained prior to the issuance of a permit for any excavation that would remove the lateral support from a public way.

The slopes of excavations adjacent to an existing structure, an adjacent property or public way may exceed one horizontal to one vertical where either:

1. A soil report recommending that the slope may be in excess of one to one has been approved by the Department and the Department of Public Works when the excavation is adjacent to a public way.

When justified by the soils engineer, the Department may approve the use of the proposed building and/or shoring to support an adjacent structure on an adjoining property in lieu of underpinning, provided:

(i) Evidence is submitted that the adjoining property owner has been notified in advance of the proposed excavation in compliance with Section 832 of the Civil Code of California.

(ii) The owner of the site records a sworn affidavit with the Office of the County Recorder, which will inform future owners of the site that the lateral support of a portion of the building footings on the adjoining property is provided by the subterranean walls of the building on the site.

2. Underpinning is designed to support adjacent structures, temporary shoring is designed to support the excavation, and plans are approved and permits are issued by the Department.

Temporary shoring shall be designed for an earth pressure equivalent to that exerted by a fluid weighing not less than 30 pounds (13 kg) per cubic foot plus all surcharge loads or as recommended by a soils engineer and approved by the Department.

Soils bearing values shall be those specified in Division 18, Article 1, Chapter IX of the LAMC or those recommended by a soils engineer and approved by the Department.

The design of the required temporary shoring and necessary underpinning shall include a sequence of construction and installation.

Allowable stresses used in the design of temporary shoring may be increased 33-1/3% for structural and reinforcing steel and 25% for wood. No increase will be permitted for concrete. Other values shall be those prescribed by this Code.

4 Methodology

4.1 Construction Vibration

Ground-borne vibration impacts during construction activities were evaluated for both on-site and off-site construction activities by identifying potential vibration sources (e.g., construction equipment), estimating the vibration levels at off-site structures, and comparing the proposed impacts against applicable vibration significance thresholds.

4.2 Operational Vibration

As with many non-industrial projects, the Project does not include land uses that would generate high levels of ground-borne vibration. Instead, any vibration related to operation of the Project would involve vehicle activity traveling to and from the Project Site. However, vibration from vehicle activities using rubber-tired wheels is unlikely to be perceptible by people. As such, operational impacts on ground-borne vibration are not analyzed further.

5 Threshold of Significance

5.1 Groundborne Vibration Thresholds

There are no adopted City standards or other applicable regulations that would govern the Project's vibration impacts. In assessing impacts related to noise and vibration in this section, the City uses Appendix G as the thresholds of significance. The FTA's criteria in its 2018 Transit Noise and Vibration Impact Assessment manual will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, Caltrans' thresholds for historic buildings will be used when structures are not Category IV structures considered extremely susceptible to vibration damage.

6 Existing Conditions

6.1 Existing Ambient Vibration Levels

The Project Site contains a 7,363 square-foot, eight-unit residential apartment building with two two-story garage buildings at the rear of the Project Site. Groundborne vibration from intermittent solid waste management and collection activities are of short duration, where vehicles use Horner Street to access waste collection bins. Residential activities outside the buildings do not involve use of equipment or heavy-duty vehicles that generate substantive groundborne vibration.

The primary source of groundborne vibration near the Project Site is vehicle travel. This includes traffic on La Cienega Boulevard, which currently carries 4,082 vehicles at Pickford Street in the A.M. peak hour, one block south of Horner Street.³

The Project generates 27 daily vehicle trips traveling to and from the Project Site that contribute to groundborne vibration on Horner Street and other local roadways.⁴ These passenger vehicles generate minimal levels of vibration. As noted by federal guidance, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible..."⁵ As such, vehicle movement generates imperceptible ground vibration, with the occasional exception of heavy-duty vehicles that travel over speed bumps, potholes, and other street irregularities.

³ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Pickford Street, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACPIC091207.pdf, 2009 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴ City of Los Angeles VMT Calculator Screening Analysis, v1.3.

⁵ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

There are several buildings near the Project Site that could be exposed to groundborne vibration during construction and operation of the proposed development that include:

- Residences, 8531-8533 Horner Street; five feet west of the Project Site.
- Residences, 8517 Horner Street; five feet east of the Project Site.
- Residences, 8514-8518 Cashio Street; 30 feet north of the Project Site.

7 Analysis of Project Impacts

7.1 Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

7.1.1 Construction

7.1.1.1 Building Damage Vibration Impact – On-Site Sources

Construction equipment can produce groundborne vibration based on equipment and methods employed. While this spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. **Table 3** summarizes vibratory levels for common construction equipment.

Table 3
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.	

Groundborne vibration would be generated by a number of construction activities at the Project site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.148 inches per second PPV are projected to occur at the residences to either side of the Project Site. This impact is below the 0.2 inches per second PPV threshold from FTA that is considered potentially harmful to non-engineered timber and masonry buildings.

And as shown in **Table 4**, a more distant receptor like the residences on Cashio Street would experience even lower levels of groundborne vibration. Other potential construction activities would produce less vibration and have lesser potential impacts on nearby sensitive receptors. As a result, construction-related structural vibration impacts would be considered less than significant.

- Residential building, 8531-8533 Horner Street, west of the Project's construction zone. This two-story timber and masonry building would be considered a Category III structure (Non-engineered timber and masonry building).
- Residential building, 8517 Horner Street, east of the Project's construction zone. This two-story timber and masonry building would be considered a Category III structure (Non-engineered timber and masonry building).
- Residential building, 8514-8518 Cashio Street, north of the Project's construction zone. This two-story timber and masonry building would be considered a Category III structure (Non-engineered timber and masonry building).

Table 4
Building Damage Vibration Levels – On-Site Sources

Off-Site Receptor Location	Distance to Project Site (feet) ^a	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
Residential building, 8531-8533 Horner St.	15	0.148	0.148	0.127	0.058	0.005	0.20 ^b	No
Residential building, 8517 Horner St.	15	0.148	0.148	0.127	0.058	0.005	0.20 ^b	No
Residential building, 8514-8518 Cashio St.	40	0.056	0.056	0.048	0.022	0.002	0.20 ^b	No

^a Includes ten-foot buffer for equipment maneuverability on the Project Site.
^b FTA criterion for Category III (non-engineered timber and masonry buildings)
Source: DKA Planning, 2023.

Construction of the Project would protect adjacent properties during the excavation process by complying with California Civil Code Section 832. It would also comply with LAMC Section 91.3307 and applicable subsections that govern the protection of adjoining property.

7.1.1.2 Building Damage Vibration Impact – Off-Site Sources

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.⁶

According to the FTA “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” Nonetheless, there are buildings along the Project’s anticipated haul route(s) on La Cienega Boulevard that are situated away from the right-of-way and would be exposed to groundborne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The Project’s potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would therefore be considered less than significant.

7.1.2 Operation

During operation of the residential development, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Operational groundborne vibration in the Project Site’s vicinity would be generated by its related vehicle travel on local roadways, much like existing conditions. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. As a result, the Project’s long-term vibration impacts would be less than significant.

8 Cumulative Impacts

8.1 Construction

8.1.1 On-Site Construction Vibration

During construction of the Project, vibration impacts are generally limited to buildings and structures located near the construction site (i.e., within 15 feet as related to building damage). As noted earlier, the Project’s potential to damage nearby buildings is less than significant. However, nearby structures could be subject to cumulative vibration impacts if concurrent construction and vibration activities were to occur within close proximity. Any such projects would need to limit or avoid use of pile drivers or other impacting equipment for any shoring of structures.

⁶ Federal Transit Administration, “Transit Noise and Vibration Impact Assessment,” May 2006, Figure 7-3.

There are two Related Projects identified by the City of Los Angeles within 0.25 miles (1,320 feet) of the Project:⁷

- 6132 West Pico Boulevard, 125 apartments and 6,705 square feet of retail; 950 feet northeast of the Project Site.
- 6075 West Pico Boulevard, 110 hotel room, 45 residences, and 6,300 square feet of commercial uses; 1,275 feet northeast of the Project Site.

As such, there are no identified or reasonably foreseeable related projects within 970 feet that could generate cumulative vibration impacts when the Project begins construction in 2023. These potential construction project would be too distant to cumulatively impact any buildings or structures that are near the Project Site. As such, there is no potential for a cumulative construction vibration impact that subjects nearby buildings to vibration levels that exceed the FTA's vibration damage criteria or Caltrans criteria.

8.1.2 Off-Site Construction Vibration

While haul trucks from any related projects and other concurrent construction projects could generate additional vibration along haul routes, the potential to damage buildings is extremely low. The Project could generate an average of one hourly haul truck trip during the course of construction. The FTA finds that “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” The vibration generated by a typical heavy truck would be approximately 0.00566 in/sec PPV at a distance of 50 feet.

As discussed above, there are existing buildings that are near the right- of-way of the anticipated haul route(s) for the Project (e.g., La Cienega Boulevard). These buildings are anticipated to be exposed to groundborne vibration levels that are far less than the levels recommended by FTA as potential thresholds for building damage. Trucks from any related projects are expected to generate similar groundborne vibration levels. Therefore, the vibration levels generated from off-site construction trucks associated with the Project and other related projects along the anticipated haul route(s) would be below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.

8.1.3 Summary of Cumulative Construction Vibration Impacts

Due to the rapid attenuation characteristics of groundborne vibration and the proximity of major development proposed in this part of the La Cienega Boulevard corridor, there is no potential for a cumulative construction vibration impact with respect to building damage associated with groundborne vibration from on-site sources. In addition, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant. Therefore, on-site and off-site construction activities associated with the Project and one or more

⁷ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, September 2022.

potential related projects would not generate excessive groundborne vibration levels with respect to building damage.

8.2 Operation

The Project Site and surrounding La Cienega Boulevard corridor have been developed with commercial, residential, and other uses that will continue to generate minimal groundborne vibration. Similar to the Project, any related projects in the vicinity of the Project Site could generate vibration from ongoing day-to-day operations. However, given the commercial and residential zoning along La Cienega Boulevard and adjacent residential neighborhoods, any related projects would not be typically associated with excessive groundborne vibration from on-site sources. However, each project would produce traffic volumes that are capable of generating roadway vibration impacts. The potential cumulative noise impacts associated with on-site and off-site vibration sources are addressed below.

8.2.1 On-Site Operation Vibration

During operation of the Project, vibration impacts are generally limited to buildings and structures located near the construction site (i.e., within 15 feet as related to building damage). In general, related projects in this corridor would be commercial retail, hotel, or residential land uses that do not operate impact equipment and operations and would not generate substantial vibration. However, as noted earlier, there are no related projects closer than 970 feet from the Project Site. As a result, operation of new cumulative development in the area would have no potential to exceed FTA vibration damage standards at off-site receptors.

8.2.2 Off-Site Operation Vibration

Like the Project, any concurrent development near the Project Site would contribute normal passenger vehicle traffic that would generate negligible changes to roadway vibration. Therefore, potential cumulative vibration impacts with respect to building damage from off-site operations would be less than significant.

8.2.3 Summary of Operational Construction Vibration Impacts

Due to the rapid attenuation characteristics of groundborne vibration and the proximity of major development proposed in this part of the La Cienega Boulevard corridor, there is no potential for a cumulative operations vibration impact with respect to building damage associated with groundborne vibration from on-site sources. In addition, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant. Therefore, on-site and off-site operations activities associated with the Project and one or more potential related projects would not generate excessive groundborne vibration levels with respect to building damage.

TECHNICAL APPENDIX

**8521 Horner Street Project****Construction Vibration**

Receptor: Residences, 8531-8533 Horner Street
 Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.148

Receptor: Residences, 8531-8533 Horner Street
 Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.127

Receptor: Residences, 8517 Horner Street
 Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.148

Receptor: Residences, 8517 Horner Street
 Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.127

Receptor: Residences, 8514-8518 Cashio Street
 Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	0.056

Receptor: Residences, 8514-8518 Cashio Street
 Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	0.048

8521 Horner Street Project

Receptor: Residences, 8531-8533 Horner Street
 Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.005

Receptor: Residences, 8531-8533 Horner Street
 Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.008

Receptor: Residences, 8517 Horner Street
 Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.005

Receptor: Residences, 8517 Horner Street
 Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	0.008

Receptor: Residences, 8514-8518 Cashio Street
 Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	0.002

Receptor: Residences, 8514-8518 Cashio Street
 Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	0.022

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*,
 Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit D.1 – Affordable Housing Referral Form

REFERRAL FORM

PAR-2023-524-AHRF-PHP

AFFORDABLE HOUSING REFERRAL FORM



This form is to serve as a referral to the Los Angeles City Planning's (LACP) Center (DSC) for Affordable Housing case filing purposes (in addition to the City Planning Application and any other necessary documentation); and to the Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes. All Applicants are required to provide a complete set of architectural plans at the time that this form is submitted for review. Any application submitted that is missing any required materials will be considered incomplete and will not be reviewed until all materials are submitted.

This form shall be completed by the Applicant and reviewed and signed by LACP DSC Housing Services Unit (HSU) Staff prior to filing an application for an entitlement, administrative review, or building permit. Any modifications to the content(s) of this form after its authorization by HSU Staff is prohibited. LACP reserves the right to require an updated Referral Form for the project if more than 180 days have transpired since the referral date, or as necessary, to reflect project modifications, policy changes, bus route changes, bus schedule changes, and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

THIS SECTION TO BE COMPLETED BY HSU STAFF ONLY

Planning Staff Name & Title: _____

Planning Staff Signature: _____

Referral Date: _____ Expiration Date: _____

TRANSPORTATION QUALIFIERS (if applicable)

- Major Transit Stop, Paratransit / Fixed Bus Route, Other: _____

Location of Transit: _____

Qualifier #1: _____

Service Interval #1: _____ Service Interval #2: _____

Qualifier #2: _____

Service Interval #1: _____ Service Interval #2: _____

Service Intervals are calculated by dividing 420 (the total number of minutes during the peak hours of 6 am to 9 am and 3 pm to 7 pm) by the number of eligible trips.

Referral To:

- Planning DSC - Filing
- AB 2162
- Other: _____
- 100% Affordable per AB 2345¹
- Measure JJJ
- SB 35

Notes:

THIS SECTION TO BE COMPLETED BY THE APPLICANT

APPLICANT INFORMATION

Applicant Name: _____
Phone Number: _____
Email: _____

I. PROPOSED PROJECT

1. PROJECT LOCATION/ZONING

Project Address(es): _____

Assessor Parcel Number(s): _____

Community Plan: _____

Existing Zone: _____

Land Use Designation: _____

Number of Parcels: _____

Site Size (sf): _____

- Specific Plan
- Enterprise Zone
- DRB/CDO
- Q Condition/D Limitation (Ordinance No.): _____
- HPOZ
- Other Pertinent Zoning Information (specify): _____
- Redevelopment Project Area

¹ AB 1763 incentives were amended by AB 2345.

2. DETAILED DESCRIPTION OF PROPOSED PROJECT

3. DETAILED DESCRIPTION OF EXISTING SITE AND DEVELOPMENT

Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed² No. of DUs or Non-Residential SF
Guest Rooms			
Studios			
One Bedrooms			
Two Bedrooms			
Three Bedrooms			
_____ Bedrooms			
Non-Residential SF			
Other			

² Per AB 2556, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

4. APPLICATION TYPE

Density Bonus (per LAMC Section 12.22 A.25 or Government Code Section 65915) with only **Base Incentives** filed in conjunction with another discretionary approval.

Density Bonus with **On-Menu Incentives** (specify):

1) _____

2) _____

3) _____

4) _____

Density Bonus with **Off-Menu Incentives** (specify):

1) _____

2) _____

3) _____

4) _____

Density Bonus with **Waivers of Development Standards** (specify):

1) _____

2) _____

3) _____

4) _____

Greater Downtown Housing Incentive Area per LAMC Section 12.22 A.29

Affordable Housing per LAMC Section 11.5.11 (Measure JJJ)

Public Benefit Project per LAMC Section 14.00 A.2

General Plan Amendment per LAMC Section 11.5.6

Request: _____

Zone/Height District Change per LAMC Section 12.32

Request: _____

Conditional Use per LAMC Section 12.24 U.26

Site Plan Review per LAMC Section 16.05

Specific Plan Project Permit Compliance per LAMC Section 11.5.7 C

Community Design Overlay per LAMC Section 13.08

Coastal Development Permit per LAMC Section 12.20.2 or 12.20.2.1

Tract or Parcel Map per LAMC Section 17.00 or 17.50

Other (specify): _____

5. ENVIRONMENTAL REVIEW

Project is Exempt³

Not Yet Filed

Filed (Case No.): _____

6. HOUSING DEVELOPMENT PROJECT TYPE

CHECK ALL THAT APPLY:

For Rent For Sale Mixed-Use Project Residential Hotel

Extremely Low Income Very Low Income Low Income Moderate Income

Market Rate Supportive Housing Senior

Special Needs (describe): _____

Other Category (describe): _____

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning

Lot size (including any ½ of alleys)⁴ _____ SF (a)

Density allowed by Zone _____ SF of lot area per DU (b)

No. of DUs allowed by right (per LAMC) _____ DUs (c) [c = a/b, round down to whole number]

Base Density _____ DUs (d) [d = a/b, round up to whole number]

B. Maximum Allowable Density Bonus⁵ _____ DUs (e) [e = dx1.35, round up to whole number]

³ Project may be exempt from CEQA review if it qualifies for a CEQA Exemption or is a Ministerial Project (aka, "By Right").

⁴ If there is a related subdivision case, the lot area shall be calculated based on the site area after a dedication of land has been provided.

⁵ Per AB 2345, 100% affordable housing developments may request an 80% density increase or unlimited density if the project site is within 0.5 miles of a Major Transit Stop.

C. Proposed Project: Please indicate total number of DUs requested and break down by levels of affordability set by each category (California Department of Housing and Community Development [HCD] or United States Department of Housing and Urban Development [HUD]). For information on HCD and HUD levels of affordability please contact LAHD at lahd-landuse@lacity.org.

	Total	HCD (State)	HUD (TCAC)
Market Rate	_____	N/A	N/A
Managers Unit(s) - Market Rate	_____	N/A	N/A
Extremely Low Income (ELI)	_____	_____	_____
Very Low Income (VLI)	_____	_____	_____
Low Income (LI)	_____	_____	_____
Moderate Income	_____	_____	_____
Permanent Supportive Housing — ELI	_____	_____	_____
Permanent Supportive Housing — VLI	_____	_____	_____
Permanent Supportive Housing — LI	_____	_____	_____
Seniors — Market Rate	_____	N/A	N/A
Other _____	_____	_____	_____
Other _____	_____	_____	_____
Other _____	_____	_____	_____
Other _____	_____	_____	_____
TOTAL No. of DUs Proposed	_____	(f)	
TOTAL No. of Affordable Housing DUs	_____	(g)	
No. of Density Bonus DUs	_____	(h) [If $f > c$, then $h = f - c$; if $f < c$, then $h = 0$]	
Percent of Density Bonus Requested	_____	(i) $\{i = 100 \times [(f/d) - 1]\}$ (round down)	
Percent of Affordable Set Aside	_____	(j) $[g/d, \text{round down to a whole number}]$	

8. SITE PLAN REVIEW CALCULATION

An application for Site Plan Review (SPR) may be required for projects that meet any of the SPR thresholds as outlined in LAMC Section 16.05 C, unless otherwise exempted per LAMC Section 16.05 D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the SPR threshold for unit count. If the project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05 D, please confirm the exemption with LACP's DSC HSU.

_____ units allowed by right (permitted by LAMC) – _____ existing units = _____ units

YES, SPR is required.

Proposed by-right units minus existing units is equal to or greater than 50⁶

NO, SPR is not required.

Base Density units minus existing units is less than 50

Exempt.

Specify reason: _____

II. DENSITY BONUS (LAMC SECTION 12.22 A.25, ORDINANCE NO. 179,681)

9. PARKING OPTIONS

CHECK ALL THAT APPLY:

Automobile Parking Reductions via Bicycle Parking for Residential Uses⁷. Choose only one of the options, if applicable:

10%

15% (*Only for residential projects or buildings located within 1,500 feet of a Major Transit Stop*)

30% (*If selecting the 30% parking reduction, the project will be ineligible for any of the Parking Options listed below*)

If selecting the 30% parking reduction, provide the following information:

Required Parking per LAMC: _____

Required Parking after the 30% reduction: _____

⁶ Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in LAMC Section 16.05.

⁷ Any project utilizing Parking Option 3 may not further reduce automobile parking via bicycle parking.

Automobile Parking for Residential Uses (choose only one of the following options):

Note: Any fractional numbers are rounded up.

Parking Option 1. Based on # of bedrooms, inclusive of Handicapped and Guest parking.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		1.5		
4 or more Bedrooms		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

Parking Option 2. Reduced only for Restricted Affordable Units and up to 40% of required parking for Restricted Affordable Units may be compact stalls.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per Code		
Restricted Affordable		1		
VLI/LI Senior or Disabled		0.5		
Restricted Affordable in Residential Hotel		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

Parking Option 3 [AB 2345 (2020)]. Applies to two types of projects:

- 100% affordable housing developments consisting solely of affordable units, exclusive of a manager’s unit(s), with an affordable housing cost to lower income families; or
- Mixed-income developments consisting of 11% VLI or 20% LI units.

100% Affordable Housing Developments. There is no minimum parking requirement for any of the following 100% affordable housing developments described below. Check all that apply:

- A housing development located within 0.5 miles of a Major Transit Stop.
- A housing development for individuals who are 62 years of age or older with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.

- Special Needs Housing Development**, as defined in Section 51312 of the Health and Safety Code (H&SC), with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.
- Supportive Housing Development**, as defined in Section 50675.14 of the H&SC.
- Mixed-Income Developments** consisting of 11% VLI or 20% LI units.

	Spaces/Unit	Parking Required	Parking Provided
Located within 0.5 miles of Major Transit Stop with unobstructed access to project	0.5		

Major Transit Stop is defined as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

Bus Rapid Transit is defined as public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- 1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- 2) Transit signal priority.
- 3) All-door boarding.
- 4) Fare collection system that promotes efficiency.
- 5) Defined stations.

10. INCENTIVES

A. Qualification for Incentives

Below is the minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application. Check only one:

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater

- 100% Affordable Housing Developments may request up to four (4) incentives and one (1) Waiver of Development Standard.** Check this box if this applies to the project.

B. Project Zoning Compliance & Incentives (Only for projects requesting a Density Bonus with Incentives/Waivers)

	Permitted w/o Incentives	Proposed per Incentives	On-Menu	Off-Menu
<input type="checkbox"/> Yard/Setback (each yard counts as one incentive)				
<input type="checkbox"/> Front (1)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Front (2)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (1)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (2)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Rear	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Coverage	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Width	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Floor Area Ratio ⁸	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Height/Stories ⁹	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overall Height	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transitional Height(s)	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Space	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Density Calculation	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Averaging (all count as one incentive — check all that are needed)				
<input type="checkbox"/> FAR				
<input type="checkbox"/> Density				
<input type="checkbox"/> Parking				
<input type="checkbox"/> Open Space				
<input type="checkbox"/> Vehicular Access				
<input type="checkbox"/> Other Off-Menu Incentives (specify): _____				

Waiver of Development Standards (specify): To allow 800 SF to count at the Rooftop level.
To allow Open Space width of less than 20 linear feet.

100% Affordable Housing Development shall receive a height increase of three additional stories up to 33 additional feet. Check the box if this applies to your project.

TOTAL No. of Incentives Requested: On-Menu _____ Off-Menu _____

TOTAL No. of Waivers Requested: _____

⁸ See LAMC Section 12.22 A.25(f)(4) for additional requirements.

⁹ See LAMC Section 12.22 A.25(f)(5) for additional requirements.

11. COVENANT

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit **before** a building permit can be issued. For more information, please contact the LAHD at lahd-landuse@lacity.org.

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22 A.29, ORDINANCE NO. 179,076)

12. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

A. Eligibility for Floor Area Bonus

NOTE: The affordability levels required are set by the HUD/TCAC. For information on HCD and HUD levels of affordability please contact the LAHD at lahd-landuse@lacity.org.

- 5% of the total number of DUs provided for VLI households; and
- One of the following shall be provided:
 - 10% of the total number of DUs for LI households; or
 - 15% of the total number of DUs for Moderate Income households; or
 - 20% of the total number of DUs for Workforce Income households, and
- Any DU or Guest Room occupied by a household earning less than 50% of the Area Median Income (AMI) that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan area in which it is located

B. Incentives

NOTE: Must meet all three (3) eligibility requirements from 12.A above and provide a Covenant & Agreement (See #11).

CHECK ALL THAT APPLY:

- A 35% increase in total floor area
- Open Space requirement pursuant to LAMC Section 12.21 G reduced by one-half, provided that a fee equivalent to amount of the relevant park fee, pursuant to LAMC Section 19.17, shall be paid for all dwelling units. See LAMC Section 12.29 A.29(c) for exceptions
- No parking required for units for households earning less than 50% AMI
- No more than one parking space required for each dwelling unit

C. Additional Incentives to Produce Housing in the GDHIA

- No yard requirements except as required by the Urban Design Standards and Guidelines
- Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)

- Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions, as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units
- No prescribed percentage of the required open space that must be provided as either common open space or private open space

IV. MEASURE JJJ¹⁰ (LAMC Sec. 11.5.11, Ordinance No. 184, 745)

13. AFFORDABLE REQUIREMENTS

A certain percentage of affordable units is required based on the total number of units in the project.

Fill out either A or B below:

A. Rental Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
 - _____ % VLI **OR** _____ % LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
 - 5% ELI **AND** 6% VLI **OR** 15% LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
 - 5% ELI **AND** 11% VLI **OR** 20% LI

Required Number of Affordable Units

ELI _____ VLI _____ LI _____

B. For Sale Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
 - _____% VLI **OR** _____% LI **OR** _____% Moderate Income
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35% or allows a residential use where not previously allowed:
 - 11% VLI **OR** 20% LI **OR** 40% Moderate Income

Required Number of Affordable Units

VLI _____ LI _____ Moderate Income _____

¹⁰ All fractional amounts in Sections 13 and 14 shall be rounded up to the next whole number.

14. ALTERNATIVE COMPLIANCE OPTIONS

In lieu of providing the affordable units on site, there are three (3) other options available to comply with Measure JJJ Affordable Requirements. Select one, if applicable; otherwise leave this section blank.

A. Off-Site Construction – Construction of affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 3 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

B. Off-Site Acquisition – Acquisition of property that will provide affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 1 mile of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

C. In-Lieu Fee – From the Affordability Gaps Study published by the Los Angeles City Planning

Total In-Lieu Fee _____ (Note: Final fee TBD if/when the project is approved)

15. DEVELOPER INCENTIVES

Please describe up to a maximum of three (3) incentives:

- 1) _____

- 2) _____

- 3) _____

Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with LADBS.

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit D.2 – LAHD SB 8 Replacement Unit Determination

Ann Sewill, General Manager
Tricia Keane, Executive Officer

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.928.9071

housing.lacity.org

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

Eric Garcetti, Mayor

DATE: July 11, 2022
TO: Horner Property LLC, a California Limited Liability Company, Owner
FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing Department
SUBJECT: **Housing Crisis Act of 2019 (SB 8)**
(DB) Replacement Unit Determination
RE: 8521 W. Horner St., Los Angeles, CA 90035

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by Horner Property LLC, a California Limited Liability Company (Owner), for the above referenced property located at 8521 W. Horner St. (APN 4303-032-022) (Property), the Los Angeles Housing Department (LAHD) has made the following determination in regards to the above-referenced application. 8 units existed on the Property within the last 5 years. 8 RSO units are subject to replacement pursuant to the requirements of California Government Code Section 66300, as "Protected Units" with 6 of the 8 subject to replacement as affordable "Protected Units."

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units

The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

Replacement of Existing or Demolished Protected Units

The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): **(1)** subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years **(3)** occupied by lower or very low income households (an affordable Protected Unit), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more

weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation:*** Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of October 1, 2021, is at 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and **(2)** a Project that consists of 100% lower income units except Manager's Unit.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on February 16, 2022, the Owner plans to construct a new multi-family apartment that will consist of twenty-nine (29) units on the Property using the Density Bonus.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on February 16, 2022. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from February 2017 to February 2022.

[Remainder of this page left intentionally blank]

Review of Documents:

Pursuant to the Grant Deed, the Owner purchased the Property at APN 4303-032-022 from the previous owner, CHC Holding, LLC, a California limited liability company, on or around December 11, 2018.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of “0500 – Residential – Five or More Units or Apartments (Any Combination) – 4 Stories or Less.”

Google Earth, Google Street View, and an Internet Search confirm that the Property currently consists of what appears to be a multi-unit apartment.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner applied for a building permit (#21010-10000-06334) on December 7, 2021. The owner has not filed for a demolition permit with LADBS.

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Units at the Property within the last five years:

ADDRESS	BEDROOM TYPE	“PROTECTED?”	BASIS OF “PROTECTED” STATUS
8521 W. Horner St. #1	1 Bedroom	Yes	RSO
8521 W. Horner St. #2	1 Bedroom	Yes	RSO
8521 W. Horner St. #3	1 Bedroom	Yes	RSO
8521 W. Horner St. #4	1 Bedroom	Yes	RSO
8521 W. Horner St. #5	1 Bedroom	Yes	RSO
8521 W. Horner St. #6	1 Bedroom	Yes	RSO
8521 W. Horner St. #7	1 Bedroom	Yes	RSO
8521 W. Horner St. #8	1 Bedroom	Yes	RSO
Totals: 8 Units	8 Bedrooms		

On February 24, 2022, tenant letter packets addressed to “Occupant” were mailed to the Property. As of July 11, 2022, LAHD has not received responses back.

Owner stated that units #2 and #4 were vacant at the time of application submittal. Owner provided initial copies of Los Angeles Department of Water and Power (LADWP) bills from October 2021 to June 2022. LAHD reached out to LADWP to confirm usage levels of the all the units at the Property. Upon receipt of utility records from LADWP, usage levels for units #2 and #4, when compared to the remaining units that were presumably occupied, were at levels that suggest vacancy.

No income documents were received for the units at the Property. Pursuant to (SB 8), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the CHAS database 46% Very Low ([30% to 50% AMI]) and 18% Low ([51% to 80% AMI]) renter households for Los Angeles (for a total of 64%). The remaining balance of these unit(s) (i.e. 36%) are presumed to have been occupied by persons and families above-lower income.

[Remainder of this page left intentionally blank]

Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner's application:	8	
Number of Protected Units Ellised within the last (10) years:	0	
Number of Affordable Replacement Units required per CHAS:	6	
8 Units x 64%		6 Units
46% Very Low		4 Units
18% Low		2 Units
Market Rate RSO units	2 Units	
Number of Affordable Replacement Units per tenant income verification:	0	
Number of Unit(s) presumed to be above-lower income subject to replacement:	2	

For Rental:

Pursuant to CHAS, six (6) unit(s) need to be replaced with equivalent type, with four (4) units restricted to Very Low Income Households and two (2) units restricted to Low Income Households.

Please note that all the new units may be subject to the RSO requirements unless an RSO Exemption is filed and approved by the RSO Section.

This RUD only applies if the proposed is using the Density Bonus. If the project is changed from Density Bonus to using the TOC, a RUD amendment will be required.

NOTE: This determination is provisional and is subject to verification by LAHD's Rent Division.

If you have any questions about this RUD, please contact Richard Truong at richard.s.truong@lacity.org.

cc: Los Angeles Housing Department File
 Horner Property LLC, a California Limited Liability Company, Owner
 Planning.PARP@lacity.org, Department of City Planning

MAC:rt

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit E – Transportation Study Assessment



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
 - Ministerial / by-right projects
 - Discretionary projects limited to a request for change in hours of operation
 - Tenant improvement within an existing shopping center for change of tenants
 - Any project only installing a parking lot or parking structure
 - Time extension
 - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- Copy of Department of City Planning Application (CP-7771.1).
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- Copy of project-specific VMT Calculator¹ analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Office as follows:

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: CPC-2022-3161-DB-CU-HCA & ENV-2022-3162-EAF

Address: _____

Project Description: _____

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure _____

Applicant Name: _____

Applicant E-mail: _____ Applicant Phone: _____

Planning Staff Initials: _____ Date: _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹			
	<i>Total trips¹:</i>		
<p>a. Does the proposed project involve a discretionary action? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>b. Would the proposed project generate 250 or more daily vehicle trips²? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>If YES to a. and b. or c., or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p>			
Verified by: Planning Staff Name: _____		Phone: _____	
Signature: <u>Nuri Cho</u>		Date: <u>5/25/2023</u>	

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

² To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

³ Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed			
	<i>Total new trips:</i>		
Existing			
	<i>Total existing trips:</i>		
<i>Net Increase / Decrease (+ or -)</i>			

- a. Is the project a single retail use that is less than 50,000 square feet? Yes No
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes No
- c. Would the project result in a net increase in daily VMT? Yes No
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes No
- e. Does the project trigger Site Plan Review (LAMC 16.05)? Yes No
- f. Project size:
 - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes No
 - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No
 - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No

VMT Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **d.** a VMT analysis is **NOT** required.
 If **YES** to both **b.** and **c.**; or to **d.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **b.**, a project access, safety, and circulation evaluation may be required.
 If **YES** to **e.** and either **f.i.**, **f.ii.**, or **f.iii.**, an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** **No**

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** **No**

Access, Safety, and Circulation Evaluation Required (Question b. satisfied): **Yes** **No**

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes** **No**

Prepared by DOT Staff Name: _____ Phone: _____

Signature: _____ Date: _____

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit F – Public Correspondence



Nuri Cho <nuri.cho@lacity.org>

Re Case Number - CPC-2022-3161-DB-CU-HCA-PHP - Proposed new building at 8521 Horner Street 90035

1 message

Jay Holben <jay@jayholben.com>

Thu, Jun 29, 2023 at 1:35 PM

Reply-To: jay@jayholben.com

To: nuri.cho@lacity.org

Cc: cpc@lacity.org, "jdpromogal@gmail.com" <jdpromogal@gmail.com>

Ms. Cho -

Thank you for your diligence and consideration regarding the proposed demolition of an existing 8-unit 2-story multi-family building and new building construction of a 29-unit 5-story multi-family building at 8521 W. Horner Street - case number CPC-2022-3161-DB-CU-HCA-PHP and environmental case number ENV-2022-3162-CE.

To reiterate my comments at the hearing on June 29th, we passionately oppose the this project, especially the requested waivers by the developer.

My name is Jay Holben, I'm a motion picture director and producer, and professional working in Los Angeles for more than 30 years. My wife, Jennine Dwyer, is a corporate sponsorship executive for over 20 years. We live and work in the building immediately to the east of this proposed project, and have occupied this residence for the past 27 years. Our unit occupies the entire bottom west portion of the building at 8517 Horner Street. Our bedroom window is, currently, 8' away from eastern façade of the existing building at 8521. We are writing to implore this committee to reject this proposal and its request for multiple exceptions/waivers.

In the SoRo Land Use Committee meeting of December 6th, the architect and representative for the developer made significant mention of "density" and the desperate need for housing in Los Angeles. Indeed, the exceptions requested are in the name of urban density development. However, in the immediate area of less than half a square mile there are currently more than 275 available rental units (as noted and cross-referenced through several popular rental-assistant websites). There is no housing crisis in this area.

The project is requesting a resident density increase of 360% from 8 units to 29 units – with a *massive* impact to the neighborhood. They are requesting an increase from 2 stories to 5 stories, more than *doubling* the height of the existing building, and the architectural plans denote a utilization of nearly every square foot of the existing plot possible. There are no other buildings on this street that exceed 2 stories, most are duplex and quadplex structures.

There is significant concern regarding parking congestion in the neighborhood. While the architect and representative for the developer proclaimed that they were *very generous* in their parking allotment – insisting multiple times that they were only required 15 parking spaces but that they were actually providing 30 spaces for the 29 units (originally noted as 33 spaces at the Dec. 6 meeting and revised that a reduced 30 spaces at the June 29th hearing). However, according to LAMC 12.22.25.12.d.1 – even with consideration of State Density Bonus Law AB2345 – this is actually 4 spaces LESS than they are REQUIRED. Additionally, for 29 units of the fair market value (even considering 6 provided units to be provided as "low" or "very low" income units), these units will most likely be occupied by *multiple* adults. It is fair to presume that 50 or more adults will reside in this building (proposed 19 of the 29 units will be 0 to 1 bedroom with the remaining 10 units at 2 or more bedrooms), with 30 spaces that means an additional 20 vehicles that are not provided spaces in the subterranean parking structure, at least, on a daily basis, parking in this neighborhood. Currently the street is at maximum capacity. Current residents arriving home late are forced to park on nearby blocks as Horner Street fills up quickly. Further, two mornings a week, street cleaning restrictions for several surrounding blocks in the neighborhood between 8 AM and 11 AM limits most parking on the street the night before – spreading the congestion even further by reducing available parking by 50%. Adding an additional resident 20 cars into an already congested neighborhood will not only burden Horner Street, but S Holt Ave., Pickford St., Cashio St., Airdrome St., Saturn St., Alcott St. and S Sherbourne Dr. are all likely to be impacted by this new building. The ripple effect is considerable.

As was mentioned by another resident at the June 29th hearing, an exotic vehicle rental company on the southeast corner of Horner and LaCienega has been allowed to park their rental stock on the residential street - further complicating the issue.

For the Committee consideration, the architect's claim of qualifying with AB2345 is, to our understanding, erroneous.

AB2345 is only allowed if the site is within one half mile of *major* transit – as defined by LA City Code: “A major transit stop is defined as a passenger rail or bus rapid transit station, a ferry terminal with connecting transit service, or the intersection of at least two bus lines with 15 minute or better service frequency during AM and PM peak commute periods.”

There is no major transit stop within 0.5 miles of 8500 Horner Street; the nearest rapid transit station is 1.8 miles away at LaCienega and Jefferson. There is ONE major bus line up LaCienega (#105 with 20-minute intervals). There is no intersecting bus lines on LaCienega. The next intersecting line is at LaCienega and Wilshire blvd (720, 105 and 20) that is 1.1 miles away.

With further regard to vehicle congestion in the neighborhood, the underground parking for 30 vehicles has one access point on Horner Street. At major transit times (morning and evening), Horner is already used by commuters as a pass-through from LaCienega Blvd. and traffic on the street can be extreme. Adding an additional 30 vehicles potentially accessing the singular driveway during these peak hours is a further strain on the ecosystem of the neighborhood.

During the SoRo Community Planning meeting on December 6th, questions were raised regarding the electrical service demand increase and sewage system demand increase from the 360% increase in dwellings, and these questions have not been addressed by the developer representative or architect.

Another major concern, and this is a personal one, is the distance between the structures. While we appreciate the developer's representative clarifying some confusing and contradictory information at the June 29th hearing, the current distance between the two physical structures is 8' from our bedroom window to the bedroom windows of the current building at 8521 Horner. This proposal will *decrease* that distance to 6.4' with a buffer of planters (which we appreciate), but makes for an uncomfortably claustrophobic proximity to a new wall 1.6' closer to our bedroom window.

While we appreciate the planned buffer of the planters and an increase in distance to the actual building it is a considerable worry that for approximately two years while construction of this monolithic structure is ongoing (demolition, excavation, and major construction), that will be happening 5 days a week less than 10' from our bedroom window. Our quality of lives during the construction phase will be *significantly* reduced. This will also impact our jobs as the noise and nuisance of construction will impact any business transactions my wife and I make in phone calls or virtual meetings throughout the business day. This is not a small project and we're looking at impact to our quality of life for two years or more.

The developer also quite significantly proclaims that 6 units of the 29 will be provided for "low" or "very low income" qualifying residents, but they have not specified any range of what these rents will actually be despite several inquiries, including those by SoRo Land Use Committee members on Dec 6. Currently the building at 8521 has several residents who have lived there a decade or more, one who has resided there longer than three decades. The 90035 neighborhood falls under Los Angeles Rent Stabilization and these tenants are paying rent significantly lower than "fair market" value (which, of course, in Los Angeles represents some of the highest rental rates in the United States). It is highly likely, even probable, that the unit rental costs with the new building will be 200-400% higher than current costs and what specific reduction in those fair market values will be provided for low or very low income residents? It is highly probable that the current residents - even with consideration to low income - will not be able to afford to live in the new building. The developer refused to even approximate what rent may be, but it can be presumed from the plans and egregious use of the land for this new building that they will demand the highest of current market value when the structure is completed. The residents of the 8 units currently will be displaced from their homes with - as far as has been noted - only the minimum relocation allotment provided by California law. While they will be presented first right of refusal - there are only 6 units that *may* be within a reduced price point (which may be substantially higher than current rents), but this does not account for these residents who will be displaced for up to 2 years while construction is underway.

Finally, there is no consideration in the plans of this new building for architectural context or integrity in the neighborhood. The rest of the buildings on the street are 2 story, not 5. As multiple members of the Land Use Committee noted in the December 6th 2022 meeting – the surrounding structures on the major thoroughfare of LaCienega should increase to 5 stores BEFORE the residential structures within the neighborhood. These buildings are in a neighborhood that is over 100 years old. There is a legacy and a heritage that will be erased with prejudice by erecting this massive new structure. While density may be a goal for Los Angeles, it is not a necessity in this neighborhood, which has an abundance of available rental housing. This structure represents significant greed on the behalf of the developer and property owner attempting to maximize every square inch of a property for pecuniary gain – it is not to the benefit of the city, neighborhood or residents currently living here.

We implore this committee to deny this application and force the landowner to re-envision a project of more restrained and responsible impact on the local urban environment.

Please add us to interested parties communications for this case jay@jayholben.com and jdpromogal@gmail.com.

Sincerely,
Jay Holben
Jennine Dwyer
Residents – 8517 Horner Street
310-289-1929

--

Jay Holben

Director/Producer
Chair, ASC Motion Imaging Technology Council Lens Committee
Author *The Cine Lens Manual*
Contributing Technical Editor, *American Cinematographer* Magazine
Los Angeles, CA
www.jayholben.com
Instagram [@jayholben](https://www.instagram.com/jayholben)



South Robertson Neighborhoods Council

City of Los Angeles Certified Neighborhood Council

PO Box 35836
Los Angeles, CA 90035
(310) 295-9920
info@soronc.org
www.soronc.org



December 20, 2022

Los Angeles City Planning 200
Spring St., Room 763
Los Angeles, CA 90012
Attention: NURI CHO, City Planner

RE: CPC-2022-3161-DB-CU-HCA-PHP
8521 Horner Street
Los Angeles, CA 90035

Dear LA CITY PLANNING,

This letter is to inform you that the South Robertson Neighborhoods Council (SORO NC), approved a motion at its December 15, 2023 General Board Meeting, to send you this letter in OPPOSITION of the DEMOLITION and proposed CONSTRUCTION OF A 29-UNIT, 5-STORY, 56-FOOT TALL, MULTI-FAMILY BUILDING.

The SORO NC made its decision after taking into account significant opposition to the project from neighbors, as well as general discussion about potential benefits and harmful effects on the neighborhood.

Therefore, the SORO NC requests that LA CITY PLANNING would DENY the approval of this application.

Sincerely,

Michael Lynn
President

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit G – LAHD SB 8 Information Sheet

Ann Sewill, General Manager
Tricia Keane, Executive Officer

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT
1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.808.8808
housing.lacity.org

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

Karen R. Bass, Mayor

INFORMATION REPLACEMENT UNIT DETERMINATION HOUSING CRISIS ACT OF 2019, AS AMENDED BY SB 8 (2021)

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units

The proposed housing development project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existing on the project site within the past 5 years.

Replacement of Existing or Demolished Protected Units

The proposed housing development project must also replace all existing or demolished “Protected Units”. Protected Units are those residential dwelling units that are or were within the 5 years prior to the owner’s application for a Replacement Unit Determination: (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (2) subject to any form of rent or price control through a public entity’s valid exercise of its police power within the 5 past years (3) occupied by lower or very low income households (an affordable Protected Unit), or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). LAHD will send requests for information to each occupant of the existing project. Requests for information can take up to 2 weeks to be returned. It is the owner’s responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation:*** Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of September 1, 2022, is at 33% extremely low income, 18% very low income and 19% low income for Transit Oriented Communities (TOC) projects and 51% very low income and 19% low income

for Density Bonus projects. The remaining 30% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units subject to the Rent Stabilization Ordinance (RSO), last occupied by persons or families at Moderate income or above

The City has the option to require that the proposed housing development project provide: (1) replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant) OR (2) require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the new Project at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5) Owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to (1) a development project that consists of Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished and (2) Housing development that consists of 100% Low income units except Manager's Unit.

Single Family Dwelling Units Replacement

If one of more Protected Single Family Dwelling (SFD) units are replaced by housing development project, comparable units means:

- If the SFD contains three or fewer bedrooms, the replacement will be the same number of bedrooms
- If the SFD contains four or more bedrooms, the replacement will be a three bedroom unit
- Comparable unit is not required to have the same or similar square footage or same number of total rooms

Application for a Replacement Unit Determination

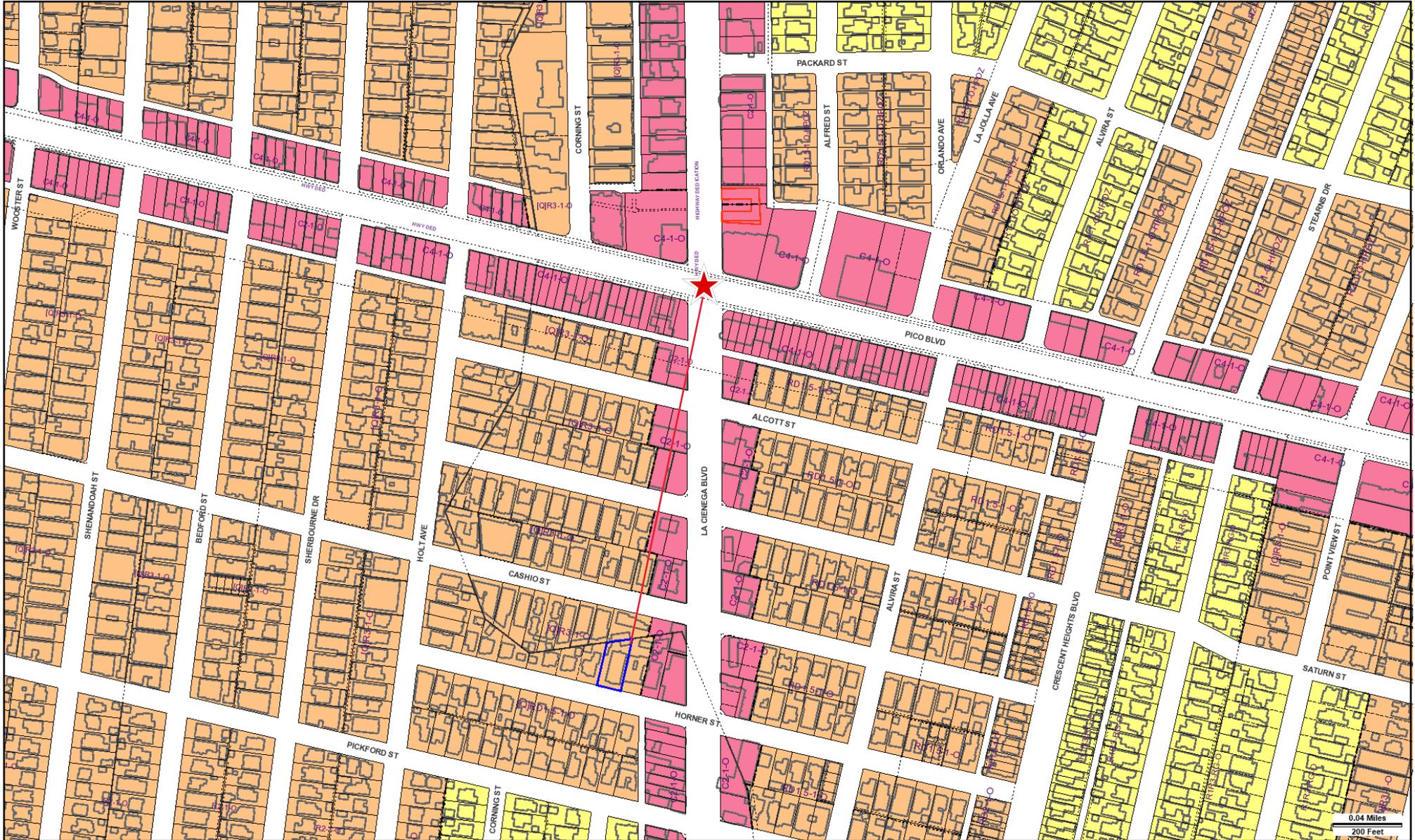
Owners of proposed housing developments subject to the above replacement obligations must complete an application for a SB 8 Replacement Unit Determination (SB 8 RUD) with the Los Angeles Housing Department (LAHD). Information provided by the owner and existing tenants, as well as information gathered by LAHD will be used to determine whether any Protected Units exist. An SB 8 RUD can take up to 6 to 8 weeks to process upon receipt of all the required documents. Owners will be provided with the completed SB 8 RUD with a copy sent to LACP on discretionary projects and LADBS on ministerial (by-right) projects. For additional questions about the SB 8 RUD, please contact LAHD at LAHD-Land Use@Lacity.org.

CPC-2022-3161-DB-CU-HCA-PHP

8521 W. Horner Street

CPC Recommendation Report

Exhibit H – Major Transit Stop Calculation



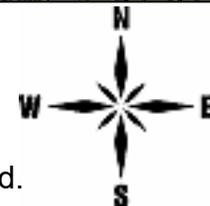
Address: 8521 W HORNER ST
 APN: 4303032022
 PIN #: 129B173 625

Tract: TR 7385
 Block: None
 Lot: 194
 Arb: None

Zoning: [Q]R3-1-O
 General Plan: Medium Residential



Major Transit Stop at Pico Blvd. & La Cienega Blvd.
 Distance from the Project Site = 1,035 feet



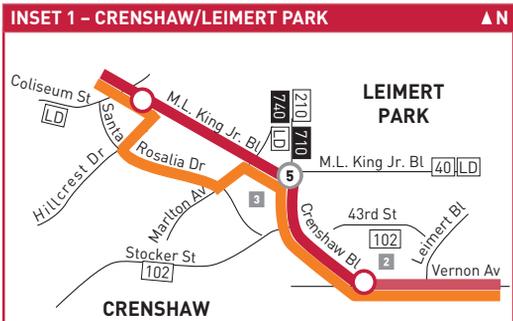
0.04 Miles
200 Feet

LEGEND

- Line 705 Route
- Line 705 Northbound Route Only
- Line 105 Route
- Rapid Stop Timepoint
- ▶ Rapid Stop - Single Direction Only
- Rapid Stop
- # Rapid and Local Stop Timepoint
- Rapid and Local Stop
- Metro Rail
- # Metro Rail Station & Timepoint
- Metro Rail Station
- # Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- LN County of LA - The Link
- BBB Santa Monica's Big Blue Bus

MAP NOTES

- 1 Vernon Station**
A Line (Blue); Metro 105, 611, 705, DASH Pueblo Del Rio, DASH Southeast
- 2 Leimert Park**
Metro 40, 102, 105, 210, 705, 710, 740
- 3 Baldwin Hills Crenshaw Plaza**
Metro 40, 102, 105, 210, 705, 710, 740; DASH Leimert /Slauson
- 4 Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217, 705, 780; C1, C4; CE 437
- 5 Kaiser Hospital**
Metro 33, 105, 705, 733
- 6 Plaza La Cienega**
- 7 La Cienega Park**
Metro 28, 105, 705, 728
- 8 Cedars-Sinai Medical Center**
Metro 16, 17, 105, 218, 316, 705; DASH Fairfax
- 9 Beverly Center**
Metro 14, 16, 17, 105, 218, 30, 330, 316, 705; DASH Fairfax



Monday through Friday

Effective Jun 21 2020

105/705

Southbound - Eastbound (Approximate Times)

Route	WEST HOLLYWOOD	BEVERLY HILLS	LOS ANGELES	LEIMERT PARK	LOS ANGELES	VERNON		
	1	2	3	4	5	6	7	8
105	4:00A	4:10A	4:20A	4:28A	4:35A	4:46A	4:54A	5:00A
105	—	—	4:51	4:59	5:06	5:18	5:28	5:35
705	4:59	5:07	5:18	5:25	5:29	5:37	5:44	5:51
105	5:02	5:13	5:23	5:31	5:38	5:50	6:00	6:07
705	5:26	5:34	5:45	5:52	5:56	6:05	6:12	6:19
105	—	—	5:54	6:00	6:07	6:19	6:28	6:35
705	5:41	5:49	6:00	6:08	6:13	6:23	6:30	6:37
105	5:34	5:47	5:58	6:07	6:14	6:27	6:38	6:45
705	5:58	6:06	6:17	6:25	6:30	6:41	6:49	6:56
105	—	—	6:15	6:24	6:31	6:44	6:55	7:02
705	6:11	6:21	6:32	6:41	6:46	6:57	7:05	7:12
105	6:08	6:19	6:30	6:39	6:47	7:00	7:11	7:18
705	6:28	6:36	6:47	6:56	7:01	7:13	7:21	7:28
105	—	—	6:45	6:54	7:02	7:15	7:26	7:33
705	6:40	6:50	7:01	7:10	7:16	7:28	7:36	7:43
105	6:36	6:49	7:00	7:09	7:17	7:30	7:41	7:48
705	6:56	7:04	7:16	7:25	7:31	7:44	7:52	7:59
105	—	—	7:14	7:23	7:31	7:45	7:56	8:03
705	7:05	7:18	7:29	7:38	7:46	8:00	8:11	8:18
705	7:10	7:20	7:32	7:41	7:47	8:00	8:08	8:15
105	7:19	7:32	7:44	7:53	8:01	8:15	8:27	8:34
705	7:25	7:36	7:48	7:57	8:03	8:16	8:24	8:31
105	7:34	7:47	7:59	8:08	8:16	8:30	8:42	8:49
705	7:44	7:55	8:07	8:16	8:22	8:35	8:43	8:50
105	7:48	8:01	8:14	8:23	8:31	8:45	8:57	9:04
705	8:04	8:15	8:27	8:36	8:42	8:55	9:03	9:10
105	8:03	8:16	8:29	8:38	8:46	9:00	9:12	9:19
705	8:19	8:30	8:43	8:52	9:00	9:15	9:27	9:34
705	8:24	8:35	8:47	8:56	9:02	9:14	9:22	9:29
105	8:29	8:43	8:56	9:06	9:15	9:30	9:42	9:49
705	8:43	8:57	9:11	9:21	9:30	9:45	9:57	10:04
705	8:54	9:05	9:17	9:26	9:32	9:44	9:53	10:00
105	8:58	9:12	9:26	9:36	9:45	10:00	10:12	10:19
105	9:12	9:26	9:40	9:50	9:59	10:15	10:27	10:35
105	9:27	9:41	9:55	10:05	10:14	10:30	10:42	10:50
105	9:41	9:55	10:09	10:19	10:28	10:45	10:57	11:05
105	9:56	10:09	10:23	10:33	10:43	11:00	11:12	11:20
105	10:07	10:22	10:37	10:48	10:58	11:15	11:27	11:35
105	10:21	10:36	10:52	11:03	11:13	11:30	11:42	11:50
105	10:36	10:51	11:07	11:18	11:28	11:45	11:57	12:05P
105	10:50	11:06	11:22	11:33	11:43	12:00P	12:12P	12:20
105	11:05	11:21	11:37	11:48	11:58	12:15	12:27	12:35
105	11:20	11:36	11:52	12:03P	12:13P	12:30	12:42	12:50
105	11:34	11:50	12:06P	12:18	12:28	12:45	12:57	1:06
105	11:49	12:05P	12:21	12:33	12:43	1:00	1:12	1:21
105	12:04P	12:18	12:34	12:47	12:57	1:14	1:26	1:35
105	12:15	12:31	12:48	1:01	1:11	1:28	1:40	1:49
105	12:28	12:45	1:02	1:15	1:25	1:42	1:54	2:03
105	12:42	12:59	1:16	1:29	1:39	1:56	2:08	2:17
105	12:56	1:13	1:30	1:43	1:53	2:10	2:22	2:31
105	1:10	1:27	1:44	1:57	2:07	2:24	2:36	2:45
105	1:23	1:40	1:57	2:10	2:20	2:37	2:49	2:58
105	1:36	1:53	2:10	2:23	2:33	2:50	3:02	3:11
105	1:49	2:06	2:23	2:36	2:46	3:03	3:15	3:24
705	2:12	2:24	2:39	2:51	2:57	3:12	3:21	3:28
105	2:01	2:19	2:36	2:49	2:59	3:16	3:28	3:37
705	2:27	2:39	2:54	3:06	3:12	3:27	3:36	3:43
105	2:14	2:32	2:49	3:02	3:12	3:29	3:41	3:50
105	2:27	2:45	3:02	3:15	3:25	3:42	3:54	4:03
705	2:41	2:54	3:09	3:21	3:27	3:42	3:51	3:58
105	2:40	2:58	3:15	3:28	3:38	3:55	4:07	4:16
705	2:55	3:08	3:23	3:36	3:42	3:57	4:06	4:13
105	2:53	3:11	3:28	3:41	3:51	4:08	4:20	4:29
705	3:09	3:22	3:37	3:51	3:57	4:12	4:21	4:28
105	3:06	3:24	3:41	3:54	4:04	4:21	4:33	4:42
705	3:25	3:37	3:52	4:06	4:12	4:27	4:36	4:43
105	3:19	3:37	3:54	4:07	4:17	4:34	4:47	4:56
705	3:40	3:52	4:07	4:21	4:27	4:42	4:51	4:58
105	3:32	3:50	4:07	4:20	4:30	4:47	5:00	5:09
705	3:55	4:07	4:22	4:36	4:42	4:57	5:06	5:13
105	3:45	4:03	4:20	4:33	4:43	5:00	5:13	5:21
105	3:58	4:16	4:33	4:46	4:56	5:13	5:26	5:34
705	4:09	4:22	4:37	4:51	4:57	5:12	5:21	5:28
105	4:12	4:30	4:46	4:59	5:09	5:26	5:39	5:47
705	4:24	4:37	4:52	5:06	5:12	5:27	5:36	5:43
105	4:25	4:43	4:59	5:12	5:22	5:39	5:52	6:00
705	4:39	4:52	5:07	5:21	5:27	5:42	5:51	5:58
105	4:40	4:58	5:14	5:27	5:37	5:54	6:07	6:15
705	4:56	5:09	5:24	5:37	5:43	5:58	6:07	6:14
105	4:55	5:13	5:29	5:42	5:52	6:09	6:22	6:30
705	5:16	5:29	5:44	5:57	6:03	6:18	6:27	6:34
105	5:09	5:27	5:43	5:56	6:06	6:23	6:36	6:44
705	5:23	5:41	5:57	6:10	6:20	6:37	6:49	6:57
705	5:36	5:49	6:04	6:17	6:23	6:37	6:45	6:52
105	5:38	5:56	6:12	6:25	6:35	6:52	7:04	7:12
705	5:58	6:11	6:26	6:38	6:43	6:57	7:05	7:12
105	5:56	6:13	6:29	6:41	6:51	7:08	7:20	7:28
105	6:16	6:33	6:48	7:00	7:10	7:26	7:37	7:44
705	6:28	6:41	6:55	7:05	7:10	7:22	7:30	7:37
105	6:37	6:54	7:09	7:21	7:31	7:46	7:57	8:04
705	6:59	7:12	7:26	7:35	7:40	7:51	7:59	8:06
105	7:04	7:21	7:35	7:45	7:54	8:09	8:20	8:27
705	7:31	7:44	7:57	8:05	8:10	8:21	8:29	8:36
105	7:28	7:44	7:58	8:08	8:17	8:32	8:43	8:50
705	7:53	8:09	8:23	8:33	8:42	8:56	9:07	9:14
105	8:20	8:34	8:48	8:58	9:07	9:21	9:32	9:39
105	8:50	9:05	9:19	9:28	9:36	9:50	10:00	10:07
105	9:21	9:36	9:49	9:58	10:06	10:20	10:30	10:37

Westbound-Northbound (Approximate Times)

Route	VERNON	LOS ANGELES	LEIMERT PARK	LOS ANGELES	BEVERLY HILLS	WEST HOLLYWOOD		
	8	7	6	5	4	3	2	1
105	4:16A	4:21A	4:30A	4:42A	4:50A	4:57A	5:08A	5:19A
705	5:01	5:07	5:16	5:26	5:31	5:39	5:50	5:56
105	5:11	5:17	5:27	5:39	5:47	5:54	6:06	6:19
705	5:26	5:32	5:41	5:52	5:57	6:05	6:17	6:23
105	5:34	5:40	5:50	6:02	6:11	6:19	6:31	6:44
705	5:46	5:52	6:01	6:12	6:17	6:25	6:38	6:45
105	5:56	6:02	6:13	6:26	6:35	6:43	6:55	7:08
705	6:01	6:07	6:16	6:27	6:33	6:43	6:56	7:03
105	6:14	6:20	6:29	6:42	6:49	6:59	7:13	7:20
105	6:15	6:22	6:33	6:46	6:55	7:03	7:17	7:30
705	6:29	6:35	6:44	6:57	7:04	7:16	7:30	7:38
105	6:33	6:40	6:51	7:04	7:13	7:21	7:35	7:48
705	6:43	6:49	6:58	7:12	7:19	7:31	7:45	7:53
105	6:48	6:55	7:07	7:20	7:29	7:37	7:51	8:05
705	6:59	7:05	7:14	7:28	7:35	7:47	8:01	8:07
105	7:04	7:11	7:23	7:37	7:46	7:54	8:08	8:22
705	7:12	7:18	7:27	7:43	7:50	8:02	8:16	8:24
105	7:20	7:27	7:39	7:53	8:02	8:11	8:25	8:39
705	7:27	7:33	7:42	7:58	8:05	8:17	8:31	8:37
105	7:35	7:42	7:54	8:08	8:17	8:26	8:40	8:55
705	7:42	7:48	7:57	8:13	8:20	8:32	8:46	8:52
105	7:50	7:57	8:09	8:23	8:32	8:41	8:55	9:10
705	7:57	8:03	8:12	8:28	8:34	8:45	8:59	9:05
105	8:05	8:12	8:24	8:38	8:47	8:56		

Southbound - Eastbound (Approximate Times)

Westbound - Northbound (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS	LOS ANGELES	LEIMERT PARK	LOS ANGELES	VERNON	VERNON	LOS ANGELES	LEIMERT PARK	LOS ANGELES	BEVERLY HILLS	WEST HOLLYWOOD				
1	2	3	4	5	6	7	8	8	7	6	5	4	3	2	1
San Vicente & Santa Monica	La Cienega & Wilshire	Washington/Fairfax Transit Hub	Obama & La Brea	King & Crenshaw	Vernon & Vermont	Vernon & Central	Pacific & Santa Fe	Vernon & Santa Fe	Vernon & Central	Vernon & Vermont	King & Crenshaw	Obama & La Brea	Washington/Fairfax Transit Hub	La Cienega & Wilshire	San Vicente & Santa Monica
4:28A	4:36A	4:45A	4:52A	4:59A	5:11A	5:20A	5:26A	4:16A	4:21A	4:29A	4:41A	4:49A	4:56A	5:06A	5:15A
5:27	5:36	5:45	5:52	5:59	6:11	6:20	6:26	5:11	5:17	5:27	5:39	5:47	5:54	6:05	6:18
6:09	6:20	6:31	6:40	6:48	7:01	7:11	7:17	6:07	6:13	6:23	6:36	6:45	6:52	7:03	7:16
6:46	6:59	7:10	7:19	7:27	7:41	7:51	7:58	6:52	6:58	7:09	7:22	7:31	7:39	7:51	8:05
—	—	7:38	7:47	7:55	8:09	8:20	8:27	7:20	7:26	7:37	7:51	8:01	8:09	8:22	8:36
7:36	7:49	8:01	8:10	8:19	8:34	8:45	8:52	7:44	7:50	8:01	8:15	8:25	8:33	8:46	9:00
8:03	8:14	8:26	8:35	8:44	8:59	9:11	9:18	8:05	8:12	8:24	8:38	8:48	8:57	9:10	9:24
8:25	8:39	8:51	9:00	9:09	9:24	9:36	9:43	8:27	8:34	8:46	9:01	9:11	9:20	9:34	9:48
8:50	9:04	9:16	9:25	9:34	9:49	10:01	10:08	8:47	8:54	9:07	9:23	9:33	9:42	9:56	10:11
9:14	9:28	9:40	9:49	9:58	10:14	10:26	10:33	9:07	9:14	9:27	9:43	9:53	10:02	10:17	10:32
9:37	9:49	10:01	10:11	10:20	10:36	10:48	10:55	9:27	9:34	9:47	10:03	10:14	10:24	10:39	10:54
9:54	10:08	10:22	10:32	10:42	10:58	11:10	11:18	9:47	9:54	10:07	10:23	10:34	10:44	11:00	11:15
10:14	10:28	10:42	10:52	11:02	11:18	11:30	11:38	10:06	10:14	10:27	10:43	10:54	11:04	11:21	11:36
10:33	10:48	11:02	11:12	11:22	11:38	11:50	11:58	10:26	10:34	10:47	11:03	11:14	11:24	11:41	11:56
10:52	11:07	11:21	11:31	11:41	11:58	12:10P	12:19P	10:46	10:54	11:07	11:24	11:35	11:45	12:02P	12:18P
11:12	11:27	11:41	11:51	12:01P	12:18P	12:30	12:39	11:06	11:14	11:27	11:44	11:55	12:05P	12:22	12:38
11:32	11:47	12:01P	12:11P	12:21	12:38	12:50	12:59	11:24	11:32	11:46	12:03P	12:14P	12:24	12:41	12:57
11:51	12:07P	12:21	12:31	12:41	12:58	1:10	1:19	11:43	11:51	12:05P	12:22	12:33	12:43	1:00	1:16
12:10P	12:26	12:40	12:51	1:01	1:18	1:30	1:39	12:01P	12:09P	12:23	12:41	12:52	1:02	1:19	1:35
12:26	12:40	12:56	1:07	1:17	1:34	1:46	1:55	12:17	12:25	12:39	12:57	1:08	1:18	1:35	1:51
12:40	12:56	1:12	1:23	1:33	1:50	2:02	2:11	12:32	12:41	12:55	1:13	1:24	1:34	1:51	2:07
12:55	1:12	1:28	1:39	1:49	2:06	2:18	2:27	12:48	12:57	1:11	1:29	1:40	1:50	2:07	2:23
1:13	1:28	1:44	1:55	2:05	2:22	2:34	2:43	1:04	1:13	1:27	1:45	1:56	2:06	2:23	2:39
1:27	1:44	2:00	2:11	2:21	2:38	2:50	2:59	1:20	1:29	1:43	2:01	2:12	2:22	2:39	2:55
1:43	2:00	2:16	2:27	2:37	2:54	3:06	3:15	1:36	1:45	1:59	2:17	2:28	2:38	2:55	3:11
1:59	2:16	2:32	2:43	2:53	3:10	3:22	3:31	1:52	2:01	2:15	2:33	2:44	2:54	3:11	3:27
2:15	2:32	2:48	2:59	3:09	3:26	3:38	3:47	2:08	2:17	2:31	2:49	3:00	3:10	3:27	3:43
2:31	2:48	3:04	3:15	3:25	3:42	3:54	4:03	2:24	2:33	2:47	3:05	3:16	3:26	3:43	3:59
2:47	3:04	3:20	3:31	3:41	3:58	4:10	4:18	2:40	2:49	3:03	3:21	3:32	3:42	3:59	4:15
3:04	3:21	3:36	3:47	3:57	4:14	4:26	4:34	2:56	3:05	3:19	3:37	3:48	3:58	4:15	4:31
3:20	3:37	3:52	4:03	4:13	4:30	4:42	4:50	3:12	3:21	3:35	3:53	4:04	4:14	4:31	4:49
3:37	3:54	4:09	4:20	4:30	4:46	4:58	5:06	3:28	3:37	3:51	4:09	4:20	4:30	4:47	5:03
3:53	4:10	4:25	4:36	4:46	5:02	5:14	5:22	3:44	3:53	4:07	4:25	4:36	4:46	5:03	5:19
4:09	4:26	4:41	4:52	5:02	5:18	5:30	5:38	4:00	4:09	4:23	4:41	4:52	5:02	5:19	5:35
4:25	4:42	4:57	5:08	5:18	5:34	5:46	5:54	4:16	4:25	4:39	4:57	5:08	5:18	5:35	5:53
4:42	4:59	5:14	5:25	5:35	5:51	6:03	6:11	4:34	4:43	4:57	5:15	5:26	5:36	5:53	6:09
5:00	5:17	5:32	5:43	5:53	6:09	6:21	6:29	4:55	5:04	5:18	5:36	5:47	5:57	6:12	6:30
5:18	5:35	5:50	6:01	6:11	6:27	6:39	6:47	5:19	5:27	5:41	5:59	6:10	6:19	6:34	6:49
5:40	5:57	6:11	6:22	6:32	6:47	6:59	7:06	5:42	5:50	6:04	6:21	6:32	6:41	6:56	7:11
6:05	6:22	6:36	6:47	6:57	7:12	7:23	7:30	6:07	6:15	6:29	6:46	6:57	7:06	—	—
6:33	6:49	7:03	7:13	7:23	7:38	7:49	7:56	6:33	6:41	6:55	7:11	7:21	7:30	7:45	8:01
7:04	7:20	7:33	7:43	7:52	8:07	8:18	8:25	7:04	7:12	7:25	7:41	7:51	8:00	8:13	8:28
7:34	7:49	8:02	8:12	8:21	8:36	8:47	8:54	7:36	7:44	7:57	8:12	8:21	8:29	8:42	8:57
8:18	8:31	8:44	8:53	9:02	9:16	9:26	9:33	8:19	8:26	8:38	8:52	9:01	9:09	9:22	9:36
8:51	9:06	9:19	9:28	9:36	9:50	10:00	10:07	9:05	9:12	9:23	9:37	9:46	9:54	10:06	10:20
9:21	9:36	9:49	9:58	10:06	10:20	10:30	10:37	9:55	10:02	10:13	10:26	10:35	10:42	10:54	11:08

See Late Night/Owl Service schedule for additional service

See Late Night/Owl Service schedule for additional service

Effective Jun 21 2020

Southbound - Eastbound (Approximate Times)

Westbound - Northbound (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS	LOS ANGELES	LEIMERT PARK	LOS ANGELES	VERNON	VERNON	LOS ANGELES	LEIMERT PARK	LOS ANGELES	BEVERLY HILLS	WEST HOLLYWOOD				
1	2	3	4	5	6	7	8	5	4	3	2	1			
San Vicente & Santa Monica	La Cienega & Wilshire	Washington/Fairfax Transit Hub	Obama & La Brea	King & Crenshaw	Vernon & Vermont	Vernon & Central	Pacific & Santa Fe	Vernon & Santa Fe	Vernon & Central	Vernon & Vermont	King & Crenshaw	Obama & La Brea	Washington/Fairfax Transit Hub	La Cienega & Wilshire	San Vicente & Santa Monica
4:24A	4:32A	4:41A	4:48A	4:55A	5:06A	5:15A	5:21A	4:17A	4:22A	4:30A	4:42A	4:50A	4:57A	5:07A	5:16A
5:07	5:15	5:24	5:31	5:38	5:50	5:59	6:05	5:11	5:17	5:27	5:39	5:47	5:54	6:05	6:18
—	—	A5:46	5:53	6:00	6:12	6:21	6:27	5:41	5:47	5:57	6:10	6:19	6:26	6:37	6:50
5:46	5:55	6:05	6:13	6:20	6:32	6:41	6:47	6:03	6:09	6:19	6:32	6:41	6:48	6:59	7:12
—	—	A6:23	6:31	6:39	6:52	7:01	7:07	6:24	6:30	6:41	6:54	7:03	7:11	7:23	7:36
6:17	6:28	6:39	6:48	6:56	7:10	7:20	7:26	6:42	6:48	6:59	7:12	7:21	7:29	7:41	7:54
—	—	A6:57	7:06	7:14	7:28	7:38	7:45	7:00	7:06	7:17	7:30	7:40	7:48	8:00	8:14
6:51	7:04	7:15	7:24	7:32	7:46	7:56	8:03	7:17	7:23	7:34	7:48	7:58	8:06	8:19	8:33
—	—	A7:33	7:42	7:50	8:04	8:15	8:22	7:33	7:39	7:50	8:04	8:14	8:22	8:35	8:49
7:24	7:37	7:49	7:58	8:07	8:22	8:33	8:40	7:49	7:55	8:06	8:20	8:30	8:39	8:52	9:06
7:41	7:54	8:06	8:15	8:24	8:39	8:50	8:57	8:03	8:10	8:22	8:36	8:46	8:55	9:08	9:22
7:58	8:11	8:23	8:32	8:41	8:56	9:08	9:15	8:19	8:26	8:38	8:53	9:03	9:12	9:26	9:40
8:15	8:28	8:40	8:49	8:58	9:13	9:25	9:32	8:35	8:42	8:54	9:10	9:20	9:29	9:43	9:57
8:30	8:44	8:56	9:05	9:14	9:29	9:41	9:48	8:49	8:56	9:09	9:25	9:35	9:44	9:58	10:13
8:47	8:59	9:11	9:20	9:29	9:44	9:56	10:03	9:04	9:11	9:24	9:40	9:50	9:59	10:14	10:29
9:00	9:14	9:26	9:35	9:44	9:59	10:11	10:18	9:19	9:26	9:39	9:55	10:06	10:16	10:31	10:46
9:14	9:28	9:40	9:49	9:58	10:14	10:26	10:33	9:34	9:41	9:54	10:10	10:21	10:31	10:46	11:01
9:29	9:43	9:55	10:04	10:13	10:29	10:41	10:48	9:49	9:56	10:09	10:25	10:36	10:46	11:02	11:17
9:42	9:56	10:09	10:19	10:28	10:44	10:56	11:03	10:03	10:11	10:24	10:40	10:51	11:01	11:18	11:33
9:55	10:09	10:23	10:33	10:43	10:59	11:11	11:19	10:18	10:26	10:39	10:55	11:06	11:16	11:33	11:48
10:12	10:24	10:38	10:48	10:58	11:14	11:26	11:34	10:33	10:41	10:54	11:11	11:22	11:32	11:49	12:04P
10:24	10:39	10:53	11:03	11:13	11:29	11:41	11:49	10:48	10:56	11:09	11:26	11:37	11:47	12:04P	12:20
10:38	10:53	11:07	11:17	11:27	11:44	11:56	12:05P	11:03	11:11	11:24	11:41	11:52	12:02P	12:19	12:35
10:53	11:08	11:22	11:32	11:42	11:59	12:11P	12:20	11:17	11:25	11:39	11:56	12:07P	12:17	12:34	12:50
11:08	11:23	11:37	11:47	11:57	12:14P	12:26	12:35	11:32	11:40	11:54	12:11P	12:22	12:32	12:49	1:05
11:23	11:38	11:52	12:02P	12:12P	12:29	12:41	12:50	11:47	11:55	12:09P	12:26	12:37	12:47	1:04	1:20
11:38	11:53	12:07P	12:17	12:27	12:44	12:56	1:05	12:02P	12:10P	12:24	12:42	12:53	1:03	1:20	1:36
11:52	12:08P	12:22	12:32	12:42	12:59	1:11	1:20	12:16	12:24	12:38	12:56	1:07	1:17	1:34	1:50
12:05P	12:21	12:35	12:46	12:56	1:13	1:25	1:34	12:28	12:37	12:51	1:09	1:20	1:30	1:47	2:03
12:19	12:33	12:49	1:00	1:10	1:27	1:39	1:48	12:41	12:50	1:04	1:22	1:33	1:43	2:00	2:16
12:31	12:47	1:03	1:14	1:24	1:41	1:53	2:02	12:54	1:03	1:17	1:35	1:46	1:56	2:13	2:29
12:45	1:01	1:17	1:28	1:38	1:55	2:07	2:16	1:07	1:16	1:30	1:48	1:59	2:09	2:26	2:42
12:58	1:15	1:31	1:42	1:52	2:09	2:21	2:30	1:20	1:29	1:43	2:01	2:12	2:22	2:39	2:55
1:12	1:29	1:45	1:56	2:06	2:23	2:35	2:44	1:33	1:42	1:56	2:14	2:25	2:35	2:52	3:08
1:26	1:43	1:59	2:10	2:20	2:37	2:49	2:58	1:46	1:55	2:09	2:27	2:38	2:48	3:05	3:21
1:39	1:56	2:12	2:23	2:33	2:50	3:02	3:11	1:59	2:08	2:22	2:40	2:51	3:01	3:18	3:34
1:52	2:09	2:25	2:36	2:46	3:03	3:15	3:24	2:12	2:21	2:35	2:53	3:04	3:14	3:31	3:47
2:05	2:22	2:38	2:49	2:59	3:16	3:28	3:37	2:25	2:34	2:48	3:06	3:17	3:27	3:44	4:00
2:18	2:35	2:51	3:02	3:12	3:29	3:41	3:50	2:38	2:47	3:01	3:19	3:30	3:40	3:57	4:13
2:31	2:48	3:04	3:15	3:25	3:42	3:54	4:03	2:51	3:00	3:14	3:32	3:43	3:53	4:10	4:26
2:44	3:01	3:17	3:28	3:38	3:55	4:07	4:15	3:04	3:13	3:27	3:45	3:56	4:06	4:23	4:39
2:57	3:14	3:30	3:41	3:51	4:08	4:20	4:28	3:17	3:26	3:40	3:58	4:09	4:19	4:36	4:52
3:11	3:28	3:43	3:54	4:04	4:21	4:33	4:41	3:30	3:39	3:53	4:11	4:22	4:32	4:49	5:05
3:24	3:41	3:56	4:07	4:17	4:34	4:46	4:54	3:43	3:52	4:06	4:24	4:35	4:45	5:02	5:18
3:38	3:55	4:10	4:21	4:31	4:47	4:59	5:07	3:56	4:05	4:19	4:37	4:48	4:58	5:15	5:33
3:51	4:08	4:23	4:34	4:44	5:00	5:12	5:20	4:09	4:18	4:32	4:50	5:01	5:11	5:28	5:44
4:04	4:21	4:36	4:47	4:57	5:13	5:25	5:33	4:22	4:31	4:45	5:03	5:14	5:24	5:41	5:59
4:17	4:34	4:49	5:00	5:10	5:26	5:38	5:46	4:36	4:45	4:59	5:17	5:28	5:38	5:55	6:11
4:30	4:47	5:02	5:13	5:23	5:39	5:51	5:59	4:52	5:01	5:15	5:33	5:44	5:54	6:10	6:26
4:43	5:00	5:15	5:26	5:36	5:52	6:04	6:12	5:09	5:18	5:32	5:50	6:01	6:10	6:25	6:41
4:56	5:13	5:28	5:39	5:49	6:05	6:17	6:25	5:27	5:35	5:49	6:06	6:17	6:26	6:41	6:57
5:10	5:27	5:42	5:53	6:03	6:19	6:31	6:39	5:44	5:52	6:06	6:23	6:34	6:43	6:58	7:13
5:26	5:43	5:58	6:09	6:19	6:34	6:46	6:54	6:01	6:09	6:23	6:40	6:51	7:00	7:15	7:30
5:43	6:00	6:14	6:25	6:35	6:50	7:02	7:09	6:18	6:26	6:40	6:57	7:07	7:16	7:31	7:47
6:03	6:20	6:34	6:45	6:55	7:10	7:21	7:28	6:36	6:44	6:58	7:14	7:24	7:33	7:48	8:04
6:25	6:41	6:55	7:05	7:15	7:30	7:41	7:48	7:02	7:10	7:23	7:39	7:49	7:58	8:11	8:26
6:47	7:03	7:16	7:26	7:35	7:50	8:01	8:08	7:28	7:36	7:49	8:05	8:14	8:22	8:35	8:50
7:07	7:23	7:36	7:46	7:55	8:10	8:21	8:28	7:57	8:04	8:16	8:30	8:39	8:47	9:00	9:15
7:30	7:45	7:58	8:08	8:17	8:32	8:43	8:50	8:27	8:34	8:46	9:00	9:09	9:17	9:30	9:44
7:55	8:10	8:23	8:33	8:42	8:56	9:06	9:13	9:05	9:12	9:23	9:37	9:46	9:54	10:06	10:20
8:23	8:36	8:49	8:58	9:07	9:21	9:31	9:38	9:55	10:02	10:13	10:26	10:35	10:42	10:54	11:08
8:51	9:06	9:19	9:28	9:36	9:50	10:00	10:07								
9:21	9:36	9:49	9:58	10:06	10:20	10:30	10:37								

See Late Night/Owl Service schedule for additional service

See Late Night/Owl Service schedule for additional service

Southbound - Eastbound (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS	LOS ANGELES	LEIMERT PARK	LOS ANGELES	VERNON		
1	2	3	4	5	6	7	8
San Vicente & Santa Monica	La Cienega & Wilshire	Washington/Fairfax Transit Hub	Obama & La Brea	King & Crenshaw	Vernon & Vermont	Vernon & Central	Pacific & Santa Fe
10:19P	10:33P	10:46P	10:55P	11:03P	11:15P	11:24P	11:30P
11:24	11:37	11:48	11:56	12:03A	12:15A	12:21A	12:26A
—	—	—	—	1:09	1:18	1:24	1:29
—	—	—	—	2:09	2:18	2:24	2:29
—	—	—	—	3:09	3:18	3:24	3:29
—	—	—	—	4:09	4:18	4:24	4:29

Westbound - Northbound (Approximate Times)

VERNON	LOS ANGELES	LEIMERT PARK	LOS ANGELES	BEVERLY HILLS	WEST HOLLYWOOD		
8	7	6	5	4	3	2	1
Vernon & Santa Fe	Vernon & Central	Vernon & Vermont	King & Crenshaw	Obama & La Brea	Washington/Fairfax Transit Hub	La Cienega & Wilshire	San Vicente & Santa Monica
10:50P	10:56P	11:06P	11:18P	11:26P	11:33P	11:43P	11:56P
11:42	11:48	11:57	12:08A	12:16A	12:23A	12:33A	12:45A
12:40A	12:45A	12:53A	1:06	—	—	—	—
1:40	1:45	1:53	2:06	—	—	—	—
2:40	2:45	2:53	3:06	—	—	—	—
3:40	3:45	3:53	4:06	—	—	—	—

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip".

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip".

Special Notes

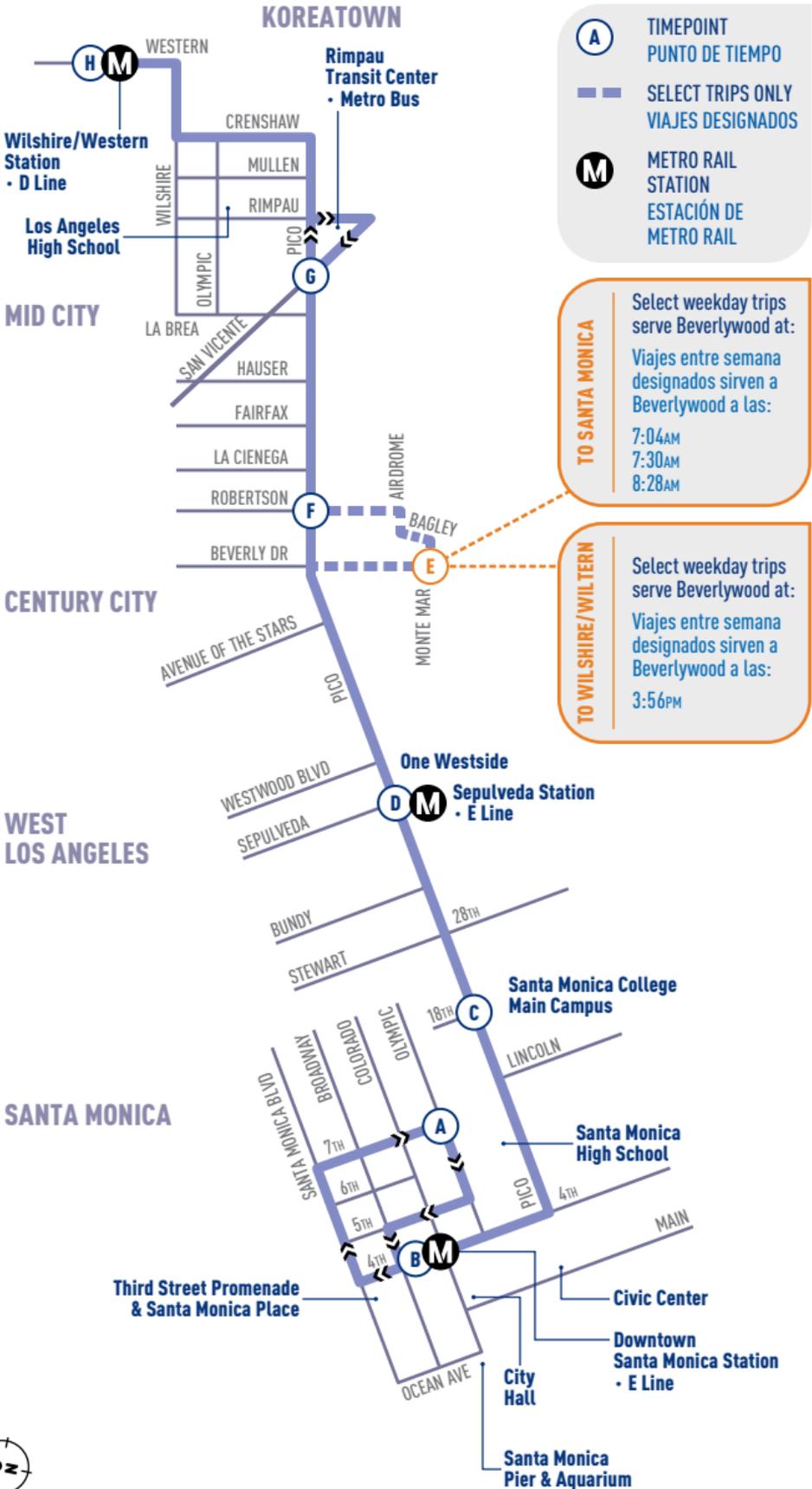
- A** Trip originates at Venice & Cadillac (Kaiser Hospital) 2-3 minutes before time shown.
- B** Waits at Vernon & Vermont for transfer connection.

Avisos especiales

- A** El viaje se origina en Venice y Cadillac (Hospital Kaiser) 2-3 minutos antes de la hora mostrada.
- B** Espera en Vernon y Vermonte por la conexión de transferencia.

PICO BLVD

7



NOT TO SCALE

DOWNTOWN SANTA MONICA TO WILSHIRE/WESTERN STATION D LINE

7 TH & OLYMPIC (A)	4 TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION) (B)	PICO & 18 TH (SANTA MONICA COLLEGE) (C)	PICO & SEPULVEDA (SEPULVEDA STATION) (D)	PICO & ROBERTSON (F)	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION) (H)
5:20	5:22	5:26	5:34	5:44	6:03
5:35	5:38	5:43	5:51	6:02	6:21
5:50	5:53	5:58	6:06	6:17	6:39
6:04	6:07	6:12	6:20	6:31	6:53
6:18	6:21	6:26	6:34	6:45	7:07
6:32	6:35	6:40	6:48	6:59	7:21
6:46	6:49	6:55	7:03	7:14	7:40
7:00	7:03	7:08	7:17	7:28	7:54
7:14	7:18	7:25	7:35	7:49	8:15
THEN SERVICE EVERY 14 MINUTES UNTIL:					
3:10	3:14	3:24	3:40	3:56 (E)	4:37
3:24	3:28	3:37	3:53	4:12	4:49
3:38	3:42	3:51	4:07	4:26	5:03
3:52	3:56	4:05	4:21	4:40	5:17
4:06	4:10	4:19	4:35	4:54	5:31
4:20	4:24	4:33	4:49	5:08	5:45
4:34	4:38	4:47	5:03	5:22	5:59
4:48	4:52	5:01	5:17	5:36	6:13
5:02	5:06	5:15	5:31	5:50	6:27
5:16	5:20	5:29	5:45	6:03	6:35
5:30	5:33	5:42	5:58	6:16	6:46
5:44	5:47	5:56	6:11	6:28	6:56
5:58	6:01	6:10	6:25	6:42	7:10
6:12	6:15	6:22	6:36	6:53	7:19
6:26	6:29	6:36	6:49	7:04	7:30
6:40	6:43	6:50	7:03	7:18	7:44
6:54	6:57	7:06	7:19	7:32	7:58
7:08	7:11	7:20	7:29	7:42	8:07
7:22	7:25	7:33	7:42	7:55	8:20
7:36	7:39	7:47	7:56	8:09	8:34
7:50	7:53	8:01	8:10	8:23	8:48
8:04	8:07	8:15	8:23	8:34	8:57
8:18	8:21	8:29	8:37	8:48	9:11
8:32	8:35	8:43	8:51	9:02	9:25
8:46	8:49	8:57	9:05	9:16	9:39
9:00	9:03	9:10	9:18	9:29	9:52
9:15	9:18	9:25	9:33	9:44	10:07
9:30	9:33	9:39	9:47	9:58	10:19
9:50	9:53	9:59	10:07	10:18	10:39
10:10	10:13	10:19	10:27	10:38	10:59
10:30	10:33	10:39	10:47	10:57	11:18
11:00	11:03	11:09	11:17	11:27	11:48

TRIP DEVIATES FROM PICO BLVD. TO **(E)** BEVERLYWOOD AT TIME SHOWN.
 VIAJE SE DESVÍA DE PICO BLVD. PARA SERVIR **(E)** BEVERLYWOOD A LA HORA INDICADA.

WILSHIRE/WESTERN STATION D LINE
TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/WESTERN STATION)	RIMPAU TRANSIT CENTER	PICO & ROBERTSON	PICO & SEPULVEDA (SEPULVEDA STATION)	PICO & 18 TH (SANTA MONICA COLLEGE)	7 TH & OLYMPIC
H	G	F	D	C	A
5:00	5:07	5:19	5:28	5:36	5:49
5:14	5:21	5:33	5:42	5:50	6:03
5:28	5:35	5:47	5:56	6:04	6:17
5:42	5:49	6:01	6:09	6:17	6:30
5:56	6:03	6:15	6:25	6:33	6:46
6:10	6:17	6:29	6:39	6:47	7:00
6:24	6:32	6:44	6:54	7:04	7:17
6:32	6:40	6:55	7:06	7:16	7:29
6:40	6:48	7:04 E	7:14	7:25	7:39
6:47	6:55	7:09	7:21	7:32	7:45
6:56	7:04	7:18	7:30	7:41	7:55
7:02	7:12	7:30 E	7:41	7:53	8:07
7:12	7:22	7:38	7:51	8:02	8:16
7:22	7:32	7:50	8:06	8:18	8:32
7:33	7:45	8:03	8:19	8:30	8:44
7:45	7:57	8:15	8:31	8:42	8:56
7:55	8:07	8:28 E	8:41	8:52	9:06
8:02	8:14	8:32	8:48	8:59	9:13
THEN SERVICE EVERY 14 MINUTES UNTIL:					
2:33	2:43	2:58	3:12	3:23	3:38
2:47	2:57	3:12	3:26	3:37	3:52
3:01	3:11	3:26	3:40	3:51	4:06
3:15	3:26	3:40	3:55	4:05	4:20
3:29	3:40	3:54	4:09	4:19	4:34
THEN SERVICE EVERY 15 MINUTES UNTIL:					
8:59	9:06	9:17	9:26	9:34	9:47
9:15	9:22	9:33	9:42	9:50	10:03
9:35	9:41	9:52	10:01	10:09	10:22
9:55	10:01	10:12	10:20	10:28	10:40
10:15	10:21	10:32	10:40	10:48	11:00
10:55	11:01	11:12	11:20	11:28	11:40

TRIP DEVIATES FROM PICO BLVD. TO **E** BEVERLYWOOD AT TIME SHOWN.
 VIAJE SE DESVÍA DE PICO BLVD. PARA SERVIR **E** BEVERLYWOOD A LA HORA INDICADA.

DOWNTOWN SANTA MONICA
TO WILSHIRE/WESTERN STATION D LINE

A	B	C	D	F	H
7 TH & OLYMPIC	4 TH & SANTA MONICA PLACE (DOWNTOWN SANTA MONICA STATION)	PICO & 18 TH (SANTA MONICA COLLEGE)	PICO & SEPULVEDA (SEPULVEDA STATION)	PICO & ROBERTSON	WESTERN & WILSHIRE (WILSHIRE/WESTERN STATION)
6:05	6:08	6:12	6:20	6:29	6:46
6:35	6:38	6:42	6:50	6:59	7:16
6:50	6:53	6:58	7:07	7:16	7:34
7:05	7:08	7:13	7:22	7:31	7:49
7:20	7:23	7:28	7:37	7:46	8:04
7:32	7:35	7:40	7:50	8:01	8:21
7:50	7:53	7:58	8:08	8:19	8:39
8:05	8:08	8:14	8:25	8:37	8:58
8:20	8:23	8:29	8:40	8:52	9:13
8:35	8:38	8:46	8:58	9:10	9:32
8:50	8:53	9:01	9:13	9:25	9:47
9:05	9:08	9:16	9:28	9:40	10:02
9:20	9:23	9:31	9:43	9:55	10:17
9:33	9:36	9:44	9:56	10:08	10:30
9:48	9:51	9:59	10:12	10:25	10:48
10:03	10:06	10:14	10:27	10:40	11:03
10:16	10:20	10:28	10:41	10:55	11:21
10:31	10:35	10:43	10:56	11:10	11:36
10:45	10:49	10:58	11:12	11:26	11:52
11:00	11:04	11:13	11:27	11:41	12:07
11:15	11:19	11:28	11:42	11:56	12:22
11:30	11:35	11:44	11:59	12:15	12:41
11:45	11:50	11:59	12:14	12:30	12:56
12:00	12:06	12:15	12:30	12:46	1:12
12:13	12:19	12:28	12:43	12:59	1:25
12:25	12:31	12:40	12:55	1:11	1:37
THEN SERVICE EVERY 15 MINUTES UNTIL:					
5:40	5:47	5:57	6:11	6:28	6:54
5:55	6:01	6:10	6:24	6:39	7:05
6:10	6:16	6:25	6:37	6:50	7:16
6:31	6:37	6:46	6:58	7:11	7:37
6:51	6:57	7:06	7:18	7:31	7:57
7:10	7:16	7:25	7:37	7:48	8:13
7:30	7:36	7:45	7:57	8:08	8:33
7:50	7:56	8:05	8:17	8:28	8:53
8:10	8:16	8:25	8:37	8:48	9:13
8:30	8:35	8:44	8:55	9:06	9:29
8:50	8:55	9:04	9:15	9:26	9:49
9:10	9:14	9:23	9:32	9:43	10:06
9:32	9:36	9:45	9:54	10:05	10:28
9:50	9:54	10:03	10:12	10:23	10:46
10:10	10:13	10:22	10:31	10:41	11:02
10:30	10:33	10:42	10:51	11:01	11:22
11:00	11:03	11:10	11:18	11:28	11:47

WILSHIRE/WESTERN STATION D LINE
TO DOWNTOWN SANTA MONICA

WILSHIRE & WESTERN (WILSHIRE/WESTERN STATION)	RIMPAU TRANSIT CENTER	PICO & ROBERTSON	PICO & SEPULVEDA (SEPULVEDA STATION)	PICO & 18 TH (SANTA MONICA COLLEGE)	7 TH & OLYMPIC
H	G	F	D	C	A
6:00	6:06	6:17	6:26	6:35	6:47
6:15	6:21	6:32	6:41	6:50	7:02
6:30	6:36	6:47	6:56	7:05	7:17
6:45	6:53	7:04	7:15	7:24	7:36
7:00	7:08	7:19	7:30	7:39	7:51
7:15	7:23	7:35	7:47	7:57	8:12
7:31	7:39	7:51	8:03	8:13	8:28
7:43	7:51	8:03	8:15	8:25	8:40
7:58	8:06	8:19	8:31	8:42	8:58
8:13	8:21	8:34	8:46	8:57	9:13
8:28	8:36	8:49	9:01	9:12	9:28
8:43	8:51	9:04	9:16	9:27	9:43
8:58	9:06	9:19	9:31	9:42	9:58
9:12	9:20	9:33	9:45	9:56	10:12
9:27	9:35	9:48	10:00	10:11	10:27
9:42	9:51	10:05	10:18	10:32	10:48
9:57	10:06	10:20	10:33	10:47	11:03
10:12	10:21	10:35	10:48	11:02	11:18
10:27	10:36	10:50	11:03	11:17	11:33
10:42	10:51	11:05	11:18	11:32	11:48
10:57	11:06	11:20	11:33	11:47	12:03
11:12	11:21	11:35	11:48	12:02	12:18
11:28	11:38	11:52	12:07	12:23	12:40
11:42	11:52	12:06	12:21	12:37	12:54
THEN SERVICE EVERY 15 MINUTES UNTIL:					
6:01	6:10	6:21	6:33	6:45	7:00
6:17	6:26	6:37	6:49	7:01	7:16
6:37	6:46	6:57	7:09	7:21	7:36
6:57	7:06	7:17	7:29	7:41	7:56
7:17	7:26	7:37	7:49	8:01	8:16
7:37	7:46	7:56	8:07	8:17	8:31
7:57	8:06	8:16	8:27	8:37	8:51
8:17	8:26	8:36	8:47	8:57	9:11
8:36	8:44	8:54	9:04	9:12	9:25
8:55	9:03	9:13	9:23	9:31	9:44
9:15	9:23	9:33	9:43	9:51	10:04
9:35	9:42	9:52	10:01	10:08	10:19
9:55	10:02	10:12	10:21	10:28	10:39
10:15	10:22	10:32	10:41	10:48	10:59

Major Transit Stop Calculation for 8521 W. Horner Street

	Direction	Bus Line	Total number of trips during morning peak hours (6-9 AM)	Total number of trips during afternoon peak hours (3-7 PM)	Service interval calculation results in less than 15 minutes (420 peak hour minutes/total number of trips during AM and PM)
1	Northbound	Metro Local Line 105 (NextGen/Rapid)	18	26	420/44=9.55
	Southbound	Metro Local Line 105 (NextGen/Rapid)	20	23	420/43=9.77
2	Eastbound	Big Blue Bus 7 - Pico Blvd.	12	18	420/30=14
	Westbound	Big Blue Bus 7 - Pico Blvd.	16	17	420/33=12.73