



# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

### City Planning Commission

**Date:** January 11, 2024  
**Time:** After 8:30 a.m.  
**Place:** Los Angeles City Council Chamber  
Room 340  
200 North Spring Street  
Los Angeles, CA 90012

*And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org).*

**Public Hearing:** December 12, 2023

**Appeal Status:** Not appealable.

**Expiration Date:** January 13, 2024

**Multiple Approval:** Yes

**Case No.:** CPC-2023-5116-DB-PHP-HCA

**CEQA No.:** ENV-2023-5117-CE

**Incidental Cases:** N/A

**Related Cases:** CPC-2023-5116-DB-PHP-HCA

**Council No.:** 13 – Soto-Martinez

**Plan Area:** Hollywood

**Specific Plan:** None

**Certified NC:** Hollywood Hills West

**GPLU:** Low Medium II Residential

**Zone:** R1-1

**Applicant:** Jason Grant, Local Development

**Representative:** Jason Grant, Local Development

**PROJECT LOCATION:** 1332 North Fairfax Avenue, Los Angeles 90046

**PROPOSED PROJECT:** The proposed project involves the demolition of an existing one-story single-family dwelling and the construction of a new, approximately 14,111 square foot, 45 feet in height, 100% affordable four-story residential apartment building containing 26 residential units with 20 units set aside for Low Income Households, 5 units set aside for Moderate Income Households and one manager's unit, utilizing the State Density Bonus Program. The project does not propose vehicular or bicycle parking and no Open Space is provided. The project proposes the removal of seven (7) non-protected on-site trees. One (1) existing street tree is not proposed for removal and will be maintained.

**REQUESTED ACTIONS:**

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 an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. Pursuant to LAMC Section 12.22 A.25(g)(3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a housing development project totaling 26 dwelling units, reserving 20 units for Low Income and five (5) units for Moderate Income Units for a period for 55 years, with the following Off-Menu Incentives and Waivers of Development Standards:
  - a. An Off-Menu Incentive to permit an increase in Floor Area Ratio (FAR) to 2.156:1 in lieu of the otherwise permitted 0.45:1 the R1-1 Zone; and

- b. An Off-Menu Incentive to reduce the required Building Line from 15 feet required to 10 feet; and
- c. An Off-Menu Incentive to allow a 29 percent northerly side yard setback reduction to allow five feet in lieu of the otherwise required seven feet in the R1-1 Zone; and
- d. An Off-Menu Incentive to allow a 29 percent southerly side yard setback reduction to allow five feet in lieu of the otherwise required seven feet in the R1-1 Zone; and
- e. A Waiver of Development Standard to allow a 100% reduction in the required Bicycle parking spaces; and
- f. A Waiver of Development Standard for a 100% reduction in required Open Space; and
- g. A Waiver of Development Standard from an Encroachment Plane requirement pursuant to LAMC 12.08.C.5; and
- h. A Waiver of Development Standard from a R1 Zone Side Wall Plane Break requirement pursuant to LAMC Section 12.08.2; and
- i. A Waiver of Development Standard from a Roof Deck Setback requirement pursuant LAMC Section 12.08.C.2.

#### 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, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a housing development project totaling 26 dwelling units, reserving 20 units for Low Income for a period for 55 years, with the following Off-Menu Incentives and Waivers of Development Standards:
  - a. An Off-Menu Incentive to permit an increase in Floor Area Ratio (FAR) to 2.156:1 in lieu of the otherwise permitted 0.45:1 the R1-1 Zone; and
  - b. An Off-Menu Incentive to reduce the required Building Line from 15 feet required to 10 feet;
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  - d. An Off-Menu Incentive to allow a 29 percent southerly side yard setback reduction to allow five feet in lieu of the otherwise required seven feet in the R1-1 Zone; and
  - e. A Waiver of Development Standard to allow a 100% reduction in the required Bicycle parking spaces; and

- f. A Waiver of Development Standard for a 100% reduction in required Open Space; and
- g. A Waiver of Development Standard from an Encroachment Plane requirement pursuant to LAMC 12.08.C.5; and
- h. A Waiver of Development Standard from a R1 Zone Side Wall Plane Break requirement pursuant to LAMC Section 12.08.2; and
- i. A Waiver of Development Standard from a Roof Deck Setback requirement pursuant LAMC Section 12.08.C.2.

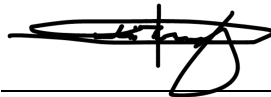
3. **Adopt** the attached Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



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Jane Choi, AICP, Principal City Planner



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Chi Dang, City Planner  
Chi.Dang@lacity.org

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

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## PROJECT ANALYSIS

### PROJECT SUMMARY

The proposed project involves the demolition of an existing one-story single-family dwelling and the construction of a new, approximately 14,111 square foot, 45 feet in height, 100% affordable four-story residential apartment building containing 26 residential units with 20 units set aside for Low Income Households, 5 units set aside for Moderate Income Households and one manager's unit, utilizing the State Density Bonus Program. The project does not propose vehicular or bicycle parking spaces and no Open Space is provided. The project proposes the removal of seven (7) non-protected on-site trees. One (1) existing street tree is not proposed for removal and will be maintained.



**Figure 1.** Rendering of proposed development seen from North Fairfax Avenue.

The proposed development provides a total of 26 dwelling units consisting of 21 one-bedroom units, and five (5) two-bedroom units. The residential units will be located within the first through fourth floors of the proposed building. The ground floor level will consist of a residential lobby, storage room, trash room, five (5) dwelling units and seating area in the rear yard.

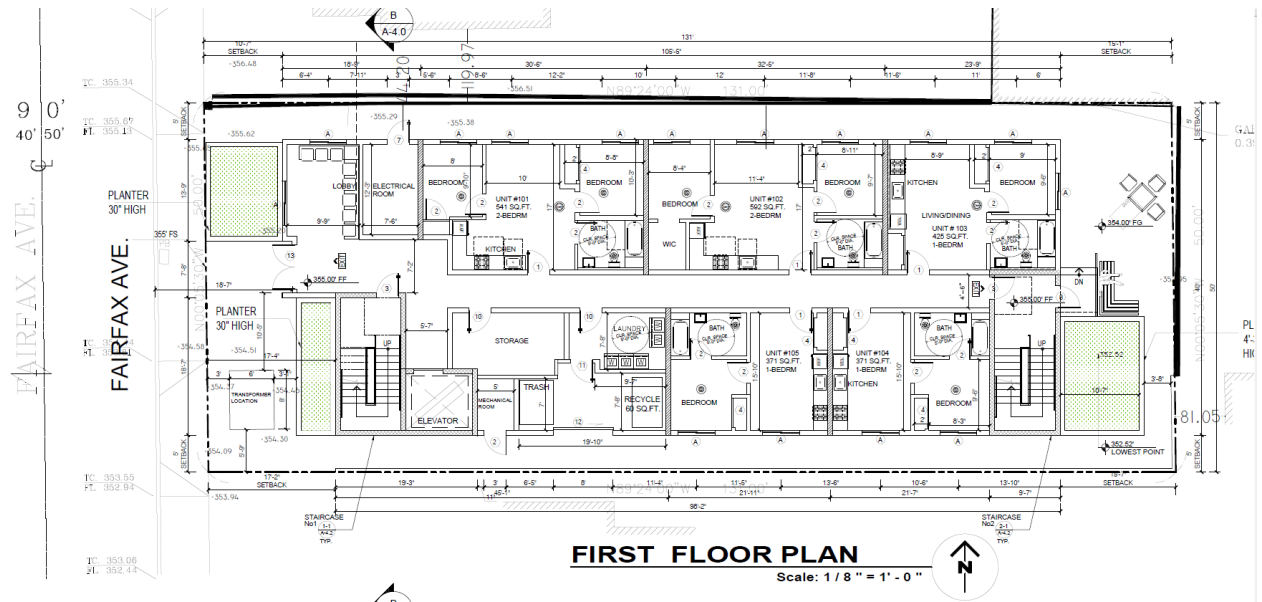


Figure 2. First Floor Plan.

**BACKGROUND**

**Site Description**

The project site consists of rectangular lot with a street frontage of approximately 50 feet on the eastern side of North Fairfax Avenue and a lot size of approximately 6,545 square feet prior to dedications (Exhibit A). The site is currently vacant and was improved with a one-story single-family dwelling and detached garage.

The project site is bounded by Fairfax Avenue to the west and across a residential apartment building zoned RD1.5-1XL located in the City of West Hollywood. The project abuts a two-story multi-family residential development zoned RD2-1XL to the north, a one-story story single-family dwelling zoned R2-1XL to the south, and a single-family dwelling zoned R1-1 to the east.

**Zoning and Land Use Designation**



Figure 3: General Plan Land Use Map



Figure 4: Zoning Map

The project site is located within the Hollywood Community Plan which is one of 35 Community Plans which together form the land use element of the General Plan. The adopted Community Plan designates the subject property for Low Medium II Residential land use corresponding to

the R1. The Height District 1 permits a Residential Floor Area Ratio (FAR) of up to .45 and a maximum height of 33 feet.

The site is located within a Transit Priority Area (ZI-2452), Transit Orient Communities (TOC) Tier 2, and Modifications to SF Zones and SF Zone Hillside Area Regulations (ZI-2462). The site is not located within any specific plan.

### Surrounding Uses

Land uses within the greater project site area largely include residential with a mix of residential uses and commercial along Sunset Boulevard located approximately 1000 feet to the north and along Fountain Avenue located approximately 427 feet to the south. The project site is located in an urbanized area and is bounded by Fairfax Avenue to the west and across a residential apartment building. The project abuts a two-story multi-family residential development to the north, a one-story single-family dwelling to the south, and a single-family dwelling to the east, which is within the Spaulding Square Historic Preservation Overlay Zone.



Figure 3: Aerial view of the proposed project and surroundings

### Streets and Circulation

Fairfax Avenue, adjoining the subject property to the west, is designated as an Avenue II, dedicated to a width of 86 feet, roadway width of 56 and a half-width of 43-feet, and improved with roadway, curb, gutter and sidewalks.

### Public Transit

The site is located approximately 1056 feet (0.2 miles) from the intersection of Sunset Boulevard and Fairfax Avenue, a major transit stop, both with local bus lines serving the area. Along Sunset Boulevard, is a bus stop for Metro Local Line 2, which provides access from Expo Park/USC to Westwood/UCLA. North of the site along Fairfax Avenue is a bus stop for Metro Rapid Line 217 which provides access from East to West Hollywood, to Culver City.

**Relevant Cases on the Subject Property:**

Ordinance No. 133,548 – Effective January 11, 1967, Ordinance No. 133,548 established a 15-foot building line on both sides of Fairfax Avenue, north of Sunset Boulevard, Melrose Avenue and on the subject property.

**Other Relevant Cases Within 1,500 Feet of the Project Site**

The following relevant planning cases were identified within 1,000 feet of the project site:

CPC-2022-8229-GPAJ-ZC-HD-SPR-HCA– On November 9, 2022, a case was filed for the demolition of an existing 2-story bank building for the construction of a 5-story, 69-foot-tall residential and commercial mixed-use building with 75 dwelling units located at 7800 W. Sunset Boulevard.

CPC-2004-2957-VZC-ZV-ZAA-HD-SPR – On January 11, 2005, the City Planning Commission approved a Vesting Zone Change, Height District Change and Site Plan Review (among other entitlements) for the construction, use, and maintenance of a 75-foot-tall residential building with 183 residential units, at 1455 North Hayworth Avenue.

**REQUESTED ENTITLEMENTS****Density Bonus/Affordable Housing Incentives Program**

The applicant is requesting four (4) Off-Menu Density Bonus Incentives and five (5) Waivers of Development Standards for the development of the project in accordance with LAMC Section 12.22 A 25 and Government Code Section 65915, as follows.

- a. An Off-Menu Incentive to permit an increase in Floor Area Ratio (FAR) to 2.156:1 in lieu of the otherwise permitted 0.45:1 the R1-1 Zone; and
- b. An Off-Menu Incentive to reduce the required Building Line from 15 feet required to 10 feet; and
- c. An Off-Menu Incentive to allow a 29 percent northerly side yard setback reduction to allow a side yard setback of five feet in lieu of the otherwise required seven feet in the R1-1 Zone; and
- d. An Off-Menu Incentive to allow a 29 percent southerly side yard setback reduction to allow five feet in lieu of the otherwise required seven feet in the R1-1 Zone; and
- e. A Waiver of Development Standard to allow a 100% reduction in the required Bicycle parking spaces; and
- f. A Waiver of Development Standard for a 100% reduction in required Open Space; and
- g. A Waiver of Development Standard from an Encroachment Plane requirement pursuant to LAMC 12.08.C.5; and
- h. A Waiver of Development Standard from a R1 Zone Side Wall Plane Break requirement pursuant to LAMC Section 12.08.2; and
- i. A Waiver of Development Standard from a Roof Deck Setback requirement pursuant LAMC Section 12.08.C.2.



### **Density Bonus / Affordable Housing Incentive Program**

Pursuant to State Density Bonus Law under Government Codes Section 65915, which was modified under AB 1763 and AB 2345, an 100 percent affordable housing located within one-half mile of a Major Transit Stop may receive a waiver from any maximum controls on density, a height increase of up to three additional stories, or up to 33 additional feet, and an Applicant may request that the city not impose any minimum vehicular parking requirement for 100 percent affordable housing projects. The Applicant is utilizing an automobile parking reduction offered under AB 2345 under Government Code Section 65915(p)(3) as the site is located within one-half mile of a Major Transit Stop located at Sunset Boulevard and Fairfax Avenue. As a 100 percent affordable housing project within one-half mile of a major transit stop, the project is not required to provide any residential parking spaces.

LAMC Section 12.22 A.25 and State Density Bonus Law (Government Code Section 65915) outline types of relief that minimize restrictions on the size of the project. In exchange for meeting the minimum set-aside requirements, the project may receive a set of incentives, concessions, and waivers to deviate from development standards in order to facilitate the provisions of affordable housing at the site. The requested incentives and waivers allow the developer to expand the building envelope so the additional affordable units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased. Given that the applicant is providing 100 percent of dwelling units to be affordable at Low Income and Moderate Income Household occupancy for a period of 55 years, the project is eligible for the base incentives and up to four (4) incentives per California Government Code Section 65915(d)(2)(D). The applicant is requesting the following incentives:

#### **Density**

The subject property is zoned R1-1, which allows one (1) dwelling unit per lot, which a minimum lot area of 5,000 square feet. However, the project is utilizing the density provisions under AB 2334, which expands the density permitted by the general plan is based on the highest General Plan Land Use designation for a property. The project site has a General Plan Land Use designation of Low Medium II Residential, where the RD1.5 Zone is the zoning designation with the highest density within the range of allowed zones. The RD1.5 Zone permits residential density at a ratio of one unit per 1,500 square feet of lot area. The subject property has a total lot area of approximately 6,545 square feet, resulting in a base density of five (5) residential units, as detailed in the Affordable Housing Referral Form dated July 18, 2023. The Applicant proposes 26 affordable housing units, which would amount to an approximately 420% increase in density pursuant to Assembly Bill (AB) 2345 (2020) and amended California Government Code Section 65915. AB 2345 or Government Code Section 65915 allows for 100% affordable housing developments to request unlimited density if the project site is located within 0.5 miles of a Major Transit Stop.

#### **Automobile Parking**

State Density Bonus law allows for a reduction in the required amount of residential vehicle parking for eligible housing development projects with affordable units. As a 100 percent affordable housing project, the project qualifies for no parking requirement, pursuant to Government Code Section 65915(p)(3). In addition, Assembly Bill (AB) 2097 (2021-2022) specifies that jurisdictions may not impose any minimum vehicle parking requirements for certain development projects in certain areas, based on proximity to transit. The project herein qualifies for vehicle parking reductions under AB 2097 and is thus not subject to any minimum vehicle parking requirements. The project therefore proposes zero (0) vehicle parking spaces.

### Off-Menu Incentives

Pursuant to the LAMC 12.22 A.25 and State Density Bonus Law (Government Code Section 65915) outline types of relief that minimize restrictions on the size of the project. Given that the applicant is providing 100 percent of dwelling units to be affordable at Low Income and Moderate Household occupancy for a period of 55 years, the project is eligible for the base incentives and up to four (4) incentives per California Government Code Section 65915(d)(2)(D). Accordingly, the applicant has requested four (4) Off-Menu Incentives, as follows:

- a. **Off-Menu Incentive to permit an increase in Floor Area Ratio (FAR).** The applicant is requesting residential floor area of 14,111 square feet for the project, which is equivalent to a FAR of approximately 2.156:1. LAMC Section 12.08.C.5.a permits a FAR of 45% the Buildable Area of the Site (0.45:1 FAR), which would permit a total residential floor area of 2,945 square feet the R1-1 Zone. At completion, the project will result in a total Buildable Area (per LAMC Section 12.03) of 6,545 square feet or 2.156:1 FAR.
- b. An Off-Menu Incentive to reduce the required Building Line from 15 feet required to 10 feet; and
- c. An Off-Menu Incentive to allow a 29 percent northerly side yard setback reduction to allow a side yard setback of five feet in lieu of the otherwise required seven feet in the R1-1 Zone; and
- d. An Off-Menu Incentive to allow a 29 percent southerly side yard setback reduction to allow a side yard setback of five feet in lieu of the otherwise required seven feet in the R1-1 Zone.

### Waiver of Development Standards

In addition to the four requested Incentives, the applicant is also requesting five Waiver of Development Standards, as follows:

- a. A Waiver of Development Standard to allow a 100% reduction in the required Bicycle parking spaces; and
- b. A Waiver of Development Standard for a 100% reduction in required Open Space; and
- c. A Waiver of Development Standard from an Encroachment Plane requirement pursuant to LAMC 12.08.C.5; and
- d. A Waiver of Development Standard from a R1 Zone Side Wall Plane Break requirement pursuant to LAMC Section 12.08.2; and
- e. A Waiver of Development Standard from a Roof Deck Setback requirement pursuant LAMC Section 12.08.C.2.

### Housing Replacement

Pursuant to Government Code Section 65915(c)(3), applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the

application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated June 7, 2023, there are no SB 8 replacement affordable units required as the single-family dwelling property was left vacant at the time of application (Exhibit D).

### **Priority Housing Program**

To support affordable housing projects during the planning entitlement process, this 100% affordable housing project qualifies for the Department's Priority Housing Program (PHP) for a reduced processing timeline. To qualify for priority housing processing, projects must consist of at least 10 units and agree to set aside at least 20 percent of rental units for low-income households or 30 percent of for-sale units for low- or moderate-income households. As a 100% affordable housing project, the project was processed with a reduced processing timeline for reserving a minimum of 20% of the project's total number of dwelling units (six units) for Low-Income households.

### **Urban Design Studio**

The proposed project was reviewed by the by the Urban Design Studio's Office Hours on August 10, 2023. The following issues, concerns, and recommendations were discussed:

#### Pedestrian First:

- The friendlier details of pavers and walkway treatment (larger planter?) suggested in rendering do not appear in either architectural or landscape plans; please make these consistent

#### 360° Design:

- Update title sheets with correct, 2022 State and 2023 City of Los Angeles Code references (no pre-2023 LADBS permit application)
- Recommend coordination with LADWP, if not already begun, as minimum setbacks between power lines at rear of sites and habitable spaces would be required; please see: [Construction in Proximity to Overhead Power Lines](#)
- LAFD or LADBS may take issue with egress path potentially passing by transformer location (block with planter?), so recommend a review (inexpensive) by LADBS' Development Services Case Management; contact info at: <https://www.ladbs.org/services/special-assistance/dscm>
- A bit more detail on type of siding, colors and stucco finishes should be shown on elevations, including any proposed gates or grilles as at side yards, etc.; please refer to City instructions for the preparation of building elevations, to better understand what must be added to constitute a complete submittal: [Elevation Instructions](#)
- Curious that both stair towers appear to access the roof, while it's not proposed to be occupied
- Add the exit door from rear stair, shown on elevation but not on floor plans

#### Climate-Adapted:

- Low-income residents deserve well-programmed open space, too; both projects have space available in the rear yards and CPC *won't* look favorably on this requested exemption
- Appreciate the provision of windows in both stair towers, which should help make them an attractive alternative to taking the elevator, saving the energy that would otherwise be used

- Consider retaining the existing, mature street trees and note that these will count toward the minimum seven trees required on site
- Without a LADBS permit application submitted pre-2023, be aware that 2022 California Energy Code will now require load calculation and installation of solar photovoltaic system on roof
- Please clarify project's LID-compliance strategy and—if LID planters at front can provide adequate capacity—consider in-ground landscaping in rear yard and/or an infiltration swale (minimum 10' from building); trees are often not allowed by LASAN plan-checkers and will perform much better and require less water in ground than in raised planters
- Landscape plans should also indicate hardscape materials and note that permeable pavers will also be granted credit toward meeting LID requirements

In response to the comments made by Urban Design Studio, the applicant made changes to the project plans. The revised plans were updated to clearly illustrate renderings of the elevations and included the heights of the abutting multi-story residential buildings to show the project within the neighborhood context. The facades of the building were revised to provide more details in the façade materials and seating areas were added to the ground floor rear yard area as an amenity.

### **Public Hearing**

An initial Public Hearing was held by the Hearing Officer on December 12, 2023 via Zoom teleconference. The hearing was attended by the applicant, the Council District, and 37 members of the community. Comments from the public hearing are documented in Issues and Considerations section below and Public Hearing and Communications, Page P-1, and concerns raised are addressed in the Issues and Considerations Section below.

### **Issues And Considerations**

The following includes a discussion of issues and considerations related to the project. These topics were either identified during the project review process by the Department of City Planning, at the public hearing held on December 12, 2023, or in discussions with the applicant.

#### **Operational and Environmental Impacts**

During the public hearing, four members of the public raised several concerns regarding potential impacts on the community. Specifically, commenters stated that the proposed amount of vehicle parking is inadequate and cited the existing high demand for street parking along Fairfax Avenue, Fountain Avenue and Orange Grove Avenue. Many nearby residents also submitted written correspondence expressing similar parking concerns. The Applicant stated that parking permits along Fairfax Avenue and Orange Grove Avenue are required and is subject to review by LADOT. In addition, the project is meeting all vehicle parking requirements pursuant to State Density Bonus Law, the LAMC and AB 2097.

Commenters at the public hearing also raised concerns about potential environmental impacts, including traffic impacts regardless of the project's location near the major bus routes on Fairfax Avenue and Sunset Boulevard. The applicant explained that they would provide E-bikes to their tenants to encourage other forms of transit, however three members of the public disagreed that providing bikes would discourage tenants from driving their vehicles.

Five commenters at the public hearing raised additional concerns about height and one commenter raised concerns regarding privacy, stating that the height of the proposed project would negatively impact privacy on adjacent properties to the east along Orange Grove Avenue.

Privacy is not an impact category that can be evaluated under a project's CEQA analysis. In regard to the heights of surrounding buildings, the abutting property to the north is developed entirely with two-story multi-story residential property and the abutting property to the south is developed with a one-story single-family building. In addition, the project is allowed the additional proposed height through Government Code Section 65915.

Two commenters also raised additional concerns about the proposed project's four-story height and adjacency to the Spaulding Square Historic Preservation Overlay Zone (HPOZ) and indicated that correcting the Environmental Assessment Form was not enough to analyze any potential impacts to historic resources per CEQA. Planning staff confirmed that project is not located in designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Planning staff also confirmed that project is not located in the designated Historic Preservation Overlay Zone, not located within any surveys of historic resources, or on the City of Los Angeles list of Historical-Cultural Monuments. In addition, the Applicant submitted into the record a letter prepared by Chronicle Heritage, dated January 2, 2024, under Exhibit G, which notes that the project site is outside of the boundaries of the Spaulding Square HPOZ, and that that the project would not result in a less than significant change to a historic resource. While a change in the environment will result, those changes will not negatively impact or diminish the character defining features of the Spaulding Square HPOZ.

### Procedural Concerns

One commenter expressed that they did not received notification regarding the proposed projects but received a notification regarding the demolition of the single-family dwelling that previously existed onsite. The applicant clarified that they followed the notification requirements are established by LADBS, which did not require the mailing of notices. For demolition of structures older than 45 years, the applicant was required to post a placard on the property where the demolition occurred, in a conspicuous, visible place, within 5 feet of the front property line, describing the date of the application for demolition pre-inspection.

One commenter at the public hearing stated that the project was improperly seeking additional density without a Zone Change, alleging that the site is zoned for residential single family uses. Planning staff explained that the project is utilizing the density allowable through Assembly Bill 2334, an amendment made to State Density Bonus law, which expands the density permitted by the general plan is based on the highest General Plan Land Use designation for a property. The project site has a general plan land use designation of Low Medium II Residential, which allows for multi-family density through the corresponding zones of RD2 and RD1.5.

### Conclusion

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the whole of the administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus project, with the requested Off-Menu Incentives and Waiver of Development Standards.

## CONDITIONS OF APPROVAL

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

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit "A" and attached to the subject case file. 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 Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 26 residential dwelling units.
3. **On-site Restricted Affordable Units.** 20 units shall be reserved for Low Income Households and five (5) units shall be reserved for Moderate Income Households, 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 condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LACM Sections 12.22 A.25 and State Density Bonus Law (Government Code Section 65915).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 20 units available to Low Income Households and five (5) units available to Moderate Income Households, equal to 100 percent of the project's total proposed residential density allowed, for sale or 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 will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.
6. **SB 8 Replacement Units (Government Code Section 66300).** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated June 7, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant.
7. **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.

## 8. Density Bonus Incentives

- a. **Floor Area Ratio.** The project shall not exceed a Floor Area Ratio (FAR) of 2.156:1.
- b. **Building Height.** The project shall be limited to a maximum building height of 45 feet and four stories. Up to 10 additional feet in height may be permitted for mechanical equipment, stairways, elevator towers, etc. per LAMC Section 12.21.1 B.3, and to the satisfaction of the Los Angeles Department of Building and Safety.
- c. **Side Yard Setbacks.** The project shall provide a minimum 5-foot northerly side yard setback.
- d. **Side Yard Setback.** The project shall provide a minimum 5-foot southerly side yard setback.
- e. **Front Yard Setback.** The project shall provide a minimum 10-foot westerly front yard setback and shall observe a 10-foot Building Line, in lieu of the required 15 feet.

## 9. Waivers of Development Standards:

- a. **Open Space.** A minimum of zero (0) square feet of open space shall be permitted in lieu of the minimum 2,725 square feet otherwise required.
- b. **Bicycle Parking.** Zero (0) bicycle parking is required.
- c. **Encroachment Plane.** The project's height is permitted to encroach into the Encroachment Plane requirement pursuant to LAMC 12.08.C.5.
- d. **Side Wall Plane Break.** The project is permitted to encroach upon the R1 Zone Side Wall Plane Break requirement pursuant to LAMC Section 12.08.2.
- e. **Roof Deck Setback.** The project is permitted to encroach upon the Roof Deck Setback requirement pursuant LAMC Section 12.08.C.2.

## 10. Parking.

- a. **Automobile Parking.** Pursuant to California Government Code 65915(p)(3), no parking requirements shall apply for 100 percent affordable housing projects located within one-half mile of public transit. Zero (0) parking spaces are provided. In addition, the project is allowed zero parking spaces pursuant to California Government Code Section 65863.2 (AB 2097). Zero (0) parking spaces are provided.
- b. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be recalculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22 A.25.

11. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).
12. **Required Trees per 12.21 G.2.** 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 seven (7) 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 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.

### **Administrative Conditions**

13. **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.
14. **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.
15. **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.
16. **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.
17. **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.
18. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
19. **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. Actions includes

actions, as defined herein, alleging failure to comply with any federal, state or local law.

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

## FINDINGS

### DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

1. Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(c) state that the Commission shall approve a density bonus and requested incentive(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 Off-Menu include types of relief that minimize restrictions on the size of the project. As such, the Density Bonus Off-Menu Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. As the project is providing 100% affordable units, the applicant is entitled to four incentives under both Government Code Section 65915 and the LAMC. The four incentives consist of Off-Menu Incentives to provide relief from the limitation on floor area, reduced side yard and front yard setbacks.

#### Floor Area Ratio (FAR)

Pursuant to the R1-1 Zone and BMO (Ordinance No. 179,883), the development is restricted to a maximum FAR of 0.45:1. The applicant is requesting an Off-Menu incentive to permit a 443% percent increase in Floor Area, resulting in a Floor Area Ratio of 2.156:1 for a total residential floor area of 14,111 square-feet. 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.

#### Side Yard Setbacks

The underlying zoning on the project site would require a 7-foot northerly and southerly side yard setback. The applicant is requesting a reduction in both side yard setbacks to five (5) feet from the required seven (7) feet that would allow the project to physically be constructed at the proposed density. These side yard reductions enable the project to expand the building envelope and provide additional floor space and residential units, thus enabling the provision of more dwelling units. The larger building footprint facilitates the creation of more residential units of all types, which enables the applicant to subsidize and reserve more residential units for lower income levels. Without these incentive requests, the units would need to be reduced in size or total number.

Building Line

The requested reduction of the building line from 15 feet to 10 feet would allow the building to be built to the requested Density and FAR. The requested reduction in the required building line allows the applicant to construct the building at 26 units including 25 covenanted affordable units. Without the requested reduction, the project would lose approximately 250 square feet of floor area to adhere to the building line which would decrease the size of the units and directly affect 3 units that front Fairfax Avenue. The project site is narrow as the site as it is 50 feet in width and denial of the off-menu incentive would prohibit the proposed number and adequate size of the affordable units.

- b. The Incentives and/or Waivers will have a Specific Adverse Impact upon public health and safety or the physical environment or any real property that is listed in the California Register of Historical Resources and for which there is 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 general plan land use designation shall not constitute a specific adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed incentive(s) 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. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives 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 will have a specific adverse impact on public health and safety.

- c. The waiver[s] or reduction[s] of development standards relate to development standards that 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 meets the requirements of Government Code 65915 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)).

### Open Space

The applicant is requesting a 100% reduction in the required Open Space of 2,725 square feet. The requested decrease in open space allows for a decrease in construction costs and space for necessary building components to house the affordable housing units on the project site.

### Bicycle Parking

The applicant is requesting a reduction in the required bicycle parking by 100%. Pursuant to LAMC Section 12.21.A.16, the project would require 26 long-term bicycle parking spaces and 4 short-term bicycle parking spaces. The project does not propose bicycle parking spaces. The reduction in the number of bicycle parking spaces would provide more floor area in providing affordable housing units for the development.

### Encroachment Plane

The project is requesting a reduction in the required encroachment plane. The requested decrease in encroachment plane allows for space for necessary floor area and building components to house the affordable housing units on the project site and enables the project to expand the building envelope and provide additional floor space and residential units, thus enabling the provision of more affordable dwelling units.

### Wall Plane Break

The project is requesting a reduction in the required wall plane break. The requested decrease in the plane break allows for necessary floor area and building components to house the affordable housing units on the project site and enables the project to expand the building envelope and provide additional floor space and residential units, thus enabling the provision of more affordable dwelling units.

### Roof Deck Setback

The project is requesting a reduction in the required roof deck setback. The requested decrease in the roof deck setback allows for necessary building components to house the affordable housing units the project site and enables the project to expand the building envelope and provide additional floor space and residential units, thus enabling the provision of more affordable dwelling units.

Therefore, the requested Waivers of Development Standards relate to development standards that would physically preclude a project otherwise meeting the requirements of State Density Bonus law.

#### ***d. The Incentives and/or Waivers are contrary to State/federal law.***

There is no substantial evidence in the record indicating that the requested Incentives and Waivers are contrary to any State or federal laws.

### **ADDITIONAL MANDATORY FINDINGS**

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

3. 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 Exception document found in Case No. ENV-2023-5117-CE and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

## **PUBLIC HEARING AND COMMUNICATIONS**

The public hearing was held on December 12, 2023 at approximately 11:00 a.m. via Zoom teleconference. The hearing was conducted by the Hearing Officer, Chi Dang, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2023-5116-DB-PHP-HCA. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to hearing. The environmental determination was among the matters considered at the hearing.

The public hearing was attended by the applicant's representative, Jason Grant, a representative from the Council District and approximately 19 members from the community. Eight (8) members of the public spoke in opposition at the hearing.

### Applicant Presentation

The applicant's representative, Jason Grant, described the site location, project description, requested entitlements, and project history.

### Public Comment

As mentioned above, there were eight (8) public comments provided in opposition of the project. During the public hearing, four members of the public raised several concerns regarding potential impacts on the community. Specifically, commenters stated that the proposed amount of vehicle parking is inadequate and cited the existing high demand for street parking along Fairfax Avenue, Fountain Avenue and Orange Grove Avenue. Many nearby residents also submitted written correspondence expressing similar parking concerns. The applicant stated that parking permits along Fairfax Avenue and Orange Grove Avenue are required and is subject to review by LADOT. In addition, the project is meeting all vehicle parking requirements pursuant to State Density Bonus Law, the LAMC, and AB 2097.

Commenters at the public hearing also raised concerns about potential environmental impacts, including traffic and parking impacts regardless of the project's location near the major bus routes on Fairfax Avenue and Sunset Boulevard. The applicant communicated that they would provide E-bikes to their tenants to encourage other forms of transit, however three members of the public disagreed that providing bikes would discourage tenants from driving their vehicles.

Five commenters at the public hearing raised additional concerns about height and one commenter raised concerns regarding privacy, stating that the height of the proposed project would negatively impact privacy on adjacent properties to the east along Orange Grove Avenue. However, privacy is not an impact category that can be evaluated under a project's environmental analysis. In regard to the heights of surrounding buildings, the abutting property to the north is developed entirely with a two-story multi-family residential development and a one-story single-family dwelling to the south.

Two commenters also raised additional concerns about the proposed project's four-story height and adjacency to the Spaulding Square Historic Preservation Overlay Zone (HPOZ). One of the commenters stated that they were the legal representative from Luna & Glushon for a nearby property owner and indicated that correcting the Environmental Assessment Form was not enough to analyze any potential impacts to historic resources per CEQA. Planning staff confirmed

that project is not located in designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments.

One commenter at the public hearing expressed that they did not received notification regarding the proposed projects but received a notification regarding the demolition of the single-family dwelling that previously existed onsite. The applicant clarified that they followed the notification requirements are established by LADBS, which did not require the mailing of notices. For demolition of structures older than 45 years, the applicant was required to post a placard on the property where the demolition occurred, in a conspicuous, visible place, within 5 feet of the front property line, describing the date of the application for demolition pre-inspection.

One commenter stated that the project was improperly seeking additional density without a Zone Change, alleging that the site is zoned for residential single family uses. Planning staff explained that the project is utilizing the density allowable through Assembly Bill 2334, an amendment made to State Density Bonus law, which expands the density permitted by the general plan is based on the highest General Plan Land Use designation for a property. The project site has a general land use designation of Low Medium II Residential, which allows for multi-family density through the corresponding zones in the permitted range and the maximum allowable residential density for the density bonus project.

#### Additional Communications

Planning staff received 37 comment letters in opposition of the project. On December 8, 2023, staff received an opposition letter from Stone & Sallus, citing concerns over the project's potential parking, traffic and environmental impacts. As stated in Finding b and substantiated in the Categorical Exemption Justification found in Case No. ENV-2023-5117-CE, there is no substantial evidence that the project will have a significant effect on the environment. Additionally, the letter does not contain substantial evidence for the record that the project will have a specific adverse impact upon public health and safety or the physical environment.

#### Response to Comments

The comments made at the public hearings and otherwise received have been addressed in the Issues and Considerations section of the staff report.

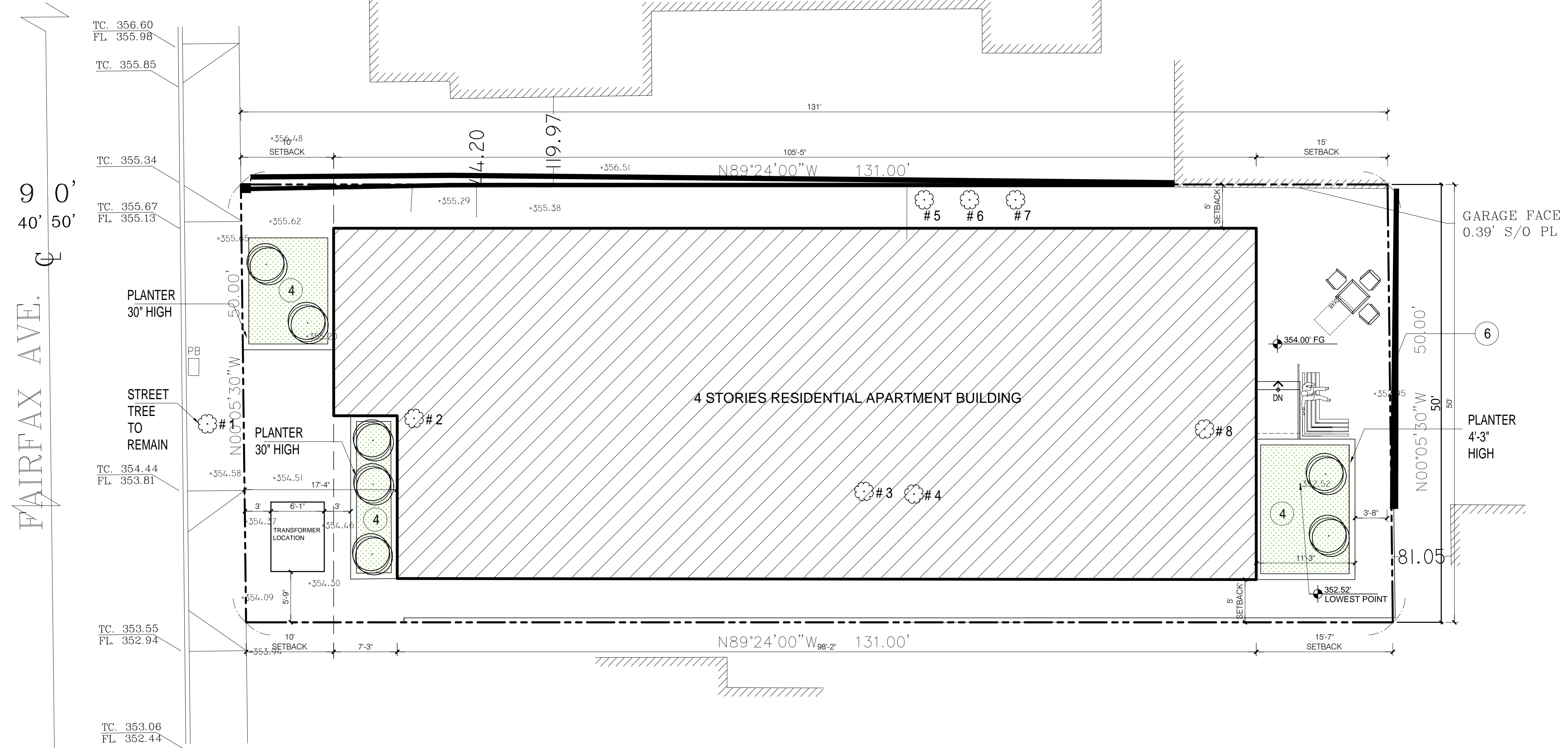


# **EXHIBIT A**

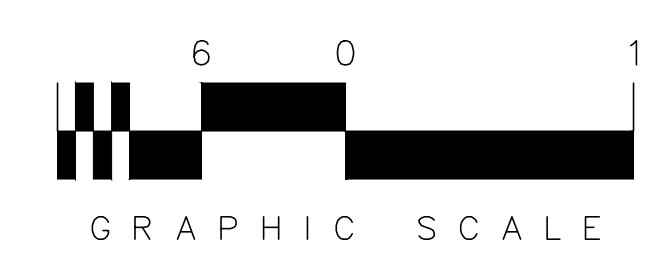
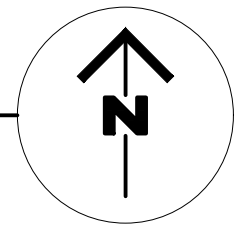
# **PLANS**

Site Plan, Floor Plans, Elevations, & Landscape Plan





**SITE PLAN**  
 Scale: 1 / 8 " = 1' - 0 "



**LEGEND**

- ① BUILDING ENTRANCE
- ② 4 STORIES RESIDENTIAL APARTMENT BUILDING
- ③ WALKWAY
- ④ LID-STORMWATER PLANTER
- ⑤ REQUIRED TREES:  
26 / 4 = 6.5 = 7 TREES MINIMUM TO BE PROVIDED
- ⑥ EXISTING BLOCKWALL 5'-9" HEIGHT TO REMAIN
- # (Green circle with cross) EXISTING TREE LOCATION TO BE REMOVED
- (Black circle) NEW TREES LOCATION REFER TO L SHEETS

F.D.C.

**NOTES**

1. \*TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3.3202.3.4,3306).

**EXISTING TREES TO BE REMOVED**

PER CERTIFIED LETTER  
 DATED : 06/07/2023

#	SPECIES	DBH	HEIGHT
** 1	FERN PINE	13.5	30'-40'
2	TREE OF HEAVEN	4	15'-20'
3	TREE OF HEAVEN	4	15'-20'
4	FIG	4	5'-6'
5	SUMAC	8.5	20'-25'
6	LEMON	4	7'-12'
7	WASHINGTON PALM	15'	12'-15'
8	UMBRELLA TREE	49'	25'-30'

\*\* ONLY STREET TREE # 1 WILL REMAIN



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REVISION	BY

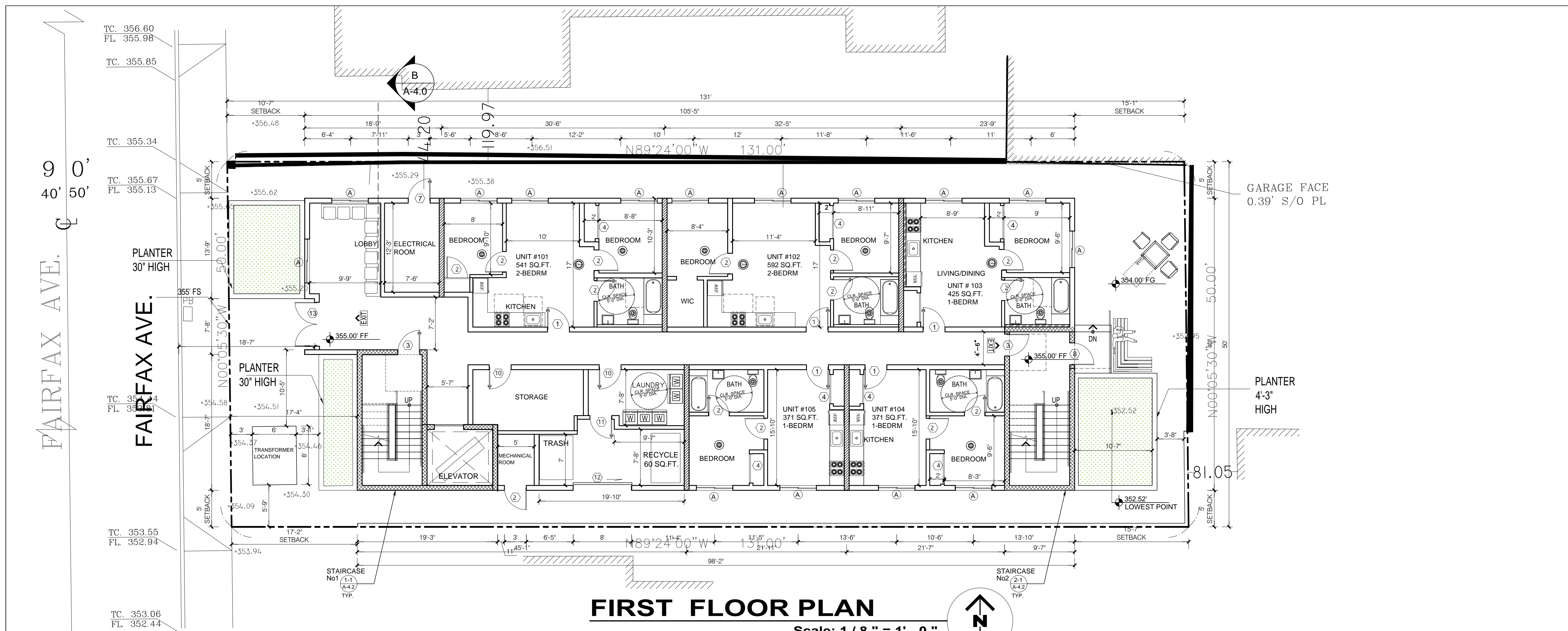
**OWNER**  
 STEVEN TAYLOR TAYLOR EQUITIES  
 3995 INGLEWOOD BLVD.,  
 LOS ANGELES, CA 90063

**PROJECT**  
 1332 N. FAIRFAX AVE  
 LOS ANGELES, CA. 90046

**DRAWING TITLE**  
 SITE PLAN

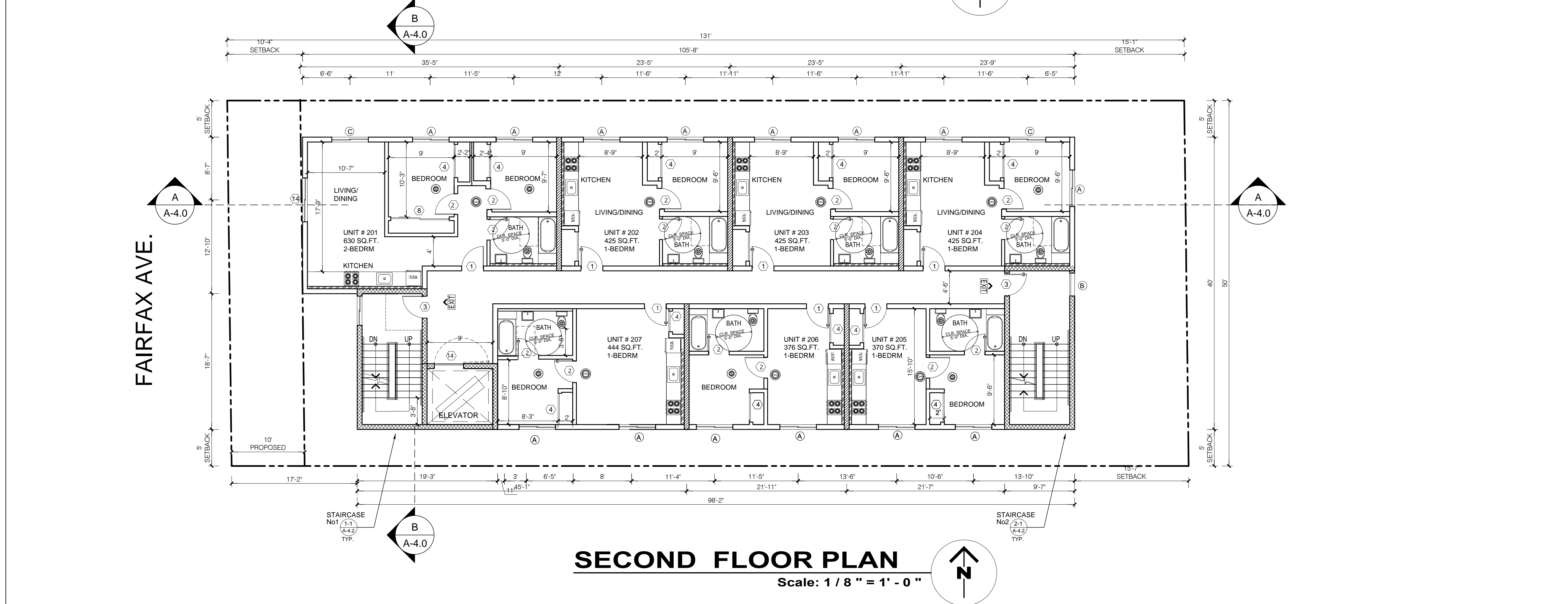
DATE: Sep. 20, 23  
 SCALE: 1 / 8 "  
 DRAWN: TE  
 APPROVED:  
 JOB: 23-1110  
 SHEET:

**A-1.0**  
 SHEETS



**FIRST FLOOR PLAN**

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



**SECOND FLOOR PLAN**

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

LEGEND	
W1	1 HR. EXTERIOR WALL
W2	1 HR. CORRIDOR WALL STC 50
W5	INTERIOR WALL
W6	PLUMBING WALL
W9	1 HR. SEPARATION WALL
W15	2HR. SHAFT (INTERIOR)
W16	2HR. SHAFT (EXTERIOR)
PATH OF EGRESS	
→→→	DISABLE PATH OF TRAVEL
EXIT	EXIT SIGN
E	ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4. 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER. HAVE MIN CAB DIM OF 80" X 54" WITH 42" DOOR 3002.4.3a
PL	PROPERTY LINE
1	COATING BALCONY COVERING RR:25261 CSI# 07180
F	2A10BC FIRE EXTINGUISHER W/ SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP
SD	HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP
CM	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP
MV	MECHANICAL VENT, 7 1/2 AIR CHANGE PER HOUR, DIRECTLY TO THE OUTSIDE 'ENERGY STAR' W/ HUMIDISTAT
GF	GROUND- FAULT CIRCUIT-INTERUPTER
MD	4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER
WC	WATER CURTAIN
WH	WATER HEATER
SP	STAND PIPE CLASS A
NOTE	
1. ALL FIRE PARTITION WALLS (LABC 708) SHALL BE 1 STC50 HOUR RATED 2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC. 3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED 4. ALL BEARING WALLS SHALL BE 1 HOUR RATED 5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50. 6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 18" 7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.	

**ENGINEERING INC.**

6747 ODESSA AVENUE  
VAN NUYS, CA 91406

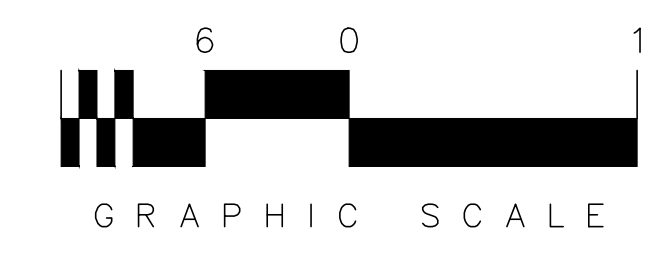
Phone: (818) 758-0018  
Cell: (818) 203-3336  
gaengineering@gmail.com

REVISION	BY

OWNER	STEVEN TAYLOR TAYLOR EQUITIES 3995 INGLEWOOD BLVD., LOS ANGELES, CA 90063
	PROJECT
DRAWING TITLE	1332 N. FAIRFAX AVE LOS ANGELES, CA. 90046
	FIRST FLOOR PLAN

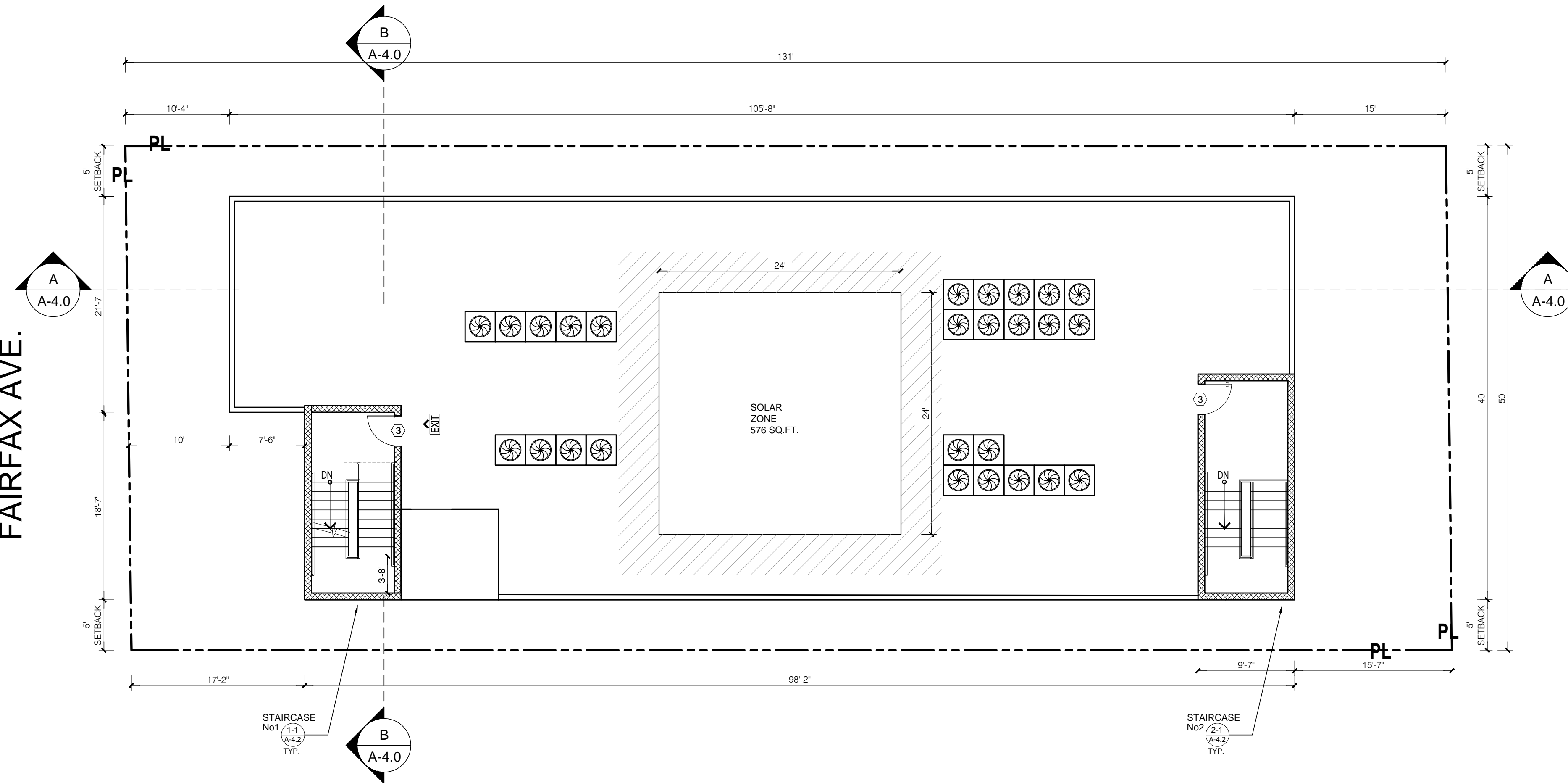
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APPROVED:	VA
JOB:	23-1110
SHEET:	A-2.0

SHEETS



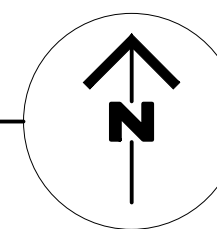


FAIRFAX AVE.



**ROOF PLAN**

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



**LEGEND**

SP O STAND PIPE CLASS A

A.C. UNIT LOCATION

① SOLAR ZONE:  
 ROOF AREA= 3,835 SQ.FT.  
 3,815 X 15% = 575.25 SQ.FT.  
 TO PROVIDE 1 SOLAR ZONES

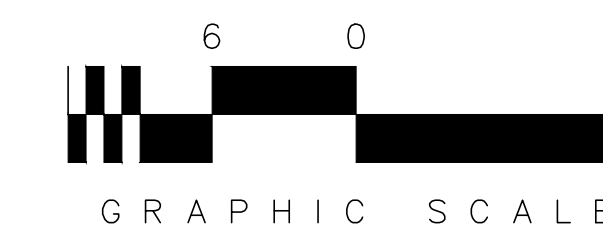
TO BE MAINTAINED BY SEPARATE PERMIT

\* MAIN SERVICE ELECTRICAL PANEL SHALL HAVE A MIN. BUSBAR RATING OF 200 AMPS THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR OF A DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS "FOR FUTURE SOLAR ELECTRIC"

REPRESENT AREA NEXT TO SOLAR PANEL SHALL BE FREE OF OBSTRUCTION AND TO BE SETBACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO VENTS, CHIMNEYS, AND EQUIPMENT.

**NOTE**

1. ALL FIRE PARTITION WALLS (LABC 708) SHALL BE 1 STC50 HOUR RATED
2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC.
3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 18"
7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.



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REVISION	BY

OWNER  
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 3995 INGLEWOOD BLVD.,  
 LOS ANGELES, CA 90063

PROJECT  
 1332 N. FAIRFAX AVE  
 LOS ANGELES, CA. 90046

DRAWING TITLE  
 ROOF PLAN

DATE:	Sep. 20, 23
SCALE:	1 / 8 "
DRAWN:	VA
APPROVED:	VA
JOB:	23-1110
SHEET:	

**A-2.2**  
 SHEETS



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PROJECT  
1332 N. FAIRFAX AVE  
LOS ANGELES, CA. 90046

DRAWING TITLE  
ELEVATION

DATE: Sep. 20, 23  
SCALE: 1/8"=1'-0"  
DRAWN: VA  
APPROVED: VA  
JOB: 23-1110  
SHEET:

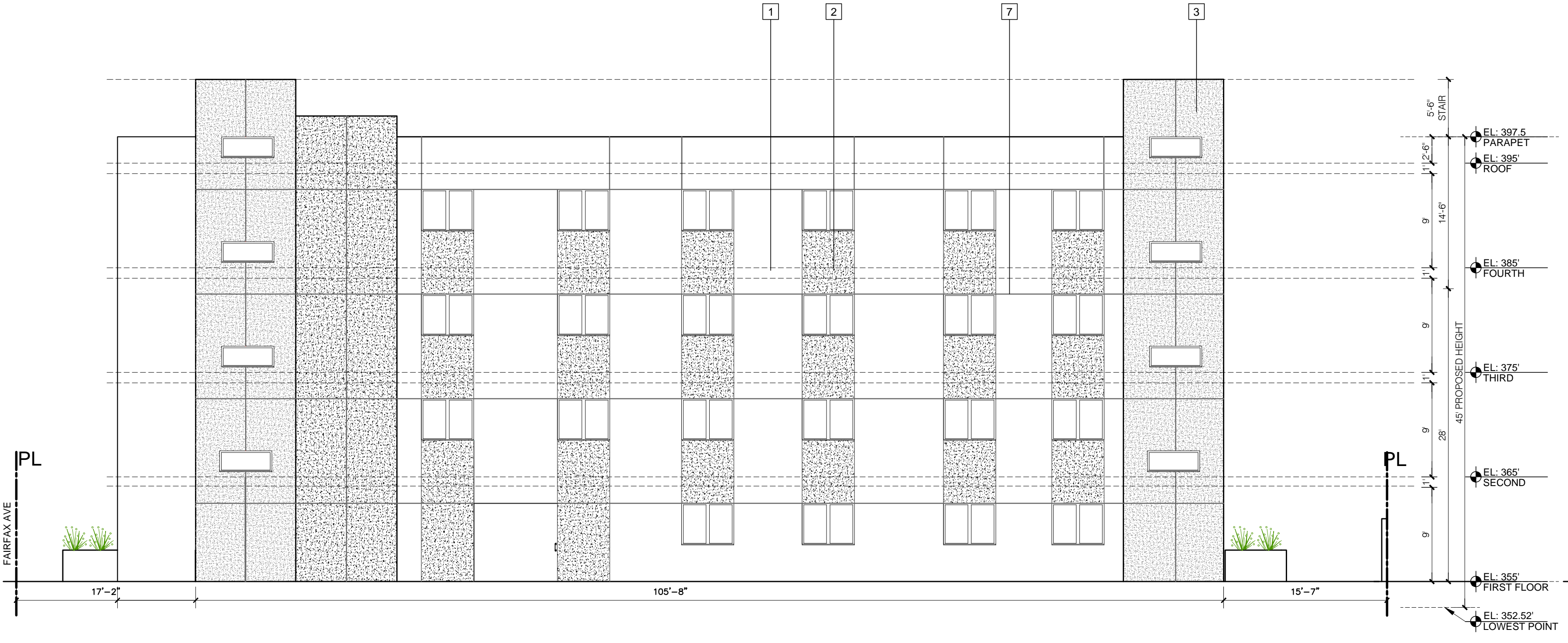
A-3.0  
SHEETS

LEGEND

- 1 STUCCO (WHITE)
- 2 STUCCO (LIGHT GRAY)
- 3 STUCCO (DARK GRAY)
- 4 SIDING
- 5 METAL GUARDRAIL
- 6 AWNING
- 7 1" REVEAL

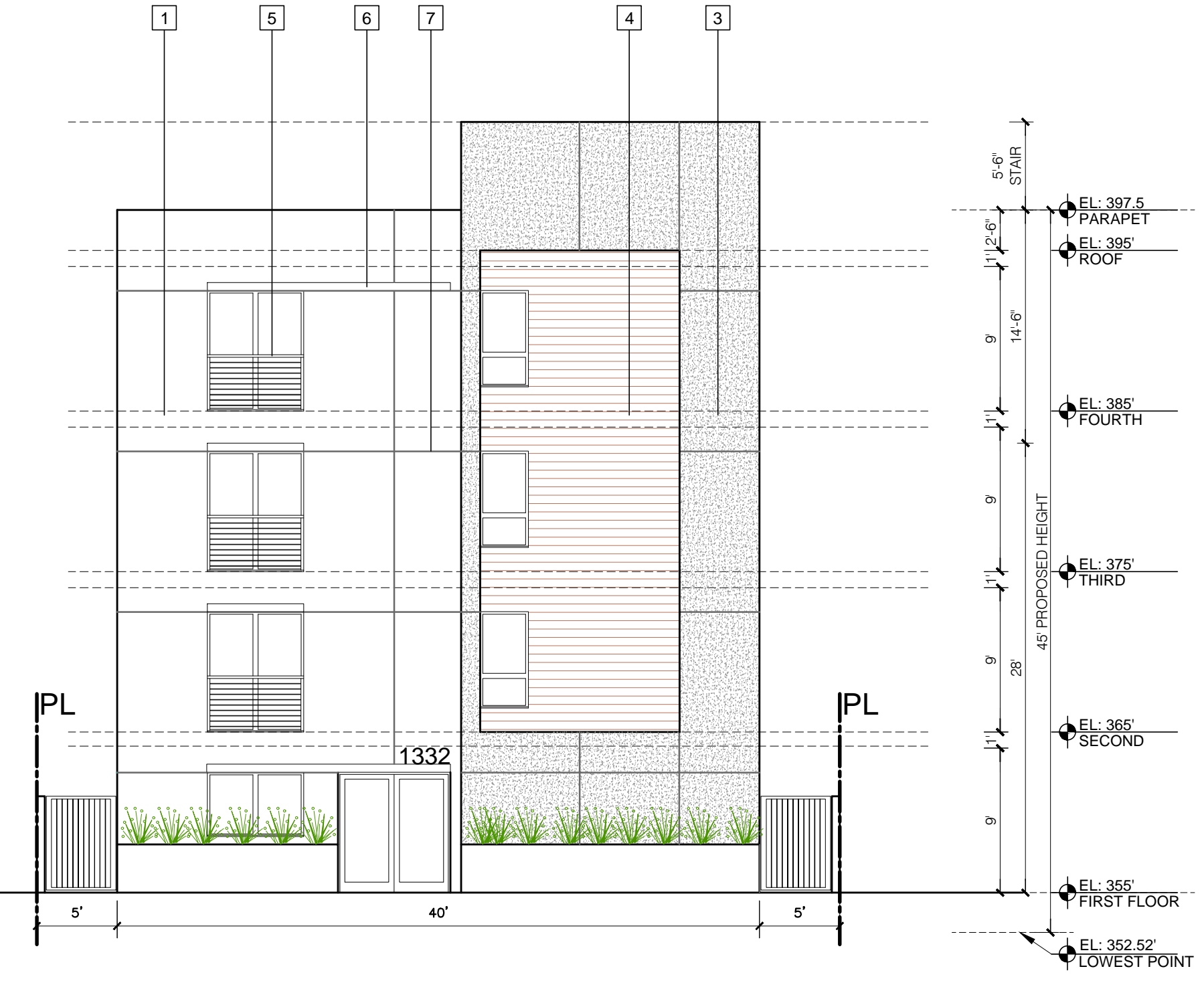
NOTE

7/8" STUCCO OVER PAPER BACK WIRE MESH PROVIDE 2-LAYERS OF GRADE 'D' PAPER OVER PLYWD.



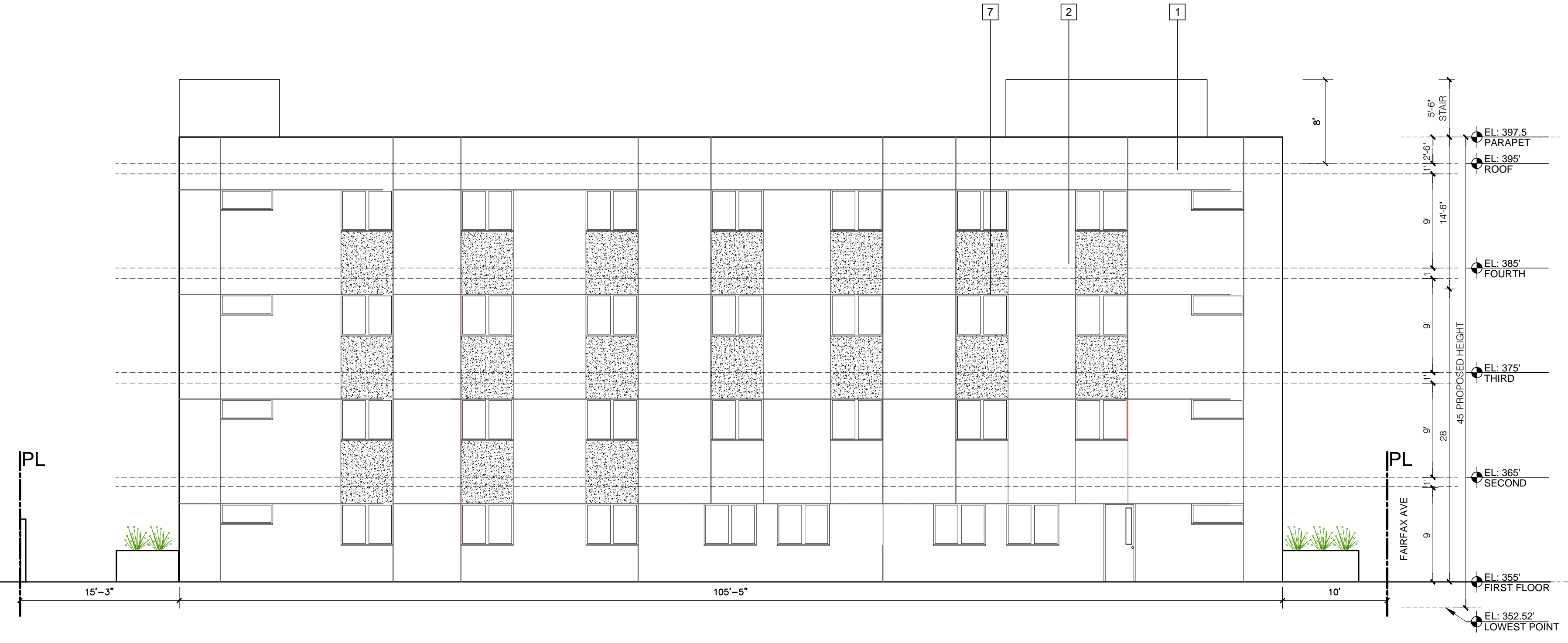
**SOUTH ELEVATION**

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



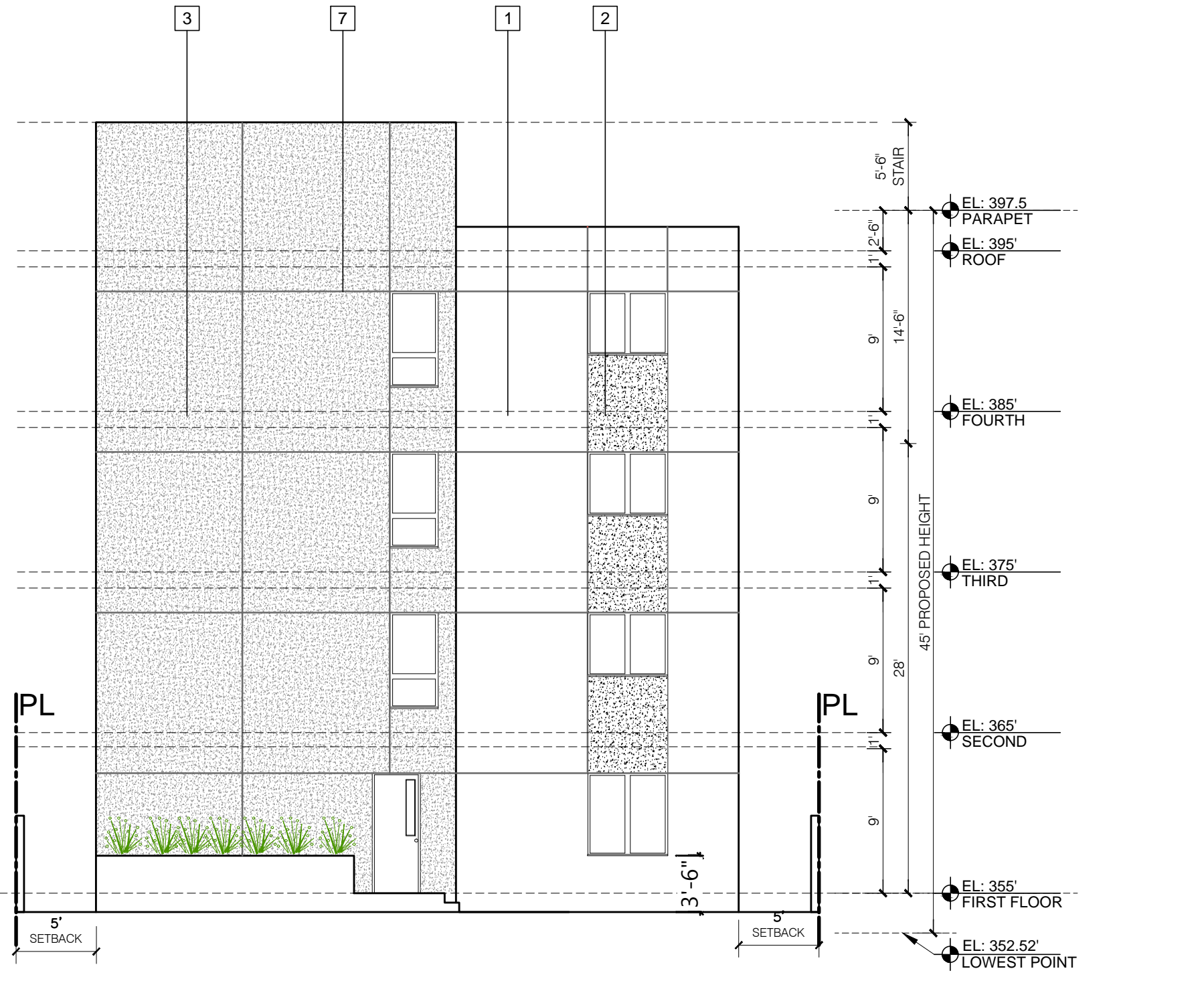
**WEST ELEVATION**

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



**NORTH ELEVATION**

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



**EAST ELEVATION**

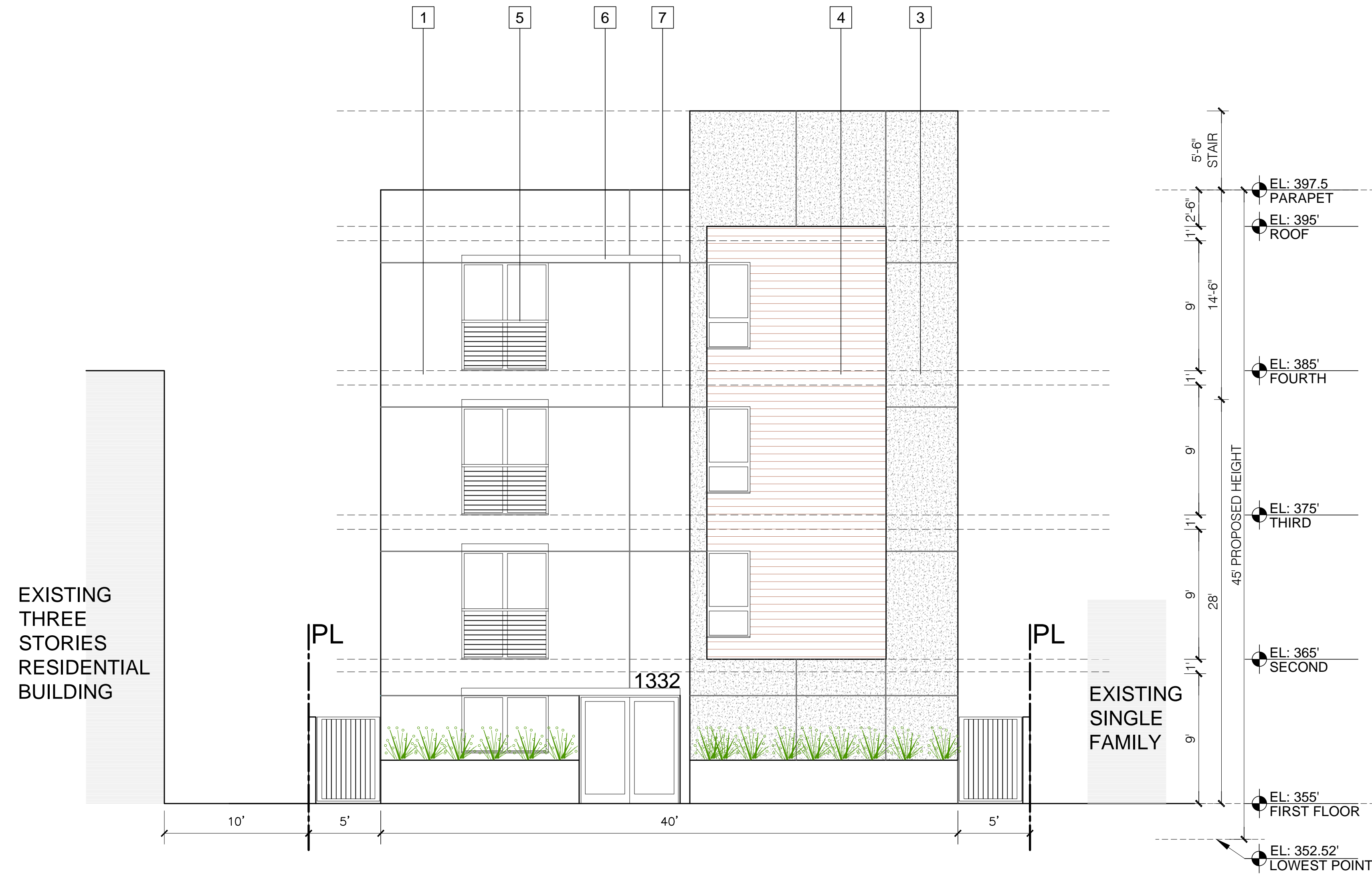
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**LEGEND**

- 1 STUCCO (WHITE)
- 2 STUCCO (LIGHT GRAY)
- 3 STUCCO (DARK GRAY)
- 4 SIDING
- 5 METAL GUARDRAIL
- 6 AWNING
- 7 1" REVEAL

**NOTE**

7/8" STUCCO OVER PAPER BACK WIRE MESH PROVIDE 2-LAYERS OF GRADE " D " PAPER OVER PLYWD.



**WEST ELEVATION**

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

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**PROJECT**  
1332 N. FAIRFAX AVE  
LOS ANGELES, CA. 90046

**DRAWING TITLE**  
WEST ELEVATION

DATE:  
SCALE: 3 / 16"  
DRAWN:  
APPROVED: VA.  
JOB : 23-1110

SHEET:  
**A3.01**  
SHEETS





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DRAWING TITLE  
 SOUTH ELEVATION

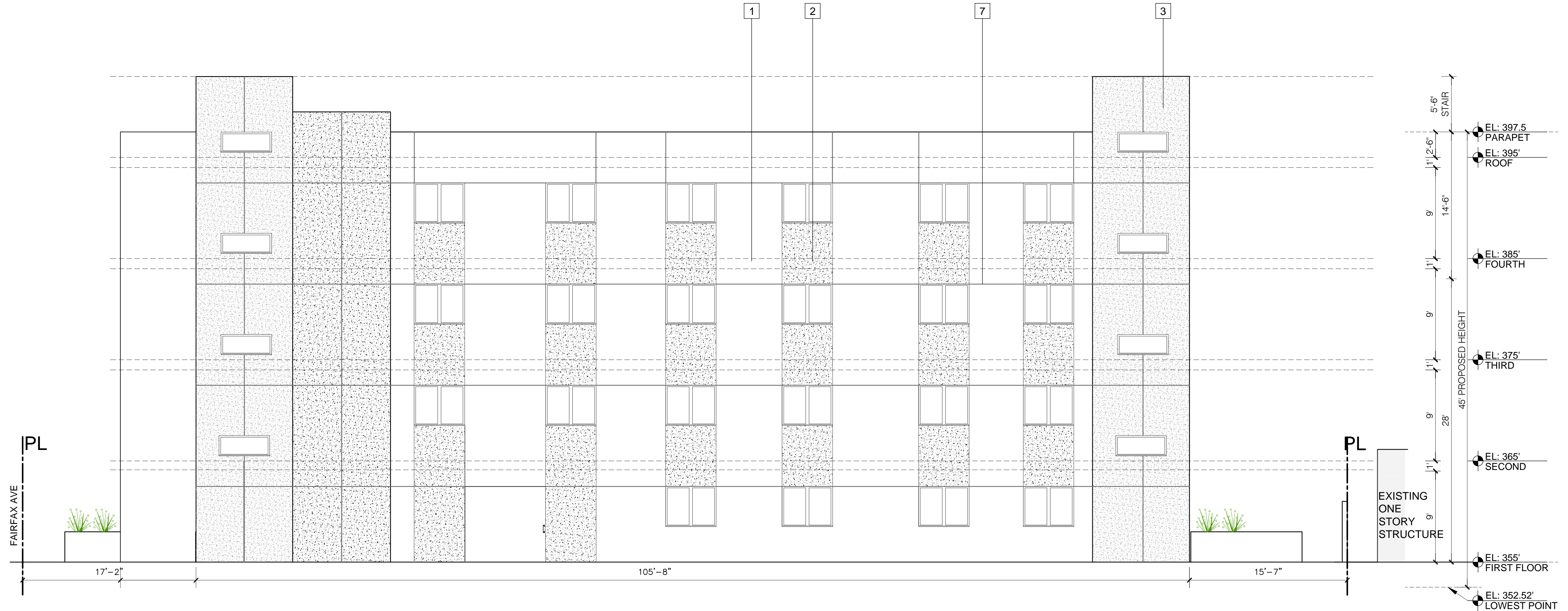
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 SCALE: 3 / 16 "  
 DRAWN:  
 APPROVED: VA.  
 JOB : 23-1110  
 SHEET:  
**A3.1**  
 SHEETS

**NOTE**

7/8" STUCCO OVER PAPER BACK WIRE MESH PROVIDE 2-LAYERS OF GRADE " D " PAPER OVER PLYWD.

**LEGEND**

- 1 STUCCO (WHITE)
- 2 STUCCO (LIGHT GRAY)
- 3 STUCCO (DARK GRAY)
- 4 SIDING
- 5 METAL GUARDRAIL
- 6 AWNING
- 7 1" REVEAL



**SOUTH ELEVATION**

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



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**LEGEND**

- 1 STUCCO (WHITE)
- 2 STUCCO (LIGHT GRAY)
- 3 STUCCO (DARK GRAY)
- 4 SIDING
- 5 METAL GUARDRAIL
- 6 AWNING
- 7 1" REVEAL

**NOTE**

7/8" STUCCO OVER PAPER BACK WIRE MESH PROVIDE 2-LAYERS OF GRADE " D " PAPER OVER PLYWD.



**EAST ELEVATION**

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

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**DRAWING TITLE**  
 EAST ELEVATION

DATE:  
 SCALE: 3 / 16"  
 DRAWN:  
 APPROVED: VA.  
 JOB : 23-1110

SHEET:  
**A3.2**  
 SHEETS



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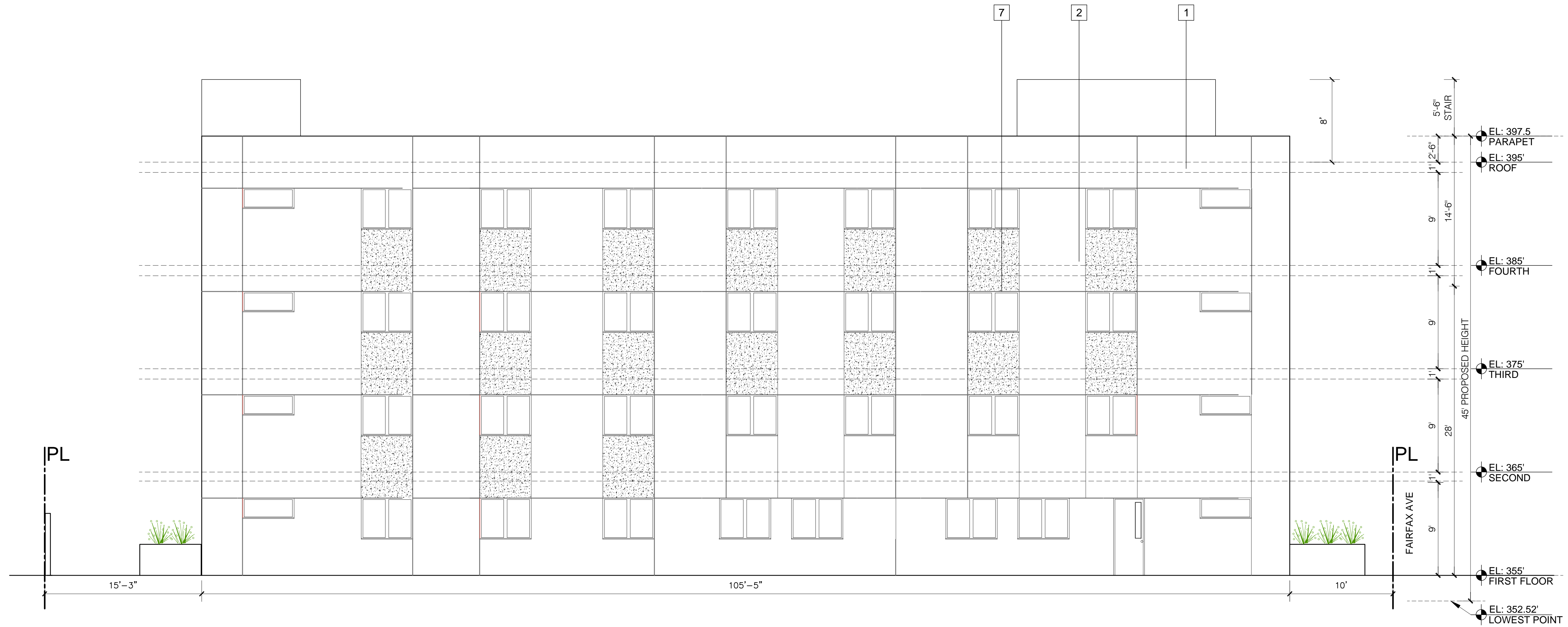
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7/8" STUCCO OVER PAPER BACK WIRE MESH PROVIDE 2-LAYERS OF GRADE " D " PAPER OVER PLYWD.

**LEGEND**

- 1 STUCCO (WHITE)
- 2 STUCCO (LIGHT GRAY)
- 3 STUCCO (DARK GRAY)
- 4 SIDING
- 5 METAL GUARDRAIL
- 6 AWNING
- 7 1" REVEAL



**NORTH ELEVATION**

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

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 LOS ANGELES, CA. 90046

**DRAWING TITLE**  
 NORTH ELEVATION

DATE:  
 SCALE: 3 / 16"  
 DRAWN:  
 APPROVED: VA.  
 JOB : 23-1110

SHEET:  
**A3.3**  
 SHEETS



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DRAWING TITLE  
 RENDERING

DATE:  
 SCALE: 3 / 16"  
 DRAWN:  
 APPROVED: VA.  
 JOB : 23-1110  
 SHEET:

**A3.5**  
 SHEETS



**WEST ELEVATION**



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LOS ANGELES, CA. 90046

**DRAWING TITLE**  
RENDERING

DATE:  
SCALE: 3 / 16"  
DRAWN:  
APPROVED: VA.

JOB : 23-1110  
SHEET:

**A3.6**  
SHEETS



# SOUTH ELEVATION



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**PROJECT**  
1332 N. FAIRFAX AVE  
LOS ANGELES, CA. 90046

**DRAWING TITLE**  
RENDERING

DATE:  
SCALE: 3 / 16"  
DRAWN:  
APPROVED: VA.

JOB : 23-1110  
SHEET:

**A3.7**  
SHEETS



**EAST ELEVATION**



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**PROJECT**  
1332 N. FAIRFAX AVE  
LOS ANGELES, CA. 90046

**DRAWING TITLE**  
RENDERING

DATE:  
SCALE: 3 / 16"  
DRAWN:  
APPROVED: VA.  
JOB : 23-1110  
SHEET:

**A3.8**  
SHEETS



**NORTH ELEVATION**



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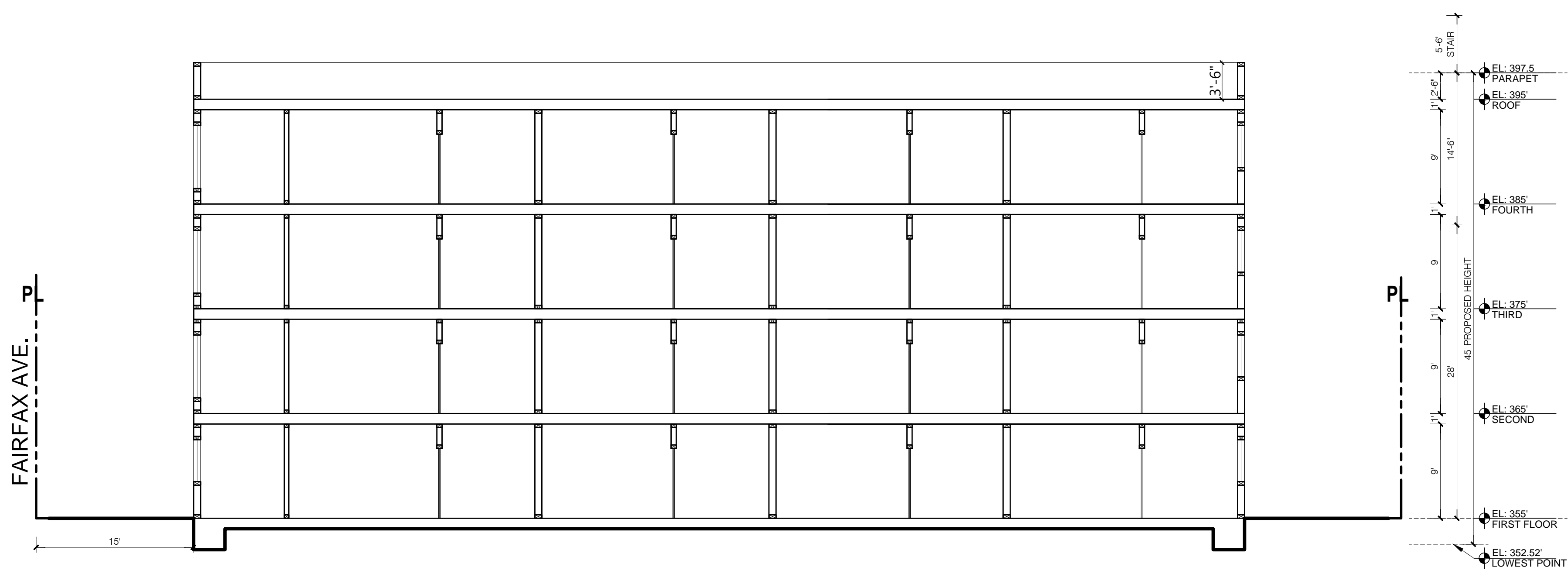
PROJECT  
1332 N. FAIRFAX AVE  
LOS ANGELES, CA. 90046

DRAWING TITLE  
ELEVATIONS

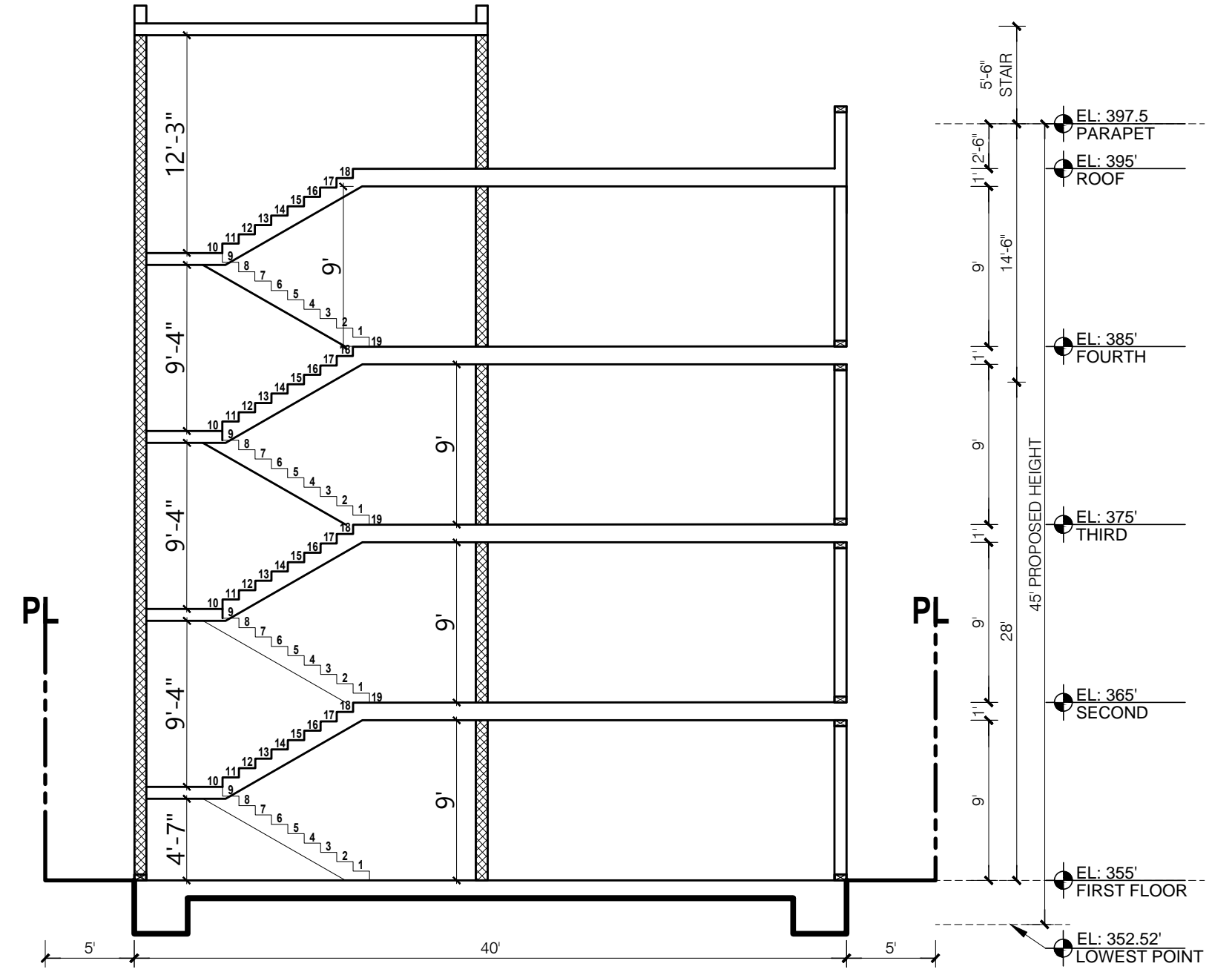
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SCALE: 1/8"  
DRAWN: VA  
APPROVED: VA

JOB: 23-1110  
SHEET:

**A-4.0**  
SHEETS



**SECTION A-A**



**SECTION B-B**



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LOS ANGELES, CA 90063

**PROJECT**  
1332 N. FAIRFAX AVE  
WEST HOLLYWOOD CA. 90046

**DRAWING TITLE**  
PLANTING PLAN

DATE: Sep. 5, 23  
SCALE: 1/8"=1'-0"  
DRAWN: SA  
APPROVED:  
JOB: 23-1108  
SHEET:  
**L-1.0**  
SHEETS

**PLANT LEGEND**

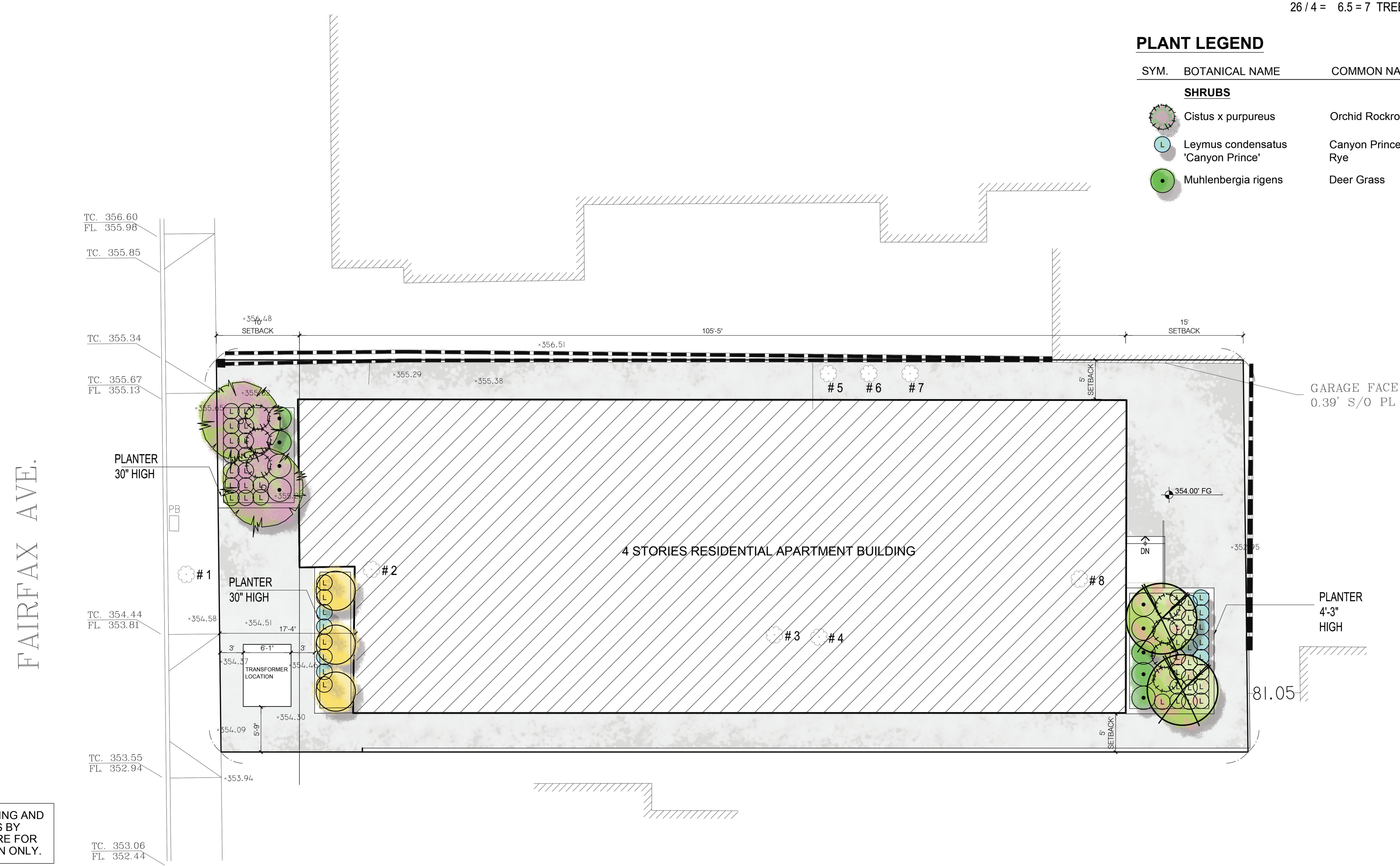
SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS PF.	SIZE AT MATURITY	YEARS	REMARKS
<b>TREES</b>								
	Chilopsis linearis	Desert Willow	2	24"Box	L	30'x15'	15	
	Cercis occidentalis	Western Redbud	2	24"Box	L	30'x10'	15	
	Freemontodendron californicum	California Flannelbush	3	24"Box	L	18'x4'	10	

# EXISTING TREE LOCATION TO BE REMOVED

REQUIRED TREES:  
26 / 4 = 6.5 = 7 TREES MINIMUM TO BE PROVIDED

**PLANT LEGEND**

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS PF.	SIZE AT MATURITY	YEARS	REMARKS
<b>SHRUBS</b>								
	Cistus x purpureus	Orchid Rockrose	7	5gal	L	6'x6'	7	
	Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	49	5gal	L	4'x2'	2	
	Muhlenbergia rigens	Deer Grass	9	5gal	L	8'x5'	3	



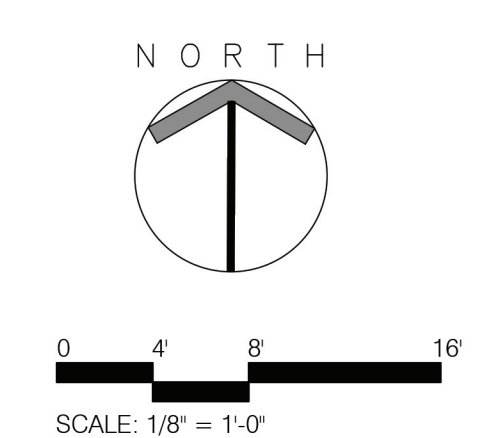
**PLANTING PLAN**  
Scale: 1 / 8 " = 1' - 0 "

SEE SHEET L-2 FOR PLANTING NOTES AND LEGENDS

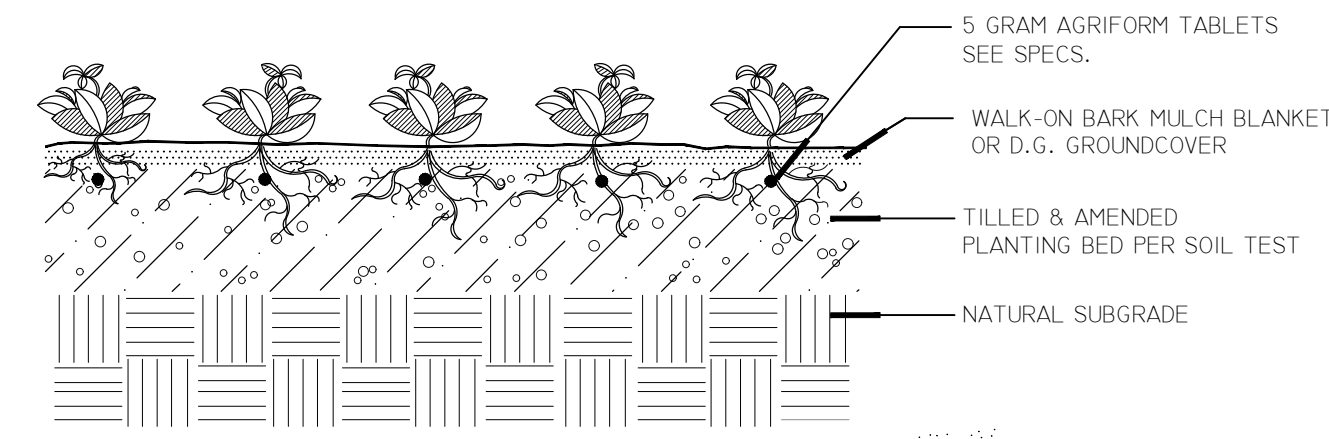
NOTE: ALL WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.



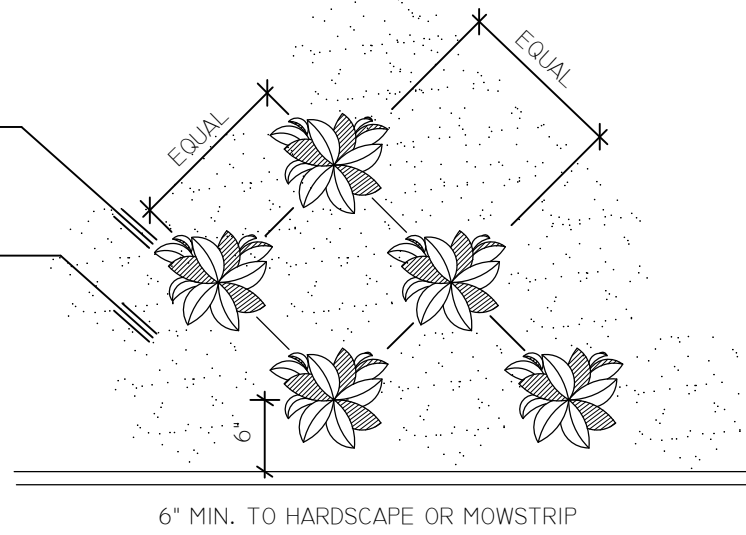
SECTION



GROUND COVER PLANTS  
SEE PLANTING PLANS  
FOR SPACING

WALK-ON BARK MULCH BLANKET  
OR D.G. GROUND COVER (SEE PLAN)

PLAN VIEW



PLANTING INSTALLATION NOTE

ADJUSTMENTS TO PLANT LAYOUT MAY BE REQUIRED IN THE FIELD DURING INSTALLATION BY THE LANDSCAPE ARCHITECT OR CITY REPRESENTATIVE TO ADDRESS SITE SPECIFIC SOLAR ORIENTATIONS OR MICROCLIMATIC CONDITIONS NOT REFLECTED IN THESE TYPICAL PLANS.

PLANTING NOTES

WEED CONTROL

WHERE PERENNIAL WEEDS EXIST ON SITE AT THE BEGINNING OF WORK, CLEAN AND REMOVE THESE EXISTING WEEDS BY MOWING OR GRUBBING OFF ALL PLANT MATERIAL. UPON COMPLETION OF SOIL PREPARATION AND PLANTING OF ALL SPECIMEN TREES, BEGIN WEED ABATEMENT PROGRAM BY APPLYING 100 POUNDS OF A COMMERCIAL FERTILIZER, 46-0-0, PER ACRE AND PER MANUFACTURER'S SPECIFICATIONS. WATER ALL AREAS FOUR (4) TIMES DAILY FOR FOURTEEN (14) CONSECUTIVE DAYS UNTIL WEED SEEDS HAVE GERMINATED. CEASE WATERING FOR THREE (3) DAYS. SPRAY A NON-SELECTIVE, NON-RESIDUAL, SYSTEMIC HERBICIDE TO ERADICATE GERMINATED WEEDS. LET THE WEEDS DIE WITHOUT IRRIGATION FOR A MINIMUM DEPTH OF 1/4" INCH BELOW THE SURFACE OF THE SOIL. IF STUBBORN AND RESIDUAL WEEDS (I.E. BERMUDA) SHOULD PERSIST ERADICATION PROCEDURE SHOULD BE REPEATED. THE TYPE OF WEEDS THAT EXIST SHOULD BE IDENTIFIED AND COORDINATED WITH AN APPROVED LICENSED PEST CONTROL ADVISOR TO ENSURE COMPATIBILITY WITH CHEMICAL AND SEASON OF APPLICATION. DO NOT USE MATERIAL OR METHOD THAT WOULD ADVERSELY AFFECT NEW PLANTINGS, SOIL STABILIZATION OR HYDROSEEDING.

SOIL TEST

AFTER ALL SOIL HAS BEEN IMPORTED TO THE SITE AND ROUGH GRADING COMPLETED BUT PRIOR TO SOIL PREPARATION, THE CONTRACTOR SHALL FURNISH A COPY OF THE SOIL TEST FOR AGRICULTURAL SUITABILITY AND FERTILITY (PREPARED BY A CALIFORNIA ASSOCIATION OF AGRICULTURAL LABORATORIES MEMBER TO THE CONTRACTING OFFICER. UPON REVIEWING THE SOILS REPORT THE CONTRACTING OFFICER MAY MAKE SPECIES SUBSTITUTIONS TO THE PLANT LIST.

SOIL PREPARATION

MACHINE ROTOTILL THE FOLLOWING AMENDMENTS INTO THE SOIL AT RATES INDICATED PER 1000 SF. (THESE RATES ARE FOR BID PURPOSES ONLY. ACTUAL RATES TO CORRESPOND TO CONTRACTOR'S SOILS REPORT.)

- 4 CU. YDS. NITROGEN STABILIZED SAWDUST
- 150 LBS. GYPSUM
- 125 LBS. STANDARD FERTILIZER

DEEP ROOT BARRIERS

ALL TREES WITHIN 6 FEET OF ANY PERMANENT HARDSCAPE ELEMENT SUCH AS CONCRETE WALKS, WALLS OR BUILDINGS SHALL BE PLANTED WITH AN APPROPRIATE SIZED LINEAR ROOT BARRIER (SEE DETAIL ON THIS SHEET).

SHRUB PLACEMENT NOTES:

- \*HOLD ALL SHRUBS A MIN. OF 30" AWAY FROM FACE OF STUCCO WALLS AS MEASURED FROM THE CENTER OF THE ROOTBALL TO FACE-OF-WALL.
- \*HOLD ALL GROUND COVER 18" AWAY FROM FACE-OF-WALL.

NOTES:

1. A minimum of 3-inch layer of cedar bark 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.
2. All Trees to be planted with commercial root barriers.
3. Use class I or class II Compost as a soil amendment in all landscaped areas.
4. For soils less than 6% organic matter in the top 6 inches of soil, compost at a rate of a minimum of four cubic yards per 1,000 square feet of permeable area shall be incorporated to a depth of six inches into the soil.
5. Recirculating water shall be used for water features.

PLANT LEGEND

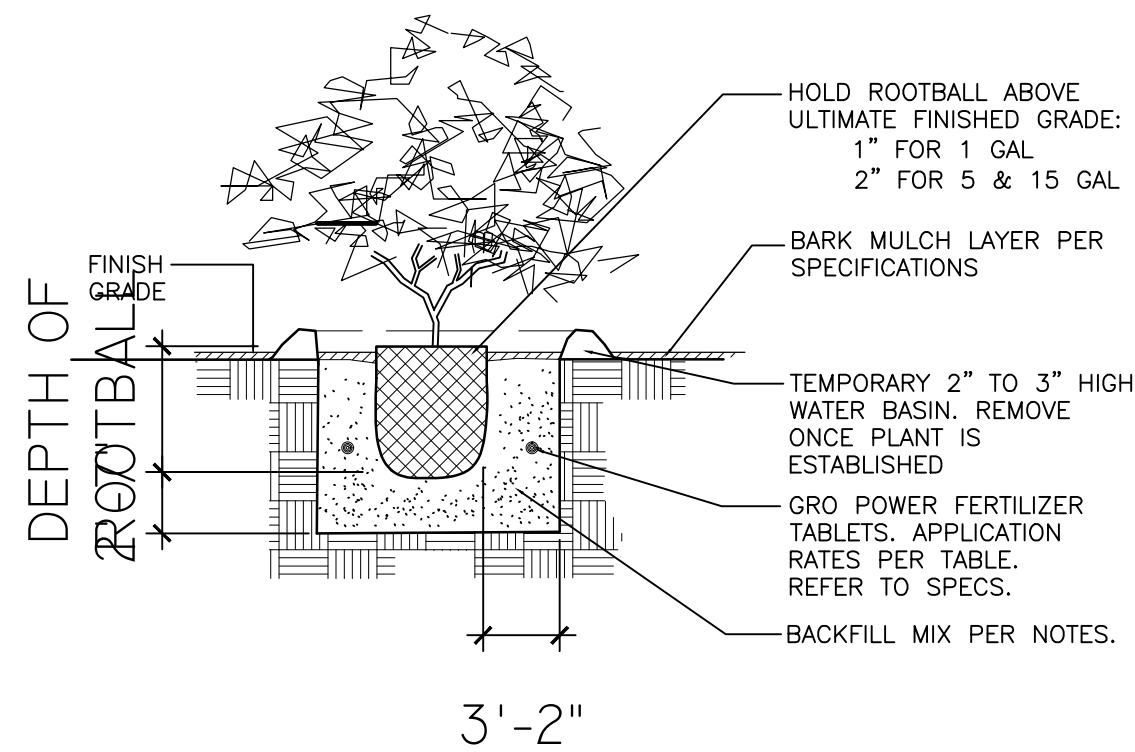
SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS PF.	SIZE AT MATURITY	YEARS	REMARKS
<b>TREES</b>								
	<i>Chilopsis linearis</i>	Desert Willow	2	24"Box	L	30'x15'	15	
	<i>Cercis occidentalis</i>	Western Redbud	2	24"Box	L	30'x10'	15	
	<i>Fremontodendron californicum</i>	California Flannelbush	3	24"Box	L	18'x4'	10	
#	EXISTING TREE LOCATION TO BE REMOVED							

REQUIRED TREES:  
26 / 4 = 6.5 = 7 TREES MINIMUM TO BE PROVIDED

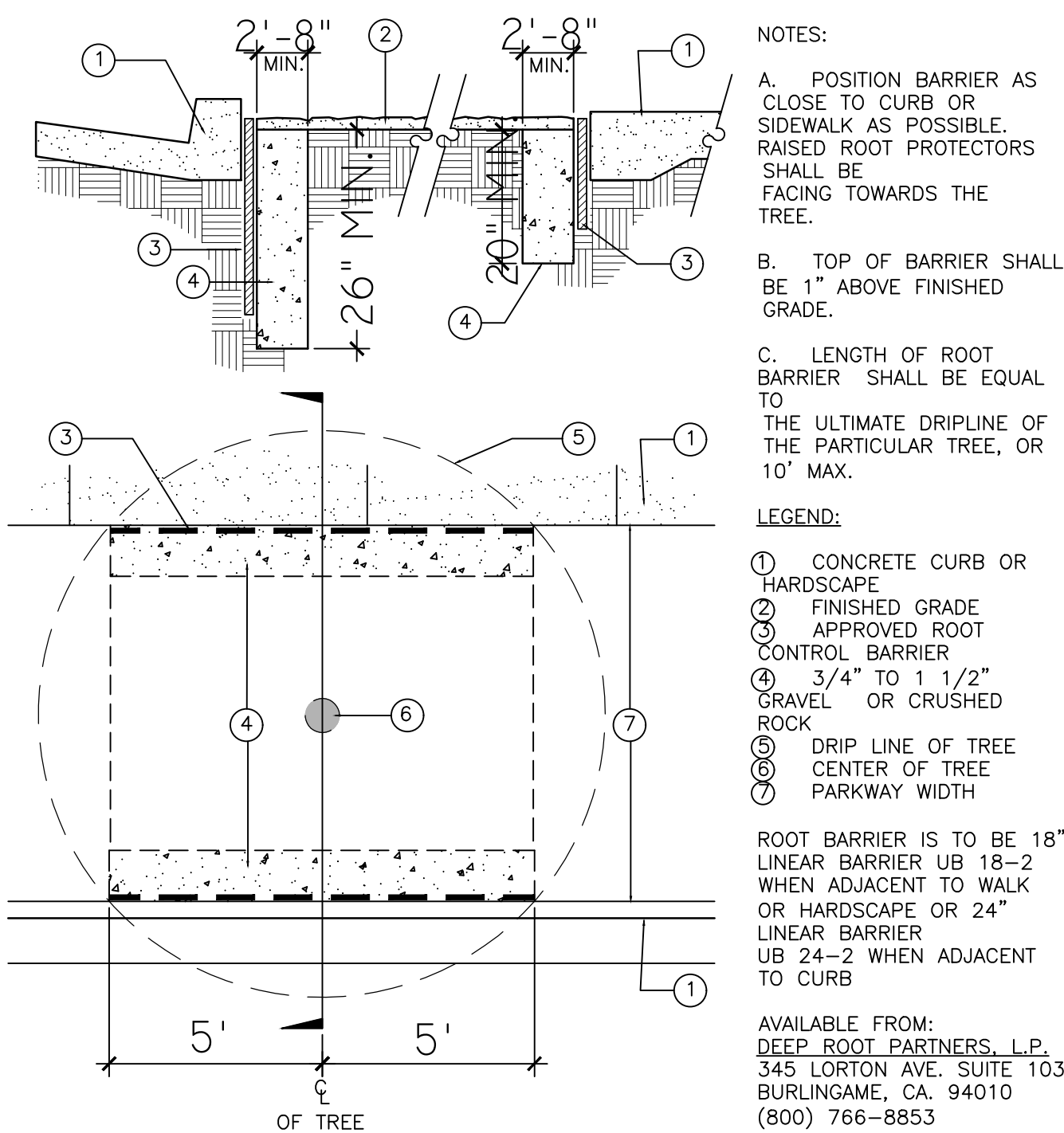
PLANT LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS PF.	SIZE AT MATURITY	YEARS	REMARKS
<b>SHRUBS</b>								
	<i>Cistus x purpureus</i>	Orchid Rockrose	7	5gal	L	6'x6'	7	
	<i>Leymus condensatus</i>	Canyon Prince Wild Rye	49	5gal	L	4'x2'	2	
	<i>Muhlenbergia rigens</i>	Deer Grass	9	5gal	L	8'x5'	3	

1 GROUND COVER PLANTING



2 SHRUB PLANTING DETAIL



NOTES:

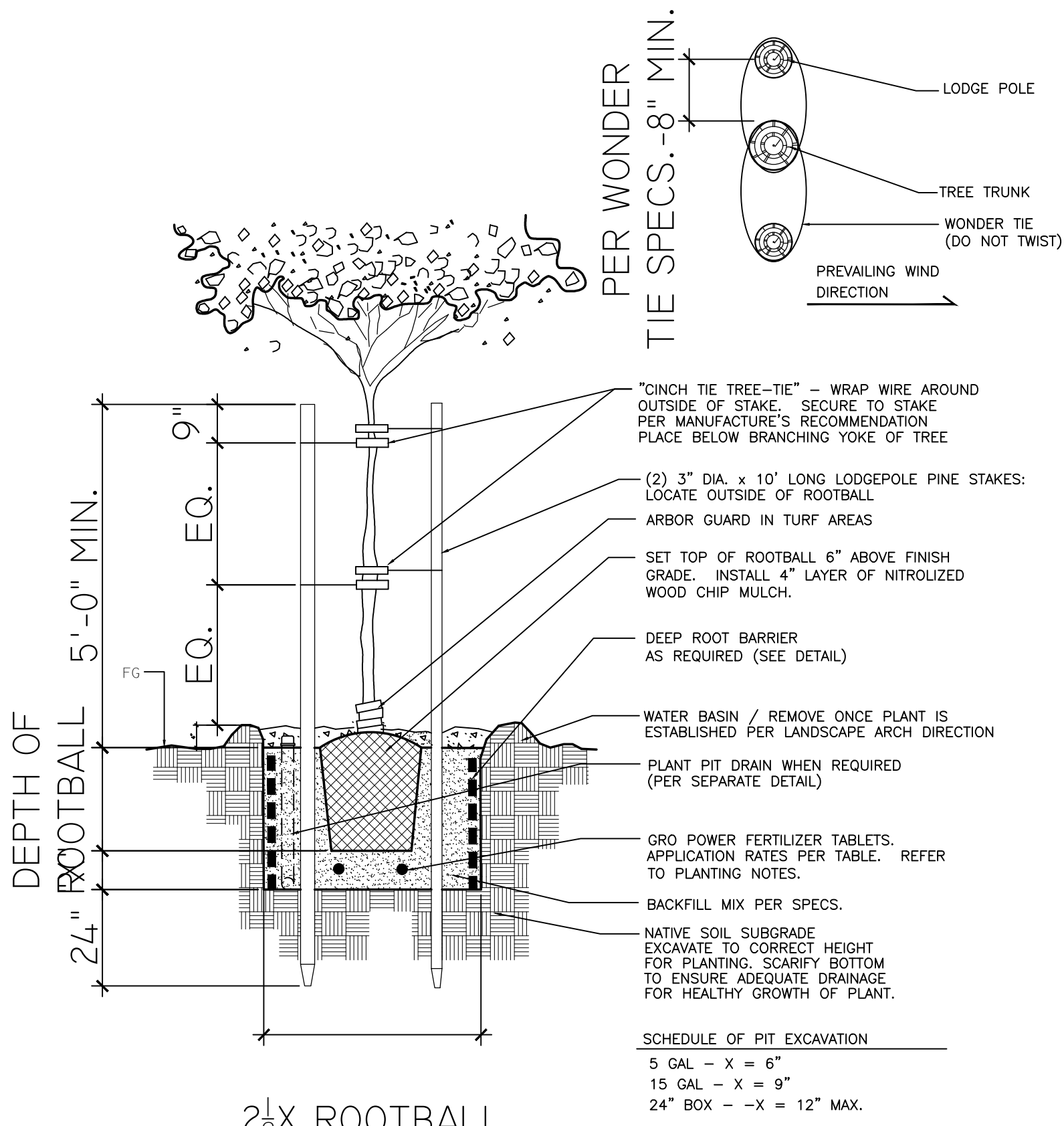
- A. POSITION BARRIER AS CLOSE TO CURB OR SIDEWALK AS POSSIBLE. RAISED ROOT PROTECTORS SHALL BE FACING TOWARDS THE TREE.
- B. TOP OF BARRIER SHALL BE 1" ABOVE FINISHED GRADE.
- C. LENGTH OF ROOT BARRIER SHALL BE EQUAL TO THE ULTIMATE DRIPLINE OF THE PARTICULAR TREE, OR 10' MAX.

LEGEND:

- 1 CONCRETE CURB OR HARDSCAPE
- 2 FINISHED GRADE
- 3 APPROVED ROOT CONTROL BARRIER
- 4 3/4" TO 1 1/2" GRAVEL OR CRUSHED ROCK
- 5 DRIP LINE OF TREE
- 6 CENTER OF TREE
- 7 PARKWAY WIDTH

ROOT BARRIER IS TO BE 18" LINEAR BARRIER UB 18-2 WHEN ADJACENT TO WALK OR HARDSCAPE OR 24" LINEAR BARRIER UB 24-2 WHEN ADJACENT TO CURB

AVAILABLE FROM:  
DEEP ROOT PARTNERS, L.P.  
345 LORTON AVE. SUITE 103  
BURLINGAME, CA. 94010  
(800) 766-8853



4 DOUBLE STAKED TREE

LANDSCAPE CALCULATION

REQUIRED	PROVIDED
PROJECT SITE: 6,545.2 SQ.FT.	36" Box trees: 4x3=12
	Use of Class I or Class II compost as a soil amendment in all landscaped areas: 3
POINTS REQUIRED: 10	TOTAL POINTS: 15

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY.



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REVISION	BY

OWNER  
STEVEN TAYLOR TAYLOR EQUITIES  
3995 INGLEWOOD BLVD.,  
LOS ANGELES, CA 90063

PROJECT  
1332 N. FAIRFAX AVE  
WEST HOLLYWOOD CA. 90046

DRAWING TITLE  
PLANTING LEGEND, DETAILS,  
AND NOTES

DATE: Sep. 5, 23  
SCALE: 1/8"=1'-00"  
DRAWN: SA  
APPROVED:  
JOB: 23-1108  
SHEET:

L-2.0  
SHEETS

**IRRIGATION NOTES**

- DO NOT WILLFULLY INSTALL THE SYSTEM AS DESIGNED, WHEN IT IS OBVIOUS THAT OBSTRUCTIONS OR GRADE DIFFERENCES EXIST THAT WERE NOT KNOWN DURING DESIGNING. SUCH CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. OTHERWISE THE IRRIGATION CONTRACTOR MUST ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
- THIS DESIGN IS DIAGRAMMATIC, EQUIPMENT SHOWN IN PAVED AREAS IS FOR CLARIFICATION ONLY, AND IS TO BE INSTALLED IN PLANTING AREAS WHEREVER POSSIBLE.
- UNLESS OTHERWISE NOTED, 120 VOLT ELECTRICAL POWER FOR CONTROLLER(S) TO BE PROVIDED BY OTHERS. THE IRRIGATION CONTRACTOR WILL MAKE FINAL ELECTRICAL CONNECTION TO AUTOMATIC CONTROLLER(S) FROM OUTLET PROVIDED BY OTHERS.
- ALL WIRES FROM CONTROLLER TO AUTOMATIC VALVES TO BE COPPER, DIRECT BURIAL, MIN. #14 GAUGE. INSTALL IN SAME TRENCH AS MAINLINE PIPING WHERE POSSIBLE. MIN. COVERAGE OVER WIRE TO BE 18". COMMON WIRE TO BE WHITE IN COLOR. CONTROL WIRES TO BE A DIFFERENT COLOR FOR EACH CONTROLLER USED. BUNDLE AND TAPE WIRE TOGETHER MIN. 20" ON CENTER.
- FINAL LOCATIONS FOR BACKFLOW PREVENTER(S) AND CONTROLLER(S) TO BE DETERMINED BY OWNER'S AUTHORIZED REPRESENTATIVE, IN THE FIELD.
- INSTALL ALL EQUIPMENT (VALVES, GATE VALVES, BOXES ETC.) IN PLANTING AREAS ONLY, NOT IN LAWN AREAS.
- PROVIDE MIN. 18" COVERAGE OVER ALL PRESSURE LINES, AND MIN. OF 12" COVERAGE OVER ALL NON-PRESSURE LINES. ALL PIPING UNDER PAVING TO BE MIN. SCHEDULE 40 P.V.C. AND TO HAVE MIN. 24" COVER OVER PIPING.
- IRRIGATION CONTRACTOR TO FLUSH ALL LINES AND ADJUST ALL SPRINKLERS FOR MAXIMUM PERFORMANCE, AND TO PREVENT OVERSPRAY ONTO WALKS, DRIVES, BUILDING, ETC.. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT ACTUAL SITE CONDITIONS.
- ALL SHRUBBERY SPRINKLERS ADJACENT TO PARKING LOT OR ALONG WALKS OR ROADS SHALL BE INSTALLED WITH HIGH POP-UP BODIES.
- DRIPPERLINE WILL BE INSTALLED MAXIMUM 6" FROM HARDSURFACE AND WILL BE SPACED AT MAXIMUM 12" ON CENTER FOR ENTIRE PLANTED AREA WHERE SHOWN. ALL TUBING WILL BE CONNECTED TO EITHER P.V.C. HEADER OR TO OTHER TUBING. THERE WILL BE NO "DEAD ENDS." TOP OF DRIPPERLINE WILL BE AT SAME LEVEL AS FINISH GRADE.
- IRRIGATION CONTRACTOR WILL INSTALL SWING CHECK VALVES OR SPRING LOADED CHECK VALVES AS REQUIRED TO ELIMINATE EXCESSIVE DRAINAGE FROM LOW SPRINKLERS. THIS WILL BE IN ADDITION TO ANY CHECK VALVES SHOWN ON PLAN.
- ALL P.V.C. MAINLINE FITTING TO BE "LONG SOCKET" TYPE AS MANUFACTURED BY DURA COMPANY.
- UPON COMPLETION, IRRIGATION CONTRACTOR TO SUPPLY TO OWNER, A COMPLETE SET OF REPRODUCIBLE "AS-BUILT" DRAWINGS. DRAWING WILL SHOW LOCATION OF ALL VALVES, CROSSINGS, QUICK COUPLING VALVES, ETC. EACH CONTROLLER TO HAVE ITS OWN CONTROLLER CHART. CHART WILL CLEARLY SHOW EACH AREA SPRINKLED IN A DIFFERENT COLOR. AND WILL BE LAMINATED BETWEEN 2 LAYERS OF 10MIL. CLEAR PLASTIC.

- THE IRRIGATION SYSTEM SHALL BE FULLY GUARANTEED FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. ANY DEFECTIVE MATERIALS OR POOR WORKMANSHIP SHALL BE REPLACED OR CORRECTED BY IRRIGATION CONTRACTOR AT NO COST TO OWNER.
- AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.
- UNLESS CONTRADICTED BY A SOILS TEST, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
- IDENTIFICATION OF A POTABLE AND NONPOTABLE WATER SYSTEM. IN BUILDINGS WHERE POTABLE WATER AND NONPOTABLE WATER SYSTEMS ARE INSTALLED, EACH SYSTEM SHALL BE CLEARLY IDENTIFIED IN ACCORDANCE WITH SECTION 601.2.1 THROUGH SECTION 602.2.4
  - POTABLE WATER. GREEN BACKGROUND WITH WHITE LETTERING
  - COLOR AND INFORMATION. EACH SYSTEM SHALL BE IDENTIFIED WITH A COLORED PIPE OR BAND AND CODED WITH PAINTS, WRAPS, AND MATERIALS COMPATIBLE WITH THE PIPING.
  - ALTERNATE WATER SOURCES. ALTERNATE WATER SOURCE SYSTEMS SHALL HAVE A PURPLE (PANTONE COLOR NO. 512, 522C, OR EQUIVALENT) BACKGROUND WITH UPPERCASE LETTERING AND SHALL BE FIELD OR FACTORY MARKED AS FOLLOWS:
    - GRAY WATER SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS "CAUTION: NONPOTABLE GRAY WATER, DO NOT DRINK" IN YELLOW LETTERS (PANTONE 108 OR EQUIVALENT).
    - RECLAIMED (RECYCLED) WATER SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS: "CAUTION: NONPOTABLE RECLAIMED (RECYCLED) WATER, DO NOT DRINK" IN BLACK LETTERS.
    - ON SITE TREATED WATER SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS: "CAUTION: ON-SITE TREATED NONPOTABLE WATER, DO NOT DRINK" IN YELLOW LETTERS (PANTONE 108 OR EQUIVALENT).
    - RAINWATER CATCHMENT SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS: "CAUTION: NONPOTABLE RAINWATER, DO NOT DRINK" IN YELLOW LETTERS (PANTONE 108 OR EQUIVALENT).
- ALL SPRINKLER HEADS OF THE SAME TYPE SHALL BE OF THE SAME MANUFACTURER.
- OVERHEAD IRRIGATION SHALL NOT BE PERMITTED WITHIN 24-INCHES OF ANY NON-PERMEABLE SURFACE.
- RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES
- FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO DEPTH OF SIX INCHES INTO THE SOIL.
- PRESSURE REGULATION DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
- CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.
- I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.
- A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

- A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.
- AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

28. AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICATION MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

**RAIN / ET SENSOR PLACEMENT NOTE:**

THE RAIN SENSOR SHALL BE INSTALLED ON THE SOUTH OR SOUTHWESTERN FACING AREA OF THE ROOF. THE AREA SELECTED SHALL BE IN A CLEAR OPEN AREA OF THE ROOF NOT EFFECTED BY SHADE FROM ANOTHER BUILDING OR TREE. THE CONTRACTOR SHALL INSTALL THE SENSOR ON AN EAVE OR FASCIA BOARD PER THE DIRECTION OF THE LANDSCAPE ARCHITECT. ALL WIRING SHALL BE CONCEALED PER THE DIRECTION OF THE LANDSCAPE ARCHITECT EITHER WITHIN PVC CONDUIT OR OTHER MEANS AS DIRECTED BY THE LANDSCAPE ARCHITECT.

**Water Budget Calculation:**  
**MAXIMUM APPLIED WATER ALLOWANCE (MAWA):**  
 (Eto)(0.62)(ETAF)(AREA)  
 (50.1)(0.62)(0.55)(330) = 5,637.8 GALLONS

**Estimated Total Water Use (ETWU):**  
 (Eto)(0.62)x((PFxHA)/IE)  
 (50.1)x(0.62)x(36/0.81) = 1,380.5 Gallons

The ETWU (1,380.5 Gallons per year) is less than MAWA (5,637.8 Gallons per year), the water budget complies with the MAWA.

- NOTES:**
- Recirculating water systems shall be used for water features.
  - Pressure regulating devices are required if water pressure is below or exceeds the recommended pressure of the specified irrigation devices.
  - Check valves or anti-drain valves are required on all sprinkler heads where low point drainage could occur.
  - A diagram of the irrigation plan showings hydrozones shall be kept with the irrigation controller for subsequent management purposes.
  - A certificate of completion shall be filled out and certified by either the designer of the landscape plans, irrigation plans, or the licensed landscape contractor for the project.
  - An irrigation audit report shall be completed at the time of final inspection.

DRIPLINE SUPPLY/EXHAUST LATERAL PIPE SIZING:

ZONE FLOW	PIPE SIZE
0 - 5 GPM	DRIPLINE TUBING or 1/2" PVC
5 - 8 GPM	3/4" PVC
8.1 - 13 GPM	1" PVC
13.1 - 22 GPM	1 1/4" PVC
22.1 - 30 GPM	1 1/2" PVC

Hydrozone	Plant water use type	Plant factor (PF)	Hydrozone Area (HA) square feet	PFxHA (square feet)
1	Low	0.2	180	36
2	Low	0.2	150	30
		SUM	330	66

CITY OF LOS ANGELES LANDSCAPE ORDINANCE IRRIGATION POINTS

REQUIRED FOR 6,545.2 SQ.FT. PROJECT: 100

TECHNIQUE	TABLE II ITEM	# OF ITEM	POINTS PER ITEM	TOTAL POINTS
Drip/low precipitation circuits	1	3	5	15
Automatic irrigation controller w/ cycling capacity	3	1	5	5
Plants on site to remain more than 3 years	6	36	2	76
Lawn area 0%-15% of landscape area	2	1	10	10
Rain sensor	4	2	2	2
<b>TOTAL POINTS</b>				<b>104</b>

NOTE: ALL WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY.

**IRRIGATION LEGEND**

SYM.	DESCRIPTION
	RAINBIRD XCZ-075-PRF CONTROL ZONE KIT - REMOTE CONTROL VALVE FOR DRIP/BUBBLER SYSTEMS.
	HUNTER WIRELESS SOLAR SYNC SENSOR, MOUNT UP TO 800' FROM RECEIVER
	HUNTER 1" MASTER VALVE - IBV SERIES VALVE - NORMALLY CLOSED
	HUNTER FCT-100 - 1" FLOW-CLIK FLOW SENSOR
	FEBCO 825 Y - 1" BACKFLOW PREVENTION UNIT - TO BE INSTALLED IN STAINLESS STEEL ENCLOSURE POWDER COATED COLOR BLACK.
	NIBCO BRASS BALL VALVE - LINE SIZE
	FIRE DEPARTMENT CONNECTION - FOR REFERENCE ONLY VERIFY LOCATION ON SITE POINT OF CONNECTION 1.5" PRESSURE MAINLINE LINE CLASS 315 PVC - INSTALL DEPTHS PER DETAIL NON-PRESSURE LATERAL LINE SCH. 40 P.V.C. - INSTALL DEPTHS PER DETAIL. USE 'UVR BROWNLINE' FOR ANY IRRIGATION PIPE PLACED ON OR ABOVE GRADE. DRIP LINE FLUSH CAP HUNTER ICORE IC-600-PL OUTDOOR WALL MOUNT CONTROLLER WITH SOLAR SYNC. (ONE ON EACH FLOOR) POTABLE WATER METER - LOCATE IN FIELD
	HUNTER PLD-BV MANUAL FLUSH VALVE - PROVIDE 3' OF TUBING AFTER THE BALL VALVE. INSTALL VALVE INSIDE 6" ROUND VALVE BOX. ONE AT THE FAR END OF DRIPLINE LATERAL. INSTALL MINIMUM OF ONE FLUSH VALVE PER MAXIMUM OF 800' OF TUBING. MULTIPLE FLUSH VALVES MAY BE REQUIRED WITHIN DRIPLINE LAYOUT. ALWAYS INSTALL VALVES IN OPPOSITE DIRECTIONS OF THE PVC/DRIP CONNECTION MANIFOLD. - INSTALL ONE FOR EACH PLANTER AT THE LOW POINT OF THE SYSTEM.
	RAINBIRD XFS-09-18 SUB-SURFACE DRIPLINE TUBING 1.0 GPH EMITTERS AT 18" ON CENTER SPACING AT 40 PSI - ALL TUBING SHALL BE INSTALLED 1" MINIMUM BELOW FINISHED SOIL GRADE W/ 9" WIRE STAKES FIVE (4) FEET ON CENTER; VERIFY THE LAYOUT AND 18" ON CENTER ROW SPACING IN THE FIELD PRIOR TO STARTING WORK. INSTALL SUB-SURFACE DRIP IRRIGATION SYSTEM PER MANUFACTURER'S SPECIFICATIONS.
	RAINBIRD XFS-09-18 SUB-SURFACE DRIPLINE TUBING 0.9 GPH EMITTERS AT 18" ON CENTER SPACING AT 40 PSI - ALL TUBING SHALL BE INSTALLED 1" MINIMUM BELOW FINISHED SOIL GRADE W/ 9" WIRE STAKES FIVE (4) FEET ON CENTER; VERIFY THE LAYOUT AND 18" ON CENTER ROW SPACING IN THE FIELD PRIOR TO STARTING WORK. INSTALL SUB-SURFACE DRIP IRRIGATION SYSTEM PER MANUFACTURER'S SPECIFICATIONS.
	BUBBLER HUNTER PCB-50 HEAD ON SCH. 80 NIPPLE EACH SYMBOL REPRESENTS TWO BUBBLERS PER TREE. PLACE BUBBLERS AT EDGE OF ROOTBALL ON OPPOSITE SIDES OF TREE TYPICAL. INSTALL BUBBLERS 1" BELOW FINISH GRADE WITHIN PERFORATED PVC DRAIN PIPE.
	RAINBIRD QUICK COUPLER 33DLRC
	RAINBIRD XCZ-075-PRF CONTROL ZONE KIT - REMOTE CONTROL ATMOSPHERIC VALVE FOR DRIP SYSTEMS.
	NIBCO BRASS LOCKING KEY HOSE BIB - ATTACH TO BUILDING BY PLUMBER. INSTALL PER LOCAL BUILDING CODE.

ENGINEERING INC.  
 6747 DODDSEA AVENUE  
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 gaengineeringinc@gmail.com

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REVISION	BY

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 STEVEN TAYLOR TAYLOR EQUITIES  
 3995 INGLEWOOD BLVD.,  
 LOS ANGELES, CA 90063

PROJECT  
 1332 N. FAIRFAX AVE  
 WEST HOLLYWOOD CA. 90046

DRAWING TITLE  
 IRRIGATION PLAN, NOTES, LEGEND,  
 AND CALCULATIONS

DATE: Sep. 5, 23  
 SCALE: 1/8"=1'-00"  
 DRAWN: SA  
 APPROVED:  
 JOB: 23-1108  
 SHEET:

**L-3.0**  
 SHEETS

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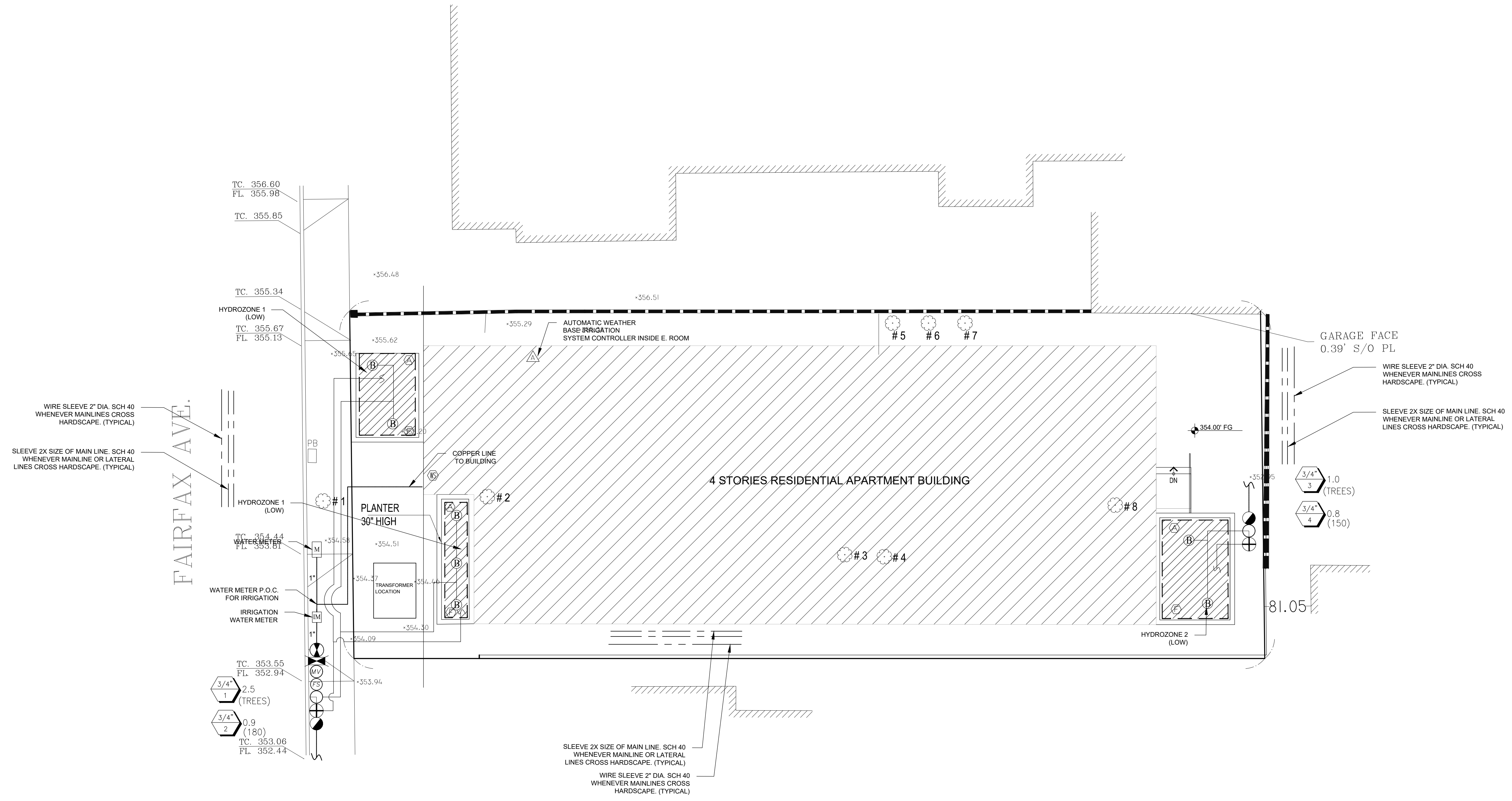
REVISION	BY

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**PROJECT**  
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WEST HOLLEWOOD CA. 90046

**DRAWING TITLE**  
IRRIGATION DETAILS

DATE: Sep. 5, 23  
SCALE: 1/8"=1'-0"  
DRAWN: SA  
APPROVED:  
JOB: 23-1108  
SHEET:  
**L-4.0**  
SHEETS



NOTE: ALL WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY.

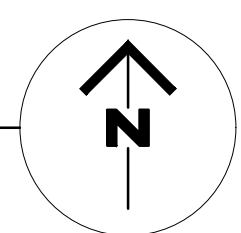
NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

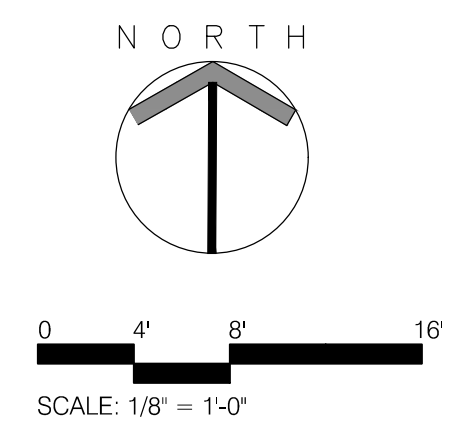
**POINT OF CONNECTION**  
CONTRACTOR TO COORDINATE WITH CIVIL PLANS FOR LOCATION OF WATER CONNECTION. INSTALL A BACKFLOW MASTER VALVE/PRESSURE REGULATOR TO BE SET @ 85 PSI. COORDINATE THESE LOCATIONS WITH OWNER/DEVELOPER.  
AVAILABLE PRESSURE: 74 PSI  
DESIGN PRESSURE: 64.2 PSI  
MAXIMUM DEMAND: 2.5 GPM  
-PRESSURE TO BE FIELD VERIFIED BY CONTRACTOR.

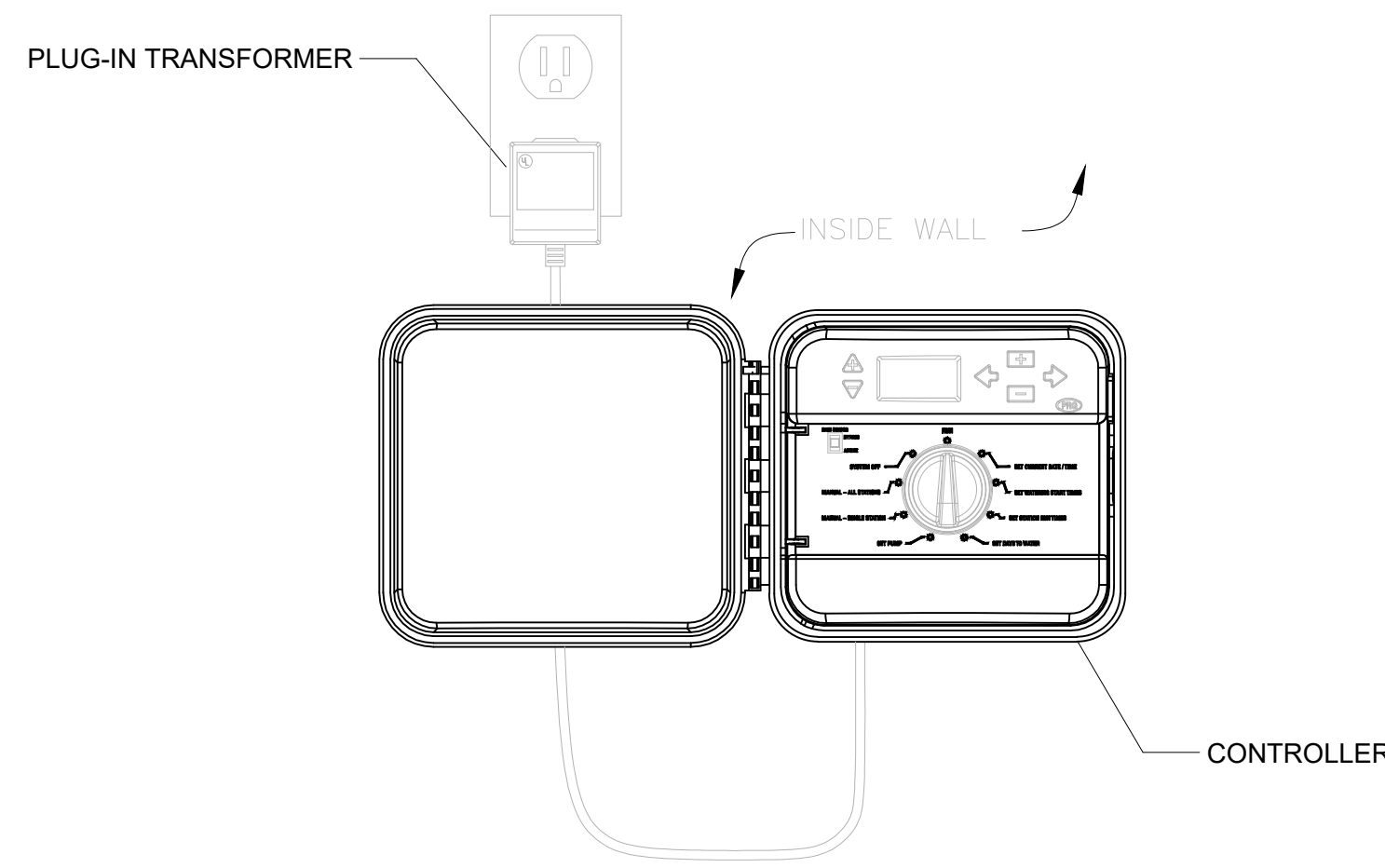
**IRRIGATION PLAN**

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

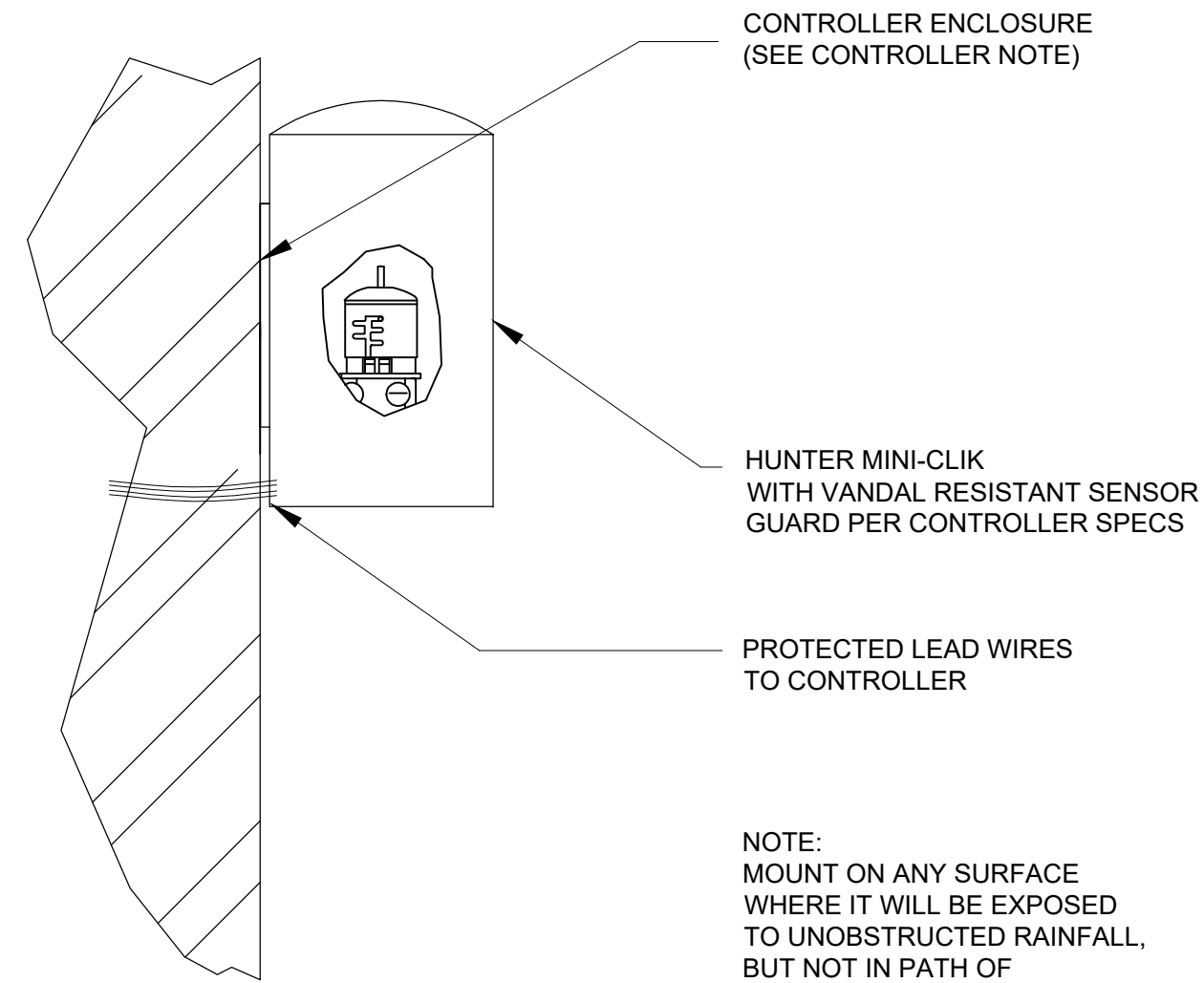


**SEE SHEET L-3 FOR IRRIGATION NOTES AND LEGENDS  
SEE SHEETS L-5 - L-6 FOR IRRIGATION DETAILS**

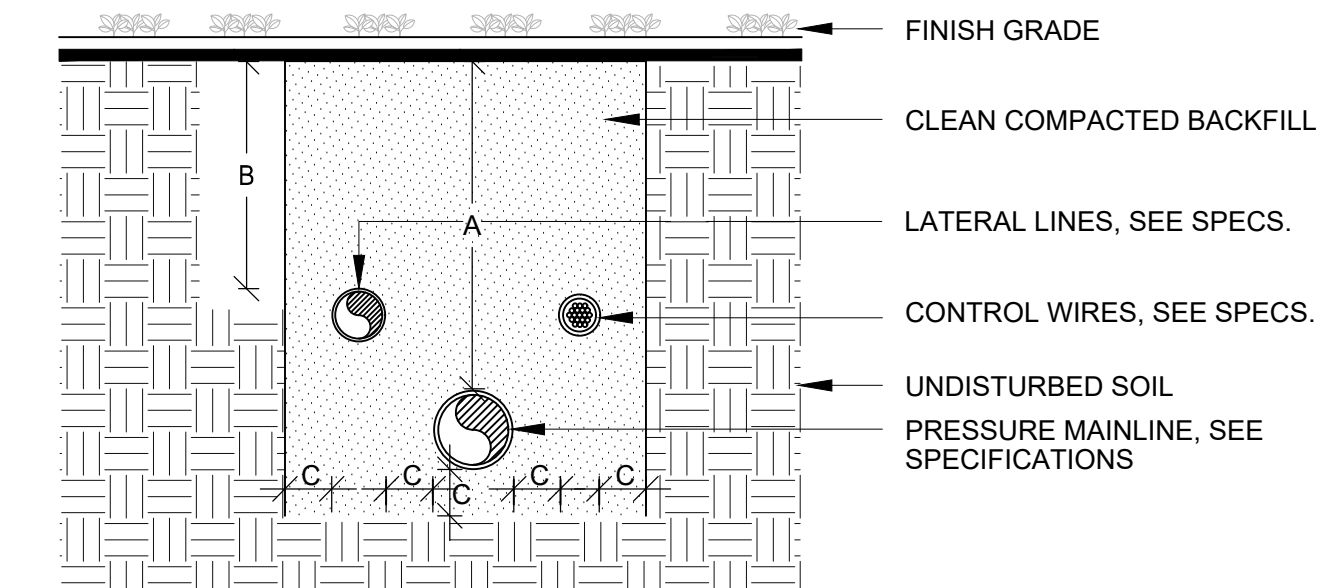
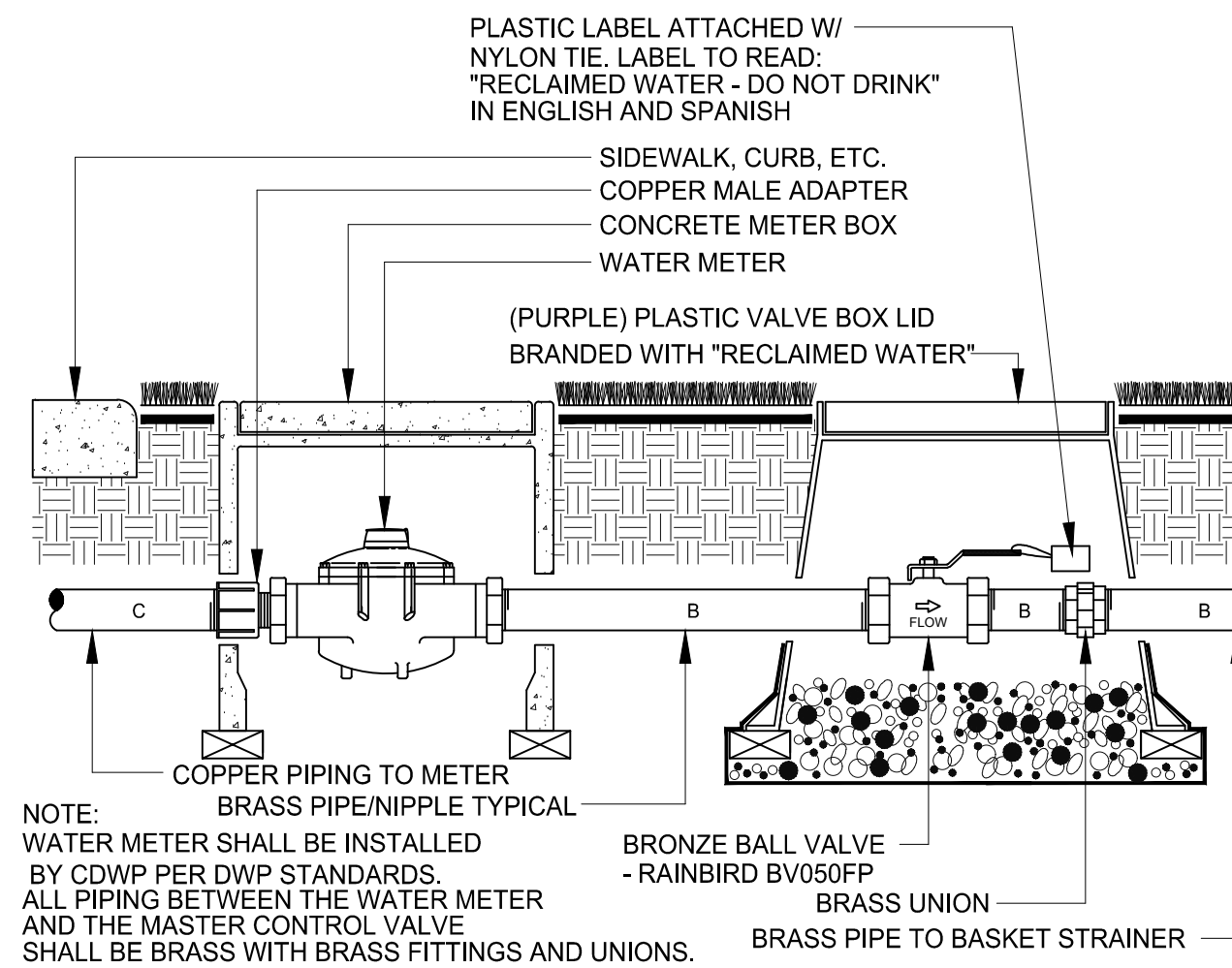




NOTE:  
INSTALL ENCLOSURE AS INDICATED BY CITY STANDARD & MANUFACTURER'S RECOMMENDATION.  
ROUTE WIRES AND SLEEVE THROUGH WALL AS PER CITY STANDARD RECOMMENDATION.



NOTE:  
MOUNT ON ANY SURFACE WHERE IT WILL BE EXPOSED TO UNOBSTRUCTED RAINFALL, BUT NOT IN PATH OF SPRINKLER SPRAY.



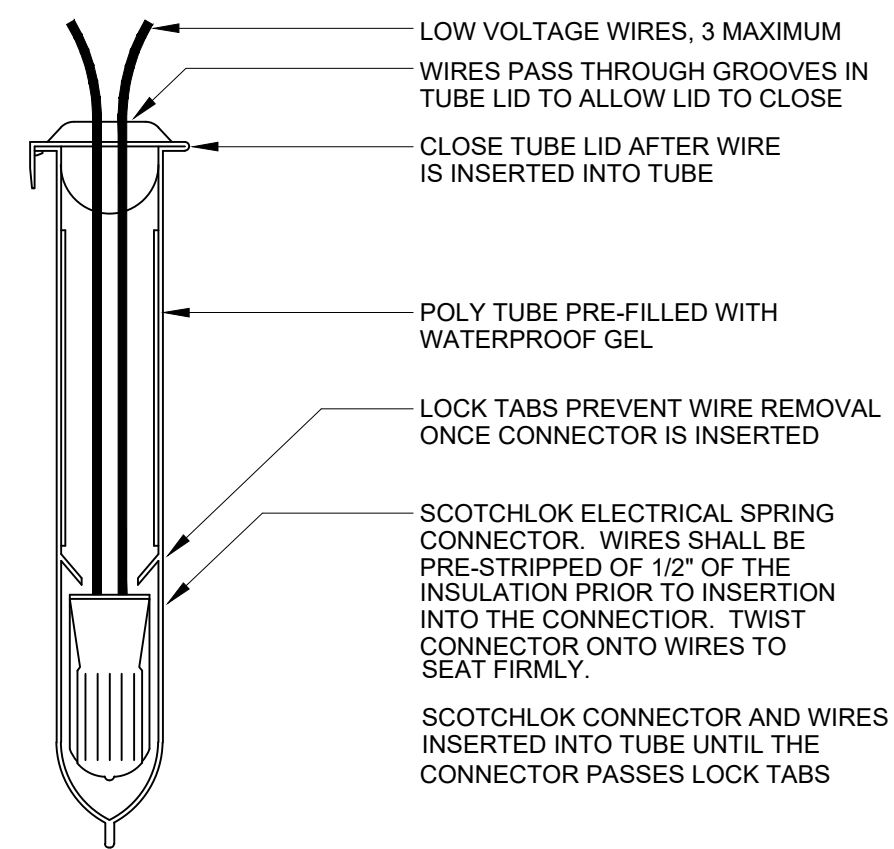
DIMENSION	A	B	C
3/4" TO 2-1/2" IN SIZE	18"	12"	4"
3" TO 6" IN SIZE	24"	4"	

(D) WALL MOUNT CONTROLLER

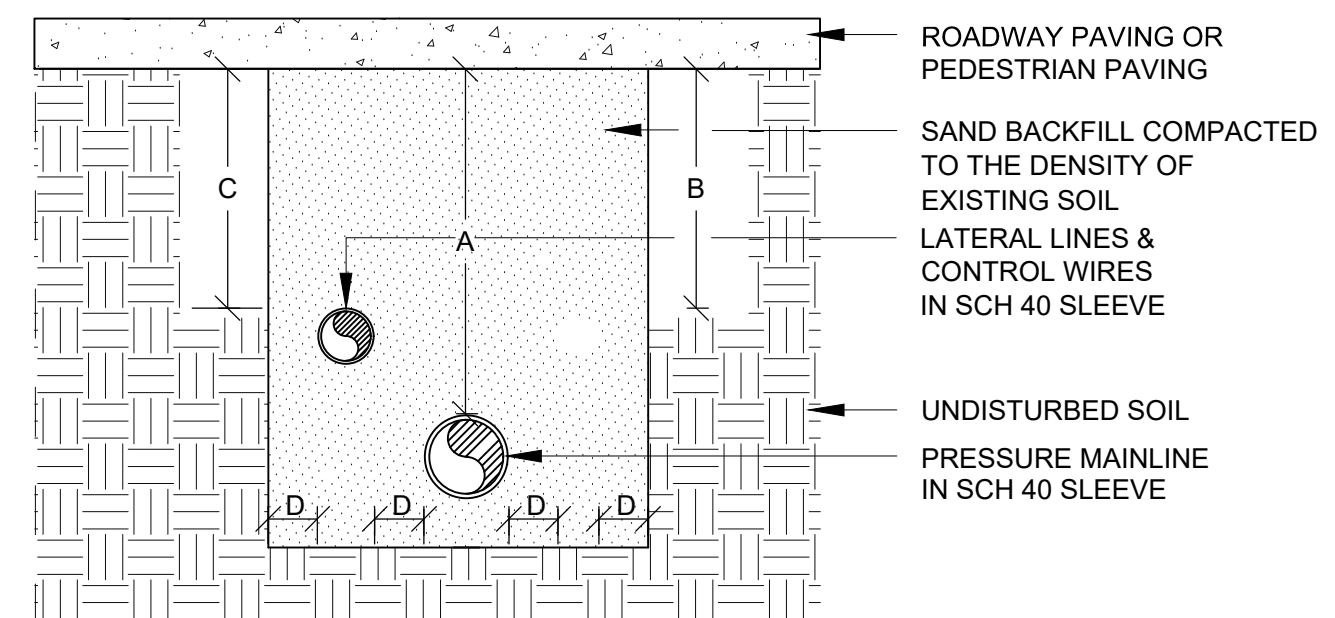
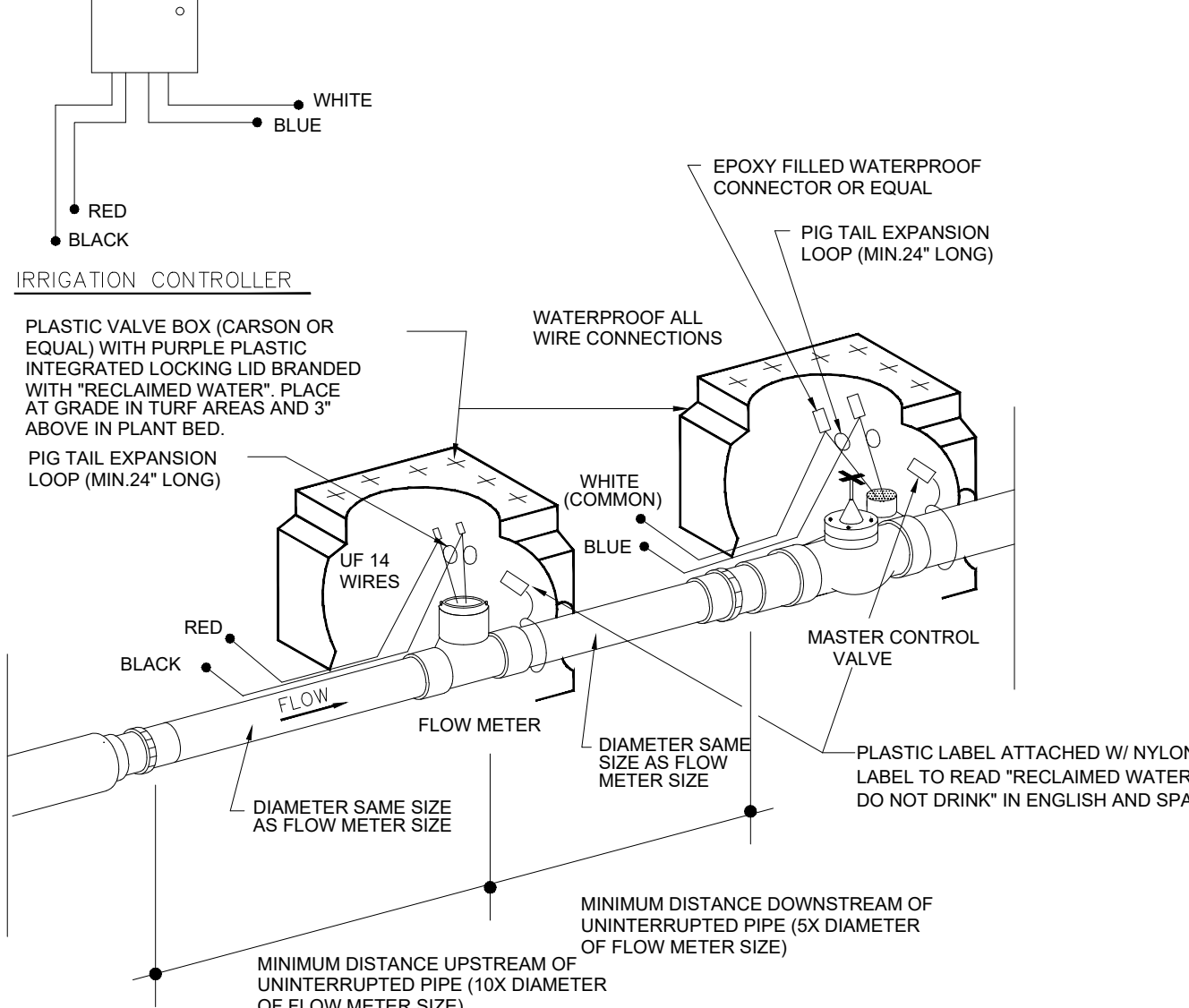
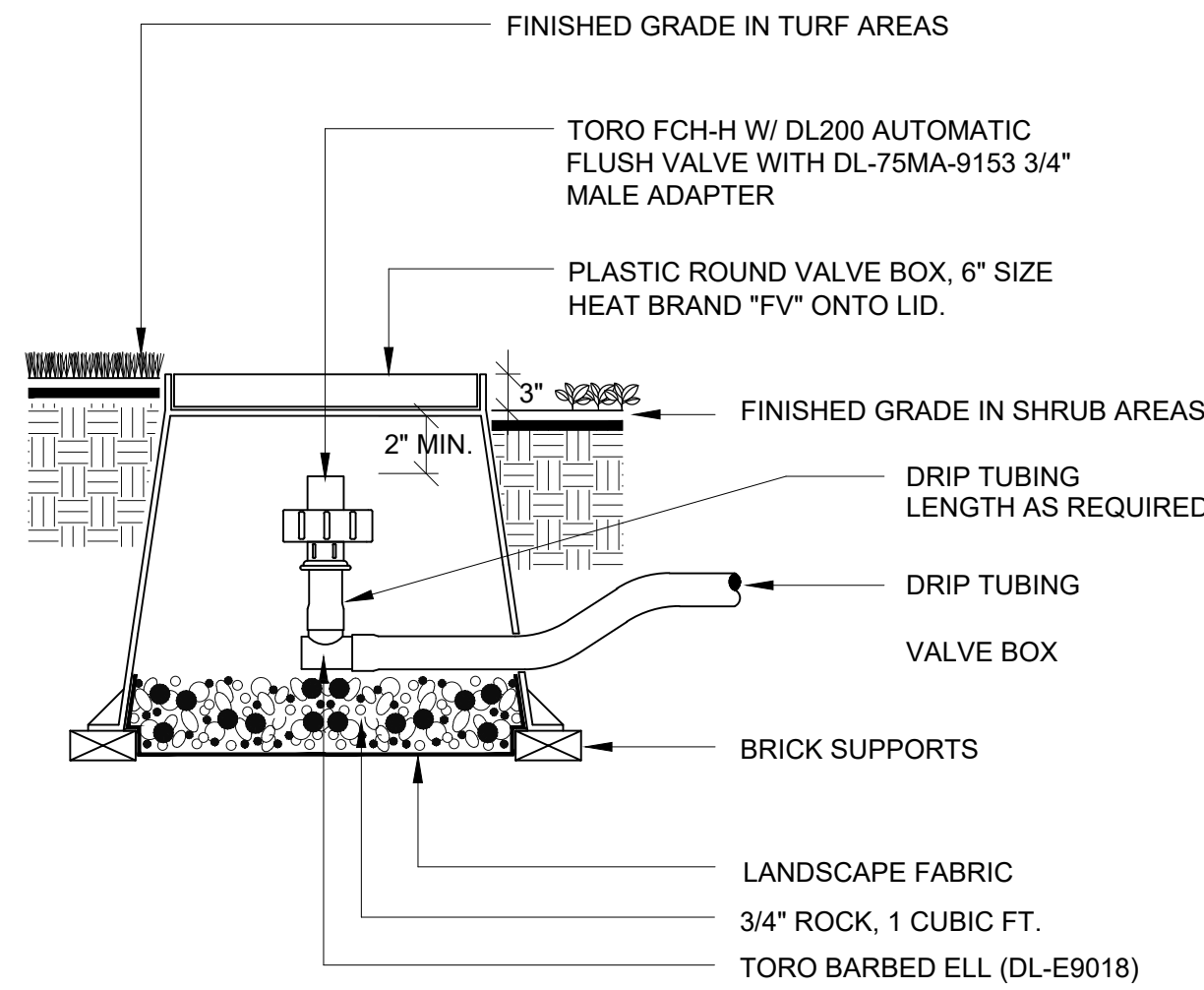
(C) WIRELESS RAIN/FREEZE SENSOR

(B) TYPICAL POINT OF CONNECTION

(A) PIPE INSTALLATION



NOTE:  
WIRE CONNECTOR SHALL BE A 3M DBY DIRECT BURY SPLICE KIT. KIT SHALL INCLUDE A SCOTCHLOK Y SPRING CONNECTOR, A POLYPROPYLENE TUBE AND A WATERPROOF SEALING GEL. TUBE SHALL BE SUPPLIED PREFILLED WITH GEL. DIRECT BURY SPLICE KIT SHALL BE USED TO ELECTRICALLY CONNECT 2 - 3 #14 OR 2 #12 PRE-STRIPPED COPPER WIRES. LARGER WIRES OR GREATER QUANTITIES OF WIRES SHALL REQUIRE A LARGER APPROVED WIRE CONNECTION.



DIMENSION	A	B	C	D
ROADWAY PAVING 1 1/2" TO 4" IN SIZE	36"	18"	18"	4"
PEDESTRIAN PAVING 1 1/2" TO 4" IN SIZE	18"	12"	12"	4"

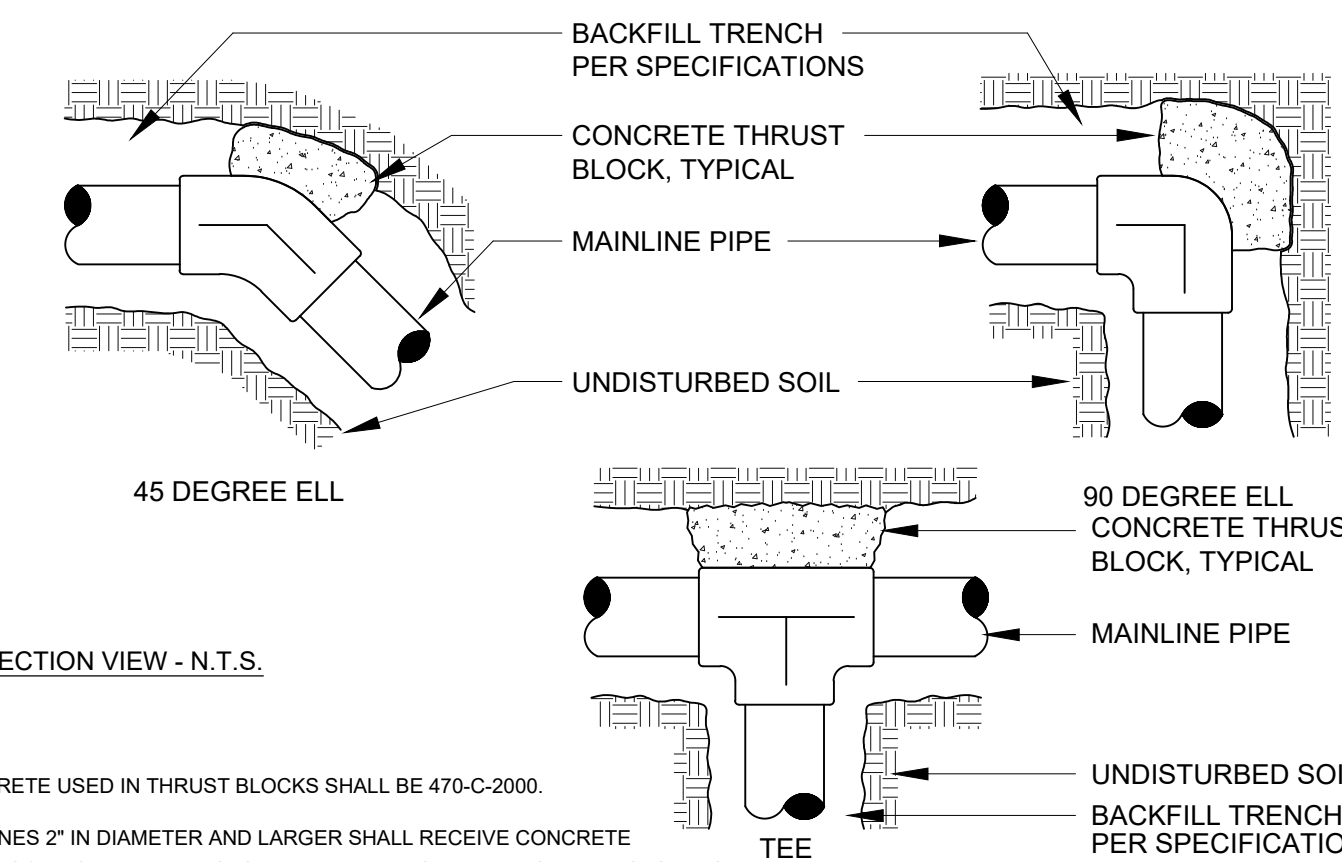
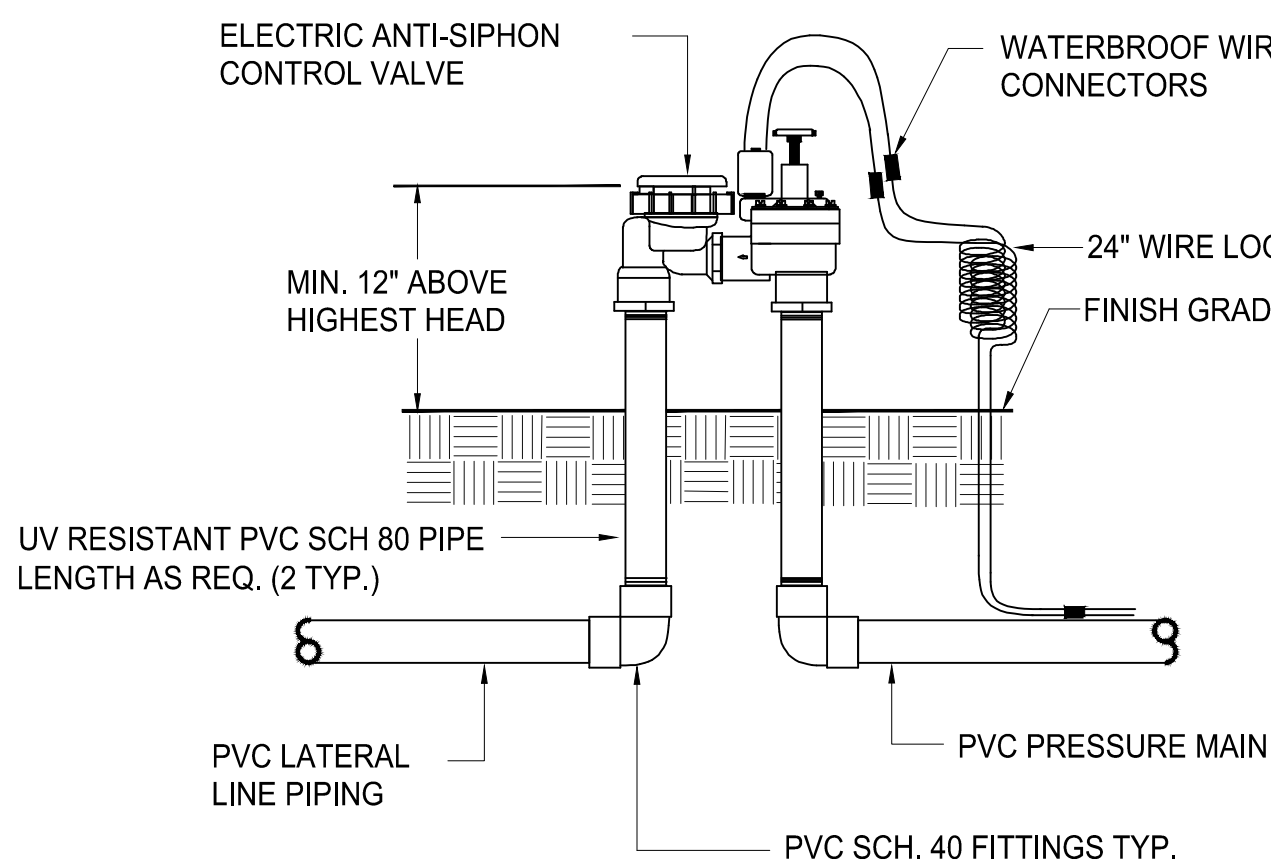
DETAIL ALSO FOR PIPE INSTALLED IN ROCK SOIL.

(H) WIRE CONNECTION

(G) FLUSH VALVE

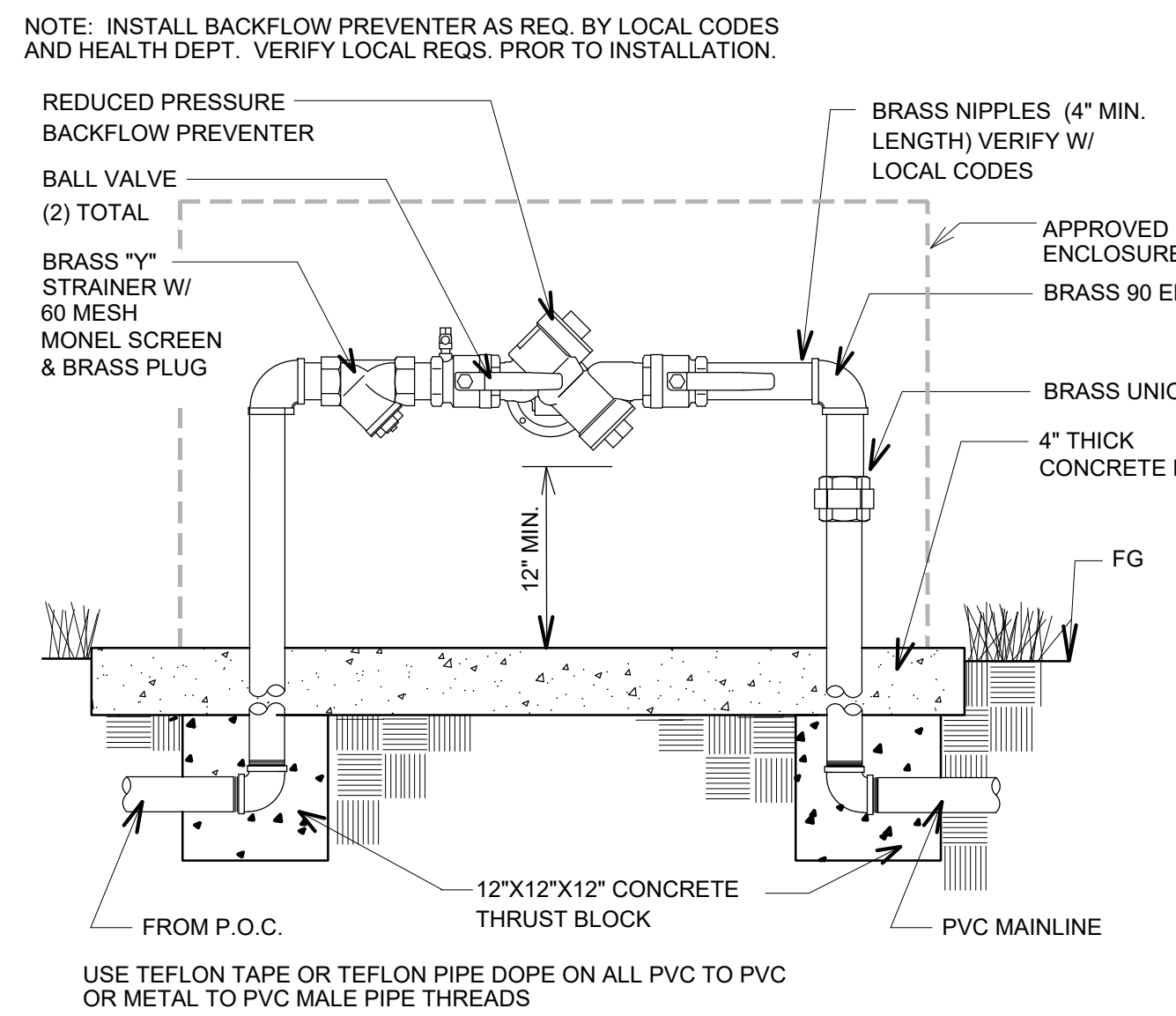
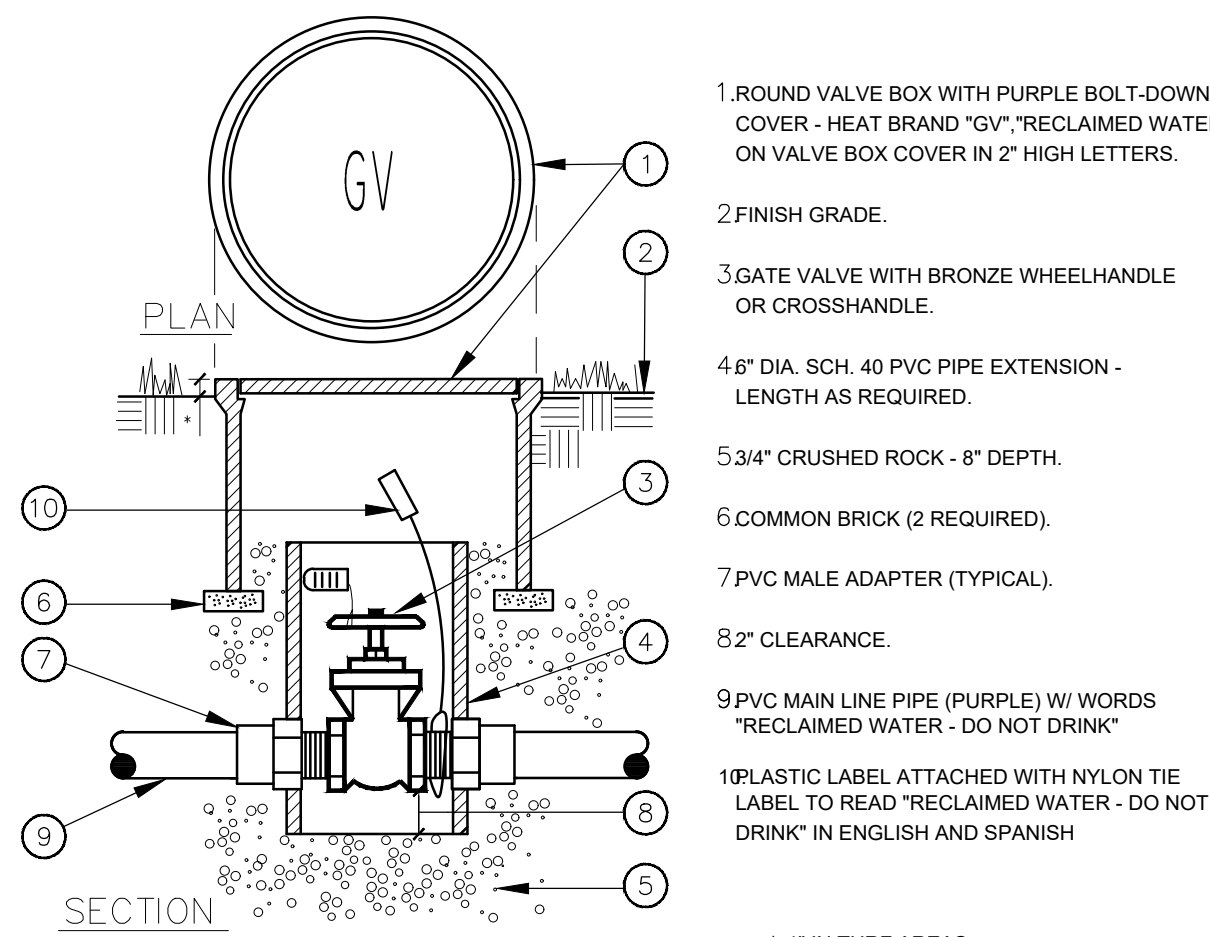
(F) FLOW METER

(E) SLEEVE INSTALLATION



SECTION VIEW - N.T.S.

NOTES:  
ALL CONCRETE USED IN THRUST BLOCKS SHALL BE 470-C-2000.  
SUPPLY LINES 2" IN DIAMETER AND LARGER SHALL RECEIVE CONCRETE THRUST BLOCKING. BELL AND GASKET PIPE MAY USE PIPE RESTRAINT SYSTEMS.  
THRUST BLOCKS SHALL BE A MINIMUM OF 1 CUBIC FT. OF CONCRETE. PIPE SHALL NOT BE ENCASED IN CONCRETE.  
ALL MAINLINES SHALL BE INSTALLED AND TESTED ACCORDING TO THE MANUFACTURER'S INSTALLATION SPECIFICATIONS.  
ALL TRENCH DEPTH AND WIDTH SHALL BE PER THE SPECIFICATIONS.  
WRAP PLASTIC FITTINGS IN CONTACT WITH CONCRETE USING BLACK PIPE TAPE.



(L) ANTI-SYPHON ASSEMBLY

(K) THRUST BLOCKS

(J) GATE VALVE

(I) BACKFLOW PREVENTOR

REVISION	BY

OWNER  
STEVEN TAYLORTAYLOR EQUITIES  
3995 INGLEWOOD BLVD.,  
LOS ANGELES, CA 90063

PROJECT  
1332 N. FAIRFAX AVE  
WEST HOLLEWOOD CA. 90046

DRAWING TITLE  
IRRIGATION DETAILS

DATE: Sep. 5, 23  
SCALE: 1/8"=1'-00"  
DRAWN: SA  
APPROVED:  
JOB: 23-1108  
SHEET:

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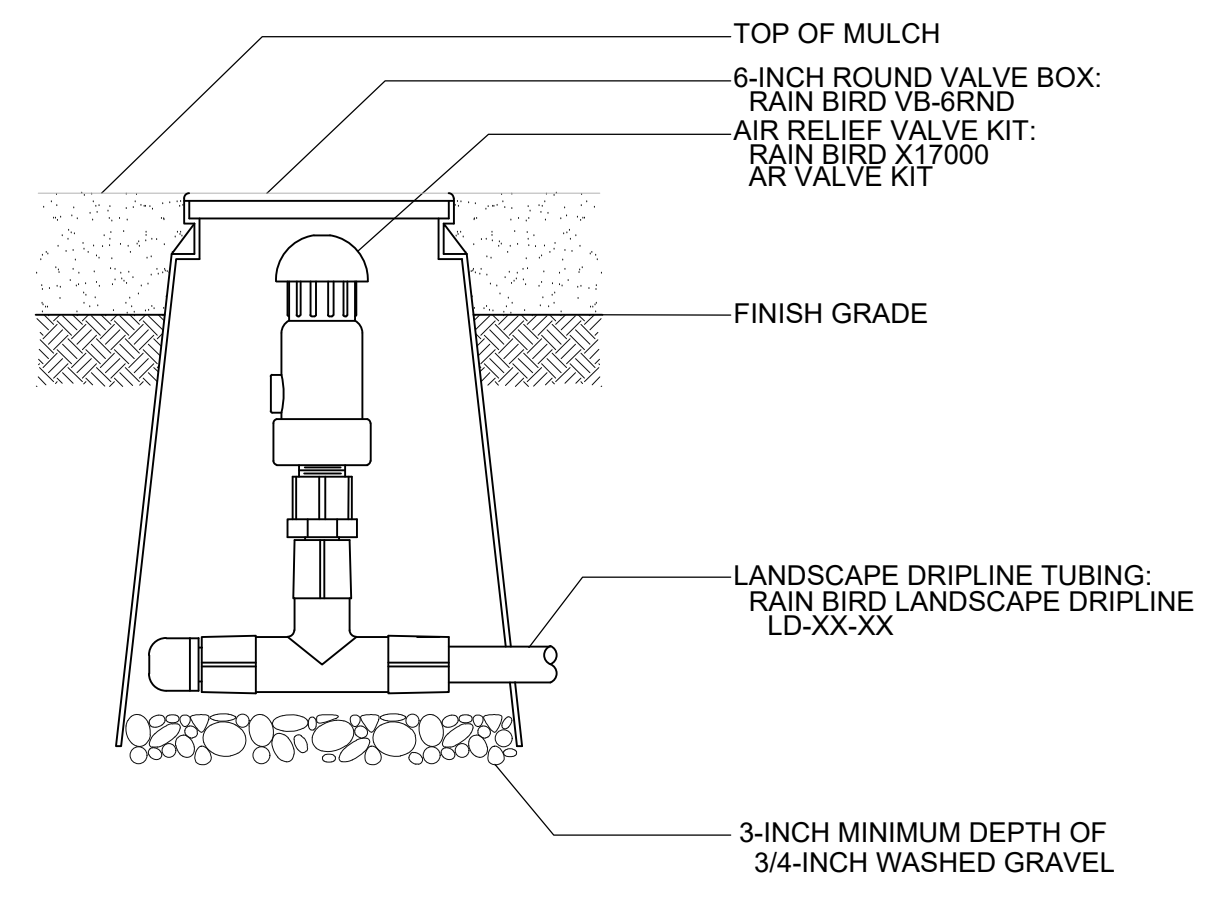
REVISION	BY

**OWNER**  
 STEVEN TAYLORTAYLOR EQUITIES  
 3995 INGLEWOOD BLVD.,  
 LOS ANGELES, CA 90063

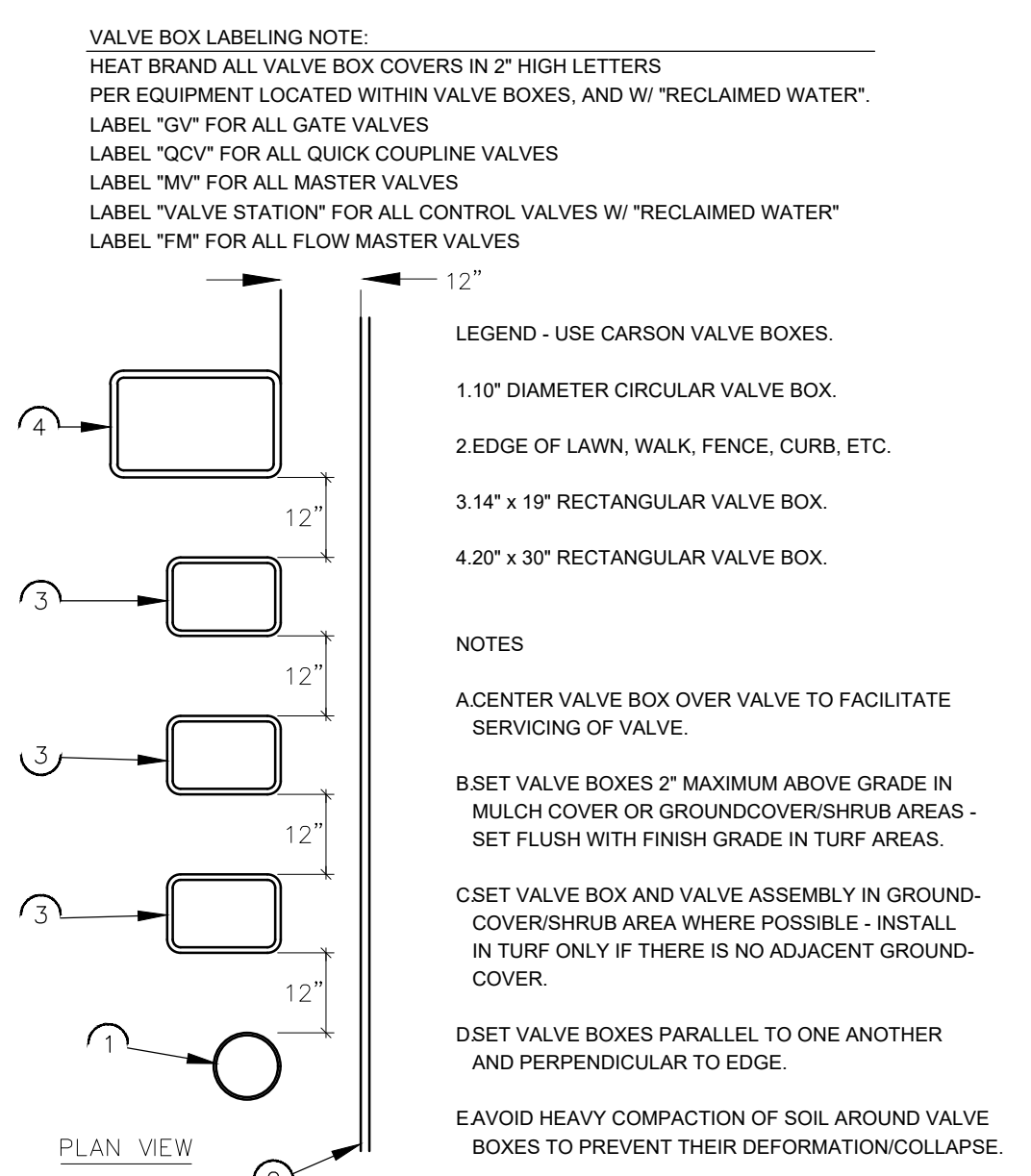
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 1332 N. FAIRFAX AVE  
 WEST HOLLEWOOD CA. 90046

**DRAWING TITLE**  
 IRRIGATION DETAILS

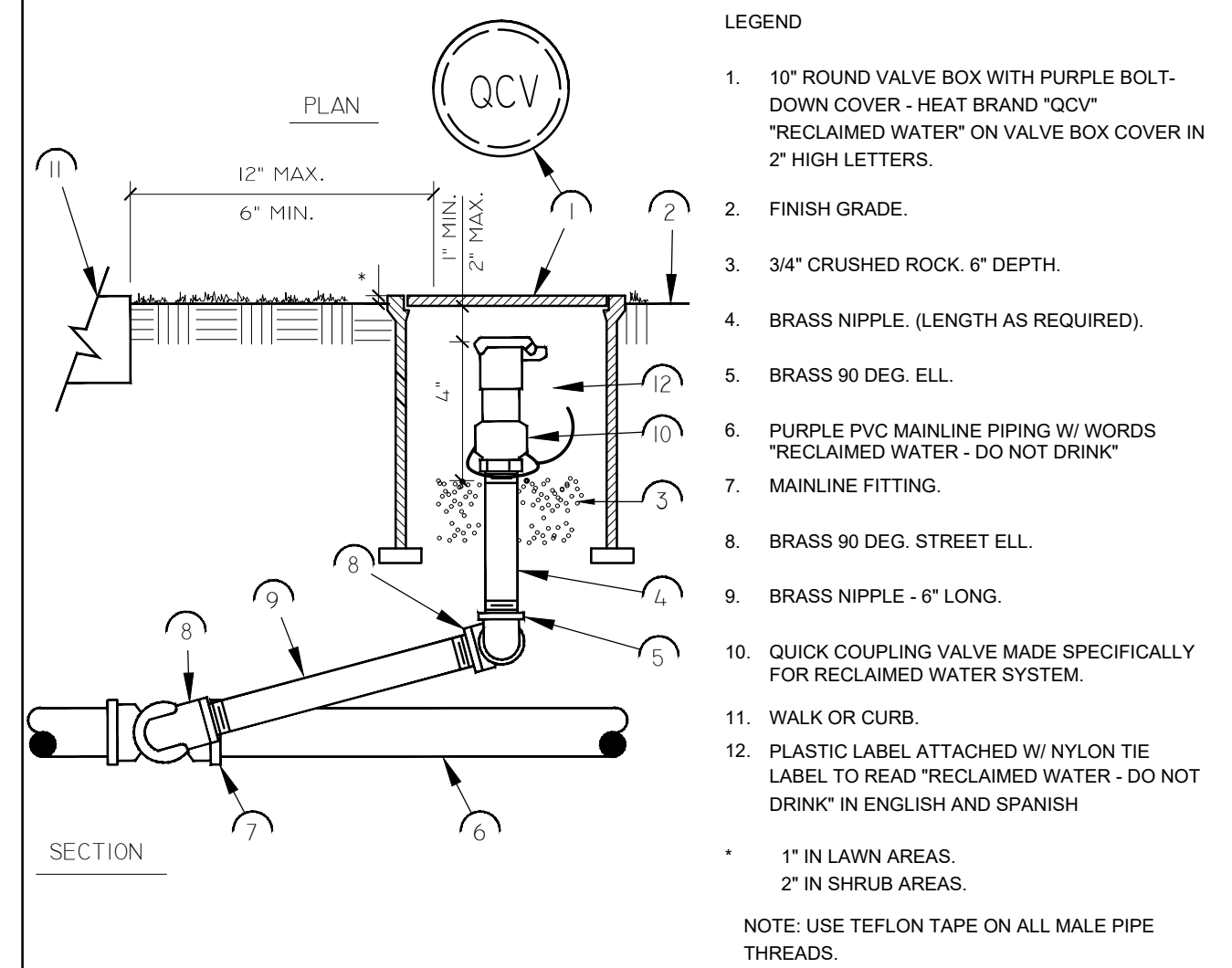
DATE: Sep. 5, 23  
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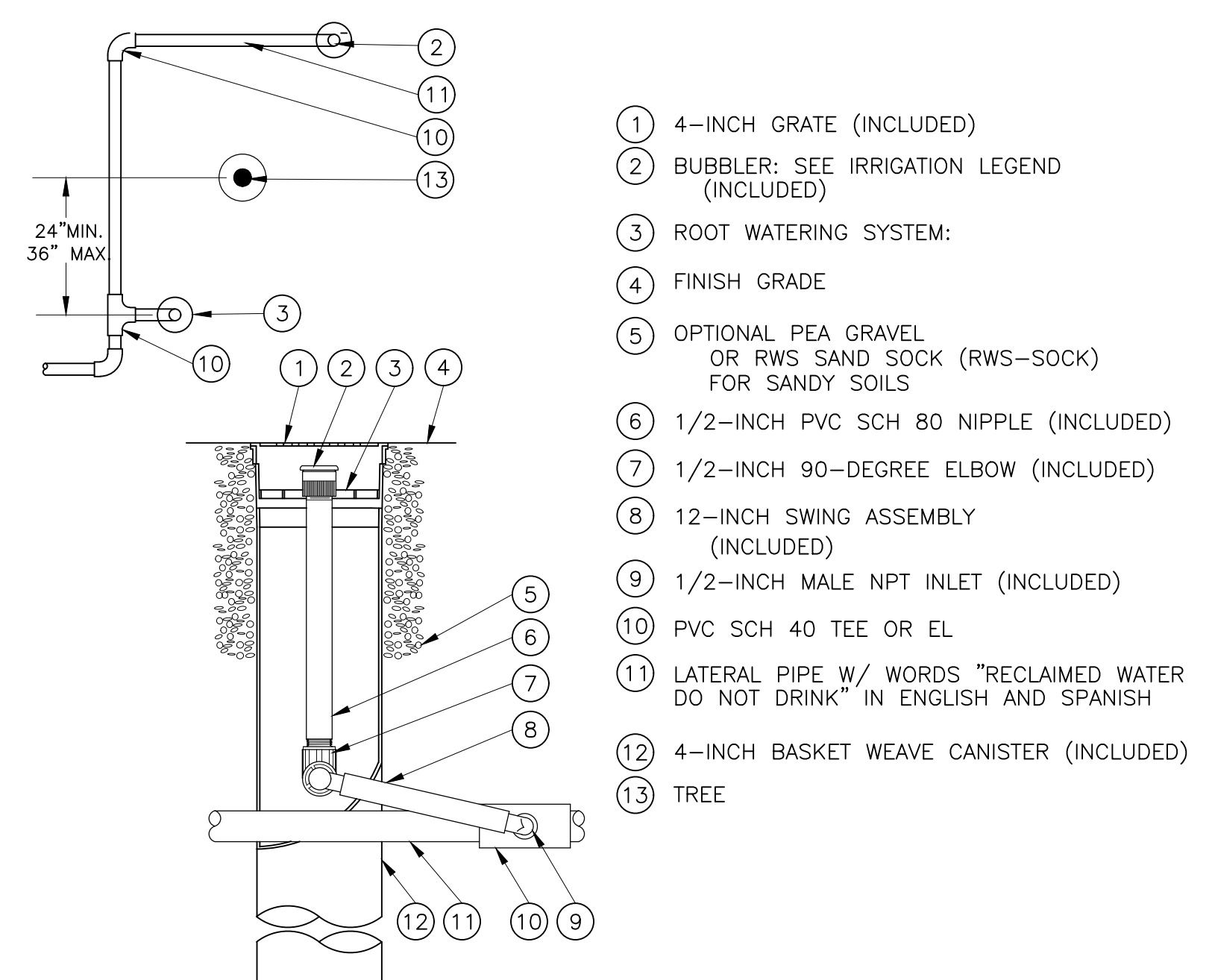
**(D) AIR RELIEF VALVE**



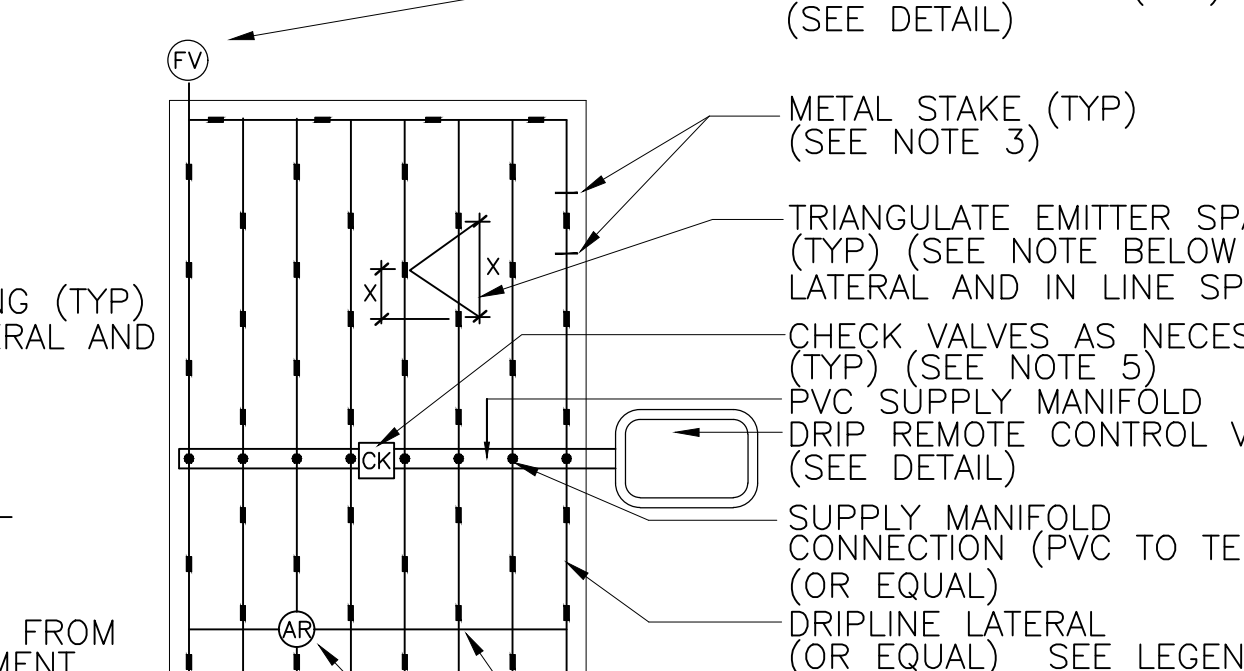
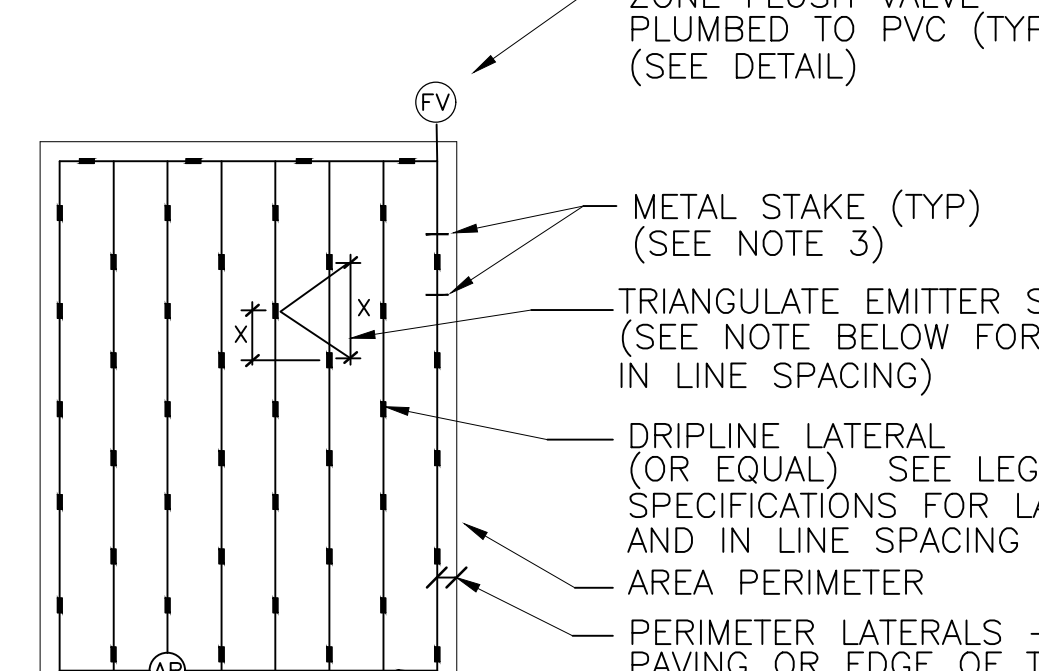
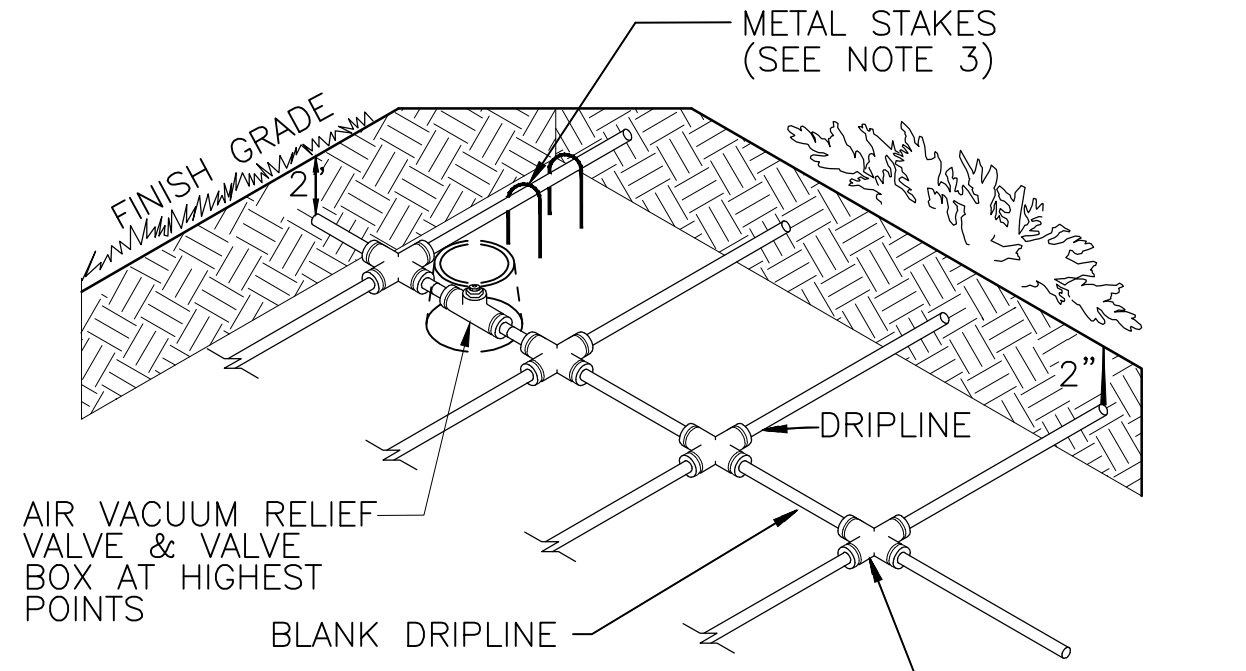
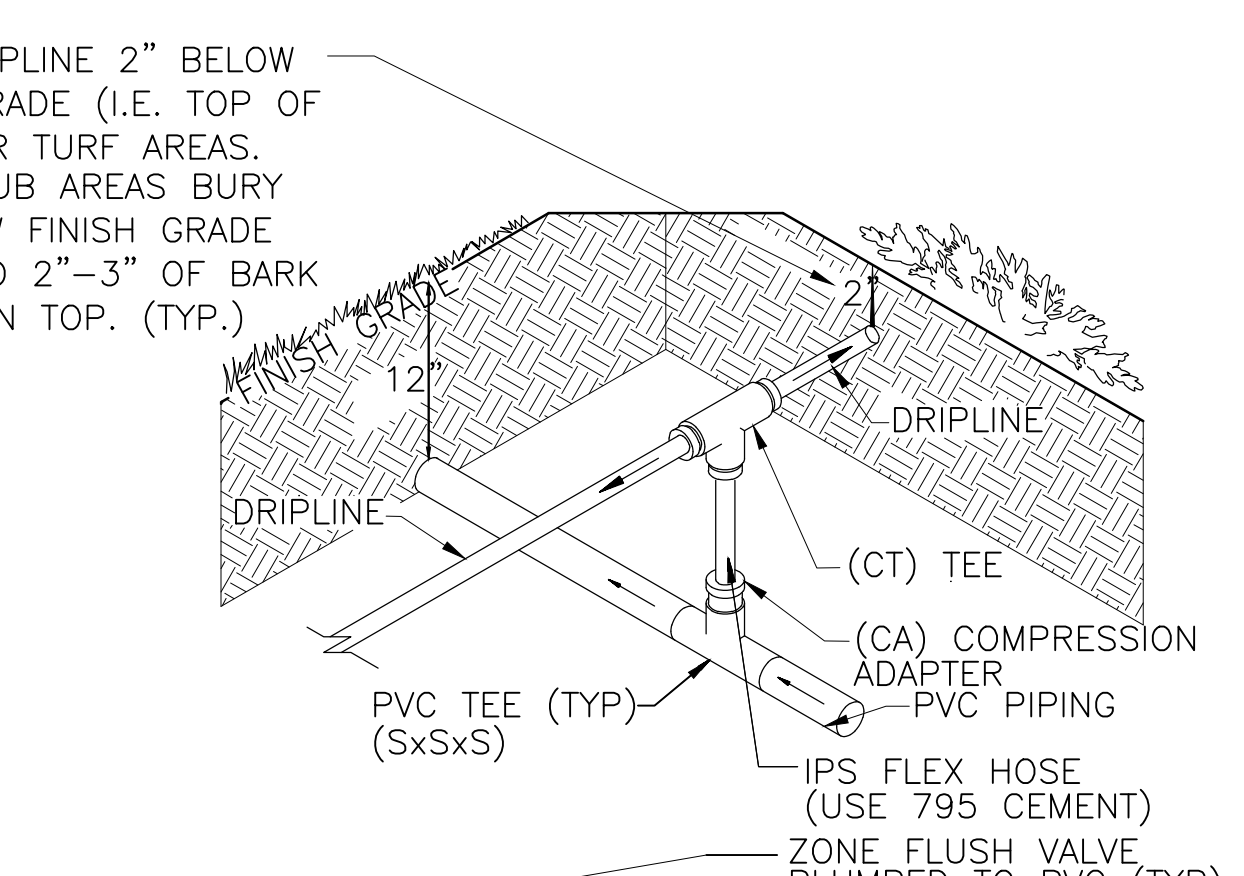
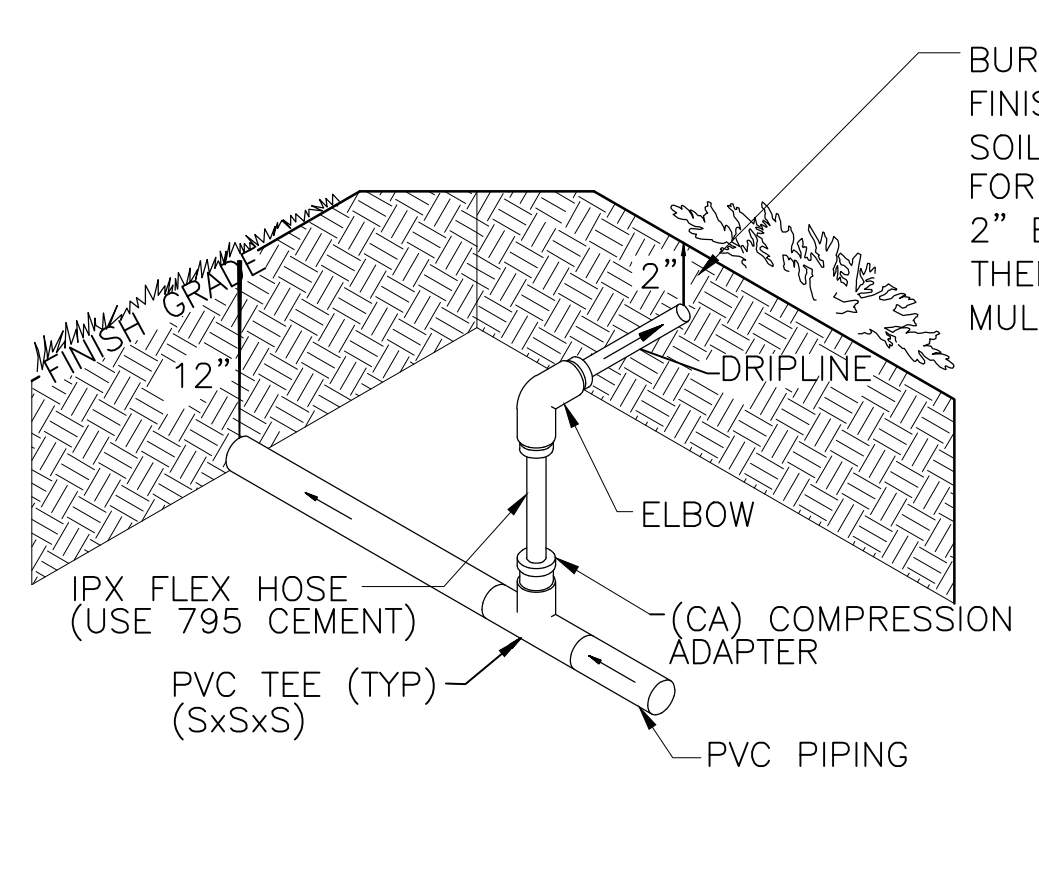
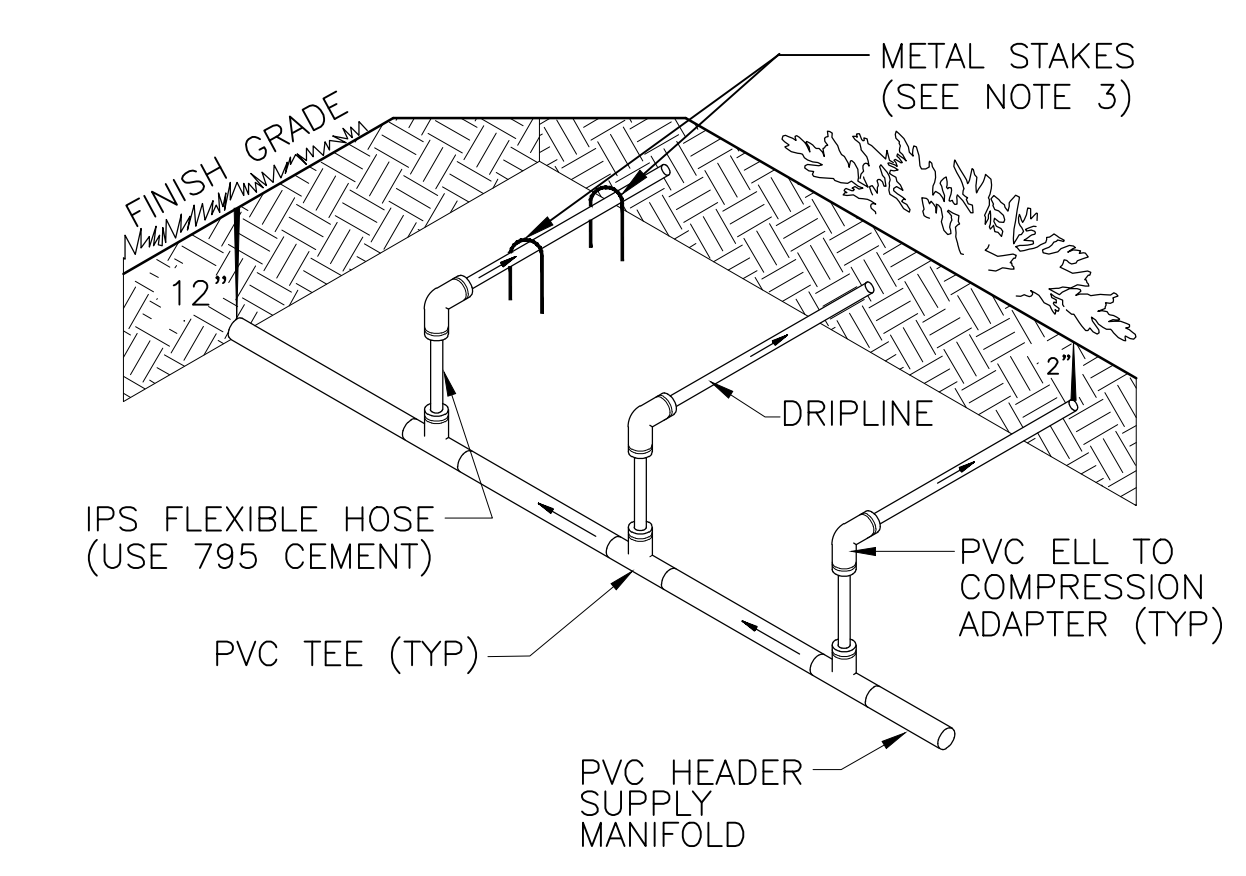
**(C) VALVE BOX INSTALLATION**



**(B) QUICK COUPLER**

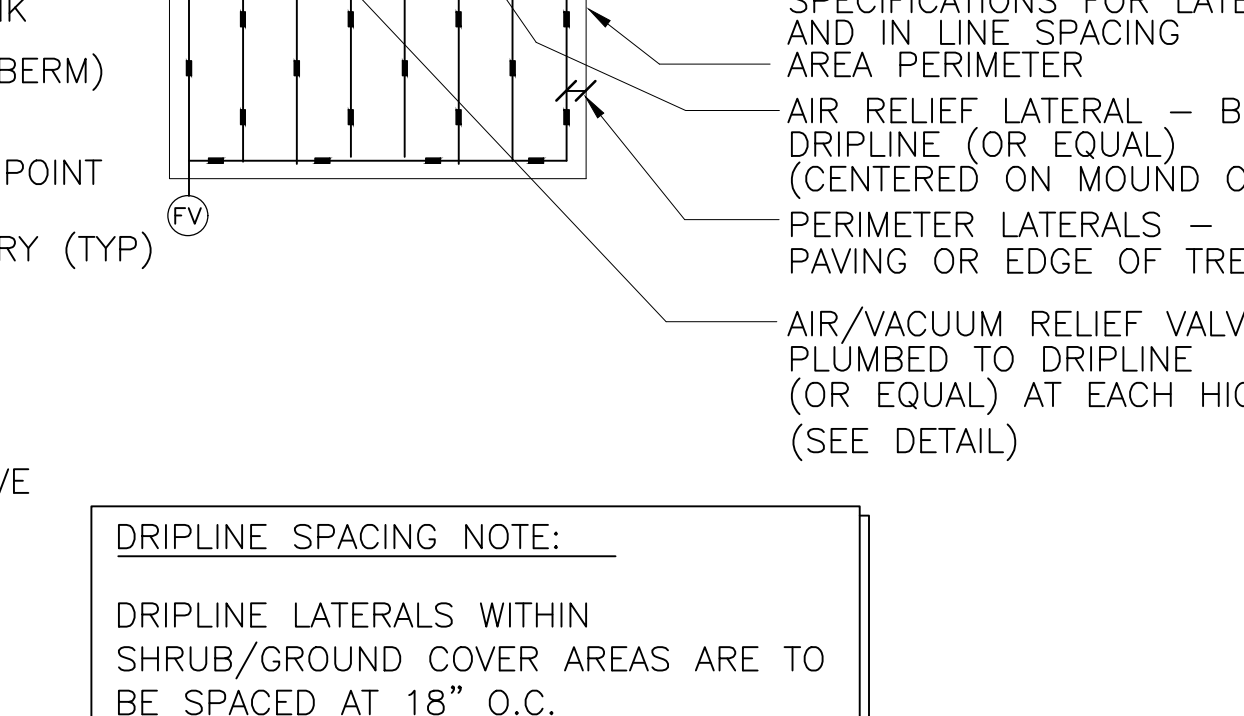
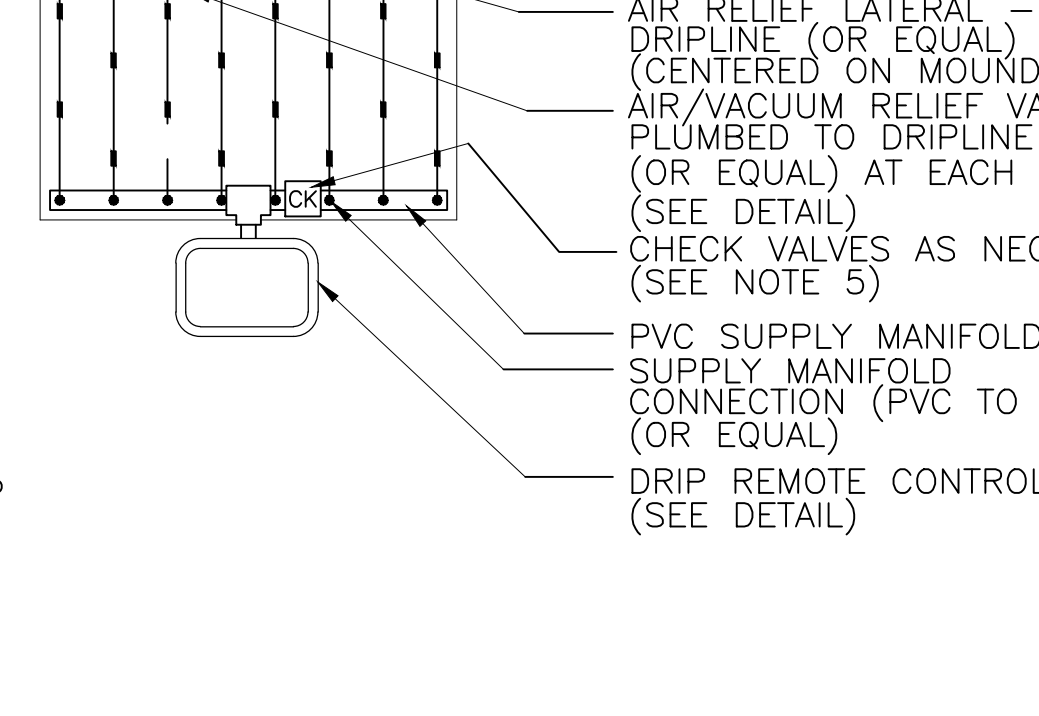


**(A) ROOT WATERING SYSTEM**

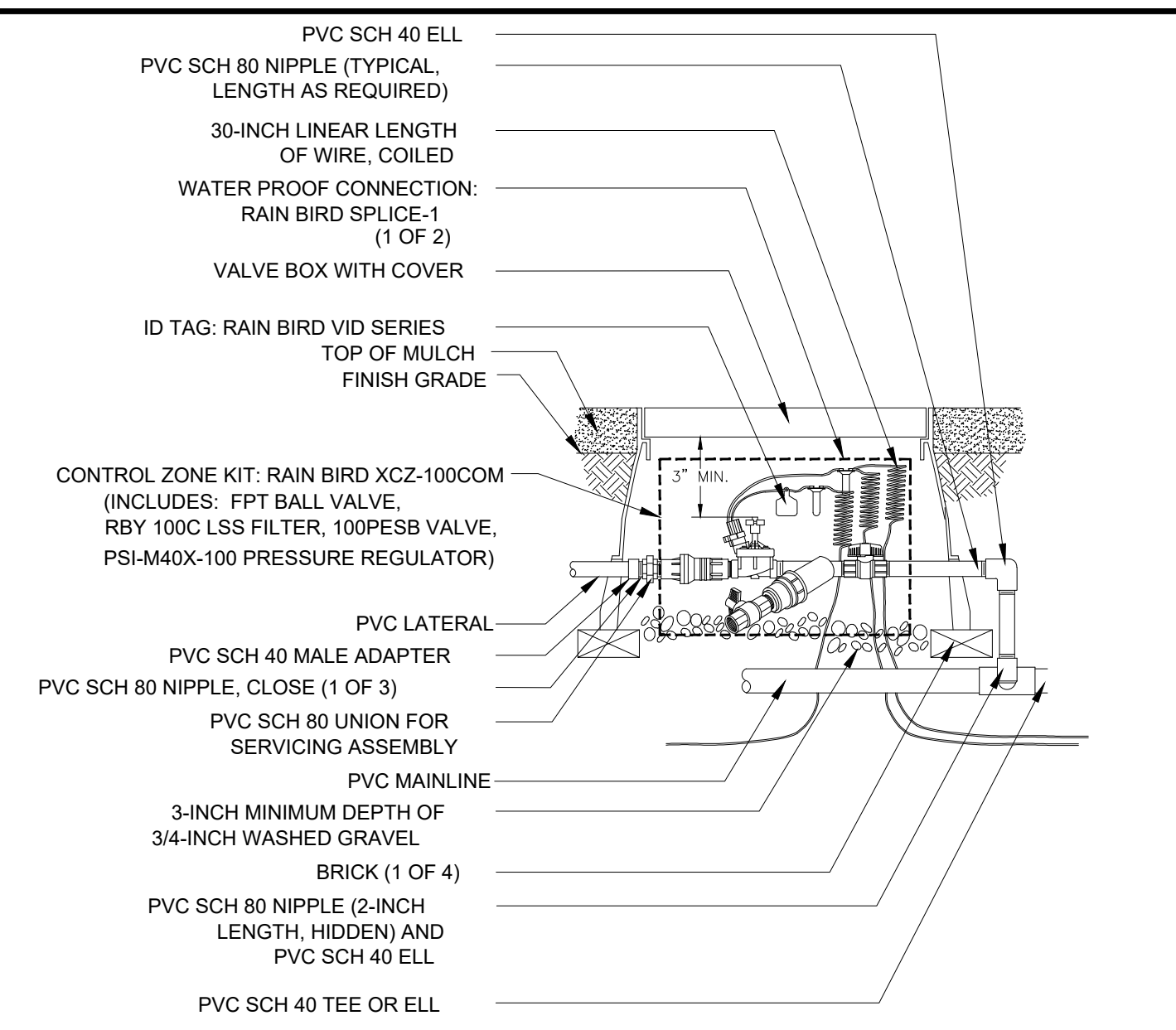


**NOTES:**

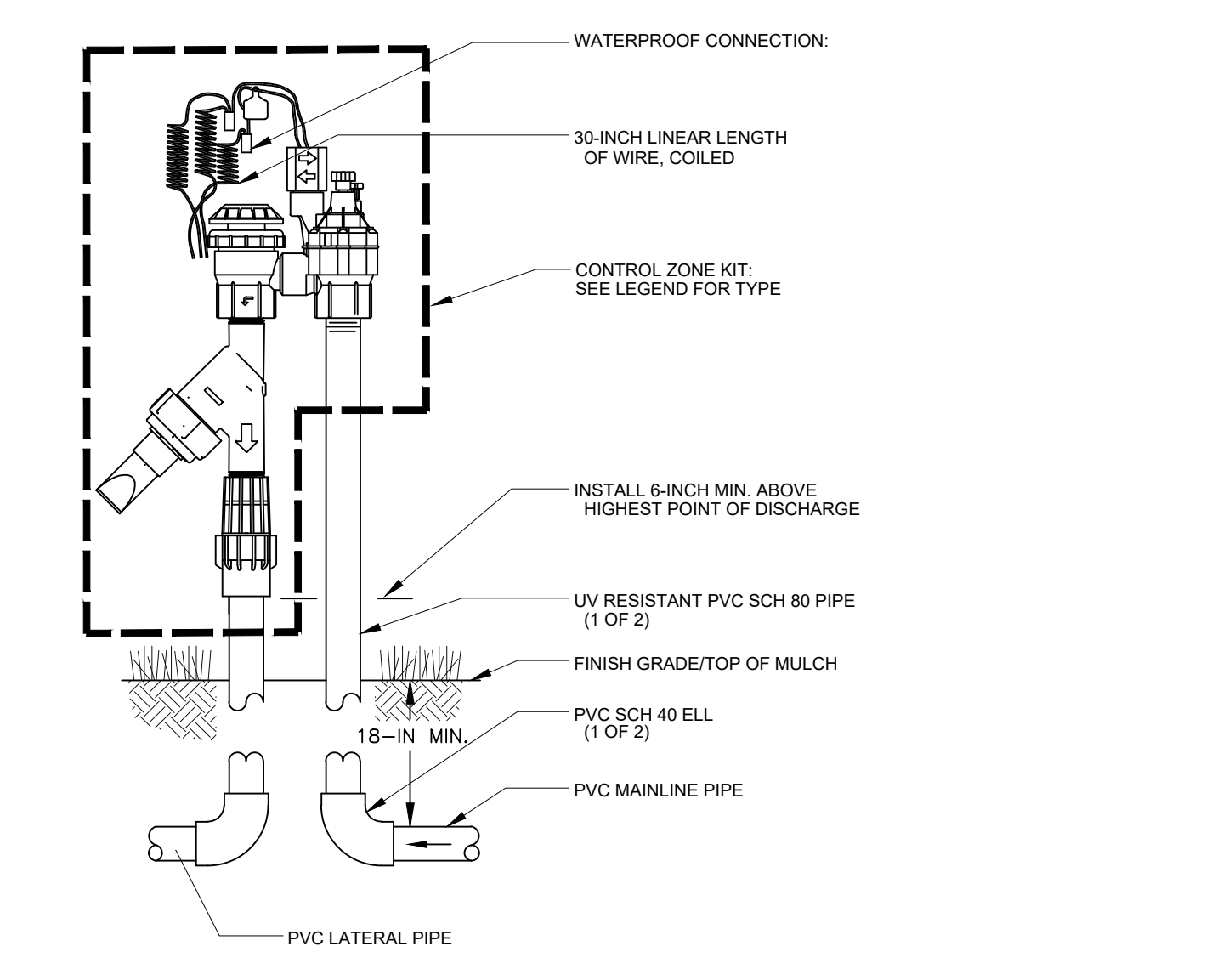
1. SEE IRRIGATION NOTES, LEGEND/SPECIFICATIONS FOR ALL DIMENSIONS AND LATERAL AND INLINE SPACING
2. ALL FITTINGS TO BE USED WILL BE PER MANUFACTURER'S SPECIFICATIONS. USE COMPRESSION FITTINGS ONLY OR APPROVED EQUAL
3. BURY DRIPLINE 2" BELOW GRADE AND STAKE EACH DRIPLINE AT 4' O.C. OR AS NECESSARY TO INSURE SECURITY
2. ALL TREES ARE TO BE PLANTED WITHIN CENTER OF DRIP LINE RUNS. KEEP DRIP LINE A MINIMUM OF 2' AWAY FROM TREE TRUNK.
5. INSTALL CHECK VALVES AT 6' ELEVATION CHANGE INTERVALS (TYP)



**DRIPLINE SPACING NOTE:**  
 DRIPLINE LATERALS WITHIN SHRUB/GROUND COVER AREAS ARE TO BE SPACED AT 18" O.C.



**(E) DRIP VALVE**



**(F) DRIP ANTI-SYPHON ASSEMBLY**

**(G) XERIGATION CONTROL ZONE KIT**

**IRRIGATION SYSTEM**

**I. SCOPE**

Provide all labor, materials, transportation, and services necessary to furnish and install irrigation system as shown on the drawings and described herein.

**II. QUALITY ASSURANCE AND REQUIREMENTS**

- A. Permits and Fees:
The contractor shall obtain and pay for any and all permits and all inspections as required.
B. Manufacturers Directions:
Manufacturers directions and detailed drawings shall be followed in all cases where the manufacturers of articles used in this contract furnish directions covering points not shown in the drawings and specifications.
C. Ordinances and Regulations:
All local, municipal and state laws, and rules and regulations governing or relating to any portion of this work are hereby incorporated into and made a part of these specifications, and their provisions shall be construed to conflict with any of the above rules and regulations or requirements of the same.
D. Explanation of Drawings:
1. Due to the scale of drawings, it is not possible to indicate all offsets, fittings, sleeves, etc. which may be required.

**III. SUBMITTALS**

- A. Material List:
1. The contractor shall furnish the articles, equipment, materials or processes specified by name in the drawings and specifications.
2. Complete material list shall be submitted prior to performing any work.
3. Equipment or materials installed or furnished without prior approval of the Architect may be rejected.
4. Approval of any item, alternate or substitute indicates only that the product or products apparently meet the requirements of the drawings and specifications on the basis of the information or samples submitted.
5. Manufacturers warranties shall not relieve the contractor of his liability under the guarantee.
B. Record and As-Built Drawings:
1. The contractor shall provide and keep up to date a complete as-built record set of blue line ozalid prints which shall be corrected daily and show every change from the original drawings and specifications.
2. These drawings shall also serve as work progress sheets, and the contractor shall make neat and legible annotations thereon daily as the work proceeds.
3. Before the date of the final inspection, the contractor shall transfer all information from the as-built prints to an ozalid sepia, procured from the Architect.
4. The contractor shall dimension from two (2) permanent points of reference, building corners, sidewalks, or road intersections, etc., the location of the following items:
a. Connection to existing water lines.
b. Connection to existing electrical power.
c. Gate valves.
d. Routing of sprinkler pressure lines (dimension maximum 100 feet along routing).
e. Sprinkler control valves.
f. Routing of control wiring.
g. Quick coupling valves.
h. Other related equipment as directed by the Architect.
C. Controller Charts:
1. As-built drawings shall be approved by the Architect before controller charts are prepared.
2. Provide one controller chart for each controller supplied.
3. The chart shall show the area controlled by the automatic controller and shall be the maximum size which the controller door will allow.
4. The chart is to be a reduced drawing of the actual as-built system. However, in the event the controller sequence is not legible when the drawing is reduced, it shall be enlarged to a size that will be readable when reduced.
5. The chart shall be a black line or blue line ozalid print and a different color shall be used to indicate the area of coverage for each station.
6. When completed and approved, the chart shall be hermetically sealed between two pieces of plastic, each piece being a minimum 10 mils.
7. These charts shall be completed and approved prior to final inspection of the irrigation system.
D. Operation and Maintenance Manuals:
1. Prepare and deliver to the Architect within ten calendar days prior to completion of the construction, two hard cover binders with three rings containing the following information:
a. Index sheet stating contractors address and telephone number, list of equipment with name and addresses of local manufacturers representatives.
b. Catalog and parts sheets on every material and equipment installed under this contract.
c. Guarantee statement.
d. Complete operating and maintenance instruction on all major equipment.
2. In addition to the above mentioned maintenance manuals, provide the Owners maintenance personnel with instructions for major equipment and show evidence in writing to the Architect at the conclusion of the project that this service has been rendered.
E. Equipment to be Furnished:
1. Supply as a part of this contract the following tools:
a. Two (2) sets of special tools required for removing, disassembling and adjusting each type of sprinkler and valve supplied on this project.
b. Two (2) five foot valve keys for operation of gate valves.
c. Two (2) keys for each automatic controller.
d. Two (2) quick coupler keys and matching hose swivels for each type of quick coupling valve installed.
2. The above mentioned equipment shall be turned over to the Owner at the conclusion of the project. Before final inspection can occur, evidence that the Owner has received material must be shown to the Architect.

**IV. PRODUCT DELIVERY, STORAGE AND HANDLING**

- A. Handling of PVC Pipe and Fittings:
The contractor is cautioned to exercise care in handling, loading, unloading and storing of PVC pipe and fittings. All PVC pipe shall be transported in a vehicle which allows the length of pipe to lie flat so as not to subject it to undue bending or concentrated external load at any point. Any section of pipe that has been dented or damaged will be discarded and, if installed, shall be replaced with new piping.

**V. GUARANTEE**

- A. The guarantee for the sprinkler irrigation system shall be made in accordance with the attached form. The general conditions and supplementary conditions of these specifications shall be filed with the Owner or his representative prior to acceptance of the irrigation system.
B. A copy of the guarantee form shall be included in the operations and maintenance manual.
C. The guarantee form shall be re-typed onto the contractors letterhead and contain the following information:
GUARANTEE FOR SPRICKLER IRRIGATION SYSTEM
We hereby guarantee that the sprinkler irrigation system we have furnished and installed is free from defects in materials and workmanship, and the work has been completed in accordance with the drawings and specifications, ordinary wear and tear and unusual abuse or neglect excepted. We agree to repair or replace any defects in material or workmanship which may develop during the period of one year from date of acceptance and also to repair or replace any damage resulting from the repairing or replacing of such defects at no additional cost to the Owner. We shall make such repairs or replacements within a reasonable time after receipt of written notice from the Owner, we authorize the Owner to proceed to have said repairs or replacements made at our expense and we will pay the costs and charges therefor upon demand.

PROJECT: \_\_\_\_\_
LOCATION: \_\_\_\_\_
COMPANY: \_\_\_\_\_
SIGNED: \_\_\_\_\_
ADDRESS: \_\_\_\_\_
PHONE: \_\_\_\_\_
DATE OF ACCEPTANCE: \_\_\_\_\_

**VI. MATERIALS**

- A. General: Use only new materials of brands and types noted on drawings, specified herein, or approved equals.
B. PVC Pressure Main Line Pipe and Fittings:
1. Pressure main line piping for sizes 2 inches and larger, shall be PVC Class 315.
2. Pipe shall be made from an NSF approved Type I, Grade I, PVC compound conforming to ASTM resin specification D1784.
3. Pressure main line piping for sizes 1-1/2 inches and smaller shall be PVC Schedule 40 with solvent welded joints.
4. Pipe shall be made from NSF approved Type I, Grade I PVC compound conforming to ASTM resin specification 1785.
5. PVC solvent-weld fittings shall be Schedule 40, 1-2, II-N NSF approved conforming to ASTM test procedure D2466.
6. Solvent cement and primer for PVC solvent-weld pipe and fittings shall be of type and installation methods prescribed by the manufacturer.
7. All PVC pipe must bear the following markings:
a. Manufacturers name
b. Nominal pipe size
c. Schedule or class
d. Pressure rating in P.S.I.
e. NSF (National Sanitation Foundation) approval
f. Date of extrusion
8. All fittings shall bear the manufacturers name or trademark, material designation, size applicable I.P.S. schedule and NSF seal of approval.
C. PVC Non-Pressure Lateral Line Piping:
1. Non-pressure buried lateral line piping shall be PVC class 200 with solvent-weld joints.
2. Pipe shall be made from NSF approved, Type I, Grade II PVC compound conforming to ASTM resin specification D1784.
3. Except as noted in paragraph 1 and 2 of section 2.01C, all requirements for non-pressure lateral line pipe and fittings shall be the same as for solvent-weld pressure main line pipe and fittings as set forth in section f2.018 of these specifications.
D. Brass Pipe and Fittings:
1. Where indicated on the drawings, use red brass screwed pipe conforming to Federal Specification number WW-P-351.
2. Fittings shall be red brass conforming to Federal Specification number WW-P-460.
E. Galvanized Pipe Fittings:
1. Where indicated on the drawings, use galvanized steel pipe ASA Schedule 40 mild steel screwed pipe.
2. Fittings shall be medium galvanized screwed beeded malleable iron. Galvanized couplings may be merchant coupling.
3. All galvanized pipe and fittings installed below grade shall be painted with two (2) coats of Kippers number 50 Bitumastic.
F. Gate Valves:
1. Gate Valves 3 inch and smaller shall be 125 lb. SWP bronze gate valve with screw-in bonnet, nonrising stem and solid wedge disc.
2. Gate valves 3 inch and smaller shall have threaded ends and shall be equipped with a bronze handwheel.
3. Gate valves 3 inch and smaller shall be similar to those manufactured by Nibco or approved equal.
4. All gate valves shall be installed per installation detail.
G. Quick Coupling Valves:
1. Quick coupling valves shall have a brass two-piece body designed for working pressure of 150 P.S.I. operable with quick coupler. Key size and type shall be as shown on plans.
H. Backflow Prevention Units:
1. Backflow preventers and or vacuum breakers shall be of size and type as indicated on the drawings. All sprinkler irrigation systems that are using water from the potable water system shall require backflow prevention. All backflow prevention units shall be installed in accordance with the requirements set forth by local codes and the County Health Department.
2. Sprinkler irrigation systems which use water from the reclaimed water system will not require backflow prevention. However, all pressure main line piping receiving water from the reclaimed water system shall be of an approved type of purple pipe approved warning tape. Refer to reclaimed water notes for additional information.
I. Anti-Drain Valves:
1. Anti-drain valves shall be of heavy duty virgin PVC construction with F.I.P. thread inlet and outlet. Internal parts shall be stainless steel and neoprene. Anti-drain valve shall be field adjustable against drawout from 5 to 40 feet of head. Anti-drain valve shall be similar to the Valcon ADV or approved equal.
J. Control Wiring:
1. Connections between the automatic controllers and the electric control valves shall be made with direct burial copper wire AWG-U.F. 600 volt. Pilot wires shall be a different color wire for each automatic controller. Common wires shall be white with a different color stripe for each automatic controller. Install in accordance with valve manufacturers specification and wire chart. In no case shall wire size be less than number 14.
2. Wiring shall occupy the same trench and shall be installed along the same route as pressure supply or lateral lines wherever possible.
3. Where more than one (1) wire is placed in a trench, the wiring shall be taped together at intervals of ten (10) feet.
4. An expansion curl should be provided within three (3) feet of each wire connection and at least every one hundred (100) feet of wire length on runs more than one hundred (100) feet in length. Expansion curls shall be formed by wrapping at least five (5) turns of wire around a one-inch in diameter pipe then withdrawing the pipe.
5. All splices shall be made with Scotch-Lok #3576 Connector Sealing Packs, Pen-Tite wire connector, or approved equal. Use on splice per connector sealing pack.
6. Field splices between the automatic controller and electrical control valves will not be allowed without prior approval of the Architect.

**K. Automatic Controllers:**

- 1. Automatic controllers shall be of size and type shown on the plans.
2. Final location of automatic controllers shall be approved by the Owners authorized representative.
3. Unless otherwise noted on the plans, the 120v volt electrical power to the automatic controller Location to be furnished by others. The final electrical hook-up shall be the responsibility of the irrigation contractor.

**L. Electric Control Valves:**

- 1. All electric control valves shall be the same manufacturer as the automatic controllers, or per plan.
2. All electric control valves shall have a manual flow adjustment.
3. Provide and install one control valve box for each electric control valve.
M. Control Valve Boxes:
1. Use 9 inch x 24 inch round box for all gate valves, Brooks number 9 or approved equal.
2. Use 9-1/2 inch x 16 inch x 11 inch rectangular box for all electrical control valves, Carson Industries 1419-12B or approved equal.
N. Sprinkler Heads:
1. All sprinkler heads shall be of the same size, type and deliver the same rate of precipitation with diameter (or radius) of throw, pressure, and discharge as shown on the plants and or specified in these special provisions.
2. Spray heads shall have a screw adjustment.
3. Riser units shall be fabricated in accordance with the details shown on the plans.
4. Riser nipples for all sprinkler heads shall be the same size as the riser opening in the sprinkler body.
5. All sprinkler heads of the same type shall be of the same manufacturer.
6. Overhead irrigation shall not be permitted within 24-inches of any non-permeable surface.

**VII. INSPECTION**

- A. Site Conditions:
1. All scaled dimensions are approximate. The contractor shall check and verify all size dimensions and receive Architects approval prior to proceeding with work under this section.
2. Exercise extreme care in excavating and working near existing utilities. Contractor shall be responsible for damages to utilities which are cause by his operations or neglect. Check existing utilities drawings for existing utility locations.
3. Coordinate installation of sprinkler irrigation materials, including pipe, so there shall be NO interference with utilities or other construction or difficulty in planting trees, shrubs, and groundcovers.
4. The contractor shall carefully check all grades to satisfy himself that he may safely proceed before starting work on the sprinkler irrigation system.

**VIII. PREPARATION**

- A. Physical Layout:
1. Prior to installation, the contractor shall stake out all pressure supply lines, routing and location of sprinkler heads.
2. All layout shall be approved by Architect prior to installation.
B. Water Supply:
1. Sprinkler irrigation system shall be connected to water supply point of connection as indicated on the drawings.
2. Connections shall be made at approximate locations as shown on drawings. Contractor is responsible for minor changes caused by actual site conditions.
C. Electrical Supply:
1. Electrical connections for automatic controller shall be made to electrical points of connection as indicated on the drawings.
2. Connections shall be made at approximate locations as shown on drawings. Contractor is responsible for minor changes caused by actual site conditions.

**IX. INSTALLATION**

- A. Trenching:
1. Dig trenches straight and support pipe continuously on bottom of trench. Lay pipe to an even grade. Trenching excavation shall follow layout indicated on drawings and as noted.
2. Provide for a minimum of eighteen (18) inches cover for all pressure supply lines.
3. Provide for a minimum cover of twelve (12) inches for all non-pressure lines.
4. Provide for a minimum cover of eighteen (18) inches for all control wiring.
B. Backfilling:
1. The trenches shall not be backfilled until all required tests are performed. Trenches shall be carefully backfilled with the excavated materials approved for backfilling, consisting of earth, loam, sandy clay, sand, or other approved materials, free from clods of earth or stones. Backfill shall be mechanically compacted in landscaped areas to a dry density equal to adjacent undisturbed soil in planting areas. Backfill will conform to adjacent grades without dips, sunken areas, humps or other surface irregularities.
2. A fine granular material backfill will be initially placed on all lines. No foreign matter larger than one-half (1/2) inch in size will be permitted in the initial backfill.
3. Flooding of trenches will be permitted only with approval of the Architect.
4. If settlement occurs and subsequent adjustments in pipe, valves, sprinkler heads, lawn or planting, or other construction area is necessary, the contractor shall make all required adjustments without cost to the Owner.
C. Trenching and Backfill Under Paving:
1. Trenches located under areas where paving, asphaltic concrete or concrete will be installed shall be backfilled with sand (a layer six (6) inches below the pipe and three (3) inches above the pipe) and compacted in layers to 95 percent compaction, using manual or mechanical tamping devices. Trenches for piping shall be compacted to equal the compaction of the existing adjacent undisturbed soil and shall be left in a firm unyielding condition. All trenches shall be left flush with the adjoining grade. The sprinkler irrigation contractor shall set in place, cap and pressure test all piping under paving prior to the paving work.
2. Generally, piping under existing walks is done by jacking, boring or hydraulic driving, but where any cutting or breaking of sidewalks and/or concrete is necessary, it shall be done and replaced by the contractor as part of the contract cost. Permission to cut or break sidewalks and/or concrete shall be obtained from the Architect. No hydraulic driving will be permitted under concrete paving.

**D. Assemblies:**

- 1. Routing of sprinkler irrigation lines as indicated on the drawings is diagrammatic. Install lines (and various assemblies) in such a manner as to conform with the details per plans.
2. Install NO multiple assemblies on plastic lines. Provide each assembly with its own outlet.
3. Install all assemblies specified herein in accordance with respective detail. In absence of detail drawings or specifications pertaining to specific items required to complete work, perform such work in accordance with best standard practice with prior approval of Architect.
4. PVC pipe and fittings shall be thoroughly cleaned of dirt, dust and moisture before installation. Installation and solvent welding methods shall be as recommended by the pipe and fitting manufacturer.
5. On PVC to metal connections, the contractor shall work the metal connections first. Teflon tape or approved equal shall be used on all threaded PVC to PVC, and on all threaded PVC to metal joints. Light wrench pressure is all that is required. Where threaded PVC connections are required, use threaded PVC adapters into which the pipe may be welded.
E. Line Clearance:
All lines shall have a minimum clearance of six (6) inches from each other and from lines of other trades. Parallel lines shall not be installed directly over one another.
F. Automatic Controller:
Install as per manufacturers instructions. Remote control valves shall be connected to controller in numerical sequence as shown on the drawings.
G. High Voltage Wiring for Automatic Controller:
1. 120 volt power connection to the automatic controller shall be provided by the irrigation contractor.
2. All electrical work shall conform to local codes, ordinances, and union authorities having jurisdiction.
H. Remote Control Valves:
Install where shown on drawings and details. When grouped together, allow at least twelve (12) inches between valves. Install each remote control valve in a separate valve box. The irrigation controller letter and the valve station number shall be placed on a plastic identity tag and attached to the valve wires. The valve box shall be branded on the cover with the same information.

**I. Flushing of System:**

- 1. After all new sprinkler pipe lines and risers are in place and connected. All necessary diversion work has been completed, and prior to installation of sprinkler heads, the control valves shall be opened and a full head of water used to flush out the system.
2. Sprinkler heads shall be installed only after flushing of the system has been accomplished to the complete satisfaction of the Architect.

**J. Sprinkler Heads:**

- 1. Install the sprinkler heads as designated on the drawings. Sprinkler heads to be installed in this work shall be equivalent in all respects to those itemized.
2. Spacing of heads shall not exceed the maximum indicated on the drawings. In no case shall the spacing exceed the maximum recommended by the manufacturer.

**X. TEMPORARY REPAIRS**

The Owner reserves the right to make temporary repairs as necessary to keep the sprinkler system equipment in operating condition. The exercise of this right by the Builder-Developer shall not relieve the contractor of his responsibilities under the terms of the guarantee as herein specified.

**XI. EXISTING TREES**

Where it is necessary to excavate adjacent to existing trees, the contractor shall use all possible care to avoid injury to trees and tree roots. Excavation in areas where two (2) inch and larger roots occur shall be done by hand. All roots two (2) inches and larger in diameter, except directly in the path of pipe or conduit, shall be tunneled under and shall be heavily wrapped with burlap to prevent scarring or excessive drying. Where a ditching machine is run close to trees having roots smaller than two (2) inches in diameter, the wall of the trench adjacent to the tree shall be hand trimmed, making clean cuts thorough. Roots one (1) inch and larger in diameter shall be painted with two coats of Tree Seal, or equal. Trenches adjacent to trees should be closed within twenty-four (24) hours; and where this is not possible, the side of the trench adjacent to the tree shall be kept shaded with burlap or canvas.

**XII. FIELD QUALITY CONTROL**

- A. Adjustment of the System:
1. The contractor shall flush and adjust all sprinkler heads for optimum performance and to prevent overspray onto walks, roadways, and buildings as much as possible.
2. It is determined that adjustments in the irrigation equipment will provide proper and more adequate cover, the contractor shall make such adjustments prior to planting. Adjustments may also include changes in nozzle sizes and degrees of arc as required.
3. Lowering raised sprinkler heads by the contractor shall be accomplished within ten (10) days after notification by Owner.
4. All sprinkler heads shall be set perpendicular to finished grades unless otherwise designated on the plans.
B. Testing of Irrigation system:
1. The contractor shall request the presence of the Architect in writing at least 72 hours in advance of testing.
2. Test all pressure lines under hydrostatic pressure of 150 lbs. per square inch, and prove watertight. Note: Testing of pressure main lines shall occur prior to installation of electric control valves.
3. All piping under paved areas shall be tested under hydrostatic pressure of 150 lbs. per square inch, and proved watertight, prior to paving.
4. Sustain pressure in lines for not less than two (2) hours. If leaks develop, replace joints and repeat test until entire system is proven watertight.
5. All hydrostatic tests shall be made only in the presence of the Architect, or other duly authorized representative of the Owner. No pipe shall be backfilled until it has been inspected, tested and approved in writing.
6. Furnish necessary force pump and all other test equipment.
7. When the sprinkler irrigation system is completed, perform a coverage test in the presence of the Architect to determine if the water coverage for planting areas is complete and adequate. Furnish all materials and perform all work required to correct any inadequacies of coverage due to deviations from plans, or where he system has been willfully installed as indicated on the drawings when it is obviously inadequate, without bringing this to the attention of the Architect. This test shall be accomplished before any ground cover is planted.
8. Upon completion of each phase of work, entire system shall be tested and adjusted to meet site requirements.

**XIII. MAINTENANCE**

- A. The entire sprinkler irrigation system shall be under full automatic operation for a period of seven (7) days prior to any planting.
B. The Architect reserves the right to waive or shorten the operation period.

**XIV. CLEAN-UP**

Clean-up shall be made as each portion of work progresses. Refuse and excess dirt shall be removed from the site, all walks and paving shall be broomed or washed down, and any damage sustained on the work of others shall be repaired to original conditions.

**XV. FINAL INSPECTION PRIOR TO ACCEPTANCE**

- A. The contractor shall operate each system in its entirety for the Architect at time of final inspection. Any items deemed not acceptable by the inspector shall be reworked to the complete satisfaction of the Architect.
B. The contractor shall show evidence to the Architect that the Owner has received all accessories, charts, record drawings, and equipment as required before final inspection can occur.

**XVI. FINAL INSPECTION SCHEDULE**

- A. Contractor shall be responsible for notifying the Architect in advance for the following inspections, according to the time indicated:
1. Pre-job Conference - 7 days
2. Pressure supply line installation and testing - 72 hours
3. Automatic controller installation - 72 hours
4. Control wire installation - 72 hours
5. Lateral line and sprinkler installation - 72 hours
6. Coverage test - 72 hours
7. Final inspection - 7 days
B. When inspections have been conducted by other than the Architect show evidence of when and by whom these inspections were made.
C. No inspection will commence without as-built drawings. In the event the contractor calls for an inspection without as-built drawings, without completing previously noted corrections, or without preparing the system for inspection, he shall be responsible for reimbursing the Architect at the rate of \$75.00 per hour portal to portal (plus transportation costs) for the inconvenience. No further inspections will be scheduled until this charge has been paid.



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Table with 2 columns: REVISION, BY

OWNER
STEVEN TAYLOR TAYLOR EQUITIES
3995 INGLEWOOD BLVD.,
LOS ANGELES, CA 90063

PROJECT
1332 N. FAIRFAX AVE
WEST HOLLEWOOD CA. 90046

DRAWING TITLE
IRRIGATION SPECIFICATIONS

Table with 2 columns: DATE, SCALE, DRAWN, APPROVED, JOB, SHEET. Includes drawing title L-7.0 and SHEETS.

**PLANTING SPECIFICATIONS**

**I. SCOPE**

- Furnish all material, labor, transportation, equipment, and property to complete the landscaping of the planting areas shown on the drawings, or reasonably implied to complete the construction. Included as a part of the work of this Section, but not necessarily limited by it, are the following items:
- A. Pre-planting weed control of all planting areas.
  - B. Soil preparation and fine grading of all planting areas, including the addition of soil amendments.
  - C. Preparation of all planting and specimen tree holes.
  - D. Furnishing and installation of all plant materials, lawns, ground covers, mulches, etc.
  - E. Furnishing and installation of all required planting backfill materials, tree stakes, guy wires, and miscellaneous material.
  - F. Providing maintenance for ninety (90) continuous calendar days after acceptance of construction.
  - G. Guarantee and replacement.

**II. MATERIALS**

All materials shall be of standard, approved and first grade quality and shall be in prime conditions when installed and accepted. Any commercially processed or packaged material shall be delivered to the site in the original unopened container bearing the manufacturers guaranteed analysis. Contractor shall supply Owner with a sample of all supplied materials accompanied by analytical data from an approved laboratory source illustrating compliance or bearing the manufacturers guaranteed analysis.

- A. Topsoil: Topsoil, as required, shall be obtained from on site excavations.
- B. Soil Conditioners and Fertilizers: Soil conditioners may include any or all of the specific conditioners herein specified.
  - 1. Nitrogen stabilized organic amendment. Amendment shall be fir or cedar sawdust. Source shall be derived from wood of fir or wood of cedar containing the following physical properties:
 

Percent Passing	Sieve Size
95-100	6.33 mm (1/4 inch)
80-100	2.38 (No. 8, 8 mesh)
0-30	500 Micron (No. 35, 32 mesh)

Chemistry shall be:  
 Nitrogen Content (dry weight) - 0.65% - 0.84%  
 Iron Content - Minimum 0.08 % dilute acid soluble Fe. on dry weight basis.  
 Soluble Salts - Maximum 3.5 Millimohos centimeter at 25 degrees centigrade as determined by saturation extract method.  
 Ash - (dry weight) 0 - 6.0%

- 2. Other Materials: Fertilizer shall be delivered to the site in the original unopened containers and of commercial grade, uniform in composition, dry and free flowing, of the following analysis
  - a. Gro-Power Plus
  - b. Gro-Power planting tablets
  - c. As Specified
- C. Tree Support: Materials for staking and guying shall be as follows:
  - 1. Support stakes shall be lodge pole pine stakes, Length as determined to facilitate upright stand as described.
  - 2. Ties: Elastic webbing, polyethylene tape, or Owner approved tie.
  - 3. Guy wire, steel guy anchor and plastic hose tie of adequate size and length to safely support tree.

- D. Miscellaneous Materials: Sand: Washed river sand or equal.  
 Post Emergent Weed Killer: Paraquat, Roundup, or Owner approved herbicide.  
 Tree Wound Paint: As approved.  
 Fiber: Wood cellulose mulching fiber Conweb or equal.  
 Chemical Additive: Seed germinating additive CPA 4000 or equal.
  - 1. Nomenclature: The scientific and common names of plants herein specified conform with the approved names given in A Checklist of Woody Ornamental Plants in California, Manual 32, published by the University of California School of Agriculture (1963).
  - 2. Plant List for Bid: The contractor is herein referred to the landscape plans for the plant material selection and the requirements of this section of the specifications. Container sizes, unless otherwise stated, have been used to indicate the size of the plant material required.
  - 3. Labeling/Delivery: Each group of plant materials delivered to the site shall be clearly labeled as to species, variety and nursery source; however, determination of plant species or variety will be made by the Landscape Architect, and his decision will be final. The contractor shall notify the Landscape Architect 72 hours in advance of delivery of all plant materials and shall submit an itemized list of the plants in each delivery. As a convenience to the contractor, the Landscape Architect upon request, will inspect box size material at the source nursery prior to delivery at the cost of the contractor. Said source nurseries shall be reasonably close to the project site as determined by the Landscape Architect. Plant material so inspected shall arrive at the project site in an undamaged condition.
  - 4. Quality and Size: Plants shall be in accordance with the California State Department of Agriculture's regulation for nursery inspections, rules and grading. All plants shall have a normal habit of growth and shall be sound, healthy, vigorous, and free of insect infestations, plant diseases, sun scalds, fresh abrasions of the bark, excessive abrasions, or other objectionable disfigurements. Tree trunks shall be sturdy and well (hardened off). All plants shall have normally well - developed branch systems and vigorous and fibrous root systems which are not root or pot bound. In the event of disagreement as to condition of root system, the root condition of the plants furnished by the contractor in containers will be determined by removal of earth from the roots of not less than two plants or more than two percent of the total number of plants of each species or variety. Where container grown plants are from several sources, the roots of not less than two plants of each species or variety from each source will be inspected. In case the sample plants inspected are found to be defective, the Landscape Architect reserves the right to reject the entire lot or lots of plants represented by the defective samples. The Landscape Architect is the sole judge as to acceptability. Any plants rendered unsuitable for planting because of this inspection will be considered as samples and will be provided at the expense of the contractor. The size of the plants will correspond with that normally expected for species and variety of commercially available nursery stock, or as specified in the Special Conditions or drawings. The minimum acceptable size of all plants, measured before pruning with the branches in normal position, shall conform with the measurements, if any specified on the drawings in the list of plants to be furnished. Plants larger in size than specified may be used with the approval of the Landscape Architect, but the use of larger plants will make no change in contract price. If the use of larger plants is approved, the ball of earth or spread of roots for each plant will be increased proportionately.
  - 5. Rejection or Substitutions: All plants not conforming to the requirements herein specified, shall be considered defective, and such plants, whether in place or not, shall be marked as rejected and immediately removed from the site of the work and replaced with new plants at the contractors expense. The plants shall be of the species, variety, size and condition specified herein or as shown on the drawings. Under no condition will there be any substitution of plants or sizes of those listed on the accompanying plans, except with the expressed consent of the Landscape Architect.
  - 6. Pruning: At no time shall trees or plant material be pruned, trimmed or topped prior to delivery and any alteration of their shape shall be conducted only with the approval and when in the presence of the Landscape Architect and as noted in the Planting Specifications.
  - 7. Protection: All plants at all times shall be handled and stored so that they are adequately protected from drying out, from wind burn, or from any other injury.
  - 8. Right of Inspection: The Landscape Architect reserves the right to approve or reject at any time upon delivery or during the work any or all plant material regarding size, variety or condition.

- E. Seed: All seed used shall be labeled and shall be furnished in sealed standard containers with signed copies of a statement from the vendor, certifying that each container of seed delivered is fully labeled in accordance with the California State Agricultural Code and is equal to or better than the requirements of these specifications.
- F. Hydro-Mulching Materials: The hydro-mulch mix shall consist of wood cellulose mulching fiber, Conweb mulching fiber or equal.
- G. Hydro-Mulching Application: Equipment: Hydraulic equipment used for the application of the fertilizer, seed and slurry of prepared wood pulp shall be of the Super Hydroseeder type as approved by the Landscape Architect. This equipment shall have a built-in agitation system and operating capacity sufficient to agitate, suspend and homogeneously mix a slurry containing not less than 40 lbs. of fiber mulch plus a combined total of 7 lbs. fertilizer solids for each 100 gallons of water. The slurry distribution lines shall be large enough to prevent stoppage and shall be equipped with a set of hydraulic spray nozzles which will provide a continuous non-fluctuating discharge. The slurry tank shall have a minimum capacity of 1,500 gallons and shall be mounted on a traveling unit, either self-propelled or drawn by a separate unit, which will place the slurry tank and spray nozzles within sufficient proximity to the areas to be seeded.

**III. GRADING AND SOIL PREPARATION**

The general subsoil grading, deep ripping, tilling, and establishment of the rough grade will be done by others, under a separate contract. Other work such as fine grading, cultivation (and in some cases, addition of topsoil) and/or soil conditioners are required to prepare the finish grade. After approximate finished grades have been established, soil shall be conditioned and fertilized in the following manner. Materials shall, at the following rates, be uniformly spread and cultivated thoroughly by means of mechanical tiller into the top 6 inch of soil per 1000 square feet:

Application Rates  
 See Soil Notes  
 4 cu. Yards of Nitrogen Stabilized Organic Amendment

All soil areas shall be compacted and settled by application of heavy irrigation to a minimum depth of twelve (12) inches.

- A. Final Grades: After the foregoing specified deep watering, minor modifications to grade may be required to establish the final grade. These areas shall not be worked until the moisture content has been reduced to a point where working it will not destroy soil structure.
  - 1. Finish grading shall insure proper drainage of the site.
  - 2. All areas shall be graded so that the final grades will be one inch below adjacent paved areas, sidewalks, valve boxes, headers, clean-outs, drains, manholes, etc.
  - 3. Surface drainage shall be away from all building foundations.
  - 4. Eliminate all erosion scars.
  - 5. "For soils less than 6% organic matter in the top 6 inches of soil, compost at a rate of a minimum of four cubic yards per 1,000 square feet of permeable area shall be incorporated to a depth of six inches into the soil.

**IV. PLANTING INSTALLATION**

Actual planting shall be performed during those periods when weather and soil conditions are suitable and in accordance with locally accepted practices, as approved by the Landscape Architect.

- A. Weed Control: After soil preparation and establishment of final grades prior to any planting, the contractor shall irrigate thoroughly for a period of time, two (2) to three (3) weeks or until weed seeds have germinated. When there is sufficient weed seed germination, the contractor shall apply a post-emergent weed killer, according to the directions of the manufacturer. The contractor shall then wait an additional one (1) week to allow the weed killer to dissipate, then plant as indicated in the plans and specifications.
- B. Layout of Major Plantings: Locations for plants and outlines of areas to be planted shall be marked on the ground by the contractor before any pits are dug. All such locations shall be approved by the Landscape Architect. If an underground construction or utility line is encountered in the excavation of planting areas, other locations for planting may be selected by the Landscape Architect.
- C. Planting of Trees, Shrubs and Vines:
  - 1. Excavation for planting: Excavation for planting shall include the stripping and stacking of all acceptable topsoil encountered within the areas to be excavated for trenches, tree holes, plant pits and planting beds.
    - a. Protect all areas from excessive compaction when trucking plants or other material to the planting site.
    - b. All excavated holes shall have vertical sides with roughened surfaces and shall be of a size that is twice the diameter and 6 inch minimum deeper than the root ball.
    - c. Excess soil generated from the planting holes and not used as backfill or in establishing the final grades shall be removed from the site.
  - 2. Planting: No planting shall be done in any area until the area concerned has been satisfactorily prepared in accordance with these specifications. Only as many plants as can be planted and watered on that same day shall be distributed in planting area. Containers shall be opened and plants shall be removed in such a manner that the ball of earth surrounding the roots is not broken, and they shall be planted and watered as herein specified immediately after removal from the containers. Containers shall not be opened prior to placing the plants in the planting area. Container plants shall be backfilled with:
    - See Soil Notes
    - Palm Backfill**
    - 8 parts by volume washed river sand
    - 2 parts by volume nitrogen stabilized organic amendment
    - 10 lbs. Gro-Power palm fertilizer per cubic yard of mix
    - 2 lbs. Agricultural gypsum per cubic yard of mix
 All plants which settle deeper than specified above shall be raised to the correct level. After the plant has been placed, additional backfill shall be added to the hole to cover approximately one-half of the height of the root ball. At this stage water shall be added to the top of the partly filled hole to thoroughly saturate the root ball and adjacent soil. After the water has completely drained, planting tablets shall be placed as indicated below:
    - 3 tablets per one gallon container
    - 8 tablets per five gallon container
    - 15 tablets per fifteen gallon container
    - 16 tablets per 20 inch and 24 inch box
    - 18 tablets per 30 inch box
    - 20 tablets per 36 inch box
    - 22 tablets per 42 inch box
    - 24 tablets per 48 inch box
 Larger sizes: For each half inch caliper measured 14 inches above soil level use 3 additional tablets. The remainder of the hole shall then be backfilled. Planting tablets shall be set with each plant on the top of the root ball while the plants are still in their containers so the required number of tablets to be used in each hole can be easily verified. After backfilling, an earthen basin shall be constructed around each plant. Each basin shall be of a depth sufficient to hold at least two inches of water. Basins shall be of a size suitable for the individual plant. In no case shall a basin for a fifteen gallon plant be less than four feet in diameter; a five gallon plant, less than three feet in diameter; and a one gallon plant, less than two feet in diameter. The basins shall be constructed of amended backfill materials.



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REVISION	BY

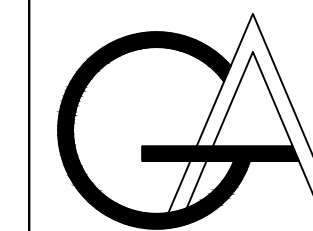
OWNER  
 STEVEN TAYLOR TAYLOR EQUITIES  
 3995 INGLEWOOD BLVD.,  
 LOS ANGELES, CA 90063

PROJECT  
 1332 N. FAIRFAX AVE  
 WEST HOLLEWOOD CA. 90046

DRAWING TITLE  
 PLANTING SPECIFICATIONS

DATE:	Sep. 5, 23
SCALE:	1/8"=1'-00"
DRAWN:	SA
APPROVED:	
JOB:	23-1108
SHEET:	L-8.0
SHEETS	





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REVISION	BY

OWNER	STEVEN TAYLOR TAYLOR EQUITIES 3995 INGLEWOOD BLVD., LOS ANGELES, CA 90063
-------	---

PROJECT	1332 N. FAIRFAX AVE WEST HOLLEWOOD CA. 90046
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DRAWING TITLE	PLANTING SPECIFICATIONS
---------------	-------------------------

DATE:	Sep. 5, 23
SCALE:	1/8"=1'-00"
DRAWN:	SA
APPROVED:	
JOB:	23-1108
SHEET:	

**L-9.0**  
SHEETS

3. Pruning:

Pruning shall be limited to the minimum necessary to remove injured twigs and branches, and to compensate for loss of roots during transplanting, but never to exceed one-third of the branching structure. Upon approval of the Landscape Architect, pruning may be done before delivery of plants, but not before plants have been inspected and approved. Cuts over three-quarters of an inch in diameter shall be painted with tree wound paint.

4. Staking and Guying:

Staking of all trees shall conform to tree staking and tree guying details and as herein specified. Protective stakes may be planted with the tree, driving them into undisturbed soil at the bottom of the planting hole until 18 inches remains above ground level. Support stakes tall enough to support the particular tree shall be driven 18 inches into the soil. A line drawn between the two support stakes shall be at right angles to the most troublesome wind direction. Attach crossies to the supportive stakes on the leeward side of the prevailing wind. Ties shall be placed as low on the trunk as possible but high enough so the tree will return to upright after deflection. To find the proper height for tie locations, hold the trunk in one hand, pull the top to one side and release. The height at which the trunk will just return to the upright when the top is released is the height at which to attach the ties. Ties are to form a loose loop around the tree trunk and auxiliary stake so that the trunk cannot work towards the support stakes. Support stakes are not to exceed 6 inches above the tie locations. The auxiliary stake shall be attached to those trees needing extra trunk support as determined by the Landscape Architect. Wind and wrap the top of the wire with friction tape. One tree of each size shall be staked and approved by the Landscape Architect prior to continued staking.

D. Ground Covers:

Ground covers will be planted in the areas indicated on the plans. Ground cover plants shall be grown in flats, peat pots, or taken as cuttings, as indicated on the plans. Flat grown plants (rooted cuttings) shall remain in those flats until transplanting. The flats soil shall contain sufficient moisture so that it will not fall apart when lifting the plants. If plants from peat pits are used, the pots shall be protected at all times prior to planting to prevent unnecessary drying of the root ball. Unrooted cuttings shall be 10 inches or more in length. They shall be insect and disease free tip cuttings from healthy, vigorous and strong growing plants. Mature or brown-colored stem growths or cuttings which have been trimmed or rooted before planting will not be accepted. Cuttings shall be planted not more than 2 days after cutting and shall not be allowed to dry or wither.

1. Ground cover shall be planted in straight rows and evenly spaced, unless otherwise noted, and at intervals called out in the drawings. Triangular spacing shall be used unless otherwise noted on the plans.
2. Each rooted plant shall be planted with its appropriate amount of flat soil or in a peat pot, in a manner that will insure minimum disturbance of the root system, but in no case shall this depth be less than two nodes. To avoid drying out, plantings shall be immediately sprinkled after planting until the entire area is soaked to the full depth of each hole, unless otherwise noted on the drawings.

E. Lawn:

Lawn shall be planted by hydroseeding and sodded as indicated on the plans. All areas shall be free from weeds and weed residue.

F. Hydroseeding:

Hydroseeding shall include application of mulch, fertilizer and seed planting bed preparation, pre and post-planting irrigation.

1. After soil preparation, establishment of final grades and weed control, the surface two (2) inches of soil shall be loosened by harrow rototiller and floated level and irrigated just prior to planting.
2. Preparation: The slurry preparation shall take place at the site of work and shall begin by adding water to the tank when the engine is at half throttle. When the water level has reached the height of the agitator shaft, good recirculation shall be established and at this time the seed and chemical additive shall be added. Fertilizer shall then be added followed by wood pulp mulch. The wood pulp mulch shall only be added to the mixture after the tank is at least one-third filled with water. The engine throttle shall be opened to full speed when the tank is half filled with water. All the wood pulp mulch shall be added by the time the tank is two-thirds to three-fourths full. Spraying shall commence five minutes after addition of the chemical additive when the tank is full.  
Application rates:  
Fiber 1,500 lbs. per acre.  
Seed See plans  
Gro-Power Plus 1,200 lbs. per acre (if area has been soil prepped, only use 400 lbs. per acre)  
Chemical Additives 3 gallons per acre  
Urea Formaldehyde 300 lbs. per acre
3. Application: The operator shall spray the area with a uniform visible coat by using the green color of the wood pulp as a guide. The slurry shall be applied in a sweeping motion, in an arched stream so as to fall like rain allowing the wood fibers material to spread at the required rate per acre.
4. Time Limit: All slurry mixture which has not been applied with in two hours after mixing will be rejected and removed from the project at the contractors expense.
5. Irrigation: Immediately after completion of hydroseeding, each area shall be irrigated. Irrigation during the germination period of the seeds shall keep the hydro-mulch moist at all times without creating run-off, erosion or over-saturation. The irrigation system is to be in operating condition and have been tested before planting is started.

V. ESTABLISHMENT AND MAINTENANCE PERIOD

The contractor shall continuously maintain all areas involved in this contract during the progress of the work and during the establishment period until final acceptance of the work by the Owner. The contractor shall request an inspection to begin the plant establishment period after all planting and related work has been completed in accordance with the Contract Documents. A prime requirement is that all lawn areas shall show an even, healthy stand of grass seedlings which shall have been mowed twice. If such criteria is met to the satisfaction of the Landscape Architect, a field notification will be issued to the contractor to establish the effective beginning date of the plant establishment and maintenance period. Any day when the contractor fails to adequately maintain plantings, replace unsuitable plants or do weed control or other work, as determined necessary by the Landscape Architect, will not be credited as one of the plant establishment working days. Improper maintenance or possible poor condition of any planting at the termination of the scheduled establishment period may cause postponement of the final completion date of the contract. Maintenance shall be continued by the contractor until all work is acceptable. In order to carry out the plant establishment work, the contractor shall furnish sufficient men and adequate equipment to perform the work during the plant establishment period. Maintenance shall be according to the following standards:

- A. All areas shall be kept free of debris and all planted areas shall be weeded and cultivated at intervals of not more than ten (10) days. Watering, mowing, rolling, edging, trimming, fertilization, spraying and pest control, as may be required, shall be included in the establishment period.
- B. The contractor shall be responsible for maintaining adequate protection of the area. Damaged areas shall be repaired at the contractors expense.
- C. Between the 15th day and the 20th day of the establishment period, the contractor shall reseed all spots or areas within the lawn where normal turf growth is not evident.
- D. Fertilize all planting areas with the following - See soil notes
- E. Mowing of turf will commence when the grass has reached a height of two inches. The height of cut will be 1 to 1-1/2 inches. Mowing will be at least weekly after the first cut. Turf must be well established and free of bare spots and weeds to the satisfaction of the Landscape Architect prior to final acceptance.
- F. The contractors maintenance period will be extended if these provisions are not filled.
- G. Clean-up:  
The contractor shall keep the premises free from accumulation of waste materials and debris. After all planting operations have been completed, the contractor shall remove all trash, excess soil, empty plant containers, tools, and equipment used in this work and/or any other debris resulting from his work on the site. Any scars, ruts, or mars in the area caused by the landscape work shall be repaired at the contractors expense. The contractor shall leave the site area broom clean and shall wash down all paved areas within the contract area leaving the premises in a clean condition.

GUARANTEE AND REPLACEMENT

- A. All plant material installed under the contract shall be guaranteed against any and all poor, inadequate or inferior materials and /or workmanship for a period of one year. Any plant found to be dead or in poor condition due to faulty materials or workmanship, as determined by the Landscape Architect, shall be replaced by the contractor at his expense.
- B. Any materials found to be dead, or in poor condition during the establishment period shall be replaced immediately. The Landscape Architect shall be the sole judge as to the condition of material. Material to be replaced within the guarantee period shall be replaced by the contractor within 15 days of written notification by the Owner.
- C. Replacement shall be made in the same manner as required for original plantings. Materials and labor involved in the replacing of material shall be supplied by the contractor at no additional cost to the Owner.

VI. INSPECTIONS

Normal progress inspection shall be requested from the Landscape Architect at least 72 hours in advance of an anticipated inspection. An inspection will be made by the Landscape Architect on each of the steps listed below. The contractor will not be permitted to initiate the succeeding steps of work until he has received written approval to proceed by the Owner.

- A. Immediately prior to the commencement of the work on this section
- B. Completion of fine grading.
- C. Completion of soil conditioning
- D. Prior to application of post-emergent weed killers.
- E. Pre or post-delivery of all plant material.
- F. Completion of major plant layout.
- G. Prior to hydroseeding or installation of sod.
- H. Commencement of maintenance.
- I. Completion of first 30 day maintenance period.

Final Acceptance of the Project: Prior to the date of the final inspection, the contractor shall acquire from the Owner approved mylar prints, and finally record from the job record set all changes made during construction, label said prints As-Builts, and deliver to the Landscape Architect. Prior to the date of final inspection, the contractor shall deliver to the Landscape Architect the Landscape and Irrigation Guarantee as required.

SOIL NOTES

1. Soil Preparation - add 50 lbs. of Agricultural Gypsum 1,000 sq. ft.
2. Backfill shall consist of the following:  
7 parts native on site soil, by volume  
3 parts nitrolized shavings, by volume 16 lbs. Gro-power Plus per cubic yard of mix
3. Hydro-seeding - For already soil prepared areas, apply 280 lbs. Gro-power Hi-Nitrogen per acre.  
For non-prepped soil areas, apply 1,000 lbs. Gro-power Plus and 300 lbs. Gro-power Controlled release per acre.
4. Maintenance - Feed with 20 lbs. Gro-power Plus 1,000 sq. ft. on days 45 and 85 of maintenance.

NOTES

The above materials are for bid purposes only. The exact materials will be determined after the grading is completed, along with a soils test by the Landscape Contractor

AGRONOMIC SOIL REPORT

Contractor shall obtain a agronomic soil report prior to start of construction. this report is required for pre-installation meeting along with all it's recommended material being on-site for inspection prior to begining work.

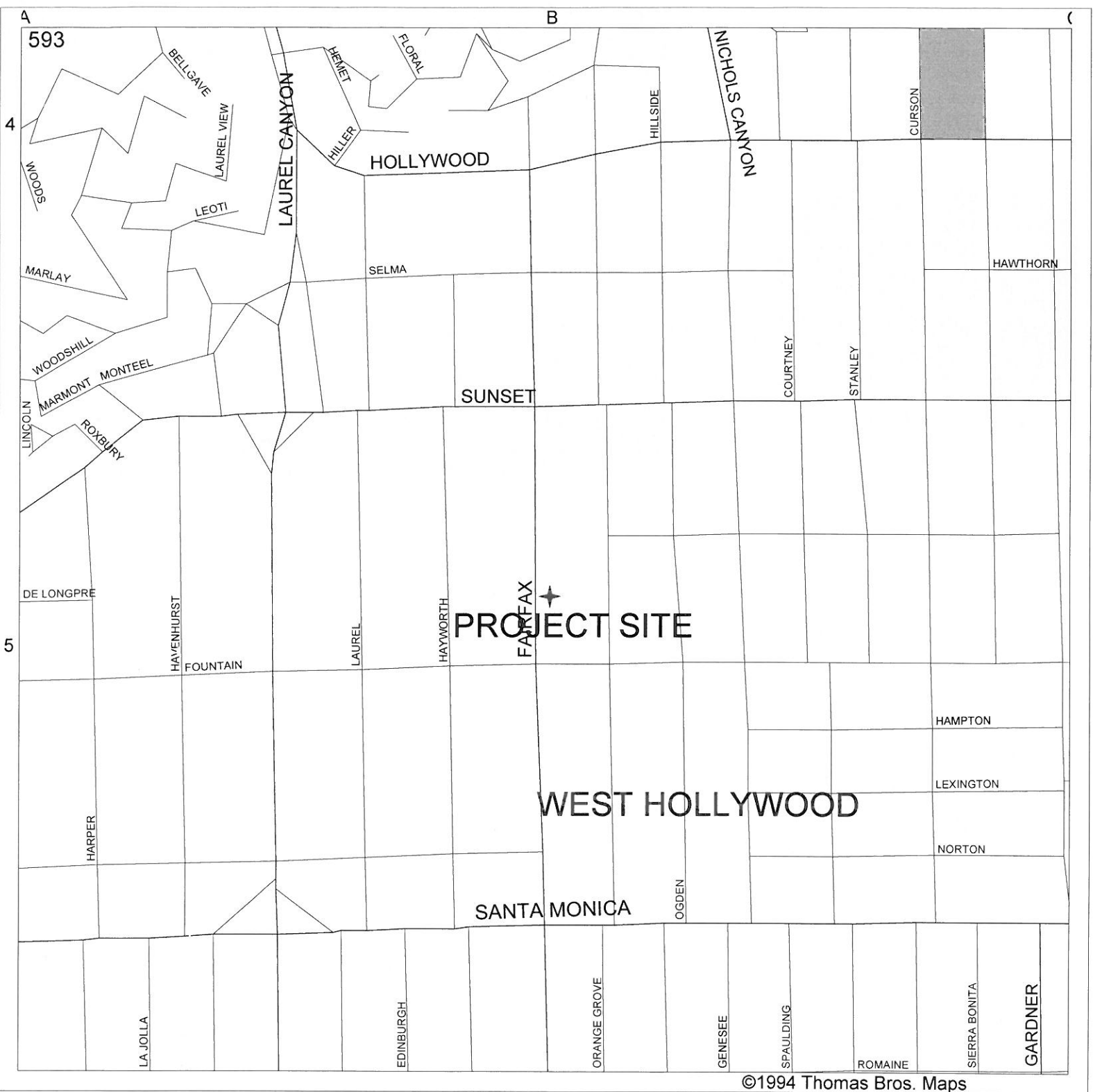
# **EXHIBIT B**

## **MAPS**

Vicinity

Radius

ZIMAS

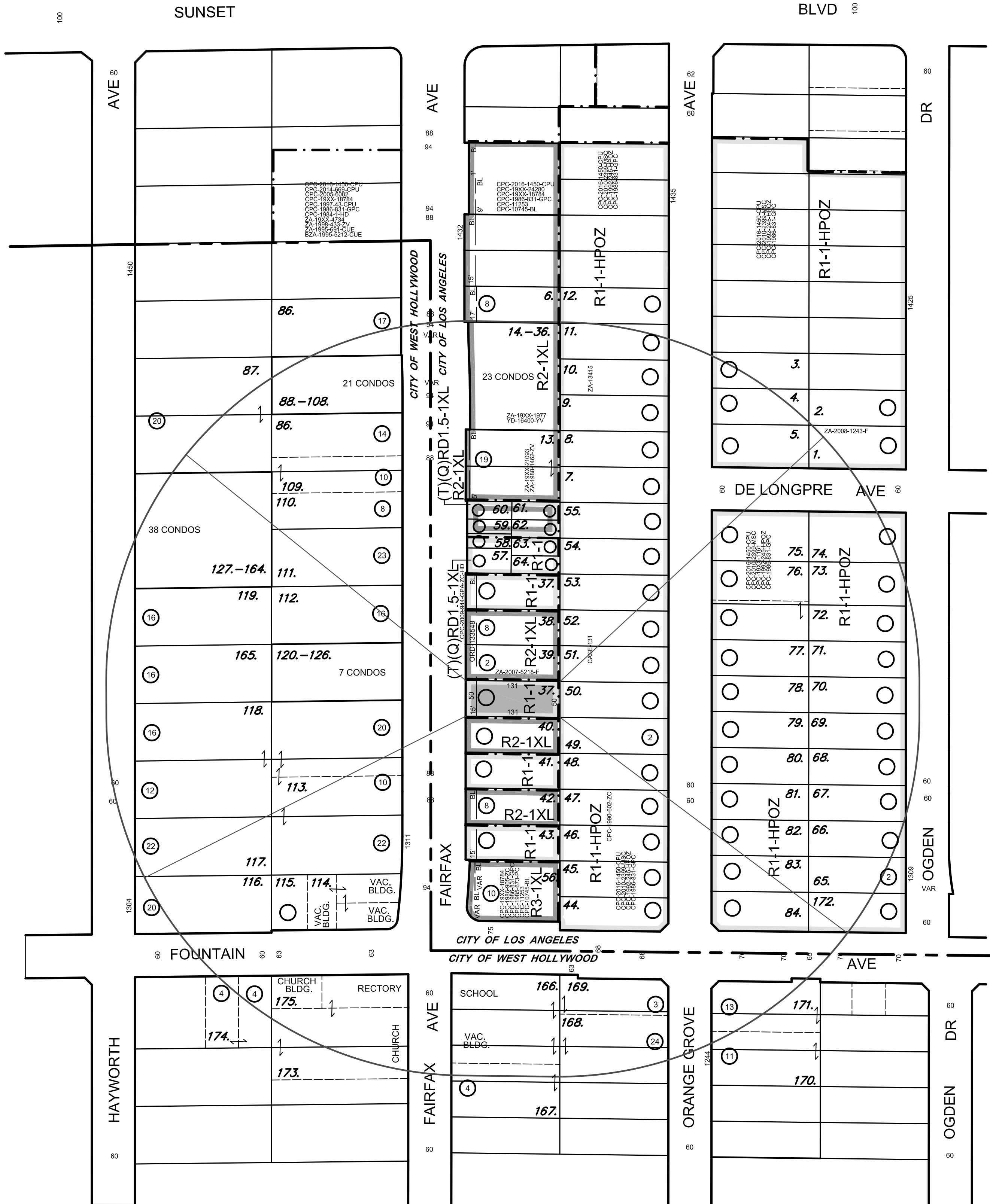


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**VICINITY MAP**

**SITE : 1332 N. FAIRFAX AVENUE**

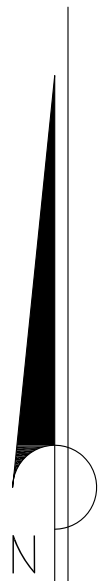
**GC MAPPING SERVICE, INC.**  
 3055 WEST VALLEY BOULEVARD  
 ALHAMBRA CA 91803  
 (626) 441-1080, FAX (626) 441-8850  
 gcmapping@radiusmaps.com



LEGAL: LOT 18, FETTERMAN HOLLYWOOD TRACT, M.B. 12-110.

# DENSITY BONUS

C.D. 13  
 C.T. 1898.01  
 P.A. HOLLYWOOD



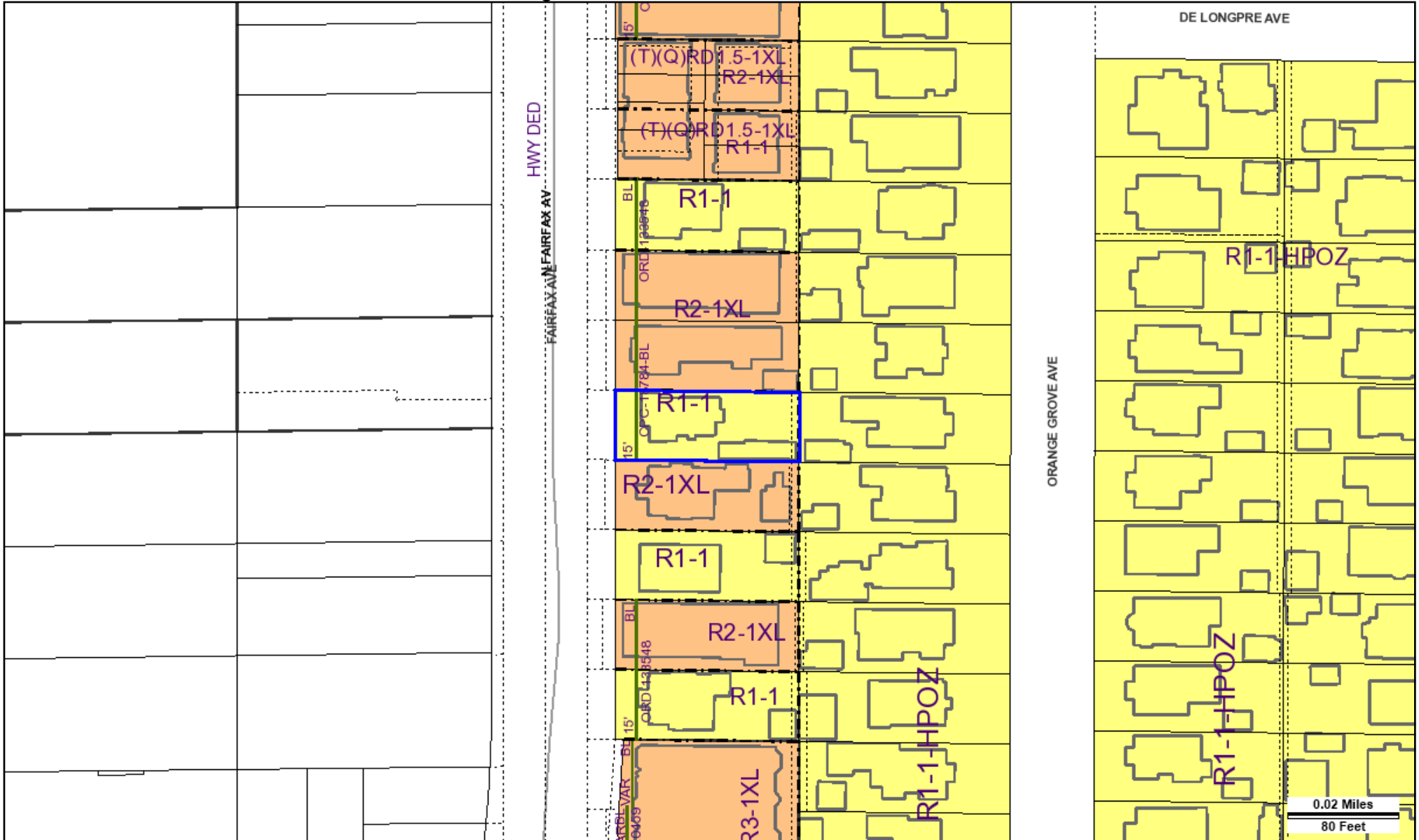
## GC MAPPING SERVICE, INC.

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

**SITE ADDRESS:**  
 1332 N. FAIRFAX AVE.

0.15 NET AC.

**CASE NO.**  
 DATE: 07-19-2023  
 SCALE: 1" = 100'  
 USES FIELD  
 D.M. 147 B 177  
 T.B. PAGE: 593 GRID: B-5



Address: 1332 N FAIRFAX AVE

Tract: FETTERMAN HOLLYWOOD TRACT

Zoning: R1-1

APN: 5551027006

Block: None

General Plan: Low Medium II Residential

PIN #: 147B177 1367

Lot: FR 18

Arb: None



# **EXHIBIT C**

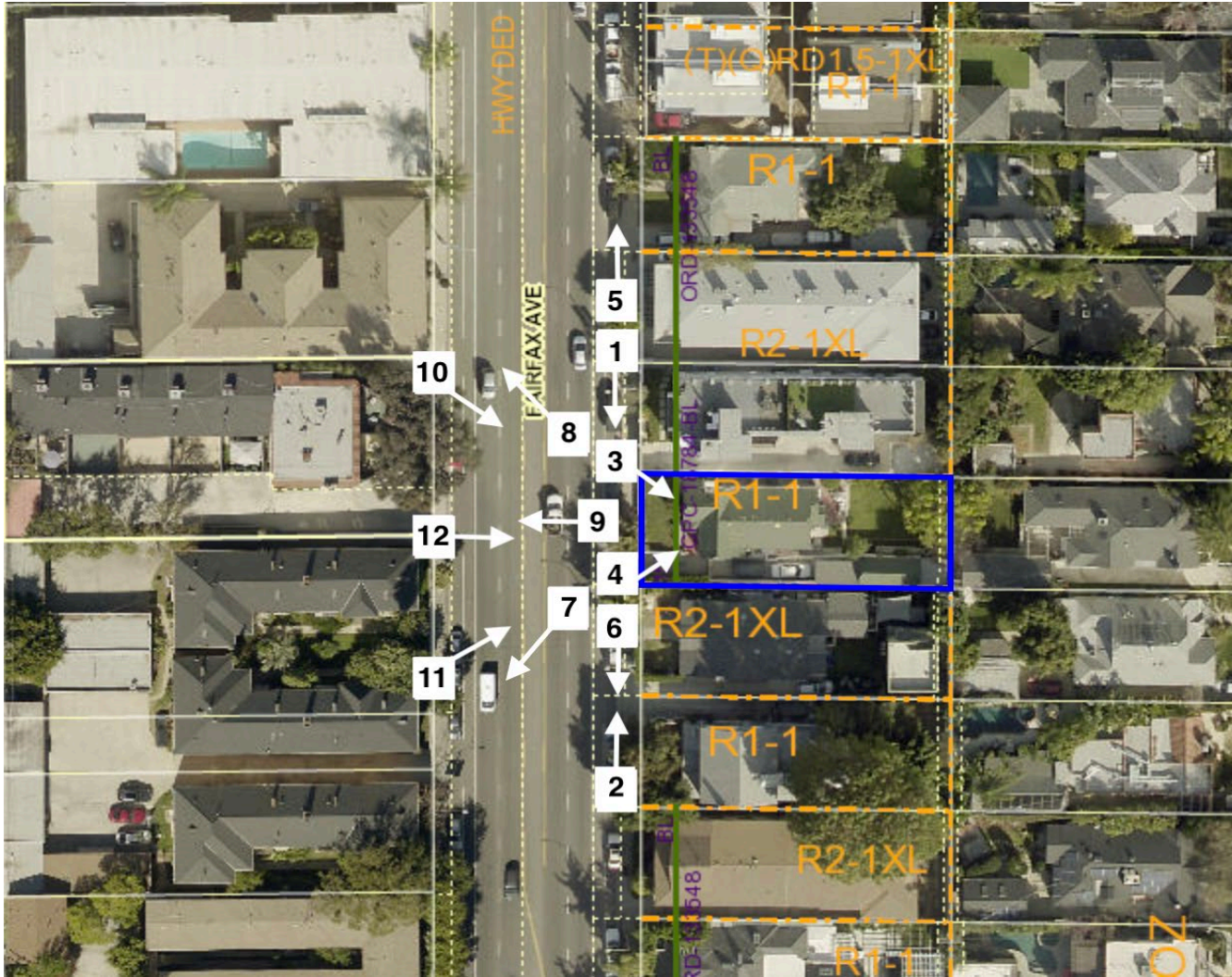
## **Photographs**

# SITE PHOTO EXHIBIT

Applicant: Taylor Equities 15 LLC

Site Address: 1332 N Fairfax Ave

Los Angeles, CA 90046



Applicant: Taylor Equities 15 LLC  
1332 N Fairfax Ave Los Angeles, CA 90046

Prepared by Irvine & Associates, Inc

**SITE PHOTO EXHIBIT**  
Applicant: Taylor Equities 15 LLC  
Site Address: 1332 N Fairfax Ave  
Los Angeles, CA 90046

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1. Taken from North of project site, facing South on Fairfax Ave.



2. Taken from South of project site, facing North on Fairfax Ave.



**SITE PHOTO EXHIBIT**  
Applicant: Taylor Equities 15 LLC  
Site Address: 1332 N Fairfax Ave  
Los Angeles, CA 90046

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3. Taken from Northwest corner of project site, facing Southeast into project site.



4. Taken from Southwest corner of project site, facing Northeast into project site.

**SITE PHOTO EXHIBIT**  
Applicant: Taylor Equities 15 LLC  
Site Address: 1332 N Fairfax Ave  
Los Angeles, CA 90046

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5. Taken from North of project site, facing North on Fairfax Ave.



6. Taken from South of project site, facing South on Fairfax Ave.

**SITE PHOTO EXHIBIT**  
Applicant: Taylor Equities 15 LLC  
Site Address: 1332 N Fairfax Ave  
Los Angeles, CA 90046

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7. Taken from Southwest corner of project site, facing Southwest across Fairfax Ave.



8. Taken from Northwest corner of project site, facing Northwest across Fairfax Ave.

**SITE PHOTO EXHIBIT**  
Applicant: Taylor Equities 15 LLC  
Site Address: 1332 N Fairfax Ave  
Los Angeles, CA 90046

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9. Taken from West side of project site, facing West across Fairfax Ave.



10. Taken from West side of Fairfax Ave, facing Southeast into project site.

**SITE PHOTO EXHIBIT**  
Applicant: Taylor Equities 15 LLC  
Site Address: 1332 N Fairfax Ave  
Los Angeles, CA 90046

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11. Taken from West side of Fairfax Ave, facing Northeast into project site.



12. Taken from West side of Fairfax Ave, facing East into project site.

# **EXHIBIT D**

## **Los Angeles Housing Department SB8 Replacement Unit Determination (RUD)**

June 7, 2023

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 Bass, Mayor

DATE: June 7, 2023  
TO: Taylor Equities 29, LLC, a California limited liability company, Owner  
Jason Grant, Applicant  
FROM: Marites Cunanan, Senior Management Analyst II *M. Cunanan*  
Los Angeles Housing Department  
SUBJECT: **Housing Crisis Act of 2019 (SB 8)**  
**ED 1 Replacement Unit Determination**  
**RE: 1332 N. Fairfax Ave., Los Angeles, CA 90046**

This SB 8 Replacement Unit Determination (RUD) is only applicable if the proposed project is 100% affordable to lower income households. In the event the proposed project changes and is no longer 100% affordable to lower income households, a revised RUD will be required.

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by Jason Grant (Applicant) on behalf of Taylor Equities 29, LLC, a California limited liability company (Owner), for the above referenced property located at 1332 N. Fairfax Ave (APN 5551-027-006, Lot 18) (Property) the Los Angeles Housing Department (LAHD) has made the following determination in regards to the above-referenced application. One (1) unit existed on the property within the last 5 years. One (1) unit is NOT subject to replacement as an affordable "Protected Unit".

**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)** rented 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 September 9, 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. In the absence of specific entitlements, the affordability will default to 51% very low income and 19% low income. 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 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 May 10, 2023, the Owner plans to construct a new 4-story building with 27 residential units, utilizing the Density Bonus entitlements.

**PROPERTY STATUS (AKA THE "PROJECT SITE"):**

Owner submitted an Application for a RUD for the Property on May 10, 2023. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from May 2018 to May 2023.

**Review of Documents:**

Pursuant to the Grant Deed, Owner acquired the Property on April 25, 2023, from Maya Rubin, Administrator of the Estate of Marie A. Martin, deceased, with limited authority pursuant to probate case no. 22STPB01384, under the Independent Administration of Estates Act (Prior Owner).



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 “0100 – Residential – Single Family Residence.” Google images and an internet search supports that the Property contains one (1) single family dwelling.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has applied for a Demolition Permits (23019-10000-01851 and 23019-10000-02086) and a Building Permit (23010-10000-02161).

**REPLACEMENT UNIT DETERMINATION:**

The Existing Residential Dwelling Units at the Property within the last five (5) years:

ADDRESS	BEDROOM TYPE	VACANT OR OCCUPIED	“PROTECTED?”	BASIS OF “PROTECTED” STATUS
1332 N. Fairfax Ave.	2 Bedrooms	Vacant	No	N/A
<b>Total: 1 Unit</b>				

Pursuant to (SB 8), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 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. In the absence of specific entitlements, the affordability will default to 51% very low income and 19% low income. The remaining 30% of the units are presumed above-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.

<b>Number of Existing Residential Dwelling Units within the five (5) years of application:</b>	1	
<b>Number of Affordable Replacement Units required per CHAS:</b>	0	
0 Units x 70%		0 Units
51% Very Low		0 Unit
19% Low		0 Unit
Market Rate RSO units	0 Unit	
<b>Number of Unit(s) presumed to be above-lower income subject to replacement:</b>	0	

On May 30, 2023, a tenant packet was sent to the Property. As of June 6, 2023, LAHD has not received a response. In order to expedite the process for 100% affordable housing projects per the Mayor’s Executive Directive, we are issuing this RUD before giving the tenants sufficient time to respond to our tenant letters. If we receive responses to the tenant letters, the affordability level of this RUD may change.

LAHD has determined that the Property was occupied by the Prior Owner from at May through the date of sale on April 25, 2023 as shown by the homeowner’s exemption. The Owner has left the Property vacant since they purchased the Property. Therefore, the proposed housing development does not require the demolition of any prohibited types of housing and no SB 8 replacement affordable units are required.

The zero affordable replacement determination will only remain valid provided the property remains vacant or in the event of an owner occupied single family dwelling. Any subsequent rental of the property may result in an affordable replacement obligation.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This RUD only applies if the proposed project is a 100% affordable rental project and NOT condominiums or units for sale. In the event the project changes to condominiums, the owner needs to request a RUD amendment to reflect 100% replacement of the units. This RUD will apply to TOC projects, DB projects and projects not requesting entitlements.

**\*\*WARNING\*\***

**LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT**

<b>ISSUE:</b>	Is a <b>LOT TIE</b> required for the <b>NEW</b> proposed housing development project?
<b>IF NO:</b>	Owner’s existing Rent Stabilization (RSO) replacement obligation, if any, remains the <b>SAME</b> as above.
<b>IF YES:</b>	Owner’s existing RSO replacement obligation, if any, will <b>INCREASE</b> by one and the proposed housing development project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

**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 Charlotte Kings at [charlotte.kings@lacity.org](mailto:charlotte.kings@lacity.org).

cc: Los Angeles Housing Department File  
Planning.HCA@lacity.org, Department of City Planning for discretionary projects, or  
LADBS.ahs@lacity.org, Department of Building and Safety for by-right projects

MAC:ck

# **EXHIBIT E**

## **Public Comments / Correspondence**



Chi Dang <chi.dang@lacity.org>

**Fwd: Proposed Project 1332 North Fairfax Avenue, LA, CA 90046**

**Anna Orellana** <anna.orellana@lacity.org>  
To: Chi Dang <chi.dang@lacity.org>

Mon, Nov 27, 2023 at 9:55 AM

Hi Chi

Please see the email that all three deputies received.

Thanks

----- Forwarded message -----

From: **Lisa Webber** <lisa.webber@lacity.org>  
Date: Mon, Nov 27, 2023 at 9:53 AM  
Subject: Fwd: Proposed Project 1332 North Fairfax Avenue, LA, CA 90046  
To: Anna Orellana <anna.orellana@lacity.org>

when you get a moment, can you forward this to the assigned planner?? Thank you!!

----- Forwarded message -----

From: **Oliver Quirante** <oliver.quirante@lacity.org>  
Date: Mon, Nov 27, 2023 at 7:36 AM  
Subject: Fwd: Proposed Project 1332 North Fairfax Avenue, LA, CA 90046  
To: Shana Bonstin <shana.bonstin@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Arthi Varma <arthi.varma@lacity.org>  
Cc: Ruby Lainez <ruby.lainez@lacity.org>

Good morning, everyone.

I was hoping to get some assistance with this complaint e-mailed to my team from a constituent. Would your office be able to forward this to the proper planner, so they can help address this constituent's concerns regarding this project? Please and thanks!

**Oliver D. Quirante** (he, him, his)  
Personnel Director I | Client Services to City Planning & the El Pueblo Historical Monument

**PERSONNEL DEPARTMENT**

200 North Spring Street,  
18th Floor  
Los Angeles, CA 90012  
(213) 978-1772  
personnel.lacity.gov



----- Forwarded message -----

From: **'Linda Laban' via Planning Personnel Services** <per.planning@lacity.org>  
Date: Fri, Nov 24, 2023 at 3:16 PM  
Subject: Proposed Project 1332 North Fairfax Avenue, LA, CA 90046  
To: <per.planning@lacity.org>

To whom it may concern:

I am a home owner in the neighborhood where this proposed multi family will replace a single family.

Whilst I understand the need for housing and also the increase in city revenue it creates, I wholeheartedly object to this project.

It will further degraded a residential neighborhood and add to the already degraded housing on N Fairfax. Removing single family homes and also seven trees is robbing the neighborhood of its character, and changing populations too.

Keeping single family homes allows for families to inhabit the area. Removing more trees robs the eco system at great peril to everyone's mental health. It also takes away heat absording flora and the benefit of shade trees as LA heats up due to climate change.

This project is short sighted and will further damage a neighborhood that is quickly becoming overrun with commecial construction and losing its residential appeal.

Kind regards,  
Linda Laban  
home owner, N Hayworth Ave.

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LOS ANGELES  
CITY PLANNING

**Lisa M. Webber, AICP**

Deputy Director

**Los Angeles City Planning**

200 N. Spring St., Room 525

Los Angeles, CA 90012

Planning4LA.org

T: (213) 978-1274 | C: (213) 200-4382

E: [lisa.webber@lacity.org](mailto:lisa.webber@lacity.org)



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LOS ANGELES  
CITY PLANNING

**Anna Orellana**

Pronouns: She, Her, Hers

Executive Administrative Assistant

**Los Angeles City Planning**

200 N. Spring St., Room 525

Los Angeles, CA 90012

T: (213) 978-1271 | [Planning4LA.org](http://Planning4LA.org)





Chi Dang &lt;chi.dang@lacity.org&gt;

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## Fairfax Properties

1 message

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**Julie Stevens** <jstevensla@gmail.com>  
To: chi.dang@lacity.org

Mon, Nov 27, 2023 at 8:46 PM

Hello Chi. Hello, my name is Julie Stevens and I live next door to the 1332 N. Fairfax lot, currently owned by Taylor Equities. I've lived in my 100 year-old, beautifully remodeled single family home for 9 years with my 8 year-old daughter and our dog.

After Taylor Equities purchased the vacant home and lot next door to me, I endured almost a year of break-ins, homeless squatters, and eventually a fire, which caused me and my family to evacuate our home at 5:30 a.m. During none of that time did Taylor Equities properly secure the lot (despite a fine from the City) or respond when many of us who live around the property complained about the constant safety concerns. I have attended several neighborhood council meetings and have written emails to Hugo Soto-Martinez's office regarding the 2 proposed buildings that Taylor Equities would like to build on my block. While I support offering affordable housing in Los Angeles, I also want well-planned-out housing that does not increase traffic, accidents, car thefts, and congestion. These two projects (1332 and 1346) would create an even larger issue by leaving a minimum of 52 people (between the two proposed buildings) without parking. Fairfax Ave. has a limited amount of parking spots, which are all occupied in the evenings. Fountain Avenue has no parking, and the street to the East, Orange Grove, is permitted. All of the apartment buildings on this block of Fairfax provide parking. Currently, there is not a spot to be found at night, so where exactly are 52 or more people supposed to park? I can only imagine how many delivery cars and vans (Amazon, food delivery, etc...), car services (Uber/Lyft), and people visiting will be double parked in front of my driveway.

In addition to the parking problem, the proposed plans also include requests to change the setback from 7 ft. to 5 ft., which would allow this building to butt up against my property and block sunlight. They are also asking for a waiver on the height requirement from 28 feet to 42 feet tall, which would rob me and my neighbors on Fairfax and Orange Grove of any semblance of privacy and quiet enjoyment. There is no precedent for a building this high on our block, let alone two identical oversized buildings.

As one of only 3 single-family home owners left on Fairfax, what rights do I have to oppose the current plans for this development? I am aware of the Assembly Bill 2097, which "prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects," but it should be very clear to see that this location is one that should be examined more closely.

If hiring an attorney is the next step, I am willing to fight this proposal for as long as it takes. Please let me know if there are additional people I should contact regarding this matter.

Julie Stevens  
(323) 573-1939



Chi Dang &lt;chi.dang@lacity.org&gt;

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**New projects on N. Fairfax**

2 messages

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**valentina martelli** <v.martelli.rai@gmail.com>  
To: chi.dang@lacity.org

Tue, Nov 28, 2023 at 10:12 AM

Dear Chi,

I trust this message finds you well. My name is Valentina Martelli, and I live next to the property located at 1346 N. Fairfax, presently under the ownership of Taylor Equities.

Since Taylor Equities acquired the vacant residence and lot adjacent to mine, I have experienced a year of challenges involving homeless squatters, drug-related activities, and a fire incident at 1:30 am, which posed a significant threat as the flames approached our windows. Throughout this period, Taylor Equities failed to adequately secure the property and we had to call the police several times. Furthermore, there was a lack of responsiveness when numerous residents in the vicinity, including myself, voiced concerns about persistent safety issues. I have actively participated in various neighborhood council meetings and wrote to Hugo Soto-Martinez's office concerning the proposed construction of two buildings by Taylor Equities on the block. He never replied.

While, as citizen and journalist, I am supportive of initiatives promoting affordable housing in Los Angeles, it is imperative that such developments are well-conceived to mitigate adverse impacts on traffic, accidents, car thefts, and congestion. The proposed projects at 1332 and 1346 would exacerbate existing issues by leaving a minimum of 52 individuals (across both buildings) without parking space. Given the limited parking spots on Fairfax Ave. and the absence of parking on Fountain Avenue, the situation raises legitimate concerns about the potential for increased double parking, creating hazards and contributing to potential accidents.

In addition to the parking predicament, the proposed plans seek to reduce the setback from 7 ft. to 5 ft., allowing the building to encroach upon my property and obstruct sunlight. There is also a request for a waiver on the height requirement, from 28 feet to 42 feet, jeopardizing the privacy and tranquility of myself and my neighbors on Fairfax and Orange Grove. The absence of precedent for a building of this magnitude on our block, particularly two identical oversized structures, further compounds these concerns.

While I acknowledge Assembly Bill 2097, which restricts public agencies or cities from imposing a minimum automobile parking requirement on most development projects, it is evident that the unique characteristics of this location warrant a more detailed examination.

If pursuing legal representation becomes necessary, I am prepared to contest this proposal for as long as required. Kindly advise if there are additional contacts I should reach out to regarding this matter.

Sincerely,  
Valentina Martelli

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**Chi Dang** <chi.dang@lacity.org>  
To: valentina martelli <v.martelli.rai@gmail.com>

Wed, Nov 29, 2023 at 12:36 PM

Hello Valentina,

Thank you for submitting your comments and concerns. Your email will be included in the case record for review and consideration. There are no additional contacts to reach out to regarding this matter.

If you would like to be included on our interested parties list, please complete the following online form accessible at: <https://tinyurl.com/planningnotify>

Sincerely,  
Chi

**Chi Dang**

City Planner

**Los Angeles City Planning**

200 N. Spring St., Room 621

Los Angeles, CA 90012

Planning4LA.org

T: (213) 978-1307

*Please note I am out of the office every alternating Friday.*

[Quoted text hidden]





Chi Dang &lt;chi.dang@lacity.org&gt;

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## 1332 and 13146 N. Fairfax

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David Fuentes <davidf485@gmail.com>  
To: chi.dang@lacity.org

Fri, Dec 1, 2023 at 9:55 AM

Hello Chi,

I hope this message finds you well. My name is David Fuentes, a resident next to the 1346 N. Fairfax lot owned by Taylor Equities. Since their acquisition, me and my family have endured safety issues, including squatters, drug activities, and a fire. Despite complaints and a City fine, the property remained unsecured until it was demolished a couple of weeks ago. The project is to build two 100% affordable four story residential apartment buildings with no parking.

I've actively engaged in neighborhood meetings and corresponded with Hugo Soto-Martinez's office about Taylor Equities' proposed buildings at 1332 and 1346. While I support affordable housing, these projects pose significant problems, leaving at least 52 people without parking in an area already short on spaces.

Additionally, the proposed plans compromise setbacks and height requirements, impacting sunlight, privacy, and tranquility for myself and neighbors. I'm aware of Assembly Bill 2097 but believe this location requires closer scrutiny.

This project does not make sense for the neighborhood. We have a congested street already, let alone 100 new cars that will be added because of both projects. I don't find it right for this project to be exempt from ceqa, especially when our city prides itself from all the code requirements it takes to build in Los Angeles. Both projects should be put in areas in need of it such as, San Fernando Valley, South Central LA and East Los Angeles.

If legal representation becomes necessary, I am committed to contesting this proposal. Please advise if there are additional contacts I should reach out to regarding this matter.

Best Regards,  
David Fuentes



Chi Dang <chi.dang@lacity.org>

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## 1346 Fairfax ave

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**Wrestle Ruth Productions** <krissymcummins@gmail.com>  
To: Chi.dang@lacity.org

Mon, Dec 4, 2023 at 12:34 PM

Hi  
You're seriously building all these units and not one but TWO lots on this block w NO PROPOSED PARKING? Are you a monster? Do you know how impossible it is to park on this street? I guess thinking of the other citizens on the street isn't important to you as long as your pockets get lined w cash. This city is going to hell because of the callous senseless leadership like this. Please lmk when and where I can go to fight this; even tho i know I don't have a snowball's chance in hell, I'd like to maybe give some jerk a headache at least.

Thanks  
Kristen Cummins  
323.821.9568



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332 Fairfax,1346 Fairfax**

1 message

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**Kathy** <m.fog@ca.rr.com>  
To: chi.dang@lacity.org

Thu, Dec 7, 2023 at 7:15 PM

Hi Chi,

My name is Kathy Evans Fogel and I live on 1328 Orange Grove Ave.  
I am very against these projects on Fairfax. The traffic is already horrible  
On Fairfax as it is. We are in and HPOZ zone where he have covenants  
And our privacy would be gone. The projects would be directly across from  
me we also have the mills act.

I don't think the developer realizes we are in an HPOZ.  
There also have not been environmental studies on this.  
This would also decrease our property values and this is R1 zoning.  
There are also no 4 story buildings on Fairfax. Please dismiss this project  
This would be horrible all of us around here.

I'm all for housing but there are plenty of other spaces where apartments can be  
Built for affordable housing.

Thankyou,  
Kathy Evans Fogel  
Sent from my iPad



Chi Dang &lt;chi.dang@lacity.org&gt;

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**Proposed construction 1346 N Fairfax Ave, LA 90046**

1 message

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**agell9000@aol.com** <agell9000@aol.com>  
To: chi.dang@lacity.org

Fri, Dec 8, 2023 at 4:10 PM

Case Number CPC-2023-5116-DB-PHP-HCA

Two weeks ago I got a notice that an application has been requested to change what was allowed to be built in R1-1 zone = one family house, to a 45' high, 4 story, 26 unit apartment building, with no parking. I never received any notice of demolition of the existing building, and by the time I got the notice of Public Hearing the existing building was already torn down.

I live at 1347 N Orange Grove Ave, adjacent (as being directly behind) the proposed development. The HPOZ I live in is Spaulding Square, one of the few historical neighborhoods in the area. All the houses are small one story buildings, most dating to 1910. My own house is approximately 1,350 ft<sup>2</sup>. I bought the house a year and a half ago, fixed and landscaped it, never dreaming that it would be possible to build a large apartment block on the small lot behind my house.

The proposed building will loom over my house, as well as over the houses next to me. The other proposed building on 1332 N Fairfax will tower over the three buildings on N Orange Grove that are directly behind it. The project size, the sheer mass and density of it will severely overwhelm and impact exactly what the HPOZ has been formed to protect.

Parking for current residents in Spaulding Square will be severely compromised as tenants owning vehicles in the new development will obviously park them on N Orange Grove Ave. (Fairfax as it is now has practically no available parking.) It is ludicrous to think that the tenants of the 52 new units will not have cars. Yes, they will be close to a bus stop, but bus service goes to only certain places, and in LA the distance from home to work, to doctors, to schools etc. can be long and not on bus routes.

I have no problem with the city's building affordable units, and I voted for Ms. Bass, but there has to be a balance. The developer is obviously building to the maximum in order to get the best incentives and to maximize his profit. I do not begrudge him the profit he will make, but consideration should also be given to people like me, who have worked hard all their lives to buy a house in a quiet community, in a HPOZ, thus feeling secure that the community will stay as is.

The developer was not truthful on the Environmental Assessment form, most egregious disinformation being on page 8, where he states that the project site is not adjacent to a historic district. His property abuts mine and that of my neighbor's three houses south, and therefore is directly adjacent to a HPOZ.

I implore you to not pass the project in its present form. Please consider the neighborhood of Spaulding Square, one of the very few small cohesive places, where live people of all nationalities and ages. The neighborhood consists of young families with small children, older people, all people who have worked hard to be able to live in a peaceful area. One thing all the neighbors have in common now is the lovely old neighborhood lined with mature trees, and with neighbors knowing one another. There are not many such neighborhoods in LA, and they should be protected.

I respectfully ask you not to consider the above project as presented.

Sincerely,  
Marina Agell  
1347 N Orange Grove Ave  
Los Angeles CA 90046

Sent from my iPad



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

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**alexjaykaufman@aol.com** <alexjaykaufman@aol.com>

Sun, Dec 10, 2023 at 10:39 PM

To: conni.pallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: spauldingsquare@gmail.com

Dear LA City Planners.

I have lived in Spaulding Square for just over 12 years, and I value how the neighborhood has been able to preserve its historic integrity over the years. I think it's important for LA to have special pockets like Spaulding Square and to respect their history and character. I live on the west side of North Orange Grove Avenue, so I'm particularly concerned about the above referenced developments on Fairfax Ave, and I ask the following:

- 1. That the application to be denied as presented, with refusal of the reductions requested in the required setbacks, and**
- 2. That a CEQA Review be ordered because Spaulding Square, our HPOZ which is directly adjacent to these two sites, is considered part of the environment.**

Many thanks for your consideration.

Alex Kaufman

1325 N Orange Grove Avenue



Chi Dang &lt;chi.dang@lacity.org&gt;

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## New housing on Fairfax Ave near Fountain and Sunset

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Annie Roboff <annie.roboff@me.com>  
To: Chi Dang <chi.dang@lacity.org>

Mon, Dec 11, 2023 at 11:04 AM

Forgive one typo where spell check got the better of me. I meant to write "We in Spaulding Square vote". And that we do. If u can add this to the file, I will appreciate it.

Thank you

Annie Roboff.  
Sent from my iPhone

On Dec 11, 2023, at 10:11 AM, Chi Dang <chi.dang@lacity.org> wrote:

Hello Annie,

Thank you for submitting your comments and concerns. No decision has been made on these proposed projects and your email will be included in the case record for review and consideration by the LA City Planning Commission.

If you would like to be included on our interested parties list, please complete the following online form accessible at: <https://tinyurl.com/planningnotify>

Sincerely,  
Chi

**Chi Dang**  
City Planner  
**Los Angeles City Planning**  
200 N. Spring St., Room 621  
Los Angeles, CA 90012  
Planning4LA.org  
T: (213) 978-1307

*Please note I am out of the office every alternating Friday.*

On Sun, Dec 10, 2023 at 11:20 PM Annie Roboff <annie.roboff@me.com> wrote:

I am writing you about the current plans for both 1332 and 1346 N Fairfax Ave.

I support new affordable housing. Period. What I don't support is when one proposal creates destruction of another neighborhood.

We should be able to co-exist.

I believe the plans for the two Fairfax building are an effort to opportunist off the affordable housing laws solely for purposes of greed. Not do-gooding. It also could easily result in the destruction of the 4 block, Spaulding Square, historically preserved neighborhood. This is not my exaggerating. It's exactly what will happen.

The builders of the Fairfax apartments want to increase the height of the projects from 2 stories to 4 stories, not because they care about the homeless or those struggling to meet rent.

It's being done to line their pockets. This change in building plans allows those on Fairfax to directly

invade Spaulding Square homeowners privacy that they have enjoyed for over one hundred years, it would allow the tenants of the Fairfax apartments to be able to look down into our backyards. Not just one or two people's homes but many.

There's never been a history of four story buildings on N Fairfax where people can peer into neighbors homes one block away.

As much as I want to encourage affordable housing, those who invested in homes should not be penalized by seeing their property go down in value.

Again, the property values would not go down by the existence of affordable housing being built a block away but because it's arrogantly being built with no consideration of the neighborhood it is coming in to.

Secondly, the builder wants no parking underneath the buildings. 54 apartments with no parking because they are saying there are bus stops nearby? Even a fair share of the poorest citizens of LA drive cars. This is another example of trying to monetize the Fairfax apartments instead of accommodating the people who will live in the buildings.

It also gives those who will live in the apartment buildings no place to park other than the 4 streets of Spaulding Square. We barely have parking as is, even for even one guest.

Let be honest. Los Angeles is known to be an example of how a city has been built with no concern for the future of the city. Be it ripping up all rail mass transit, to not preserving so many buildings that would have given Los Angeles a soul, none of this would have happened had there been thoughtful zoning, LA was robbed not only of its history but also its present and future. Why does this happen? THE IMPATIENCE OF GREED.

If what you care about truly is the lack of affordable housing, why would you dehumanize its occupants by giving them no parking capacity, with their only option to walk dark streets, often alone at night, just to find a parking spot?

Are they not worthy of the same consideration as the working and middle class in the city?

Why would you destroy the stability of one of LA's most treasured neighborhoods', rich in history and one that stabilizes the area of Sunset around it?

One does not take privacy away from people in one neighborhood to line the pockets of a builder in another. We in Sunset Sq vote. We have invested in our homes to keep its rich history and beauty preserved. We also provide an excellent tax base that makes affordable housing on N Fairfax that more attractive.

We are NOT a neighborhood that's saying we don't want affordable housing in our neighborhood. We are simply asking that you protect both our homes and their buildings. Keep them two stories and give their tenants parking, for pete sake. Allow our neighborhood to continue to flourish and remain a neighborhood that LA can point to and say we did this one right.

Thank you much  
Annie Roboff  
Orange Grove Ave

Sent from my iPhone



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Audrey Moruzzi** <audreymoruzzi@gmail.com>

Sun, Dec 10, 2023 at 3:00 PM

To: conniepallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Hello City Planners,

My name is Audrey Moruzzi and I am a resident of Spaulding Square, specifically 1350 N Orange Grove Ave. My husband and I bought our home 2.5 years ago. We are physicians who work at Cedars Sinai and CHLA, and we fell in love with this neighborhood when looking for a house located between our hospitals where we could imagine raising a family. We have since had a daughter, and the neighborhood is all that we imagined. We are always out in the neighborhood walking with her, most commonly to Plummer Park and the nearby businesses.

A lovely surprise for us after we moved in was the amount of foot traffic on our street. There are far more pedestrians that routinely walk/run our street than live in the immediate neighborhood. In speaking with people strolling with their dogs and trikes, and I know that families and individuals from surrounding West Hollywood and Hollywood prefer to use the neighborhood as a pedestrian route from our street and along Delongpre to Gardner. Some have even dubbed it "the walk". Los Angeles does not have the most accessible green spaces, and our neighborhood functions as a nice green space, a quiet area for individuals and families to walk and run safely. Per the HPOZ guidelines, our neighbors take seriously the idea of the front yards being semi public space and there are nice gardens and holiday decorations to enjoy along the way.

I am extremely concerned about the plans for 1332/1346 N Fairfax.

The height of buildings will loom over the neighborhood, blotting out afternoon light and completely changing the pleasant character of the street meant to be preserved by the HPOZ. The proposed buildings would make it much less welcoming for community members to walk and enjoy. They will obliterate the privacy of my neighbors on the west side of the street.

The proposed lack of parking is also a huge issue. With so many more individuals seeking parking the street will become much more busy and unsafe for the pedestrians and runners. I really worry about how it would be with 52 more households seeking parking. This will also completely change the character of the HPOZ.

I am requesting that you please:

- 1. deny the application as presented, with refusal of the reductions requested in the required setbacks, and**
- 2. have CEQA (California Environmental Quality Act) Review ordered because our HPOZ, which of course abuts these two sites, is considered part of the environment.**

If the buildings were limited to 2 stories with parking required, I think we could avoid the harms of this current proposal.

Thank you for your consideration,  
Audrey Moruzzi





Chi Dang <chi.dang@lacity.org>

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

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**Glenn Adilman** <glennadilman@sbcglobal.net>  
To: chi.dang@lacity.org

Sun, Dec 10, 2023 at 2:40 PM

I have lived in Spaulding Square for over 20 years. We value the architectural integrity, sense of community, quiet and green space.

I am asking for:

1. the application to be denied as presented, with refusal of the reductions requested in the required setbacks, and
2. for a CEQA (California Environmental Quality Act) Review to be ordered because our HPOZ, which of course abuts these two sites, is considered part of the environment.

Glenn Adilman  
1400 N. Ogden Dr.  
LA 90046



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

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**Karen Klein** <kkphonehome@gmail.com>  
To: chi.dang@lacity.org

Sun, Dec 10, 2023 at 3:53 PM

Hello,

We have lived in Spaulding Square since 1995 and have loved the neighborhood and how we look out for each other.

You are proposing to allow a developer to build to 45 feet and to allow a setback waiver so that these buildings will tower over the neighborhood and ruin people's privacy. Especially on North Orange Grove where we live. We want a CEQUA review.

There is no parking plan. There are less disruptive places on Sunset. New apartment buildings were recently built on Fairfax south of Fountain. We don't have the infrastructure.

Furious and appalled. Please deny this application.

Karen Klein  
Linda Hunt

Sent from my iPhone



Chi Dang &lt;chi.dang@lacity.org&gt;

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## Opposition to 1332/1346 N Fairfax Ave

1 message

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**luke hamilton** <lukehamiltondesign@gmail.com>

Sun, Dec 10, 2023 at 4:44 PM

To: conniepallini-tipton@lacity.org, vanessa.sotto@lacity.org, "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;

Los Angeles City Planners,

My name is Luke Hamilton, my husband Michael Tome and I have lived at 1356 N Orange Grove Ave in Spaulding Square, a designated HPOZ, for 13 years. We have watched the city grow around our neighborhood for more than a decade, much has changed.

We understand the need for housing but new development must be carefully considered to be sure zoning limits are maintained, massing is evaluated, parking is calculated and additional stresses to the city services are manageable. If I'm not mistaken it is your job to evaluate these things. I do not feel these issues have been considered in relation to the proposed projects on Fairfax Avenue.

In our neighborhood we are asked to follow specific guidelines so that the scale and integrity of the neighborhood is maintained. Although the guidelines present challenges for proposed development, they do not restrict it, in fact they provide a template for people to work within. The same should be said for these developments!

You can not allow this developer to build a 4 story high structure with a roof deck that does not comply with any zoning setbacks simply because they have labeled it an "affordable housing" project. It doesn't make sense. It's understood that many of the residents won't have a car but what about the 60-70% that will?? Where will they park?

This development literally backs up against all the homes on N Orange Grove Avenue and will negatively affect our neighborhood. In addition it will set a precedent for future development of this scale, you can't allow this!

The simple thing for you to do is approve the project and move along, I implore you NOT TO DO SO. You WILL NOT be adding to the fabric of the neighborhood. Push back on this developer and make them work out another suitable solution.

Regards,  
Luke Hamilton

--

Luke Hamilton  
Luke Hamilton Design  
1356 N Orange Grove Ave  
Los Angeles, CA 90046  
(323) 640-3896  
lukehamiltondesign@gmail.com



Chi Dang &lt;chi.dang@lacity.org&gt;

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## Request to Deny Proposed 1332/1348 Fairfax Development

1 message

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Mark Singer <singermark@gmail.com>  
To: chi.dang@lacity.org

Sun, Dec 10, 2023 at 5:03 PM

To all whom it may concern,

We are Mark and Marcie Singer, from 1344 N Orange Grove Ave. We purchased our home in historic Spaulding Square in 2015.

It is with a enormous sense of despair that we learned of the proposals being made to circumvent existing zoning, parking, height and setback restrictions in order to build two 26 dwelling units, 52 in total, where previously, only two dwelling units existed.

The two proposed developments are objectively, grossly oversized for the lots and will absolutely tower over their adjacent neighbors with virtually no setback, blocking all sunlight for much of the day, as well as robbing them completely of any privacy and quiet enjoyment they may have ever had in their gardens.

The proposed rear setbacks are akin to building a 45 foot wall and viewing gallery directly over someone's backyard. Surely there is no way to objectively consider this reasonable? On the contrary, it is essentially a worst case scenario.

In addition to privacy issues, the lack of accompanying parking is, simply put, a pragmatic disaster in the making. Fifty two new residences with no place to park on Fairfax means it all must be absorbed into historic Spaulding Square. The other side of Fairfax, and south of Fountain are West Hollywood, so no residential permits can be issued to residents for those areas. Now compound that with only single side parking on Mondays and Tuesdays because of street sweeping and those cars will far exceed the capacity of Orange Grove also. This is nothing to say of the inevitable partially blocked driveways that inevitably happen in desperate parking situations.

By purchasing in Spaulding Square, an HPOZ, we and our neighbors effectively agreed to preserve the character of our homes and our neighborhood for the betterment of both the neighborhood and Los Angeles as a whole. We accept limits to expansion of our homes, face rigid limitations on visible improvements that we might wish to undertake, to a point where we must even seek clearance with the HPOZ to do as little as change paint colors. We adhere with these notions because they are for the collective good. They are for the neighborhood's sake. The notion that we should be asked to maintain this high level of preservation, while meanwhile, we are wholly undermined with the building of two towering monstrosities that will quite *literally* overshadow these same homes and turn our streets into mass parking lots, makes no sense whatsoever.

I urge you to please come at this proposal with some sense of empathy for the needs of the area's existing residents and to **deny** the development from moving forward in its current, imposing form.

I also urge that you have the proper studies undertaken; environmental, CEQA, or anything else applicable to properly assess area impact and ensure that the final design, while serving the legitimate needs of those who need housing, does not utterly devastate the quality of life for those already living in the neighborhood.

It is precisely this kind of overreaching development that arms and fuels opponents of legitimate affordable housing needs. We need more of it to be sure; but responsibly developed buildings in a way that integrate into their surrounding neighborhoods, rather than imposing on them in such a brutalist manner is surely the way to go about it.

Sincerely  
Mark and Marcie Singer



Chi Dang &lt;chi.dang@lacity.org&gt;

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**332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Mike B** <bert10011@yahoo.com>

Sun, Dec 10, 2023 at 6:31 PM

To: "connie.pallini-tipton@lacity.org" &lt;connie.pallini-tipton@lacity.org&gt;, "vanessa.soto@lacity.org" &lt;vanessa.soto@lacity.org&gt;, "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;

Dear City Planners -

My name is Mike Bertolucci and I live in the Spaulding Square HPOZ. Specifically, 1363 N Orange Grove. My backyard is up against Fairfax, just adjacent to the proposed projects outlined above. I have lived in this neighborhood for 3 years now and have enjoyed not only the original and timeless architecture, but a peaceful and residential neighborhood. We bought in an HPOZ because living in a neighborhood is important to me. We are very troubled by the possibility of having large new buildings up against our historical single-family homes, not to mention the influx of non-resident parking and increased traffic.

For these reasons, please deny the application as presented with the refusal of the reductions requested in the required setbacks. You must require a CEQA review to be completed due to our HPOZ, which legally abuts these two sites and is considered part of the environment.

Your attention is appreciated.

Kind regards,  
Mike Bertolucci  
917.754.6029



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Mike B** <bert10011@yahoo.com>

Sun, Dec 10, 2023 at 6:28 PM

To: "conniepallini-tipton@lacity.org" &lt;conniepallini-tipton@lacity.org&gt;, "vanessa.soto@lacity.org" &lt;vanessa.soto@lacity.org&gt;, "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;

Dear City Planners -

My name is Mike Bertolucci and I live in the Spaulding Square HPOZ. Specifically, 1363 N Orange Grove. My backyard is up against Fairfax, just adjacent to the proposed projects outlined above. I have lived in this neighborhood for 3 years now and have enjoyed not only the original and timeless architecture, but a peaceful and residential neighborhood. We bought in an HPOZ because living in a neighborhood is important to me. We are very troubled by the possibility of having large new buildings up against our historical single-family homes, not to mention the influx of non-resident parking and increased traffic.

For these reasons, please deny the application as presented with the refusal of the reductions requested in the required setbacks. You must require a CEQA review to be completed due to our HPOZ, which legally abuts these two sites and is considered part of the environment.

Your attention is appreciated.

Kind regards,  
Mike Bertolucci  
917.754.6029



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

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**Marc Fogel** <marc5656@gmail.com>

Sun, Dec 10, 2023 at 6:55 PM

To: chi.dang@lacity.org

Cc: Kathy &lt;m.fog@ca.rr.com&gt;

My name is Marc Fogel.

My wife (Kathy) & I have lived at 1328 N Orange Grove Ave LA CA 90046 in Spaulding Square HPOZ since "1998".

We are the Spaulding Square HPOZ "OG's".

26 years & counting.

We love our neighborhood & will never leave.

If you don't live in Spaulding Square you couldn't know how special it is.

It is a small "OASIS" in the middle of a massive, dense, crowded, high rise filled, gridlocked, crime ridden metropolis called Los Angeles.

Before we bought our house we looked all over West Hollywood & adjoining areas.

Our real estate broker taught us why low density neighborhoods with mostly single family residences are the "most desirable".

I realize Fairfax is zoned for mixed use which used to mean Single Family Residences & small two story apartment buildings.

If I'm not mistaken all of the apartment buildings on Fairfax provide at least "ONE" parking spot per unit so as not to flood Fairfax Ave & Orange Grove Ave with extra daytime & overnight parking.

Forget everything else for a minute adding TWO HIGH RISE TOWERS CONTAINING 52 NEW RENTAL UNITS TO THE 1300 BLOCK OF FAIRFAX AVE WITH "ZERO" PARKING SPOTS IS CRAZY.

I'm not in the real estate business but common sense tells me 52 new neighbors with zero provided parking spots equals at least 52 new vehicles to our already severely overcrowded streets.  
(more density, more traffic, more problems etc - why?)

Fairfax & Orange Grove Ave is already overloaded with cars & delivery trucks day & night.

It's already not safe for bicycles & pedestrian's.

How can you build two 40 foot high - 4 story plus Rooftop buildings on Fairfax?

It may pass the greedy real estate developer test "loophole" test but it 100% does NOT pass the Common Sense test.

The residents of these new 40 foot high towers will be able to gaze directly into our backyards, front yards & bedrooms 24/7/365.

(depending on what side of Orange Grove you live on).

They should call these new buildings "Peeping Tom Towers".

The new tenants on floors 2, 3 4 & Rooftop we'll have direct viewing into our bedrooms & backyards.

It's really not fair not to mention creepy.

I read the bio on this developer & I read his proposals to the city touting the "reduced rent"/good deed apartments he's providing.

Let's not kid ourselves this is a flat out "for profit" opportunity for Taylor Equities.

Taylor Equities is going to make a lot of money by taking advantage of one of the last very special Historic Neighborhoods in Los Angeles.

I believe Spaulding Square HPOZ & one other area in Pasadena are the only historically registered zones for pristine Craftsman Cottage style houses circa 1919.

We are not allowed to change anything on the exterior of our houses.

We can't even change the exterior paint color without approval.

I invite everyone of you to check out the 156 pristine Craftsman cottage style houses that makeup Spalding Square HPOZ.

It's worth your time.

Spalding Square HPOZ is a unique ultra rare piece of architectural history.(circa 1919)

Please don't let Taylor Equities build "TWO" four-story plus rooftop 52 unit monstrosities overlooking our little historic neighborhood.

Sorry my email is so voluminous. I am passionately against this project

1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)

Respectfully  
Marc Fogel  
310-684 0599

1328 N Orange Grove Ave  
LA CA 9046

Spaulding Square Historical Preservation Overlay Zone (HPOZ)

<https://planning.lacity.org/preservation-design/overlays/spaulding-square>





Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**William Neely** <williamcneely@yahoo.com>

Sun, Dec 10, 2023 at 9:34 PM

To: "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;

Cc: "spauldingsquare@gmail.com" &lt;spauldingsquare@gmail.com&gt;

My wife and I live at 1324 North Orange Grove. The existing character of the Spaulding Square HPOZ was an important factor in our decision to purchase our home here. While new development in adjacent neighborhoods is to be expected, and in many cases, welcomed, such developments should be in character with the neighborhoods where they are located. And the proposed projects for Fairfax are far from being in character with the existing neighborhoods, both on Fairfax and Spaulding Square.

Therefore, we are writing to request these applications be denied as presented with the requested reductions of the required setbacks. Appropriately sized setbacks are essential for safety as well as for aesthetics reasons. The proposed projects will result in buildings completely out of character for that block of Fairfax. The lack of any parking in the plans will result in further strain to the already crowded parking situation on Fairfax and the surrounding neighborhoods. Optimally, these projects should be revised to include parking for the residents and to stay consistent with the existing building heights. At a minimum, we urge you to not allow the requested reduction in setbacks.

Further, we also request a CEQA Review be conducted to appropriately assess the impact these projects, so out of character for that block of Fairfax and the adjacent Spaulding Square HPOZ, will have.

Thank you for considering our requests in this matter.

William and Lori Neely

2235 Campus Drive  
2<sup>nd</sup> Floor  
El Segundo, CA 90245



Tel: (310) 889-0233  
Fax: (310) 889-0230  
www.StoneSallusLaw.com

December 8, 2023

**VIA Fedex Overnight**

Department of City Planning of Los Angeles  
201 N. Figueroa St.  
Los Angeles, CA 90012  
Chi Dang  
chi.dang@lacity.org

**Re: 1332 N. Fairfax Ave. (Case Number: CPC-2023-5116-DB-PHP-HCA)  
1346 N. Fairfax Ave. (Case Number: CPC-2023-4983-DB-PHP-HCA)**

Dear: Ms. Dang:

This office has been retained by Benjamin and Parviz Afshani (“Clients”) regarding the proposed projects at 1332 N. Fairfax Avenue and 1346 N. Fairfax Avenue (“Properties”). Please direct further communication to this office.

I am writing to express significant concerns regarding the proposed projects at 1332 N. Fairfax Avenue (Case Number: CPC-2023-5116-DB-PHP-HCA) and 1346 N. Fairfax Avenue (Case Number: CPC-2023-4983-DB-PHP-HCA). Our Clients wish to convey their clear opposition to the current plans. As they are owners of a nearby property on Fairfax Avenue, our Clients believe that the proposals to erect two 26-unit structures with no parking spaces on R-1 zoned parcels would have a substantial negative and adverse impact on their Property and the neighborhood.

Pursuant to the City Planning Applications that were submitted, the proposed projects would utilize AB 2097 to justify zero on-site parking spaces. In accordance with California Government Code 65863.2(b), the City of Los Angeles should deny the projects as proposed for the following reason provided by statute:

“Not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on (3) Existing residential or commercial parking within one-half mile of the housing development project.”

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2<sup>nd</sup> Floor  
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[www.StoneSallusLaw.com](http://www.StoneSallusLaw.com)

In accordance with the unanimous decision rendered by the Planning and Land Use Management Committee on November 7, 2023, in opposition to the current configurations of the projects, the Hollywood Hills West Neighborhood Council (HHWNC) convened on November 15, 2023, reaching a corresponding decision to oppose the projects in their present form, primarily due to the absence of provided parking spaces. These decisive votes explicitly highlight the considerable adverse implications resulting from the absence of allocated parking spaces in the proposed projects. Disregarding the concerns articulated by the HHWNC would not only raise questions regarding the significance attributed by the Planning Department to public input and the representations made by a neighborhood council but would also overlook specific issues that are likely to arise and necessitate subsequent resolution should such inadequately conceived projects be sanctioned. The proposed projects either presume, in an unrealistic manner, that none of the prospective occupants would possess vehicles necessitating parking or inaccurately assume that Fairfax Avenue can accommodate parking needs, despite the already existing substantial challenges pertaining to parking in the area.

In relation to the Environmental Applications filed with the Planning Department concerning the projects, the applicant has acknowledged the presence of sensitive establishments within a 500-foot radius of the proposed projects, including single-family residences, apartments, condominiums, a church, a synagogue, and a charter school. Notwithstanding this acknowledgment, the applicant has petitioned for a Class 32 categorical exemption by asserting that each project would not yield substantial adverse effects on traffic, noise, air quality, or water quality. Notably, the submitted applications also concede the absence of a completed Transportation Study Assessment (CP-2151.1). Given these circumstances, the grant of a Class 32 categorical exemption appears unwarranted, primarily due to the significant traffic impact it would impose on neighboring sensitive establishments.

In addition to the ambitious plan to accommodate 52 units within two parcels zoned as R-1, the proposed projects entail appeals for variances in setbacks and the construction of a towering four-story structure reaching 42 feet in height. Specifically, the projects seek multiple deviations from prescribed regulations including side yard setbacks, building line, floor area ratio, open space, encroachment plane, wall plane breaks, and roof deck setbacks. If granted, these alterations would not only conspicuously contrast with the prevailing neighborhood ambiance but would also significantly surpass neighboring properties, thereby engendering a nuisance.

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Fax: (310) 889-0230  
www.StoneSallusLaw.com

Moreover, the proposed projects seek endorsement under California Government Code Section 65915. Nevertheless, contrary to the assertions posited by the applicant, the Planning Commission should refute approval under California Government Code Section 65915(d)(1)(B) on the grounds that "[t]he concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety...." The substantial nuisance, traffic congestion, and disturbances ensuing from sanctioning an additional 26 units per R-1 plot devoid of on-site parking align with Section 65589.5(d)(2), which defines "specific, adverse impact" 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."

Lastly, it is crucial to anticipate and address the potential chaos that could stem from subsequent developments approved in the future. In reviewing parking concerns, it is essential to address the accommodation of units with vehicles over weekends and the provision of adequate parking for guests, apart from the other concerns. The threshold defined by statute for substantial negative impact warrants reconsideration due to potential harm to current town residents. In light of the foregoing, our Clients formally petition the City of Los Angeles Planning Department to reject these applications due to substantial and adverse repercussions that would ensue if such proposed projects were to be approved.

Please feel free to contact our office if you have any questions.

Sincerely,  
**STONE & SALLUS, LLP**

A handwritten signature in blue ink, appearing to read "Jason M. Stone", with a long horizontal flourish extending to the right.

**JASON M. STONE, ESQ.**

JMS:  
cc: Client



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332 N Fairfax and 1346 N Fairfax CPC-2023-5116-DB-PHP-HCA**

1 message

**Robert Chan** <chan.robertk@me.com>

Mon, Dec 11, 2023 at 10:03 AM

To: chi.dang@lacity.org, conni.pallini-tipton@lacity.org, vanessa.soto@lacity.org

Cc: Saha Arghavanifard &lt;sahand@romacostume.com&gt;

Case Number: CPC-2023-5116-DB-PHP-HCA

Parcels: 1332 N Fairfax and 1346 N Fairfax

Hello,

Hope this email finds you well. We wanted to voice our opposition to the proposed developments being reviewed for 1332 N Fairfax and 1346 N Fairfax due to the two primary concerns:

- **55 units without a single parking space.** The developer not providing parking spaces for these units, is unacceptable. Expecting that the residents will not have cars is unrealistic. This means N. Orange Grove Ave which already has parking issues for existing residents will not have adequate parking capacity for the folks already residing there. We should not be dumb and bury our heads in the sand in proclaiming that because these are affordable, there will not be residents with cars. Again, unrealistic.
- **Building height.** The developer intends to build 4 story buildings which will be visible from Orange Grove Ave. Spaulding Square's historical designation needs to be considered as these modern structures will be a visible from the streetscape reducing the historical integrity that the HPOZ is intended to protect.



Chi Dang &lt;chi.dang@lacity.org&gt;

**Subject line: 1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Spaulding Square** <spauldingsquare@gmail.com>

Mon, Dec 11, 2023 at 11:43 AM

To: "vanessa.soto@lacity.org" &lt;vanessa.soto@lacity.org&gt;, "conni.pallini-tipton@lacity.org" &lt;conni.pallini-tipton@lacity.org&gt;, "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;

Cc: Lesley O'Toole-Roque &lt;lesleyotoole@gmail.com&gt;

Dear Ms. Soto, Pallini-Tipton and Dang

I write on behalf of the Spaulding Square Neighborhood Assoc which represents the rights and interests of the owners and tenants of our approximately 160 homes forming the Spaulding Square HPOZ, the seventh incorporated by the City in 1993. Our mostly one-story modest houses were built as affordable housing for the emerging film industry between 1918 and 1923.

We are one of the few areas of the City with unchanged century-plus-old homes and remain a true pocket of history which the City intended to project via its HPOZ program. The State intends to do the same by excluding historic districts from the provisions of SB 9.

If these developments are allowed to proceed, the westside of Spaulding Square will be ruined forever - and it's not just about life's being made intolerable and appalling for our residents - both homeowners and renters - all of whom moved here to enjoy our peace, quiet, and gorgeous unspoilt homes. What about the many productions that film here - bringing huge revenue for the City - like This Is Us, which featured this very block of N. Orange Grove regularly as we hosted a principal cast member's TV home? Filming on our street will no longer be possible if these monstrosities are allowed to loom over Spaulding Square, destroying all semblance of our historic integrity.

You all know this is antithetical to the intentions behind the HPOZ program. You also know that Taylor Equities aren't interested in helping solve our affordable housing crisis. The applicant wants to destroy a beautiful part of our City and abuse the incentives offered for affordable housing to cram in as much density as possible, leading to the highest-possible number of rental units available. Please do not fall for this. If Taylor Equities cared one iota about the people who will be occupying these units, they would be providing parking because of course these people will have cars. How on earth are they to get around otherwise? You do know that bus ridership has been declining hugely in recent years because this is simply not a tenable form of transport for anyone in regular employment? Again, if they remotely cared about these people and/or the environment, they would offer bike racks. The fact that they are denying even this tells you everything you need to know about the intentions behind these applications.

In addition, we ask that:

1. You deny the requested reduction in required setbacks for the following reasons: Noise, reduced open and green space, reduced privacy for neighbors on Fairfax and N. Orange Grove Ave, glare, disruption of natural light, lack of space for trash containers (all of Athens Services' large building trash receptacles are six feet wide - where will these live with five-foot setbacks?).

2. You grant a CEQA review. On the Environmental Assessment Form, Taylor Equities ticked the No box, denying that there is an HPOZ adjacent. Incredible! Spaulding Square HPOZ immediately abuts these sites and is significantly impacted in a very negative way by these proposed developments - forever. Don't let future tourists, residents, and Angelenos ask the inevitable question, also forever: WHO LET THIS HAPPEN?

Additional questions:

1. Will residents be allowed on the roof deck? Illustrations do not show people there, but why call it a roof deck? It is bad enough that residents will be essentially spying on their neighbors on Fairfax and N. Orange Grove. If residents are to be allowed on the roof, how on earth are neighbors allowed to live their life with any modicum of privacy?

2. There is no placement shown on plans for HVAC equipment, solar panels etc on the roof. Where will mechanical equipment be located?

3. What will the hours of construction/delivery be?

4. Where will truck/worker parking be?

5. How will dust control be managed, for neighbors on Fairfax and N. Orange Grove Ave. How will they keep dust and debris out of backyards and pools?

Thank you for your attention.

Lesley O'Toole-Roque  
for Spaulding Square Neighborhood Assoc. (SSNA)



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

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**steele@filmray.com** <steele@filmray.com>

Mon, Dec 11, 2023 at 8:07 PM

To: conni.pallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: spauldingsquare@gmail.com

Dear Everyone,

When does the destruction of our historic neighborhoods stop.

When does the greed and hypocrisy hiding under the guise of fighting homelessness and dealing with home shortages get called for what it is... real estate greed and more unneeded expensive condos squishing to death all the personality in Los Angeles.

I have lived in Spaulding Square for 21 years. I love this neighborhood and I am seeing it get chipped away more and more each passing day by mindless bulky development machines. The proposed 4 story "affordable" apartment project at the 1300 block of Fairfax is horrifying.

It has no parking and is just another perfect example of urban development sprawl wiping out all vestiges of the colorful residential beauty and history of Spaulding Square. These two big ugly square buildings with no parking will hang like gargoyles over this neighborhood and contribute to the evolving horror of dense traffic and congestion. They mock the discipline with which we must maintain our building aspirations in this one story historical preserve. And although the buildings boast that they are low and moderate rental units, to date we have seen no statements regarding what those rates will be and if history is an indicator the promise to truly help the impoverished will not hold out for long given the realities of this neighborhood.

The idea that our council member, Hugo Soto-Martinez, is on the fence about this development is so sad. Hopefully, letters like mine and the many other voices that love this neighborhood will cut through the clutter and get Mr. Soto-Martinez and our local representatives to pause.

Please help fight to protect this wonderful neighborhood and not allow it to be cannibalized by developers who only see today's deal dollar.

Thank you,

Jim Steele  
1444 North Orange Grove Ave  
West Hollywood, CA 90046  
Spaulding Square





Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Meryl Davis** <meryledavis@gmail.com>

Mon, Dec 11, 2023 at 7:03 PM

To: "vanessa.soto@lacity.org" &lt;vanessa.soto@lacity.org&gt;, "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;, "conni.pallini-tipton@lacity.org" &lt;conni.pallini-tipton@lacity.org&gt;

Cc: "spauldingsquare@gmail.com" &lt;spauldingsquare@gmail.com&gt;

Dear City Planners,

My husband and I bought our dream home on North Orange Grove Ave in the Spaulding Square HPOZ just a few years ago. We bought this home after putting offers in, and losing out on, multiple other homes in the neighborhood. Spaulding Square is a special, historic neighborhood that serves as an important example of what this city was like 100 years ago. In fact, our home is over 100-years-old, like many of the houses here. While progress is most certainly important, isn't the preservation of LA's wonderful history important, as well? The neighborhood called to us with its quiet streets and beautiful architecture. We have found, in the years that we've lived here, that it isn't only the residents of Spaulding Square who enjoy the neighborhood's historic charm, but many folks drive from all over the city to walk through these streets and to appreciate the unique environment, as well.

I am writing to you today to register my objection to the two proposed four-story developments at 1332/1346 N. Fairfax Ave. As you know, the developer on the project is requesting several "off menu" approvals that my husband and I feel would compromise the integrity of Spaulding Square. Not only would the visibility of such tall buildings diminish the historic value of the homes on North Orange Grove Ave, but the lack of parking provided to the buildings' proposed tenants would, inevitably, leave our quiet streets overcrowded with traffic, as well.

As Winston Churchill famously said, "[t]he farther backward you can look, the farther forward you can see." Indeed, how can we make the future of Los Angeles brighter if we're so quick to forget where we come from? So quick to erase the city's past?

I urge the HHWNC Board to vote to oppose these proposals as they're currently presented with refusal of the reductions requested in the required setbacks. I also request that California Environmental Quality Act Review be ordered. Our HPOZ is very much a part of the local environment and has been for over a century.

Thank you,  
*Meryl Davis*  
1357 N Orange Grove Ave.



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332 1346 N Fairfax**


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**Emma Howard** <emma.howard@lacity.org>

Mon, Dec 18, 2023 at 7:15 PM

To: Michael Moran &lt;glockjock44cal@gmail.com&gt;, Ted Walker &lt;ted.walker@lacity.org&gt;

Cc: "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;

Hello Michael,

Thank you for sharing your concerns with our office. For any emails related to this project please make sure Ted Walker, our Planning Deputy is copied. Noting your objections, I want to be clear that the Councilmember is supportive of 100% affordable housing projects, due to the extreme need among residents in Los Angeles for housing units they can afford.

Take care,  
Emma

**HUGO**  
Soto-Martínez  
L.A. City Councilmember | District 13

✿ Emma Howard (*she/her*)  
Community Development  
& Planning Director  
200 N Spring Street, Room 480  
Los Angeles, CA 90012  
Tel: (213) 473-7013  
Email: emma.howard@lacity.org

**\*\*PLEASE NOTE:** E-mail correspondence with the office of Councilmember Hugo Soto-Martínez (including any attachments) may be subject to public disclosure under the California Public Records Act.\*\*

On Mon, Dec 11, 2023 at 2:15 PM Michael Moran <glockjock44cal@gmail.com> wrote:

I wish to register my objection to this development as it has been presented to those of us who will be impacted the most. Please consider the following points.

1) The protection of living conditions in adjacent neighborhoods, especially preserving the privacy, solar access, and character of adjacent residences is critical. What measures will be taken to provide the necessary setbacks?

Building setbacks should be sufficient to allow space for the tree canopy, and the amount of space required should be tied to the tree type. At what distance does a person feel that his privacy is being invaded by someone viewing from outside the property?

2) Dumpsters and service areas should be considered, particularly if they contain food waste. They should be located internally within the building or at least be set back from the adjacent property line and screened. Roofed dumpster enclosures should be required near residential areas.

3) Traffic and parking must be considered. This project is being presented as having no parking. What measures are planned to make access to bus service? At present, even with many high density units in place, existing stops are used as transfer points by people going to and from other locations. Please consider there is ONE line going east and west and ONE line going north and south. Does that qualify the area as a transit hub?

4) What provisions are being made for service vehicles? With delivery trucks already blocking lanes, the inevitable addition of more trucks will make traffic on Fairfax a nightmare by reducing traffic flow to a single lane.

There will be other objections, but I ask that you consider the concerns of the taxpayers already living in the area. The city has in Spaulding Square a precious resource that has to be protected. In the summer months, people from all over the city use our shaded streets as an escape from the pressures of a city widely seen as a city with no history.

I will leave you with this. When Prince Harry and Megan were visiting a couple of years ago, they were delivering food to residents of the apartments east of Spaulding Square. They had stopped in front of our residence and were looking around at the tree shaded homes as I pulled into my driveway. As I was getting out of my car, I heard Harry remark what a beautiful neighborhood it was.

That should tell you something. Please consider us in going forward with this project.

Michael Moran  
Larry Boring  
1428 N Orange Grove Ave  
Los Angeles, Calif. 90-046



Virus-free.[www.avast.com](http://www.avast.com)



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Nathalie Samanon** <nathalie.samanon@gmail.com>

Mon, Dec 11, 2023 at 4:49 PM

To: conniepallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: spauldingsquare@gmail.com

Hello,

I've been living in Spalding square for 21 years. We own our 1596 sqft house located on Orange grove, the street over Fairfax ave. When we bought our house we were well aware that it was located in an HPOZ. Living in an HPOZ comes with responsibilities and rules that must be followed as far as how the land is used and how property gets to be renovated. We basically need to preserve it a certain way. No stories can be added to our small house. The neighborhood is to be preserved that way and we follow the strict rules of HPOZ planning. However, in recent years many large development have started encroaching on us. These 2 Fairfax projects are requesting a height of 45 feet!! On the other side our homes are between 16 and 18ft. these Fairfax lots used to be single family lots. Now each lot will be 4 stories with 26 apartment on each with no parking.

Not only that, the developer is asking for more than what is allowed, reducing the setbacks. I think that the city ought to take into consideration the fact that these development are right next to an HPOZ.

Therefore I respectfully request that these applications be denied as presented with the reduction of the setback. I also would like for a CEQA review to be requested because of our HPOZ.

Sincerely,

Nathalie Samanon

1444 North Orange grove ave

LA CA 90046



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Nathalie Samanon** <nathalie.samanon@gmail.com>

Mon, Dec 11, 2023 at 4:54 PM

To: conni.pallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: spauldingsquare@gmail.com

Hello,

I've been living in Spalding square for 21 years. We own our 1596 sqft house located on Orange grove, the street over Fairfax ave. When we bought our house we were well aware that it was located in an HPOZ. Living in an HPOZ comes with responsibilities and rules that must be followed as far as how the land is used and how property gets to be renovated. We basically need to preserve it a certain way. No stories can be added to our small house. The neighborhood is to be preserved that way and we follow the strict rules of HPOZ planning. However, in recent years many large development have started encroaching on us. These 2 Fairfax projects are requesting a height of 45 feet!! On the other side our homes are between 16 and 18ft. these Fairfax lots used to be single family lots. Now each lot will be 4 stories with 26 apartment on each with no parking.

Not only that, the developer is asking for more than what is allowed, reducing the setbacks. I think that the city ought to take into consideration the fact that these development are right next to an HPOZ.

Therefore I respectfully request that these applications be denied as presented with the reduction of the setback. I also would like for a CEQA review to be requested because of our HPOZ.

Sincerely,

Nathalie Samanon

1444 North Orange grove ave

LA CA 90046



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-4983)**

1 message

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**Pat Lamkie** <lamkiep@gmail.com>

Mon, Dec 11, 2023 at 10:30 AM

To: "chi.dang@lacity.org" <chi.dang@lacity.org>, "vanessa.soto@lacity.org" <vanessa.soto@lacity.org>, "conni.pallini-tipton@lacity.org" <conni.pallini-tipton@lacity.org>, councilmember.SotoMartinez@lacity.org, anaisgonzales@lacity.org, "emma.howard@lacity.org" <emma.howard@lacity.org>

I am a long-time Spaulding Square resident on N. Orange Grove Ave. I understand that a developer plans to build two 4-story, 26 unit, low income apartment buildings with NO parking. To assume that the future occupants will not own a car is presumptuous and unrealistic. All homes and buildings on Fairfax provide parking and there are no available spots on the street after 6 pm. This means that the apartment cars will need to park on Orange Grove. Consequently any remaining parking spots will be taken and our once residential block will now be filled with cars and noise.

It is not only unfair to Spaulding Sq residents but also to the new apartment dwellers.

**Parking needs to be included in these apartment houses.**

In addition the height of the proposed apartments from 28 to 45 feet high with roof decks and the reduction in setbacks is unreasonable.

Patricia Lamkie  
1408 N Orange Gr Ave  
West Hollywood 90046



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

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**Rachel Suppa** <rachelsuppa@gmail.com>

Mon, Dec 11, 2023 at 3:31 PM

To: conniepallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: Spaulding Square &lt;Spauldingsquare@gmail.com&gt;, Evan Tich &lt;etich@g.ucla.edu&gt;

Hello Connie, Vanessa & Chi,

We recently bought a home in the Spaulding Square HPOZ and are writing to register our objection to the proposed four-story developments at 1332/1346 N Fairfax Ave. In the current state, the four-story buildings would eliminate the backyard privacy of residents on N Orange Grove Ave. Additionally, the lack of parking in the proposed structures would mean drivers would need to park in the Spaulding Square neighborhood which does not have incremental capacity beyond its residents and guests. Together, the towering four-story buildings (likely visible from the neighborhood streets) and the dramatic increase in passenger cars parked on the neighborhood roads, threaten the historical preservation, property values, and appeal of the Spaulding Square community.

While we certainly understand the need for additional housing in Los Angeles, we object to the development plan without major modifications to allowable structure height, setbacks, and parking requirements.

We request that the application be denied as presented, with refusal of the reductions requested in the required setbacks and for CEQA Review to be ordered because our HPOZ, which of course abuts these two sites, is considered part of the environment.

Thank you.

Best,  
Evan Tich and Rachel Suppa  
1343 N Orange Grove Ave



Chi Dang &lt;chi.dang@lacity.org&gt;

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**Re: Department of City Planning of Los Angeles**

1 message

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**Doreen Santos** <dsantos@stonesalluslaw.com>  
To: chi.dang@lacity.org, "Benjamin L. Afshani" <bafshani@gmail.com>

Mon, Dec 11, 2023 at 1:36 PM

Good Afternoon Ms. Dang,

Please see the attached notice.

Sincerely,

**Doreen Santos**  
**Legal Assistant**  
**Stone & Sallus, LLP**  
Attorneys at Law  
2235 Campus Drive  
El Segundo, CA 90245  
**By Appointment Only**  
Office: (310) 889-0233  
Fax: (310) 889-0230  
www.stonesalluslaw.com



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 **Fairfax Letter to Planning Development.pdf**  
150K





Chi Dang &lt;chi.dang@lacity.org&gt;

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## Plans for 1332 and 1346 N Fairfax.

1 message

**Annie Roboff** <annie.roboff@me.com>

Mon, Dec 11, 2023 at 10:09 PM

To: conniepallini-tipton@lacity.org, vanessa.soto@lacity.org, Chi Dang &lt;chi.dang@lacity.org&gt;

An amended letter.

I am writing you about the current plans for both 1332 and 1346 N Fairfax Ave.

I support new affordable housing. Period. What I don't support is when one proposal creates destruction of another neighborhood.

We should be able to co-exist.

I believe the plans for the two Fairfax building are an effort to opportunize off the affordable housing laws solely for purposes of greed. Not do-gooding. It also could easily result in the destruction of the 4 block, Spaulding Square, historically preserved neighborhood. This is not my exaggerating. It could easily happen.

The builders of the Fairfax apartments want to increase the height of the projects from 2 stories to 4 stories, not because they care about the homeless or those struggling to meet rent.

It's being done to line their pockets. This change in building plans allows those on Fairfax to directly invade Spaulding Square homeowners privacy that they have enjoyed for over the last century. It would allow the tenants of the Fairfax apartments to be able to look down into our backyards. Not just one or two people's homes but many.

As much as I want to encourage affordable housing, those who invested in homes should not be penalized by seeing their property go down in value.

Again, the property values would not go down by the existence of affordable housing being built a block away but because it's arrogantly being built with no consideration of the neighborhood it is coming in to.

Let be honest. Los Angeles is known to be an example of how a city has been built with no concern for the present AND future of the city. Be it ripping up all rail mass transit to not preserving many buildings that would have given Los Angeles a soul and identity, and none of this would have happened had there been thoughtful zoning. Why does this happen? THE IMPATIENCE OF GREED.

Why would you destroy the stability of one of LA's most treasured neighborhoods', rich in history.

One does not take privacy away from people in one neighborhood to line the pockets of a builder in another. We, in Spaulding Square vote. We have invested in our homes to keep its rich history and beauty preserved.

We are NOT a neighborhood that's saying we don't want affordable housing in our neighborhood. We are simply asking that you protect BOTH our homes and their buildings. Keep the newly proposed buildings on Fairfax two stories and not allow a reduction in setbacks, while maintaining and preserving the privacy of homes in Spaulding Square and allow it to continue to flourish.

Thank you  
Annie Roboff  
1418 N Orange Grove Ave

Sent from my iPhone



Chi Dang &lt;chi.dang@lacity.org&gt;

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**Public Hearing for Developments at 1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

2 messages

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**Doug S** <dougsegers@mac.com>

Tue, Dec 12, 2023 at 6:24 AM

To: conni.pallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: aspauldingsquare@gmail.com

Dear City Planners,

I am a resident of Spaulding Square, a neighborhood that I deeply value for its unique historic and architectural character. I am writing to express my objections to the proposed developments at 1332 and 1346 N Fairfax Ave.

These developments, as currently presented, pose a significant threat to the character, quality of life in our neighborhood, and will inevitably devalue homes surrounding the proposed building. The proposed buildings, at 45 feet high, will tower over our homes, which are typically 16-18 feet tall. This will not only disrupt the aesthetic harmony of our community but also infringe on our privacy.

It is my understanding that there is limited to no parking spaces for tenants, thus requiring them to park on surrounding streets. We live on North Orange Grove where thru-traffic and non-resident parking is already an issue. We often cannot park in front of our own house due to non-residents leaving their cars for days on end. The proposed buildings don't even include bike racks, in addition to tenant parking.

Moreover, the developer is seeking reductions in the required setbacks from Fairfax Ave and the side property lines of these sites. This is a clear deviation from what is permitted and could set a dangerous precedent for future developments.

Therefore, I respectfully request that the application be denied as presented, and that the reductions in the required setbacks be refused.

Furthermore, I urge you to order a California Environmental Quality Act (CEQA) Review. Our Historic Preservation Overlay Zone (HPOZ), which abuts these two sites, is considered part of the environment. The CEQA Review will ensure that the environmental consequences of these developments are thoroughly considered and that any significant, avoidable environmental damage is prevented.

I plan to attend the public hearing on Tuesday, Dec 12, and I encourage my fellow residents to do the same. It is crucial that we stand together to protect the integrity of our neighborhood.

Thank you for your attention to this matter.

Sincerely,

Douglas Segers  
1363 N Orange Grove Ave

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**Doug Segers** <dougsegers@me.com>

Tue, Dec 12, 2023 at 7:41 AM

To: conni.pallini-tipton@lacity.org, vanessa.soto@lacity.org, chi.dang@lacity.org

Cc: spauldingsquare@gmail.com

Dear City Planners,

I am a resident of Spaulding Square, a neighborhood that I deeply value for its unique historic and architectural character. I am writing to express my objections to the proposed developments at 1332 and 1346 N Fairfax Ave.

These developments, as currently presented, pose a significant threat to the character, quality of life in our neighborhood, and will inevitably devalue homes surrounding the proposed building. The proposed buildings, at 45 feet high, will tower over our homes, which are typically 16-18 feet tall. This will not only disrupt the aesthetic harmony of our community but also infringe on our privacy.

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I plan to attend the public hearing on Tuesday, Dec 12, and I encourage my fellow residents to do the same. It is crucial that we stand together to protect the integrity of our neighborhood.

Thank you for your attention to this matter.

Sincerely,

Douglas Segers

1363 N Orange Grove Ave



Chi Dang &lt;chi.dang@lacity.org&gt;

---

**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

1 message

**Fedor A.** <3fedor3@gmail.com>

Tue, Dec 12, 2023 at 4:30 PM

To: "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;, "conni.pallini-tipton@lacity.org" &lt;conni.pallini-tipton@lacity.org&gt;, vanessa.soto@lacity.org

Cc: spauldingsquare@gmail.com

Thank you for the productive discussion this morning about the two proposed developments on Fairfax Ave.

As a follow-up, I wanted to add a few comments as the developer was misleading when addressing the Spaulding Square HPOZ residents' concerns over the proposed height of 1332 and 1346. There are no buildings above 3 stories on Fairfax, backing onto the single-family residences of Spaulding Square HPOZ. That is a fact. An additional 10 feet in height, relative to the next tallest building on the block, would drastically alter the character of the HPOZ. The proposed buildings would stick out and be intrusive as they will tower above our single-story bungalows. Furthermore, privacy issues for most of us who back onto these proposed developments are very problematic and were in no way addressed by the developer. The developer misleadingly referenced a multi-story building "in the neighborhood" on the NW corner of Sunset and Fairfax that is not adjacent to our HPOZ single-family homes on N Orange Grove Ave. That building is next to a commercial space and another multi-unit building, adjacent to a different, non-HPOZ neighborhood.

The other misleading statement the developer made was that potential future residents will not be able to park overnight on N Orange Grove Ave. The statement is false since residents on Fairfax will be eligible to get overnight permits for District 37 (which will allow them to park on N Orange Grove). N Orange Grove is already challenging with parking due to Monday and Tuesday street cleaning (closing half of the street down), Thursday morning trash, and a constant flow of landscaping/ maintenance crews coming and going on a daily basis. Every resident on our street has tandem driveways, making it difficult for families with two or more vehicles to find a spot on the street as it is.

Lastly, the developer did not present any drawings of what the back of the proposed buildings would look like. Is there a reason this is not shown?

To reiterate the sentiments of the residents of N Orange Grove Ave Spaulding Square HPOZ, these developments should not be approved as proposed. The height of the buildings should not exceed 3 stories. The setback exemptions should not be granted. Parking needs to be provided for the residents.

Thank you for your time and consideration.

Best regards,

-Fedor Andreev  
1357 N Orange Grove Ave.



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)**

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**Marc Fogel** <marc5656@gmail.com>  
To: chi.dang@lacity.org

Tue, Dec 12, 2023 at 11:17 AM

**OPPOSITION**Subject: 1332/1346 N Fairfax Ave (CPC-2023-5116 | CPC-2023-4983)

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My name is Marc Fogel.

My wife (Kathy) & I have lived at 1328 N Orange Grove Ave LA CA 90046 in Spaulding Square HPOZ since "1998".

We are the Spaulding Square HPOZ "OG's".

26 years & counting.

We love our neighborhood & will never leave.

It is a small "OASIS" in the middle of a massive, dense, crowded, high-rise-filled, gridlocked, crime-ridden metropolis called Los Angeles.

Before we bought our house we looked all over West Hollywood & adjoining areas.

Our real estate broker taught us why low-density neighborhoods with mostly single-family residences are the "most desirable".

I realize Fairfax is zoned for mixed-use which used to mean Single Family Residences & small two-story apartment buildings.

If I'm not mistaken all of the apartment buildings on Fairfax provide at least "ONE" parking spot per unit so as not to flood Fairfax Ave & Orange Grove Ave with extra daytime & overnight parking.

Forget everything else for a minute Adding two HIGH RISE TOWERS CONTAINING 52 NEW RENTAL UNITS TO THE 1300 BLOCK OF FAIRFAX AVE WITH "ZERO" PARKING SPOTS IS CRAZY.

I'm not in the real estate business but common sense tells me 52 new neighbors with zero provided parking spots equals at least 52 new vehicles to our already severely overcrowded streets.  
(more density, more traffic, more problems, etc - why?)

Fairfax & Orange Grove Ave is already overloaded with cars & delivery trucks day & night.

It's already not safe for bicycles & pedestrians.

How can you build two 40-foot high - 4 story plus Rooftop buildings on Fairfax?

It may pass the greedy real estate developer test "loophole" test but it 100% does NOT pass the Common Sense test.

The residents of these new 40-foot high towers will be able to gaze directly into our backyards, front yards & bedrooms 24/7/365.

(depending on what side of Orange Grove you live on).

They should call these new buildings "Peeping Tom Towers".

The new tenants on floors 2, 3 4 & Rooftop will have direct viewing into our bedrooms & backyards.

It's not fair not to mention creepy.

I read the bio on this developer & I read his proposals to the city touting the "reduced rent"/good deed apartments he's providing.

Let's not kid ourselves this is a flat-out "for profit" opportunity for Taylor Equities.

Taylor Equities is going to make a lot of money by taking advantage of one of the last very special Historic Neighborhoods in Los Angeles.

I believe Spaulding Square HPOZ & one other area in Pasadena are the only historically registered zones for pristine Craftsman Cottage style houses circa 1919.

We are not allowed to change anything on the exterior of our houses.

We can't even change the exterior paint color without approval.

I invite you to check out the 156 pristine Craftsman cottage-style houses that make up Spalding Square HPOZ.

Spalding Square HPOZ is a unique rare piece of architectural history.(circa 1919)

Please don't let Taylor Equities build "TWO" four-story plus rooftop 52-unit monstrosities overlooking our little historic neighborhood.

[Quoted text hidden]



Chi Dang &lt;chi.dang@lacity.org&gt;

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**Case #CPC-2023-5116-DB-PHP-HCA**

1 message

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**Julie Stevens** <jstevensla@gmail.com>  
To: Chi Dang <chi.dang@lacity.org>

Wed, Dec 13, 2023 at 5:27 PM

Dear Chi:

Thank you for moderating the hearing yesterday for the 1332 and 1346 N. Fairfax proposed projects.

After listening to Jason Grant's presentation, a few additional issues became clearer. He repeatedly stated that there were other 3-4 story apartment buildings on our block between Fountain and Sunset, which just isn't true. His two projects would be far taller than any buildings on the block. He referenced a newer building as an example, The Fitz, which isn't even on our block - it is located one block South of Fountain and offers parking.

Currently, all apartment buildings in my block on Fairfax provide parking for their tenants. When pushed about it, suddenly he would now provide electric bikes for 52 people? I don't see any room on the plans submitted for bike storage. I certainly wouldn't assume that most feel safe riding them outside of the immediate neighborhood. In addition, two of the restaurants that he included in his neighborhood collage have long-since closed, which leads me to believe that he doesn't know the neighborhood as well as he suggests.

I live right next door to 1332 and without a driveway or designated parking spots, I can guarantee that ride share pickups and drop offs, delivery services, and tenant visitors will all be pulling up and double parking in front of my house and driveway.

In addition to the parking problem, the proposed plans also include requests to change the setback from 7 ft. to 5 ft., which would allow this building to butt up against my property and have strangers looking into my backyard where my daughter and her friends play. In that meager 5' side setback, would there be enough space to roll trash cans or dumpsters out to the front curb on trash collection day? Will he build his own wall between our properties? Currently, the only protection/ barrier between our properties is a vinyl fence that I installed after he demolished the existing structure.

Mr. Grant mentioned that he is "allowed" to build up to 5 stories high, as if we have no right to complain that he is building 4 stories at 45 ft. tall. Does this height account for and include the solar panels and heating/air system?

I also vehemently disagree that these buildings would fit the character of the existing neighborhood, as Mr. Grant stated. As a homeowner of a beautiful Craftsman single family home on the block, these tall buildings would absolutely change the landscape of our block.

Please include my follow-up email in your report.

Julie Stevens  
1326 N. Fairfax Ave.





Chi Dang &lt;chi.dang@lacity.org&gt;

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## 1332 and 1346 Fairfax Ave project

1 message

agell9000@aol.com &lt;agell9000@aol.com&gt;

Wed, Dec 13, 2023 at 4:19 PM

To: Chi Dang &lt;chi.dang@lacity.org&gt;, Vanessa Soto &lt;vanessa.soto@lacity.org&gt;, "conni.pallini-tipton@lacity.org" &lt;conni.pallini-tipton@lacity.org&gt;

Dear Chi,

Thank you for running the hearing yesterday.

I would like to make some more comments:

The developer stated it was a honest mistake, marking the development as being NOT adjacent to an HPOZ. This was not a difficult question to get right as on his own overlay plans HPOZ is clearly marked.

Electric bikes - first we heard of them, but where will they be stored?

5' side setbacks - how will the large trash bins be taken out from inside the building as shown on the plan? There won't be any room to maneuver.

A/C - not shown on existing plans. Developer stated they will be on the roof, so that will add more height to the building. As mechanical ductwork has not yet been determined, the ducting on each floor will add even more height. Solar on the roof - solar panels probably will be angled, so even more height.

The height of the apartment blocks existing on Fairfax - example developer gave of a 53 unit is south of Fountain Ave - it is not adjacent to the HPOZ of Spaulding Square. A few buildings on Sunset that he mentioned were built before Spaulding Square became a HPOZ, and are therefore classified as non conforming.

Permit parking - developer stated that N Orange Grove has permit parking and residents there would be protected from Fairfax tenants parking on N Orange Grove. I have personally called the LA parking permit office (twice to be sure) and was told each time that as the addresses of the proposed developments are within district 37, and the residents there will be able to get annual parking permits.

I am even more firmly opposed to these two projects after listening to the presentation. The developer is using the need for affordable housing as an excuse to build as much as he can. I fully understand the need for affordable housing, but surely there must be some sort of a balance and fairness to this. I believe most of us who decided to live in Spaulding Square bought houses there precisely because it is a HPOZ, and thus protected from rampant development next to us. We abide with the HPOZ rules, and trust the city will also look at them and help protect our neighborhood.

Sincerely,  
Marina Agell  
[1347 N Orange Grove Ave](#)  
[Los Angeles 90046](#)

[Sent from the all new AOL app for iOS](#)



Chi Dang &lt;chi.dang@lacity.org&gt;

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**Re: Request to Deny Proposed 1332/1348 Fairfax Development**

1 message

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**Marcie and Mark Singer** <marcieandmark@gmail.com>

Wed, Dec 13, 2023 at 1:41 PM

To: vanessa.soto@lacity.org, conni.pallini-tipton@lacity.org, chi.dang@lacity.org

Thank for you taking the time to run the hearings yesterday. I attended both.

In those hearings, the developer attempted to form a defence to certain facts, and in doing so made statements that were deliberately void of proper context. In particular:

1) He stated that his would not be the only two buildings with 4 stories in the area. He gave an example of a 53 unit building that is south of Fountain Avenue. This example was given completely out of context from our objections which hinge largely around the imposing nature of such developments upon the adjacent HPOZ and abutting single family homes. In fact, the building he used as his defence abuts only existing multistory, multi-tenant residences. It does NOT abut onto single family homes, and certainly not onto our own HPOZ which only extends between Fountain and Sunset. Had that development been attempted on the same stretch of Fairfax, it would have been met with equal resistance from our community.

2) He made incongruent points about both providing free electric bicycles while specifically seeking ZERO bike parking, claiming they wanted to handle it however they see fit later. This simply doesn't smell any kind of smell test. As such, I urge you to apply detailed scrutiny to this application. It would seem to me that if you want to provide 26 tenants with electric bikes, bike storage would be an important element in design thater than an afterthought.

3) He stated parking Orange Grove would not be affected by his tenants because it is permit-protected from them. I do not believe this is accurate as I strongly suspect those buildings technically fall into and are therefore eligible for area 37 permits. I am not certain about this but a request for this information was made by one of our residences and no answer was offered.

We applaud the creation of affordable housing. But we deplore developing under its banner as a simple way for developers to quash and abuse any sensible guideline that existed in the first place specifically to ensure balanced coexistence with the surrounding community. This development is an worst-case scenario for adjacent and nearby homes and problematic for all on our street. We hope those with the power to decide are made aware of this.

It is my request that the developer find ways to make his development a lesser burden on those impacted, at the very least by reducing its height and scale.

Thank you,  
Mark

On Sun, Dec 10, 2023 at 7:15 PM Marcie and Mark Singer <marcieandmark@gmail.com> wrote:

With greatest respect,

We are Mark and Marcie Singer, from 1344 N Orange Grove Ave. We purchased our home in historic Spaulding Square in 2015.

It is with an enormous sense of despair that we learned of the proposals being made to circumvent existing zoning, parking, height and setback restrictions in order to build two 26 dwelling units, 52 in total, where previously, only two dwelling units existed.

The two proposed developments are objectively, grossly oversized for the lots and will absolutely tower over their adjacent neighbors with virtually no setback, blocking all sunlight for much of the day, as well as robbing them completely of any privacy and quiet enjoyment they may have ever had in their gardens.

The proposed rear setbacks are akin to building a 45 foot wall and viewing gallery directly over someone's backyard. Surely there is no way to objectively consider this reasonable? On the contrary, it is essentially a worst case scenario.

In addition to privacy issues, the lack of accompanying parking is, simply put, a pragmatic disaster in the making. Fifty two new residences with no place to park on Fairfax means it all must be absorbed into historic Spaulding Square. The other side of Fairfax, and south of Fountain are West Hollywood, so no residential permits can be issued to residents for those areas. Now compound that with only single side parking on Mondays and Tuesdays because of street sweeping and those cars will far exceed the capacity of Orange Grove also. This is nothing to say of the inevitable partially blocked driveways that inevitably happen in desperate parking situations.

By purchasing in Spaulding Square, an HPOZ, we and our neighbors effectively agreed to preserve the character of our homes and our neighborhood for the betterment of both the neighborhood and Los Angeles as a whole. We accept limits to expansion of our homes, face rigid limitations on visible improvements that we might wish to undertake, to a point where we must even seek clearance with the HPOZ to do as little as change paint colors. We adhere with these notions because they are for the collective good. They are for the neighborhood's sake. The notion that we should be asked to maintain this high level of preservation, while meanwhile, we are wholly undermined with the building of two towering monstrosities that will quite *literally* overshadow these same homes and turn our streets into mass parking lots, makes no sense whatsoever.

I urge you to please come at this proposal with some sense of empathy for the needs of the area's existing residents and to **deny** the development from moving forward in its current, imposing form.

I also urge that you have the proper studies undertaken; environmental, CEQA, or anything else applicable to properly assess area impact and ensure that the final design, while serving the legitimate needs of those who need housing, does not utterly devastate the quality of life for those already living in the neighborhood.

It is precisely this kind of overreaching development that arms and fuels opponents of legitimate affordable housing needs. We need more of it to be sure; but responsibly developed buildings in a way that integrate into their surrounding neighborhoods, rather than imposing on them in such a brutalist manner is surely the way to go about it.

Sincerely  
Mark and Marcie Singer

Painstakingly spent frog my iPhone.



Chi Dang &lt;chi.dang@lacity.org&gt;

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**1332/1346 N Fairfax Ave (CPC-2023-4983)**


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Emma Howard &lt;emma.howard@lacity.org&gt;

Mon, Dec 18, 2023 at 7:14 PM

To: Pat Lamkie &lt;lamkiep@gmail.com&gt;, Ted Walker &lt;ted.walker@lacity.org&gt;

Cc: "chi.dang@lacity.org" &lt;chi.dang@lacity.org&gt;, "vanessa.soto@lacity.org" &lt;vanessa.soto@lacity.org&gt;

Pat,

Thank you for sharing your concerns with our office. For any emails related to this project please make sure Ted Walker, our Planning Deputy is copied. Noting your objections, I want to be clear that the Councilmember is supportive of 100% affordable housing projects, due to the extreme need among residents in Los Angeles for housing units they can afford.

Take care,  
Emma

**HUGO**  
Soto-Martínez  
L.A. City Councilmember | District 13

Emma Howard (*she/her*)  
Community Development  
& Planning Director  
200 N Spring Street, Room 480  
Los Angeles, CA 90012  
Tel: (213) 473-7013  
Email: emma.howard@lacity.org

**\*\*PLEASE NOTE:** E-mail correspondence with the office of Councilmember Hugo Soto-Martínez (including any attachments) may be subject to public disclosure under the California Public Records Act.\*\*

On Mon, Dec 11, 2023 at 10:30 AM Pat Lamkie <lamkiep@gmail.com> wrote:

I am a long-time Spaulding Square resident on N. Orange Grove Ave. I understand that a developer plans to build two 4-story, 26 unit, low income apartment buildings with NO parking. To assume that the future occupants will not own a car is presumptuous and unrealistic. All homes and buildings on Fairfax provide parking and there are no available spots on the street after 6 pm. This means that the apartment cars will need to park on Orange Grove. Consequently any remaining parking spots will be taken and our once residential block will now be filled with cars and noise.

It is not only unfair to Spaulding Sq residents but also to the new apartment dwellers.

**Parking needs to be included in these apartment houses.**

In addition the height of the proposed apartments from 28 to 45 feet high with roof decks and the reduction in setbacks is unreasonable.

Patricia Lamkie  
1408 N Orange Gr Ave  
West Hollywood 90046





Chi Dang &lt;chi.dang@lacity.org&gt;

## Fwd: regarding 1332 / 1346 Fairfax

1 message

**Vanessa Soto** <vanessa.soto@lacity.org>  
To: Chi Dang <chi.dang@lacity.org>

Tue, Dec 19, 2023 at 7:45 AM

----- Forwarded message -----

From: **Emma Howard** <emma.howard@lacity.org>  
Date: Mon, Dec 18, 2023, 7:14 PM  
Subject: Re: regarding 1332 / 1346 Fairfax  
To: Stephen Steelman <stephensteelman@gmail.com>, Ted Walker <ted.walker@lacity.org>  
Cc: <conniepallini-tipton@lacity.org>, vanessa.soto@lacity.org <vanessa.soto@lacity.org>, Lesley O'Toole-Roque <spauldingsquare@gmail.com>, Kat Nelson <ms.kat.nelson@gmail.com>

Thank you for sharing your concerns with our office Stephen. For any emails related to this project please make sure Ted Walker, our Planning Deputy is copied. Noting your objections, I want to be clear that the Councilmember is supportive of 100% affordable housing projects, due to the extreme need among residents in Los Angeles for housing units they can afford.

**HUGO**  
Soto-Martínez  
L.A. City Councilmember | District 13

✿ Emma Howard (*she/her*)  
Community Development  
& Planning Director  
200 N Spring Street, Room 480  
Los Angeles, CA 90012  
Tel: (213) 473-7013  
Email: emma.howard@lacity.org

\*\*\*PLEASE NOTE: E-mail correspondence with the office of Councilmember Hugo Soto-Martínez (including any attachments) may be subject to public disclosure under the California Public Records Act.\*\*\*

On Mon, Dec 11, 2023 at 3:58 PM Stephen Steelman <stephensteelman@gmail.com> wrote:  
To Whom It may concern-

We wish to register our objection to this development as it is being presented. As stakeholders in Spaulding Square (at 1443 N Orange Grove), it concerns us how this development will negatively impact our historic neighborhood:

-The current development plans have no parking. The developers shouldn't pretend people in Los Angeles will be car-less in the near future. That is not realistic. This neighborhood is already very high density. They need to supply parking for their units or the influx of cars will become an overbearance to the tenants and stakeholders who already exist in this neighborhood. The Villa Rosa is a historic apartment building, and none of those tenants have parking. With an additional 26 units they'll all be fighting for parking.

-5 stories is too high. Once we start building that high, our entire neighborhood will be boxed in, with units towering over us. Please consider current tenants and taxpayers already living in this area and design a building that fits with the neighborhood.

-Dumpsters and service areas have to be considered, and placed inside. We live near Villa Rosa, and we constantly have to clean up debris from the exposed dumpster. It's a pain, and I would hate to see garbage strewn all over fairfax (as you sometimes see on sunset).

Please consider the surrounding neighborhood before building something to the detriment to the surrounding neighbors.

Thank you.

Stephen Steelman & Kat Nelson  
310.801.2438

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# **EXHIBIT F**

## **Class 32 Categorical Exemption**





CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

# Categorical Exemption

## 1332 N. Fairfax Avenue

Case Number: ENV-2023-5117-CE

**Project Location:** 1332 North Fairfax Avenue, Los Angeles, CA 90046

**Community Plan Area:** Hollywood

**Council District:** 13 – Hugo Soto-Martinez

**Project Description:** The Project includes demolition and removal of the existing one-story single-family dwelling, detached garage, and related improvements from the Project Site and as a Density Bonus/Affordable Housing Incentive Program project utilizing Assembly Bill (AB) 1763 and AB 2345, development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units – 1 dwelling unit would be a manager unit, 20 dwelling units would be set aside for Low Income households, and 5 dwelling units would be set aside for Moderate Income households. The building would be four stories, reaching a maximum building height of 45 feet. Construction of the Project would occur over approximately 17 months and would require the approximate export of 1,546 cubic yards of vegetation. As a Density Bonus Project, automobile parking, bicycle parking, or open space are not proposed as part of the Project. There are seven non-protected trees on the Project Site and one non-protected street tree adjacent to the Project Site. The Project includes the removal of the seven on-site trees and the retention of the street tree, although it is conservatively assumed that this street tree could be removed. All removed trees would be replaced in accordance with City Planning's 1:1 ratio for on-site trees and Urban Forestry's replacement requirement in accordance with Los Angeles Municipal Code (LAMC) Sections 62.169 and 62.170 and their applicable findings. The Project would include seven 24-inch box trees.

**PREPARED FOR:**  
The City of Los Angeles  
Department of City Planning

**PREPARED BY:**  
CAJA Environmental Services  
9410 Topanga Canyon Boulevard  
Suite 101  
Chatsworth, CA 91311

**PROJECT APPLICANT:**  
Steven Taylor  
Taylor Equities 29, LLC  
3995 Inglewood Blvd  
Los Angeles, CA 90046]

**October 2023**

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# CATEGORICAL EXEMPTION

## 1332 N. FAIRFAX AVENUE

OCTOBER 2023

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### PROJECT DESCRIPTION

#### Existing Conditions

The 0.15-acre (6,545.2-square-foot) Project Site is located at 1332 North Fairfax Avenue in the Hollywood Community Plan area of the City of Los Angeles (City). The Project Site's Assessor Parcel Number (APN) is 5510-027-006. The Project Site is bounded by Fairfax Avenue on the west, multi-family residential uses on the north and south, and single-family to the east. The site is currently developed with a vacant single-family structure, a garage, a concrete driveway, and landscaped areas. Additionally, there are seven trees located on the Project Site and one street tree located within the right-of-way adjacent to the Project Site.<sup>1</sup> None of these trees are considered protected trees as defined by the City.<sup>2</sup>

#### On-Site Trees

- 2 tree of heaven (*Ailanthus altissima*)
- 1 fig tree (*Ficus carica*)
- 1 sumac tree (*Rhus glabra*)
- 1 lemon tree (*Citrus x limon*)
- 1 Mexican fan palm (*Washingtonia robusta*)
- 1 umbrella tree (*Schefflera aboricola*)

#### Street Tree

- 1 fern pine (*Agrocarpus gracilior*)

Land uses within the greater Project Site area largely include residential with a mix of residential and commercial along Sunset Boulevard located approximately 1,000 feet to the north and along Fountain Avenue located approximately 300 feet to the south. Both Sunset Boulevard and Fountain Avenue provide local access to the Project Site. Regional access to the site is provided by US 101 located approximately 2.75 miles to the east. The Project Site is zoned R1-1 (One-

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<sup>1</sup> *Arborist Report, LA Arbor Care, June 7, 2023. Refer to Appendix A.*

<sup>2</sup> *Protected trees and shrubs as defined by the City include oak trees (*Quercus spp.*) and Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*), California bay trees (*Umbellularia californica*), Mexican elderberry shrubs (*Sambucus mexicana*), and toyon (*Heteromeles arbutifolia*). It should be noted that a Mexican elderberry can also be considered a small tree and is presented as a tree in this Project Description.*

Family Zone), with a General Plan land use designation of Low Medium II Residential. Additionally, the Project Site is located within the boundaries of ZI-2462 (Modifications to SF Zones and SF Zone Hillside Area Regulations) and ZI-2452 (Transit Priority Area in the City of Los Angeles).

**Project Characteristics**

The Project includes demolition and removal of all existing improvements from the Project Site and as a Density Bonus/Affordable Housing Incentive Program project utilizing Assembly Bill (AB) 1763 and AB 2345, development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units – 1 dwelling unit would be a manager unit, 20 dwelling units would be set aside for Low Income households, and 5 dwelling units would be set aside for Moderate Income households. The building would be four stories, reaching a maximum building height of 45 feet. The mix of dwelling units is shown in Table 1.

**Table 1  
Unit Mix**

<b>Unit Type</b>	<b>Amount</b>
1-Bedroom	21 units
2-Bedroom	5 units
<b>Total</b>	<b>26 units</b>
<i>Source: GA Engineering Inc., August 1, 2023.</i>	

**Vehicle Parking**

In accordance with Assembly Bill 2097, the Project does not include vehicle parking given that the Project is 100 percent affordable, helps to meet the City’s housing needs, and is located within 0.5 miles of a major transit stop, which is located at the intersection of Sunset Boulevard and Fairfax Avenue.

**Bicycle Parking**

As a Density Bonus/Affordable Housing Incentive Program project utilizing AB 1763 and AB 2345, the Project is allowed various incentives and waivers. As discussed later under subheading “Discretionary Approvals,” the Applicant is opting for a 100 percent reduction in bicycle parking as one of the allowed incentives.

**Open Space**

As a Density Bonus/Affordable Housing Incentive Program project utilizing AB 1763 and AB 2345 and as discussed later under subheading “Discretionary Approvals,” the Applicant is opting for a 100 percent reduction in open space as one of the allowed incentives.

**Tree Removal/Replacement**

As discussed previously, there are seven onsite trees and one street tree located adjacent to the Project Site. The Project includes the removal of the seven on-site trees and the retention of the street tree, although it is conservatively assumed that this street tree could be removed. All

removed trees would be replaced in accordance with City Planning’s 1:1 ratio for on-site trees and Urban Forestry’s replacement requirement in accordance with Los Angeles Municipal Code (LAMC) Sections 62.169 and 62.170 and their applicable findings. Additionally, the Project would include seven landscape trees.

**Construction Schedule**

The Project’s estimated construction schedule is shown in Table 2. Construction of the Project would occur over approximately 17 months.

**Table 2  
Construction Schedule Assumptions**

<b>Phase</b>	<b>Duration</b>	<b>Notes</b>
Demolition	Month 1 (one week)	Removal of 1,462 square feet of building floor area hauled 40 miles to landfill in 10-cubic-yard capacity trucks.
Site Preparation	Month 1 (one week)	Grubbing and removal of 1,546 square feet of vegetation.
Grading	Month 2	Fine grading with a balance of cut and fill.
Trenching	Month 3	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-16	Footings and foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Month 17	Application of interior and exterior coatings and sealants.

*Source: DKA Planning, 2023.*

**Discretionary Entitlements**

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

- 1) Pursuant to California Government Code Section 65915
  - a. Exemption of the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop.
  - b. Housing development to receive a height increase of up to 3 additional stories of 33 feet.
  - c. Housing development to receive up to 4 incentives or concessions if located within 0.5 miles of a major transit stop.
    - i. First Incentive: 100 percent reduction in the Open Space requirement.
    - ii. Second Incentive: 100 percent reduction in the Bicycle Parking requirement.

- iii. Third Incentive: Reduction in the northerly side yard setback of 5 feet in lieu of the required 7 feet.
- iv. Fourth Incentive: Increase in floor area ratio (FAR) to 2.032:1 in lieu of the required 0.45:1.

2) Pursuant to California Government Code Section 65915 and LAMC Section 12.22.A.25(g)(3)

- a. Waiver of Development Standards: Waiver of the Required Encroachment Plane.
- b. Waiver of Development Standards: R1 Zone Side Wall Plane Break
- c. Waiver of Development Standards: Reduction in the southerly side yard to 5 feet in lieu of the required 7 feet.
- d. Waiver of Development Standards: Building Line Reduction from 15 feet to 10 feet.

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

## CATEGORICAL EXEMPTION

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

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

### **15332. In-Fill Development Projects.**

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

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

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

### **15300.2. Exceptions**

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

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

- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

### **Discussion of Section 15332(a)**

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

### **General Plan**

Table 3 includes a discussion of the Project's consistency with the applicable objectives and policies of the City's General Plan. As noted, the Project would be substantially consistent with these plans.

**Table 3  
Consistency with the General Plan**

Objective/Policy	Project Consistency Analysis
<b>Objective 1.2:</b> Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	<b>Consistent:</b> The Project includes development of the Project Site with 26 dwelling units inclusive of 20 dwelling units set aside for Low Income households and 5 dwelling units set aside for Moderate Income households, helping to meet the City’s housing needs.
<b>Policy 1.2.1:</b> Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs	<b>Consistent:</b> The Project would provide 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households under covenant. These units would continue to be available to the surrounding community for 55 years, resulting in a net gain of affordable housing for the City.
<b>Policy 1.2.4:</b> Strengthen the capacity of housing providers to build Affordable Housing.	<b>Consistent:</b> Although this policy is directed toward the City, the Project would provide 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households under covenant.
<b>Policy 1.3.1:</b> Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.	<b>Consistent:</b> The Project would provide 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households. The Project would provide for an increase in housing stock near eligible transit, which would incentivize the production of transit-oriented development near a high-traffic, automobile dependent corridor.
<b>Objective 2.1:</b> Strengthen renter protections, prevent displacement and increase the stock of affordable housing.	<b>Consistent:</b> The Project would yield a net gain of 26 residential units, with 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households, thereby increasing the housing stock of affordable units for the City.
<b>Objective 2.3:</b> Preserve, conserve and improve the quality of housing.	<b>Consistent:</b> The Project Site would yield an addition of 26 residential dwelling units, including 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households, thereby providing an opportunity for high-quality housing development.
<b>Objective 3.1:</b> Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	<b>Consistent:</b> The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhood. The Project would provide the opportunity for living space that bolsters resident well-being and quality of life, no matter race or economic status.
<b>Policy 3.1.5:</b> Develop and implement environmentally sustainable urban design	<b>Consistent:</b> The Project would be required by the City to comply with the City’s Green



**Table 3  
Consistency with the General Plan**

Objective/Policy	Project Consistency Analysis
standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.	Building Code, which incorporates various environmentally sustainable urban design standards, such as those related to landscaping, the solar reflectance of hardscape and roofing material, use of paints and other construction materials with low-volatile organic compounds (VOCs) content, etc. Additionally, the Project would feature a design that would activate the streetscape by bolstering visual interest and promoting the walkability of the neighborhood at large.
<b>Policy 3.1.7:</b> Promote complete neighborhoods by planning for housing that includes open space and other amenities.	<b>Consistent:</b> To allow for construction of the Project as a 100 percent affordable housing development pursuant to LAMC Section 12.22 A.25 and as allowed, the Applicant is requesting a 100 percent reduction in the open space requirement. This incentive balances the affordability of the Project with the reduction in open space.
<b>Policy 3.2.2:</b> Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.	<b>Consistent:</b> The Project Site would yield an addition of 26 residential dwelling units, including 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households. This provision of affordable units is made possible due to the proximity of high-quality transit. Thus, the Project facilitates shorter commutes, reduced greenhouse gas emissions, and a transit friendly community.

**Zoning**

The Project is proposed as a Density Bonus/Affordable Housing Incentive Program project utilizing AB 1763 and AB 2345 and pursuant to LAMC Section 12.22 A.25 and is allowed various incentives and waivers. As such, the Applicant is requesting the following incentives and waivers to allow for construction of the Project as a 100 percent affordable housing development:

- 1) Pursuant to California Government Code Section 65915
  - a. Exemption of the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop.
  - b. Housing development to receive a height increase of up to 3 additional stories of 33 feet.
  - c. Housing development to receive up to 4 incentives or concessions if located within 0.5 miles of a major transit stop.

- i. First Incentive: 100 percent reduction in the Open Space requirement.
- ii. Second Incentive: 100 percent reduction in the Bicycle Parking requirement.
- iii. Third Incentive: Reduction in the northerly side yard setback of 5 feet in lieu of the required 7 feet.
- iv. Fourth Incentive: Increase in floor area ratio (FAR) to 2.032:1 in lieu of the required 0.45:1.

2) Pursuant to California Government Code Section 65915 and LAMC Section 12.22.A.25(g)(3)

- a. Waiver of Development Standards: Waiver of the Required Encroachment Plane.
- b. Waiver of Development Standards: R1 Zone Side Wall Plane Break
- c. Waiver of Development Standards: Reduction in the southerly side yard to 5 feet in lieu of the required 7 feet.
- d. Waiver of Development Standards: Building Line Reduction from 15 feet to 10 feet.

All other aspects of the Project would comply with the LAMC. Thus, the Project is consistent with the zoning for the Project Site.

**Discussion of Section 15332(b)**

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

The 0.15-acre Project Site is located in an urbanized area of the City. The Project Site is bounded by Fairfax Avenue on the west, multi-family residential uses on the north and south, and single-family to the east. The site is currently developed with a vacant single-family structure, a garage, a concrete driveway, and landscaped areas. Land uses within the greater Project Site area largely include residential with a mix of residential and commercial along Sunset Boulevard located approximately 1,000 feet to the north and along Fountain Avenue located approximately 300 feet to the south. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

**Discussion of Section 15332(c)**

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

The Project Site is located in an urbanized area of the City and is currently developed with a single-family structure, garage, a concrete driveway, and areas landscaped with ornamental plants. The Project Site is bounded by Fairfax Avenue on the west, multi-family residential uses on the north and south, and a single-family east. Land uses within the greater Project Site area

largely include residential with a mix of residential and commercial along Sunset Boulevard located approximately 1,000 feet to the north and along Fountain Avenue located approximately 300 feet to the south. There are no special-status plant species, wetlands, riparian habitat, or other sensitive habitat on the Project Site. Thus, the Project would not affect endangered, rare, or threatened species.

### **Discussion of Section 15332(d)**

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

### **TRAFFIC**

A *VMT Screening Analysis* was prepared for the Project by KOA Corporation, dated August 9, 2023 (refer to Appendix B). This analysis was approved by the Los Angeles Department of Transportation (LADOT) on August 30, 2023 (refer to Appendix B).

### **Transportation Assessment Screening Criteria**

In July 2019, LADOT updated the City's *Transportation Assessment Guidelines* (TAG) to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* and shifted the performance metric for evaluating transportation impacts under CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. The TAG was updated in July 2020, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. A trip generation assessment was conducted for the Project to determine if the Project would generate 250 or more net daily vehicle trips, thereby requiring the preparation of a TA.

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

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

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

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

## Project Trip Generation Assessment

Along with the updated TAG, LADOT developed the VMT Calculator Version 1.4 v143 (VMT Calculator). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9<sup>th</sup> Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the *Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model*.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land-use project's characteristics. For the Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are included in Attachment 3 of the *VMT Screening Analysis* in Appendix B to this Categorical Exemption.

Table 4 provides the weekday peak-hour trip generation summary for the Project. These potential trips were calculated using the trip generation rates and directional distributions provided in the latest versions of the LADOT Transportation Assessment Guidelines (August 2022) and the ITE Trip Generation Manual (11<sup>th</sup> Edition, 2021). The trip rates and directional distributions from the LADOT for affordable housing projects inside Transit Priority Areas were applied for "Family" type housing to develop baseline vehicle trip estimates for the proposed affordable housing Project land use component. The rates are based on locally collected empirical data and tailored to the City. Trip generation rates and directional distributions from the ITE manual were applied for Land Use Code 221 (Multifamily Housing [Mid-Rise]) to develop the baseline vehicle trip estimates for the Project manager unit. Trip generation rates and directional distributions from the ITE were also applied for Land Use Code 210 (Single-Family Detached Housing) to develop baseline vehicle trip estimates for the existing land use. As the trip rates from the ITE are based on samples from a General Urban/Suburban setting, they do not account for such trip-reducing factors as significant transit usage or walk trip potential. As a conservative measure, no trip-reducing factors were applied in the Project's weekday peak-hour trip-generation calculations.

**Table 4  
Project Weekday Peak-Hour Trip Generation Summary**

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trip Generation Rates</b>								
Affordable Housing – Family (Inside TPA)	NA	1 DU	37%	63%	0.49	56%	44%	0.35
Multifamily Housing (Mid-rise)	221	1 DU	23%	77%	0.37	61%	39%	0.39
<b>Trip Generation Summary</b>								
Description		Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Proposed Uses</b>								
Affordable Housing – Family (Inside TPA)		25 DU	4	8	12	5	4	9
Multifamily Housing (Mid-Rise)		1 DU	0	0	0	0	0	0
Transit/Walk Adjustment			0	0	0	0	0	0
<b>Total Project Trips</b>			<b>4</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>9</b>
<b>Existing Use</b>								
Single-Family Detached Housing		1 DU	0	1	1	1	0	1
Transit/Walk Adjustment			0	0	0	0	0	0
<b>Total Existing Trips</b>			<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>NET PROJECT TRIPS</b>			<b>4</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>8</b>
<i>DU = dwelling unit</i>								
<i>Source: KOA Corporation, August 9, 2023. Refer to Appendix B.</i>								

As shown in Table 4, based on the ITE and LADOT trip rates, the Project would generate 11 net vehicle trips during the AM peak hour and 8 net vehicle trips during the PM peak hour. The results from the VMT Calculator show that the Project would generate fewer than 250 net daily vehicle trips and that the Project would not require the preparation of a Transportation Assessment or further VMT analysis based on the screening criteria in the TAG. The peak-hour trip generation summary in Table 4 further shows that the Project would not lead to a substantial increase in vehicle travel during the weekday peak hours.

Because the Project would generate fewer than 250 net daily vehicle trips, the Project would not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

### **Project Transportation Impacts**

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 101 net daily vehicle trips, the Project would not result in significant transportation impacts.

### **NOISE**

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

### **Regulatory Setting**

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to

manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project’s noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included as Table 5. Policy P16 of the Noise Element instructs to use, “as appropriate,” this table “or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter...”<sup>3</sup> “Noise sensitive” uses are defined as “single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.”<sup>4</sup> The Noise Element further instructs that the table is designed “to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels.”

**Table 5  
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use**

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

*A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*  
*C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.*  
*N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*  
*U = Clearly Unacceptable - New construction or development should generally not be undertaken.*

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

<sup>3</sup> Noise Element of the Los Angeles City General Plan, February 1999.

<sup>4</sup> Ibid.

## **Los Angeles Municipal Code**

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

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

### **SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED**

- (a) *No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
- (c) *No person, other than an individual homeowner engaged in the repair or construction of this single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

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

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from

being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01 RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

- (a) *It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
- (b) *Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*
- (c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

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

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

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

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

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that



these limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

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

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

- (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
- (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*

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

**Existing Conditions**

**Noise-Sensitive Receptors**

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

- Residence, 1326 Fairfax Avenue; 5 feet south of the Project Site
- Residence, 1334 Fairfax Avenue; 5 feet north of the Project Site
- Residence, 1333 Orange Grove Avenue; 30 feet east of the Project Site
- Residences, 1327 Fairfax Avenue; 90 feet west of the Project Site.

## Existing Ambient Noise Conditions

In August 2023, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions of the neighborhood near sensitive receptors.<sup>5</sup> The noise levels in the Project Site vicinity are shown in Table 6.

**Table 6**  
**Existing Noise Levels**

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility <sup>b</sup>
		dBA (L <sub>eq</sub> )	dBA (CNEL) <sup>a</sup>		
A. 1333 Fairfax Ave.	Traffic on Fairfax Ave.	65.4	63.4	Residences – Fairfax Ave (west side)	Conditionally Acceptable
B. 1334 Fairfax Ave.	Traffic on Fairfax Ave.	68.0	66.0	Residences – 1334-1336 Fairfax Ave, 1326 Fairfax Ave	Conditionally Acceptable
C. 1333 Orange Grove Ave.	Traffic on Orange Grove Ave.	55.7	53.7	Residences – Orange Grove Ave.	Normally Acceptable
<sup>a</sup> Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4. <sup>b</sup> 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 5 for definition of compatibility designations.					
Source: DKA Planning, 2023.					

## Thresholds of Significance

### Construction Noise Threshold

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

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L<sub>eq</sub>) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L<sub>eq</sub>) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L<sub>eq</sub>) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m.

<sup>5</sup> Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day’s measurements, and set at approximately five feet above the ground.

Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

### **Operational Noise Thresholds**

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 5).
- Project operations would cause any 5 dBA or greater noise increase.<sup>6</sup>

### **Project Impacts**

#### **On-Site Construction Activities**

Construction would generate noise during the construction process that would span approximately 17 months of demolition, grading, trenching, building construction, and architectural coatings, as shown in Table 2. 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 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., building construction, architectural coatings), noise impacts are lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

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

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<sup>6</sup> *As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.*

over existing ambient noise levels. As shown in Table 7, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would not increase ambient noise in excess of the City’s significance threshold of 5 dBA at the location of the sensitive receptors closest to the Project Site. (Sensitive receptors located further away from the Project Site would experience lower noise increases than those identified in Table 7.) Therefore, the Project’s on-site construction noise impact would be less than significant.

**Table 7  
Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Significant?
1. Residences – Fairfax Ave. (west side)	67.3	65.4	69.5	4.1	No
2. Residences – 1334-1336 Fairfax Ave.	61.1	68.0	68.8	0.8	No
3. Residences – 1326 Fairfax Ave.	64.6	68.0	69.6	1.6	No
4. Residences – Orange Grove Ave.	47.0	55.7	56.2	0.5	No

*Source: DKA Planning, 2023. Refer to Appendix C.*

**Off-Site Construction Activities**

The Project would generate noise at off-site locations from haul trucks moving debris and landscaping from the Project Site during demolition and site preparation activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 26 peak hourly passenger-car-equivalent (PCE) vehicle trips, as summarized in Table 8, during the building construction phase.<sup>7</sup> This would represent about 1.2 percent of traffic volumes on Fairfax Avenue, which carries about 2,198 vehicles at Sunset Boulevard in the morning peak hour of traffic.<sup>8</sup> 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.

Fairfax Avenue would likely serve as part of the haul route for any soil exported from the Project Site given its access to Sunset Boulevard and the Hollywood Freeway. Because the Project’s construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Fairfax Avenue, the Project’s construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site

<sup>7</sup> This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

<sup>8</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Fairfax Ave at Sunset Bl, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/FAIRFAX.SUNSET.170522-AUTO.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FAIRFAX.SUNSET.170522-AUTO.pdf), 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

construction noise activities. Therefore, the Project’s noise impacts from construction-related traffic would be less than significant.

**Table 8  
Estimated Hourly Construction Vehicle Trips**

<b>Construction Phase</b>	<b>Worker Trips<sup>a</sup></b>	<b>Vendor Trips</b>	<b>Haul Trips</b>	<b>Total</b>	<b>Percent of AM Peak-Hour Trips on Fairfax Ave.<sup>b</sup></b>
Demolition	10	0	16 <sup>c</sup>	26	1.2
Site Preparation	5	0	9 <sup>d</sup>	14	0.6
Grading	8	0	0	8	0.3
Trenching	3	0	0	3	0.1
Building Construction	19	8 <sup>d</sup>	0	26	1.2
Architectural Coating	4	0	0	4	0.2

<sup>a</sup> Assumes all worker trips occur in the peak hour of construction activity.  
<sup>b</sup> Percent of existing traffic volumes on Fairfax Avenue at Sunset Boulevard.  
<sup>c</sup> The Project would generate 34 haul trips over a six-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent  
<sup>d</sup> The project would generate 19 haul trips over a six-day period with seven-hour workdays. Assumes a 19.1 PCE.  
<sup>e</sup> This phase would generate about three vendor truck trips daily over a seven-hour workday. Assumes a blend of vehicle types and a 9.55 PCE.

Source: DKA Planning, 2023.

**On-Site Operational Activities**

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

*Mechanical Equipment*

The Project would operate mechanical equipment on the roof 40 feet above grade that would generate incremental long-term noise impacts. This Project would likely use typical heating, ventilation, and air conditioning (HVAC) equipment heat pumps for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. While each unit would have a sound power of up to 76 dBA, the location on the roof would help shield the noise path to nearby sensitive receptors. As blocking the line of sight to a noise source generally results in a 5-decibel reduction, each rooftop unit would generate about 50.3 dBA at ten feet of distance.<sup>9</sup>

<sup>9</sup> Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier’s rated sound power of 76 dB.

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 one to three stories in height, there would be no sound path from the HVAC equipment to residences that would be ten to twenty feet lower than the roof of the 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.<sup>10</sup> A 2-foot and 1-inch parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted oil transformers that lower high-voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location fronting Fairfax Avenue. These transformers are housed in a steel cabinet and generally do not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers). All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

### *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.

- 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 development. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Fairfax Avenue, 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.<sup>11</sup> Because CNEL levels represent the energy average of sound levels during

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<sup>10</sup> *Ibid.*

<sup>11</sup> *RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.*

a 24-hour period, the modest sound power from a few minutes of trash collection activities during daytime hours would negligibly affect CNEL sound levels.

- 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.<sup>12</sup> The landscape plan focuses on a modest palette of 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 and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.<sup>13</sup>

### **Off-Site Operational Noise**

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 107 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026.<sup>14</sup> During the peak P.M. hour, up to 8 vehicles would generate noise on local streets.<sup>15</sup> This would represent about 0.5 percent of traffic volumes on Fairfax Avenue, which carries 2,198 vehicles at Sunset Boulevard.<sup>16</sup>

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 the criterion for significant operational noise impacts, which begin at 3 dBA. Therefore, this impact would be less than significant.

## **AIR QUALITY**

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

### **Sensitive Receptors**

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or

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<sup>12</sup> Erica Walker et al, *Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017*

<sup>13</sup> *While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.*

<sup>14</sup> *City of Los Angeles VMT Calculator, version 1.4 screening analysis.*

<sup>15</sup> *Institute of Transportation Engineers, Trip Generation Rates; 11<sup>th</sup> Edition, using Land Use Code 221 (Multi-Family (Mid-Rise)).*

<sup>16</sup> *DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Fairfax Ave at Sunset Bl, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/FAIRFAX.SUNSET.170522-AUTO.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FAIRFAX.SUNSET.170522-AUTO.pdf), 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.*

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

- Residence, 1326 Fairfax Avenue; 5 feet south of the Project Site
- Residence, 1334 Fairfax Avenue; 5 feet north of the Project Site
- Residence, 1333 Orange Grove Avenue; 30 feet east of the Project Site
- Residences, 1327 Fairfax Avenue; 90 feet west of the Project Site.

### **Existing Emissions**

The Project Site is The Project Site is improved with an unoccupied single-family structure.<sup>17</sup> As such, there are no anthropogenic emissions of criteria pollutants from the Project Site.

### **Project Construction Emissions**

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022 model and a projected construction schedule of approximately 17 months. Table 2 summarizes the estimated construction schedule that was modeled for air quality impacts.

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

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

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<sup>17</sup> City of Los Angeles, ZIMAS database, accessed January 20, 2022.



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

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod model, are shown in Table 9. As indicated, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Local emissions also would not exceed SCAQMD's significance thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, the Project's construction-related air quality impacts would be less than significant.

**Table 9  
Maximum Daily Regional and Localized Construction Emissions**

Construction Year	Emissions in lbs per day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2025	1.1	10.1	10.5	<0.1	2.6	1.5
2026	4.7	5.0	8.2	<0.1	0.5	0.2
<b>Maximum Regional Emissions</b>	<b>4.7</b>	<b>10.1</b>	<b>10.5</b>	<b>&lt;0.1</b>	<b>2.6</b>	<b>1.5</b>
<i>Regional Daily Threshold</i>	75	100	550	150	10	50
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Maximum Localized Emissions</b>	<b>4.5</b>	<b>10.1</b>	<b>10.1</b>	<b>&lt;0.1</b>	<b>2.6</b>	<b>1.4</b>
<i>Localized Significance Threshold</i>	NA	106	572	NA	4	3
<b>Exceed Threshold?</b>	<b>NA</b>	<b>No</b>	<b>No</b>	<b>NA</b>	<b>No</b>	<b>No</b>
<i>NA = Not Applicable</i>						
<i>Note: It is possible that construction of the Project could begin somewhat later than assumed in this document. In such case, construction emissions would not exceed those identified on this table, due to improved engine efficiencies and related reduced emissions.</i>						
<i>Source: DKA Planning, 2023. Refer to Appendix D.</i>						

## Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod. As shown below in Table 10, the Project's maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, nor would the emissions exceed SCAQMD localized thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. The Project's operational-related air quality impacts would be less than significant.

## WATER QUALITY

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could subject exposed and stockpiled soils to erosion and could convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use, and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, the Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit

including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period.

**Table 10**  
**Maximum Daily Regional and Localized Operational Emissions**

Emissions Source	Emissions in lbs per day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.5	<0.1	1.5	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.3	0.2	2.3	<0.1	0.5	0.1
<b>Total Regional Emissions</b>	<b>0.8</b>	<b>0.2</b>	<b>3.8</b>	<b>&lt;0.1</b>	<b>0.5</b>	<b>0.1</b>
<i>Regional Daily Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Total Localized Emissions</b>	<b>0.5</b>	<b>&lt;0.1</b>	<b>1.5</b>	<b>&lt;0.1</b>	<b>&lt;0.1</b>	<b>&lt;0.1</b>
<i>Localized Significance Thresholds</i>	<i>NA</i>	<i>74</i>	<i>680</i>	<i>NA</i>	<i>2</i>	<i>1</i>
<b>Exceed Threshold?</b>	<b>NA</b>	<b>No</b>	<b>No</b>	<b>NA</b>	<b>No</b>	<b>No</b>
<i>NA = Not Applicable</i> <i>LST analyses based on a 1-acre site with 25-meter distances to receptors in the Central LA County SRA</i> <i>Source: DKA Planning, 2023. Refer to Appendix D.</i>						

In addition, the Project would be subject to the City’s Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City’s discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project could have the potential to introduce small amounts of pollutants typically associated with a residential development (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation the Project would be required to comply with the City’s Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Ordinance, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standards and discharge requirements or otherwise substantially degrade water quality.

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

**Discussion of Section 15332(e)**

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

**PUBLIC SERVICES**

***Fire Protection***

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could result in an increased demand for fire protection services. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between a high-density residential/commercial neighborhood land use such as the Project and an LAFD station that houses an engine company is 1.5 miles and an LAFD station that houses a truck company is 2.0 miles. If either distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown in Table 11. The fire station closest to the Project Site is Fire Station 41, which is 0.7 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.507.3.3.

**Table 11  
Fire Stations Serving the Project Site**

No.	Address	Distance from Project Site
27	1327 Cole Avenue	2.0 miles
41	1439 N. Gardner Street	0.7 miles
82	5769 Hollywood Boulevard	3.0 miles
Source: LAFD, <a href="http://www.lafd.org/fire-stations/find-your-station">http://www.lafd.org/fire-stations/find-your-station</a> , 2023.		

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

## **Police Protection**

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could result in an increased demand for police protection services. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1<sup>st</sup> Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting and controlled residential access. Through compliance with LAPD requirements, no significant Project impacts on police protection services would occur.

## **Schools**

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population potentially with school-aged children to the Project Site that could result in an increased need for school services at the Project Site. Pursuant to California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the Los Angeles Unified School District (LAUSD) in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant Project impacts on school services would occur.

## **Parks**

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could increase the demand on existing parks in the area. The Project Site is located in an area of the City with several parks and recreational amenities within two miles of the site, including the following:

- Laurel Park
- Plummer Park and Community Center
- Kings Road Park
- Poinsettia Recreation Center
- Formosa Park
- DeLongpre Park
- Selma Park
- West Hollywood Park
- Wattles Garden Park

To allow for construction of the Project as a 100 percent affordable housing development pursuant to LAMC Section 12.22 A.25 and as allowed, the Applicant is requesting a 100 percent reduction in the open space requirement. This incentive balances the affordability of the Project with the reduction in open space. Additionally, the Project's parks and recreational needs could be accommodated by existing facilities. The Project would not require new or expanded parks. Therefore, no significant Project impacts on parks and recreational facilities would occur.

### **Other Public Facilities**

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could increase the demand on existing libraries in the area. Libraries in the vicinity of the Project Site include the following:

- Vista Street Library
- Will & Ariel Durant Branch Library
- Frances Howard Goldwyn-Hollywood Regional Branch Library
- John C. Fremont Branch Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, the Los Angeles Public Library (LAPL) is committed to increasing the number of people who use library services and the number of library cardholders. Because the Project is in an area well-served by existing library facilities, the Project would not require new or expanded libraries. Therefore, no significant Project impacts on library facilities would occur.

## **UTILITIES AND SERVICE SYSTEMS**

### **Wastewater**

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flow of 800 mgd.<sup>18</sup> Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175

<sup>18</sup> *City of Los Angeles Department of Sanitation*, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp.jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?\\_afLoop=11698142585277113&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=1dl2da31dl\\_1#!%40%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D11698142585277113%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3D1dl2da31dl\\_5](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp.jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afLoop=11698142585277113&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=1dl2da31dl_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D11698142585277113%26_afWindowMode%3D0%26_adf.ctrl-state%3D1dl2da31dl_5), accessed August 17, 2023.

mgd available capacity. The Project would generate a net increase of approximately 2,910 gallons of wastewater per day (or 0.0029 mgd) (refer to Table 12). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City’s Green Building Code, which would likely reduce the Project’s water consumption (and wastewater generation) shown in Table 12. With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project. Therefore, no significant Project impacts related to wastewater treatment would occur.

**Table 12  
Estimated Water and Wastewater Generation Rate**

<b>Land Use</b>	<b>Size</b>	<b>Water and Wastewater Generation Rate<sup>2</sup></b>	<b>Total (gpd)</b>
<b><u>Existing</u></b>			
Residential – 2-Bedroom	1 du	150 gpd/du	150
<b><u>Project</u></b>			
Residential – 1-Bedroom	21 du	110/gpd/du	2,310
Residential – 2-Bedroom	5 du	150 gpd/du	750
<b>Total</b>			<b>3,060</b>
<i>Less Existing</i>			<i>(150)</i>
<b>Net Total</b>			<b>2,910</b>
<i>gpd = gallons per day      du = dwelling unit      sf = square feet</i>			
<sup>1</sup> <i>Conservatively assumes that water consumption is equal to wastewater generation and does not account for the effectiveness of mandatory conservation measures.</i>			
<sup>2</sup> <i>Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012.</i>			

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant Project impacts related to local sewer infrastructure would occur.

**Water**

LADWP provides water service to the Project Site. LADWP’s water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP’s 2020 UWMP.

The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including population growth, weather, water conservation, drought, and economic activity. Table 13 shows a breakdown of historical water demand for the LADWP service area. Table 14 provides LADWP's projected water demand from 2025 to 2045 for average-year, single-dry-year, and multi-dry-year hydrological conditions.

More frequent and longer-lasting dry periods, regulatory constraints, and seismic risks that can result in water delivery system outages are causing increased stress on water supply reliability for LADWP. As such, in preparation for taking reasonable actions to balance water demands with limited water supplies, LADWP has prepared a Water Shortage Contingency Plan (WSCP) that outlines a set of actions that the City can take in the event of a declared water supply shortage or emergency situation. The City has six standard water shortage levels and response actions, as summarized in Table 15. Under state law, LADWP has the authority to implement the water shortage actions outlined in the WSCP. In all water shortage cases, shortage response actions to be implemented are at the discretion of LADWP based on an assessment of the supply shortage, customer response, and the need for demand reductions. Upon proclamation by the Governor of a state of emergency under the California Emergency Services Action based on extended dry conditions, the state will defer to implementation of locally adopted water shortage contingency plans to the extent practicable. LADWP will coordinate with regional and local water suppliers for which it provided water supply services for a possible proclamation of a local emergency, as necessary.

The Project would connect to the existing water conveyance infrastructure near the Project Site. As shown in Table 12, the Project would consume a net increase of approximately 2,910 gallons of water per day (or 0.0029 mgd). Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions. The Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the LAGBC to conserve water usage. Additionally, the Project would be subject to any water shortage response actions identified by LADWP to ensure water service availability. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

**Table 13**  
**Breakdown of Historical Water Demand for LADWP's Service Area**

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non- Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33,696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611

*AF = Acre Feet*

*Source: 2020 Urban Water Management Plan, LADWP.*

**Table 14**  
**Service Area Reliability Assessment (AFY)**

Hydrological Conditions <sup>1</sup>	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900

*AFY = acre-feet per year*

*Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.*



**Table 15  
Water Shortage Response Actions**

Water Shortage Level	Percent Shortage	Shortage Response Actions
Level 1: No Shortage	≤10%	<p>Water Shortage Level 1 constitutes a consumer demand reduction of up to 10%. Shortage response actions under this level include the permanent water use restrictions listed below.</p> <p><b><u>Phase I Restrictions</u></b></p> <ul style="list-style-type: none"> <li>- No LADWP customer shall use a water hose to wash any paved surfaces, except to alleviate immediate safety or sanitation hazards.</li> <li>- No LADWP customer shall use water to clean, fill or maintain levels in decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, unless such water is part of a recirculating system.</li> <li>- No restaurant, hotel, cafe, cafeteria, or other public place where food is sold, served, or offered for-sale, shall serve drinking water to any person unless expressly requested.</li> <li>- No LADWP customer shall permit water to leak from any pipe or fixture on the customer's premises.</li> </ul>
Level 2: Moderate Shortage	≤20%	<p>Water Shortage Level 2 is implemented when there is a reasonable probability of supply shortage from LADWP-controlled supplies in the long-term and a demand reduction of up to 20% is necessary to mitigate this long-term shortage risk. Conservation Ordinance Phase 2 will be implemented to achieve the necessary demand reduction. Additionally, to reduce consumption during this phase and all higher levels of conditions, LADWP may increase its public education and outreach efforts and enforcement measures to build awareness of voluntary water conservation practices and all permanent water waste prohibitions.</p>

**Table 15**  
**Water Shortage Response Actions**

Water Shortage Level	Percent Shortage	Shortage Response Actions
		<p><b><u>Actions</u></b></p> <p><b><u>Mandatory Conservation Phase 2</u></b></p> <ul style="list-style-type: none"> <li>- Restrictions on landscape irrigation watering days (Monday, Wednesday, or Friday for odd-numbered street addresses and Tuesday, Thursday, or Sunday for even-numbered street addresses).</li> <li>- Irrigation of Sports Fields may deviate from the non-watering days to maintain play areas and accommodate event schedules.</li> <li>- Irrigation of large landscape areas may deviate from the non-watering days under certain conditions.</li> <li>- Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation.</li> <li>- Increase outreach efforts for high-volume customers and provide one on one assessments.</li> <li>- Expand enforcement of unreasonable use of water.</li> <li>- Increase water conservation rebates and incentives.</li> <li>- Increase conservation messaging (radio, TV, social media, educational events).</li> </ul>
Level 3: Significant Shortage	≤30%	<p>A Water Shortage Level 3: Significant Shortage is implemented when demand must be reduced up to 30% to ensure sufficient supplies. During a Significant Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and Level 1 and Level 2 conservation practices. Beginning with Water Shortage Level 3, LADWP may elect to withdraw from available emergency storage along the LAA system and from local groundwater basins. Emergency storage along the LAA may come in the form of emergency reservoir storage and/or emergency groundwater pumping in the Owens Valley with the approval of the</p>

**Table 15**  
**Water Shortage Response Actions**

Water Shortage Level	Percent Shortage	Shortage Response Actions
		<p>LA/Inyo Standing Committee. Emergency storage from local groundwater basin may come in the form of storied water credits. Withdrawals from emergency supplies may provide only short-term relief and the extent of withdrawals will be determined based on assessments of long-term shortage risk.</p> <p><b><u>Actions</u></b> <b><u>Mandatory Conservation Phase 3</u></b></p> <ul style="list-style-type: none"> <li>- Further restrictions on landscape irrigation watering days (Monday or Friday for odd-numbered street addresses and Sunday or Thursday for even-numbered street addresses)</li> <li>- Recommend use of pool covers to decrease water loss from evaporation.</li> <li>- Recommend washing of vehicles at commercial car wash facilities.</li> <li>- Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules.</li> <li>- Irrigation of large landscape areas may deviate from the non-watering days under certain conditions.</li> <li>- Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation.</li> <li>- Withdraw from available emergency storage along the LAA System and local groundwater basins.</li> </ul>
Level 4: Severe Shortage	≤40%	<p>Water Shortage Level 4: Severe Shortage is implemented when demand must be reduced up to 40% to ensure sufficient supplies. During a Severe Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and additional restriction practices that became mandatory under Water Shortage Level 1, Level 2, and Level 3. LADWP may also elect to increase withdrawals from available emergency</p>

**Table 15**  
**Water Shortage Response Actions**

Water Shortage Level	Percent Shortage	Shortage Response Actions
		<p>storage along the LAA system and from local groundwater basins.</p> <p><b><u>Actions</u></b> <b><u>Mandatory Conservation Phase 4</u></b></p> <ul style="list-style-type: none"> <li>- Further restrictions on landscape irrigation watering days (Monday for odd-numbered street addresses and Tuesday for even-numbered street addresses).</li> <li>- Mandate use of pool covers on all residential swimming pools when not in use.</li> <li>- No washing of vehicles allowed except at commercial car wash facilities.</li> <li>- No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water.</li> <li>- Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules.</li> <li>- Irrigation of large landscape areas may deviate from the non-watering days under certain conditions.</li> <li>- Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation.</li> <li>- Withdraw from available emergency storage along the LAA System and local groundwater basins</li> </ul>
Level 5: Critical Shortage	≤50%	<p>Water Shortage Level 5: Critical Shortage is implemented when a water shortage emergency requires that demand be reduced up to 50% to ensure sufficient supplies. Mandatory conservation practices imposed under Water Shortage Levels 1 through 4 remain in effect and LADWP may elect to further increase withdrawals from available emergency storage along the LAA system and from local groundwater basins.</p>

**Table 15**  
**Water Shortage Response Actions**

Water Shortage Level	Percent Shortage	Shortage Response Actions
		<p><b><u>Actions</u></b>  <b><u>Mandatory Conservation Phase 5</u></b></p> <ul style="list-style-type: none"> <li>- No landscape irrigation allowed.</li> <li>- No filling of residential swimming pools and spas with potable water.</li> <li>- No washing of vehicles allowed except at commercial car wash facilities.</li> <li>- No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water.</li> <li>- Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability.</li> <li>- Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation.</li> <li>- Withdraw from available emergency storage along the LAA System and local groundwater basins</li> </ul>
Level 6: Super Critical Shortage	> 50%	<p>Water Shortage Level 6: Supercritical Shortage is implemented when a water shortage emergency requires that demand be reduced greater than 50% to ensure sufficient supplies. During a Supercritical Shortage, a new set of mandatory conservation measures takes effect, in addition to all Permanent Water Waste Prohibitions. Mandatory conservation practices that were imposed Levels 1 through 5 remain in effect. LADWP may elect maximize withdrawals from available emergency storage along the LAA system and from local groundwater basins for supply augmentation.</p> <p><b><u>Actions</u></b>  <b><u>Mandatory Conservation Phase 6</u></b></p> <ul style="list-style-type: none"> <li>- No landscape irrigation allowed.</li> </ul>

**Table 15  
Water Shortage Response Actions**

Water Shortage Level	Percent Shortage	Shortage Response Actions
		<ul style="list-style-type: none"> <li>- No filling of residential swimming pools and spas with potable water.</li> <li>- No washing of vehicles allowed except at commercial car wash facilities.</li> <li>- No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water.</li> <li>- Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability.</li> <li>- Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation.</li> <li>- The Board is hereby authorized to implement additional prohibited uses of water based on the water supply situation. Any additional prohibition shall be published at least once in a daily newspaper of general circulation and shall become effective immediately upon such publication and shall remain in effect until cancelled.</li> <li>- Withdraw from available emergency storage along the LAA and local groundwater basin.</li> <li>- Additional measures authorized by the Board</li> </ul>
<p><i>Source: 2020 UWMP, Appendix I, LADWP.</i></p>		

**Solid Waste**

The landfills that serve the City and the capacity of these landfills are shown in Table 16. As shown, the landfills have an approximate available daily intake of 16,531 tons. As shown in Table 17, the Project would generate a net increase of approximately 0.05 tons of solid waste per day. This total is a conservative estimate and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required

by the City to implement. With a remaining daily intake capacity of approximately 16,531 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.05 tons of solid waste per day.

**Table 16  
Landfill Capacity**

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	17	65.9	12,100	7,420	4,680
Chiquita Canyon	27	54.4	12,000	6,114	5,886
Antelope Valley	13	10.1	3,600	2,785	815
Lancaster	81	9.8	3,000	395	2,605
Calabasas	14	1.0	3,500	955	<u>2,545</u>
<b>Total</b>					<b>16,531</b>
<i>Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2020 Annual Report, October 2021.</i>					

**Table 17  
Estimated Solid Waste Generation**

Land Use	Size	Generation Rate <sup>1</sup>	Total (tpd)
<b><u>Existing</u></b>			
Residential	1 du	4.0 lbs/unit/day	0.002
<b><u>Project</u></b>			
Residential	26 du	4.0 lbs/unit/day	0.052
<i>(Less Existing)</i>			<i>(0.002)</i>
<b>Net Total</b>			<b>0.05</b>
<i>tpd = tons per day      sf = square feet      du = dwelling unit</i>			
<sup>1</sup> <i>Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.</i>			

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure

and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant Project impacts related to solid waste would occur.

### **Categorical Exemption Exceptions**

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes Exceptions to Categorical Exemptions for certain activities. For the reasons discussed below, none of the Exceptions apply to the Project.

#### **15300.2. Exceptions**

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

### **Discussion of Exceptions**

#### **Section 15300.2 (a) - Location:**

This Exception is not applicable to the Project, because the Project does not fall under the definitions of Classes 3, 4, 5, 5, or 11.



## Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other “related projects” in the vicinity of the Project Site that could be developed within the same timeframe as the Project. LADOT provided a list of potential related projects (refer to Appendix E) that are outlined in Table 18.

**Table 18  
Related Projects**

No.	Address	Land Uses	Size	Distance/Direction From Project Site	Status
1	1403 N. Gardner St.	Women’s Bridge Housing	44 beds	0.7 miles/NE	Complete <sup>1</sup>
2	7901 W. Sunset Blvd.	Apartments HT Restaurant FF Restaurant Retail	57 du 3,000 sf 2,000 sf 1,425 sf	0.2 miles/N	Under construction
3	7811 Santa Monica Blvd	Restaurant Art Gallery Hotel Apartments	3,756 sf 1,381 sf 45 rooms 95 du	0.3 miles/NE	Proposed
4	1346 N. Fairfax Ave.	Apartments	26 du	161 feet/N	Proposed
5	7900 W. Hollywood Blvd.	Apartments	50 du	0.4 miles/N	Not moving forward <sup>2</sup>
6	8150 W. Sunset Blvd	Apartments Condominiums Retail Market Bank Restaurant	219 du 30 du 3,842 sf 24,844 sf 5,094 sf 23,158 sf	0.5 miles/NW	Under construction
7	7500 W. Sunset Blvd.	Apartments Shopping Center Restaurant	219 du 20,000 sf 10,000 sf	0.7 miles/NE	Under construction
<p><i>du = dwelling units      sf = square fee      HT = high-turnover      FF = fast food</i></p> <p><sup>1</sup> <i>Because this related project is complete and operational, the related project is part of the existing condition and is not considered in the cumulative analysis.</i></p> <p><sup>2</sup> <i>Because this related project is not moving forward and would not result in any impacts, the related project is not considered in the cumulative analysis.</i></p> <p><i>Source: LADOT, 08/24/2023. Refer to Appendix E.</i></p>					

As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

### Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions

thresholds identified above also be considered cumulatively considerable.<sup>19</sup> Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions in excess of SCAQMD's significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

## **Water Quality**

The sites of the Project and the 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 development is required to control the amount and quality of stormwater runoff coming from their respective sites. Moreover, little if any additional cumulative runoff is expected from the Project and the related project sites, since the area is highly developed with impervious surfaces. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Any subsequent developments would be required to perform the same level of water quality impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

## **Noise**

### ***Construction***

#### *On-Site Construction Noise*

During construction of the Project, there could be other construction activity in the area that could contribute to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would be required to comply with the LAMC's noise-related 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 typical best construction management practices for each related project and compliance with the noise ordinance.

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

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<sup>19</sup> *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.*

between. There are two potential related projects within 0.25 miles of the Project (refer to Table 819).

**Table 19  
Related Projects Within 0.25 Miles of Project Site**

#	Address	Distance from Project Site	Use	Size	Status
1	7901 Sunset Boulevard	1,000 feet	Apartments Other Retail	62 units 5,000 sf 1,452 sf	Under construction
2	1346 Fairfax Avenue	100 feet	Apartments	26 units	Pending entitlements

*Sources: LADOT, 2023.*

As illustrated in Table 20, the cumulative noise levels at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L<sub>eq</sub>. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

**Table 20  
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA L <sub>eq</sub> )	Existing Ambient Noise Level (dBA L <sub>eq</sub> )	New Ambient Noise Level (dBA L <sub>eq</sub> )	Increase (dBA L <sub>eq</sub> )	Significant?
1. Residences – Fairfax Ave. (west side)	68.1	65.4	70.0	4.6	No
2. Residences – 1334-1336 Fairfax Ave.	62.6	68.0	69.1	1.1	No
3. Residences – 1326 Fairfax Ave.	68.1	68.0	71.1	3.1	No
4. Residences – Orange Grove Ave.	49.9	55.7	56.2	1.0	No

*Source: DKA Planning, 2023. Refer to Appendix C.*

#### *Off-Site Construction Noise*

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 project(s) were to utilize the same roadways. Distributing trips to and from each related project 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 an estimated 26 peak hourly PCE vehicle trips during the building construction phase. This would represent about 1.2 percent of traffic volumes on Fairfax Avenue, which carries about 2,198 vehicles at Sunset Boulevard in the morning peak hour of traffic. Any

related projects would have to add 2,132 peak-hour vehicle trips to double volumes on Fairfax Avenue.

The one nearby related project is very similar in scale to the Project and as such, would likely add fewer than 50 PCE trips during a peak hour of traffic onto Fairfax Avenue. As such, cumulative noise due to construction truck traffic from the Project, and related projects would not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

### ***Operation***

The Project Site and the surrounding neighborhood have 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 one related project in the vicinity of the Project Site is residential and would also generate minimal stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve the use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

#### *On-Site Stationary Noise Sources*

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. Like the Project, the one related project is residential that would not include loud stationary sources of noise on-site that would contribute to concurrent operational noise impacts. Therefore, cumulative stationary source noise impacts would be less than significant.

#### *Off-Site Mobile Noise Sources*

The Project would add about 107 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026, including up to eight maximum hourly net vehicle trips. Related projects would have to generate 2,124 additional vehicle trips onto Fairfax Avenue in the A.M. peak hour.

The one related project 100 feet north of the Project Site would likely generate traffic that is comparable to the Project. The addition of about eight hourly vehicle trips onto Fairfax Avenue would not double traffic volumes on that arterial. As such, 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.

Therefore, cumulative noise impacts due to off-site traffic would not increase 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.

## **Traffic**

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states the following regarding cumulative traffic impacts:

*Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)*

As discussed above, the Project satisfies the criteria to be considered a local-serving use and is screened out from further VMT analysis, as it is presumed the Project would cause less than significant transportation impacts. For this reason, the Project's cumulative contribution to traffic impacts would also be less than significant.

## **Public Services**

### ***Fire Protection***

Implementation of the Project and the related projects could result in a net cumulative increase in demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related 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 residential/commercial land uses, such as the Project and related projects, located farther than 1.5 miles from the nearest LAFD station that houses an engine or 2.0 miles from the nearest LAFD station that houses a truck company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and

facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on fire protection from successive projects of the same type in the same place over time would not be significant.

### ***Police Protection***

Implementation of the Project and the related projects could result in a net cumulative increase in demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on police protection from successive projects of the same type in the same place over time would not be significant.

### ***Schools***

The Project and the related projects could cumulatively increase the number of students in the Project Site area. However, similar to the Project Applicant, 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 on school services would occur. Therefore, the cumulative impact on schools from successive projects of the same type in the same place over time would not be significant.

### ***Parks***

The Project and the related projects could cumulatively increase demand for parks and recreational services. The applicants of residential related projects would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact on parks from successive projects of the same type in the same place over time would not be significant.

### ***Other Public Facilities***

Implementation of the related projects in concert with the Project could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact on library services from successive projects of the same type in the same place over time would not be significant.

## Utilities

### Wastewater

Implementation of the related projects in concert with the Project could increase the need for wastewater treatment. Table 21 shows that the cumulative development in the Project Site area could result in the need to treat approximately 277,926 gallons of wastewater per day (or 0.27 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses for the related projects or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown in Table 21. With a remaining treatment capacity of approximately 175 mgd, the HWRP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative impact on wastewater from successive projects of the same type in the same place over time would not be significant.

**Table 21**  
**Estimated Cumulative Water Consumption and Wastewater Generation<sup>1</sup>**

Land Uses	Size	Water Consumption/ Wastewater Generation Rate <sup>2</sup>	Total (gpd)
Multi-Family Residential	1,556 du	150 gpd/du	233,400
Restaurant	1,397 seats <sup>3</sup>	25 gpd/seat	34,925
Retail	50,111 sf	25 gpd/1,000 sf	1,253
Art Gallery	1,381 sf	25 gpd/1,000 sf	35
Hotel	45 rooms	120/room	5,400
<b>Total Related Projects</b>			<b>275,016</b>
<i>Plus Project</i>			<i>2,910</i>
<b>Total</b>			<b>277,926</b>
<i>gpd = gallons per day      du = dwelling unit</i>			
<sup>1</sup> Assumes wastewater generation equals water consumption.			
<sup>2</sup> Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. This rate does not assume the effectiveness of any mandatory water conservation measures that are required in the City.			
<sup>3</sup> Assumes 30 square feet per seat.			

### Water

Implementation of the related projects and in concert with the Project could increase the need for water supply in the City. Table 21 shows that the cumulative development in the Project Site area could result in a demand of approximately 277,926 gallons of water per day (or 0.27 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses for the related projects or the effectiveness of mandatory water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown in Table 1921

LADWP (through its 2020 UWMP) anticipates that its projected water supplies will meet demand through the year 2045. In terms of the City’s overall water supply condition, any related project that is consistent with the City’s General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG’s Regional Transportation Plan and is located in the service area is considered to have been included in LADWP’s water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and state water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City’s Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. Therefore, the cumulative impact on water supply from successive projects of the same type in the same place over time would not be significant.

**Solid Waste**

Implementation of the related projects in concert with the Project could increase the need for landfill capacity in the region. As shown in Table 22, implementation of the Project in conjunction with the related projects would result in an estimated solid waste generation of approximately 4.22 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City’s recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 16,531 tons of solid waste per day, the landfills serving the Project and related projects would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, the cumulative impact on landfill capacity from successive projects of the same type in the same place over time would not be significant.

**Table 22  
Estimated Cumulative Solid Waste Generation**

<b>Land Uses</b>	<b>Size</b>	<b>Solid Waste Generation Rate<sup>1</sup></b>	<b>Total (tpd)</b>
Residential	1,556 du	4 lbs/day/unit	3.89
Commercial	115,906 sf	0.005 lbs/day/sf	<u>0.28</u>
<b>Total Related Projects</b>			<b>4.17</b>
<i>Plus Project</i>			<i>0.05</i>
<b>Total</b>			<b>4.22</b>
<i>tpd = tons per day      du = dwelling unit      lbs = pounds      sf = square feet</i>			
<sup>1</sup> <i>Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.</i>			



### **Section 15300.2(c) – Significant Effects Due to Unusual Circumstances**

There are no unusual circumstances related to implementation of the Project. The Project includes infill development of a site currently developed with two residential buildings and a driveway in an urbanized portion of the City. The proposed residential use is allowed under the existing zoning and land use designation for the Project Site. Additionally, the Project Site is not located in a designated “environmentally sensitive area.” While no unusual circumstances exist, as described above, there is also no reasonable possibility that any significant effects could result from the Project's development. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

### **Section 15300.2(d) – Scenic Highways**

The closest state-designated scenic highway is a segment of State Route 110 between the 101 Freeway to the City of Pasadena located approximately 6.88 miles west of the Project site.<sup>20</sup> The Project Site is not visible from any state-designated scenic highway. Therefore, this Exception does not apply to the Project.

### **Section 15300.2(e) – Hazardous Waste Sites**

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.<sup>21</sup> 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 Exception does not apply to the Project.

### **Section 15300.2(f) – Historical Resources**

A review of Historic Places LA shows no significant historical resources located on the Project Site.<sup>22</sup> Additionally, reviews of the National Register of Historic Places and the California Register of Historical Resources show no significant historical resources located on Project Site. The Project Site is, however, abutting the Spaulding Square Historic Preservation Overlay Zone (HPOZ) to the west but not located within the zone. A letter prepared by Chronicle Heritage notes that the project site is outside of the boundaries of the Spaulding Square HPOZ, and that that the project would not result in a less than significant change to a historic resource. While a change in the environment will result, those changes will not negatively impact or diminish the character defining features of the Spaulding Square HPOZ. Thus, the Project would

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<sup>20</sup> Caltrans, California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed August 25, 2023.

<sup>21</sup> Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed August 25, 2023.

<sup>22</sup> Historic Resources LA, <http://www.historicplacesla.org/map>, accessed August 25, 2023.

not cause a substantial adverse change in the significance of a historical resource.<sup>2324</sup> Therefore, this Exception does not apply to the Project.

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<sup>23</sup> National Park Service, National Register of Historic Places, [https://www.nps.gov/articles/nr\\_digitization.htm](https://www.nps.gov/articles/nr_digitization.htm), accessed August 25, 2023.

<sup>24</sup> Office of Historic Preservation, California Register of Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>, accessed August 25, 2023.

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## **APPENDIX A – TREE REPORT**

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## **Arborist Report**

for

1346 N Fairfax ,  
Los Angeles, CA 90046

### **Proposal for:**

Taylor Equities 22,LLC  
Steven Taylor  
33995 Inglewood Blvd  
Los Angeles, CA 90066

Prepared by

LA Arbor Care Inc.

8335 Winnetka Ave Suite 270

Winnetka, CA 91306

866-8LA-Tree

Miguel Lopez

ISA Certified Arborist #WE-13666A

Tree Risk Assessment Qualified

June 07, 2023



## Table of Contents

Background, Site conditions

Existing Trees on Private Property

Existing Trees on Public Property

Site Survey

Summary of Trees

Certification Page



## Background

According to ordinance 177404 and amended ordinance 186873 the following trees native tree species are protected oak trees including indigenous Oaks Court is species Southern California black walnut western Sycamore California bakery Mexican elderberry and Toyon. Trees that are to be repaired on the side to be protected doing any grading process to within 5 feet of the drip line of the tree to preclude potential damage to the tree. 8 inch caliper or larger need to be noted too. The protected trees may be relocated or removed upon prior approval of removal if a) it's presence prevents the reasonable development of the property, B, the health of the tree is in decline and it's restoration or feasible see, it is in danger of falling D, interferes with proposed utility or roadways with it or without property E, it has no apparent aesthetic belly will continue to be a parent and design of a proposal subdivision. Need to be removed, the first choice would be relocation else we're on the same property where the relocation is reasonable and favorable to the survival of the tree. Measures may need to be taken to mitigate adverse effects on the tree. Should I protect the tree need to be removed and relocation is not an option, trees of the project within the property by at least four trees of a protected variety with 24 inch boxes or larger trees. The size and number of replacing Trisha approximate value of the tree to be replaced.

## Limits of the Assignment

The investigation is limited to visual inspection Level 1 of subject trees.

## Site Conditions

The 6,525 Sqft lot located at 1346 N Fairfax Ave is a single family residence. A 4-story 26-unit 100% affordable housing development project is proposed for the lot. The tree survey was conducted on June 07, 2023. Trees found on site and public right of way are non-protected species. Species found were *Washingtonia robusta*, *Persea americana*, *Eriobotrya japonica*, *Fraxinus uhdei*, *Psidium guajava*. Trees located on public right of way include *Afrocarpus gracilior*. The onsite trees will be removed. Trees in the public right of way will remain. It is my recommendation that the trees added by previous owners of the site should be removed to preserve the public safety and preclude future maintenance issues.



## Existing Trees On Private Property



(left) Washingtonia  
Palm 14-dbh  
Tree height 20'  
Canopy spread 5'  
Natural



(right) Avocado 3-dbh  
Tree height 10'  
Sappling  
Canopy Spread 5'  
Ornamental



(left) Loquat 2-dbh  
Tree height 11'  
Sappling  
Canopy spread 5'  
Ornamental



(right) Shamel Ash  
Fraxinus uhdei 23dbh  
Tree height 48'  
Canopy spread 30'  
Natural

These 4 trees will be removed to allow for the new construction. Replacement value is 1 24"-box tree per tree for ea. tree over 4dbh



## Existing Trees On Private Property



(left) Avocado 32-dbh  
Tree Height 34'  
Canopy spread 34'  
Ornamental



(right) Guava tree  
3-dbh  
Tree Height 11'  
Sappling  
Canopy spread 6'  
Ornamental

These 2 trees will be removed to allow for the new construction. Replacement value is 1 24"-box tree per tree for ea. tree over 4dbh

\* All trees on private property are to be removed due due their location within the construction area





## Existing Trees On Public Right Of Way



(1) Fern Pine 14-dbh

*Afrocarpus gracilior*

Tree height 26'

Canopy spread 10'

Ornamental

1 Fern Pine in good health located on public property.

This tree will remain however, should removal be required, contact Urban Forestry to apply for removal and replacement value.

## Observations: Level 1 Assessment

### Site Survey

-There is one Fern Pine (20'-30') located in the public right of way with a 14 dbh. One Washingtonia palm (20'-25') located in front of home with a 14 dbh, One Avocado tree (10'-12') located in front of home with a 3 dbh. One Loquat tree(10'-12') located in front yard with a 2 dbh. One Shamel Ash (45'-50'') located on side of home with a 23 dbh. One Avocado tree 25'-30') located in backyard with a 32 dbh. Guava Tree (10'-12') located in backyard with a 3 dbh. All trees overall health is in good condition and no signs of soil disturbance or structural concerns.



\*Note Bold dashed line for street tree, TPZ not possible due to in public right of way but tree will be monitored and retained throughout project.



## Summary of Trees

### Trees on Private Property

	Botanical Name	Common Name	Health	Aesthetic	Protected	Removal
#1	Washingtonia Robusta	Mexican fan palm	Good	Good	No	Yes
#2	Persea americana	Avocado Tree	Good	Good	No	Yes
#3	Persea americana	Avocado Tree	Good	Good	No	Yes
#4	Eriobotrya japonica	Loquat tree	Good	Good	No	Yes
#5	Fraxinus uhdei	Shamel Ash	Good	Good	No	Yes
#6	Psidium guajava	Guava	Good	Good	No	Yes

### Trees in the public right of way

	Botanical Name	Common Name	Health	Aesthetic	Protected	Removal
#1	Afrocarpus gracilior	Fern Pine	Good	Good	No	No

\* Best Management practices for Private trees are not required due to there objective of being removed. No TPZ or Monitoring needed

\* Best Management practices for Public trees will include tree monitoring



## **Certification Page**

**Miguel Lopez**

**-Certified Arborist  
-Tree Risk Assessment Qualified  
WE-13666A**

**California State Lic  
D49-1090481**

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## APPENDIX B – TRAFFIC DATA

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A LOCHNER COMPANY

300 Corporate Pointe, Suite 470, Culver City, CA 90230

T: (310) 473-6508 | F: (310) 444-9771 | www.koacorp.com

MONTEREY PARK ORANGE ONTARIO SAN DIEGO CULVER CITY

Email Transmittal

August 9, 2023

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

Re: Trip Generation & VMT Screening Assessment for the 1346 N Fairfax Avenue Affordable Housing Project,  
City of Los Angeles

Dear Wes,

Taylor Equities 22, LLC (the "Applicant") is proposing the development of an affordable housing project in the Hollywood community of the City of Los Angeles (the "City"). The project will consist of the construction a four-story, 26-unit affordable housing development (the "Project"), replacing an existing single-family home. The Project site is located within the Hollywood Community Plan Area. The site is bounded by residential uses to the north, south, and east and by Fairfax Avenue to the west. The Project Site Location Map is shown in Attachment 1. In order to determine the level of transportation analysis required for the Project, a trip generation and vehicle miles traveled (VMT) screening analysis has been performed. The results are presented in this technical letter.

## PROJECT DESCRIPTION

The proposed Project site plan is provided in Attachment 2. The Project building will contain up to 16,380 square feet of gross floor area. The building will include a lobby; laundry and trash/recycling rooms; 21 one-bedroom dwelling units; and 5 two-bedroom dwelling units. The 26 residential dwelling units include 20 units with an affordability level of Low Income, 5 units with an affordability level of Moderate Income, and 1 unit for the building manager. The

With an automobile parking requirement of 1.5 parking spaces per one-bedroom unit and 2 parking spaces per two-bedroom unit per strict application of the Los Angeles Municipal Code (LAMC), the Project would need to provide 42 automobile parking spaces. However, per Assembly Bill 2097 (AB 2097), as an affordable housing project within a half-mile radius of a major transit stop, the Project is not required to provide automobile parking. As shown in Attachment 2, the site has been designed with no automobile parking or driveway access. The driveway serving the existing single-family home will be removed.

Per strict application of the LAMC, the Project would be required to provide 26 long-term and 4 short-term bicycle parking spaces, for a total supply of 30 bicycle parking spaces. However, the Applicant has requested a Density Bonus off-menu incentive to waive bicycle parking requirements for the Project. The proposed Project will be constructed and operational in 2025.

## TRANSPORTATION ASSESSMENT SCREENING CRITERIA

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's *Transportation Assessment Guidelines* (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to VMT for studies completed within the City. The TAG was updated in July 2020 and August 2022, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily vehicle trips, and thereby require the preparation of a TA.

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

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

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

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

## PROJECT TRIP GENERATION ASSESSMENT

Along with the updated TAG, the LADOT has developed the VMT Calculator Version 1.3 v141 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

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

type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are shown in Attachment 3.

As shown in Attachment 3, the “Housing | Multi-Family” and “Housing | Affordable Housing – Family” land use trip rates were applied to the corresponding proposed Project land uses. The “Housing | Single Family” land use trip rates were applied to the corresponding existing site land use. As shown, based on the VMT Calculator screening results, the Project will generate 101 net daily vehicle trips and 613 net daily VMT. As the Project will generate fewer than 250 net daily vehicle trips, the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

As an additional reference, Table 1 provides the weekday peak-hour trip generation summary for the Project. These potential trips were calculated using the trip generation rates and directional distributions provided in the latest versions of the LADOT *Transportation Assessment Guidelines* (August 2022) and the *ITE Trip Generation Manual* (11th Edition, 2021). The trip rates and directional distributions from the LADOT for affordable housing projects inside Transit Priority Areas were applied for “Family” type housing to develop baseline vehicle trip estimates for the proposed affordable housing component. The rates are based on locally collected empirical data and tailored to the City. Trip generation rates and directional distributions from the ITE manual were applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]) and 210 (Single-Family Detached Housing) to develop the baseline vehicle trip estimates for the proposed manager unit and existing single-family home, respectively. As the trip rates from the ITE are based on samples from a General Urban/Suburban setting, they do not account for such trip-reducing factors as significant transit usage or walk trip potential. As a conservative measure, no trip-reducing factors were applied in the Project’s weekday peak-hour trip generation calculations.

**Table 1: Project Weekday Peak Hour Trip Generation Summary<sup>1</sup>**

Land Use	ITE Code	Intensity	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
<b>Trip Generation Rates</b>										
Affordable Housing - Family (Inside TPA Area)	N/A	1	DU	37%	63%	0.49	56%	44%	0.35	
Multifamily Housing (Mid-Rise)	221	1	DU	23%	77%	0.37	61%	39%	0.39	
Single-Family Detached Housing	210	1	DU	25%	75%	0.70	63%	37%	0.94	
<b>Trip Generation Summary</b>										
Description			Intensity	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<b>Proposed Uses</b>										
Affordable Housing - Family (Inside TPA Area)			25	DU	4	8	12	5	4	9
Multifamily Housing (Mid-Rise)			1	DU	0	0	0	0	0	0
Transit/Walk Adjustment					0	0	0	0	0	0
<b>Proposed Project Vehicle Trips</b>					<b>4</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>9</b>
<b>Existing Use</b>										
Single-Family Detached Housing			1	DU	0	1	1	1	0	1
Transit/Walk Adjustment					0	0	0	0	0	0
<b>Existing Use Vehicle Trips</b>					<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Net Project Vehicle Trips</b>					<b>4</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>8</b>
Notes:										
1) LADOT <i>Transportation Assessment Guidelines</i> (August 2022) trip generation rates for affordable housing projects inside Transit Priority Areas, as given therein in Table 3.3 2, were applied for “Family” type housing to develop baseline vehicle trip estimates for the proposed affordable land use component. ITE <i>Trip Generation Manual</i> (11th Edition, 2021) trip generation rates were applied for Land Use Code 221 (Multifamily Housing [Mid-Rise]) and Land Use Code 210 (Single-Family Detached Housing) to develop the baseline vehicle trip estimates for the proposed manager unit and existing land use, respectively. Where applicable, the General/Suburban setting was selected as a conservative measure for the Project location. Transit and walk/bicycle trip adjustments were conservatively not applied to the baseline vehicle trip calculations.										
2) DU = dwelling unit.										



As shown in Table 1, based on the ITE and LADOT trip rates, the Project will generate 11 net vehicle trips during the AM peak hour and 8 net vehicle trips during the PM peak hour. The results from the VMT Calculator show that the Project will generate fewer than 250 net daily vehicle trips and that the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG. The peak-hour trip generation summary in Table 1 further shows that the Project is unlikely to lead to a substantial increase in vehicle travel during the weekday peak hours.

## PROJECT TRANSPORTATION IMPACTS

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. The Project is estimated to generate fewer than 250 net daily vehicle trips. Thus, the Project is not expected to result in significant impacts to the surrounding transportation system and neither a TA nor further analysis of transportation impacts is required for the Project.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Ryan J. Kelly'.

Ryan J. Kelly, TE  
Senior Engineer  
TR 2547

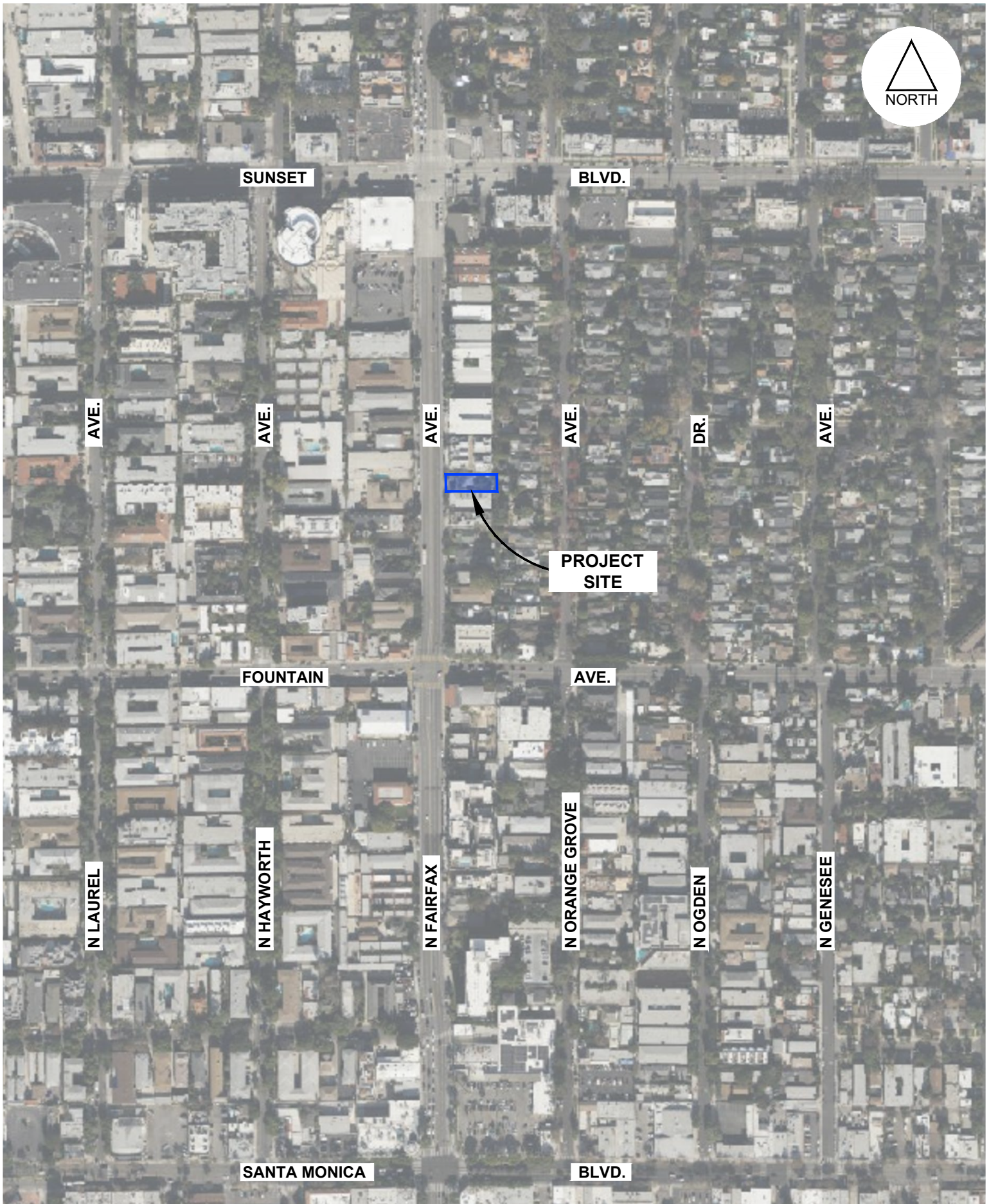
RK/ay

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**ATTACHMENT 1**

**PROJECT SITE LOCATION MAP**

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ATTACHMENT 1

08/02/2023  
FN: JC38118/PROJ-SITE LOCATION

PROJECT SITE LOCATION MAP



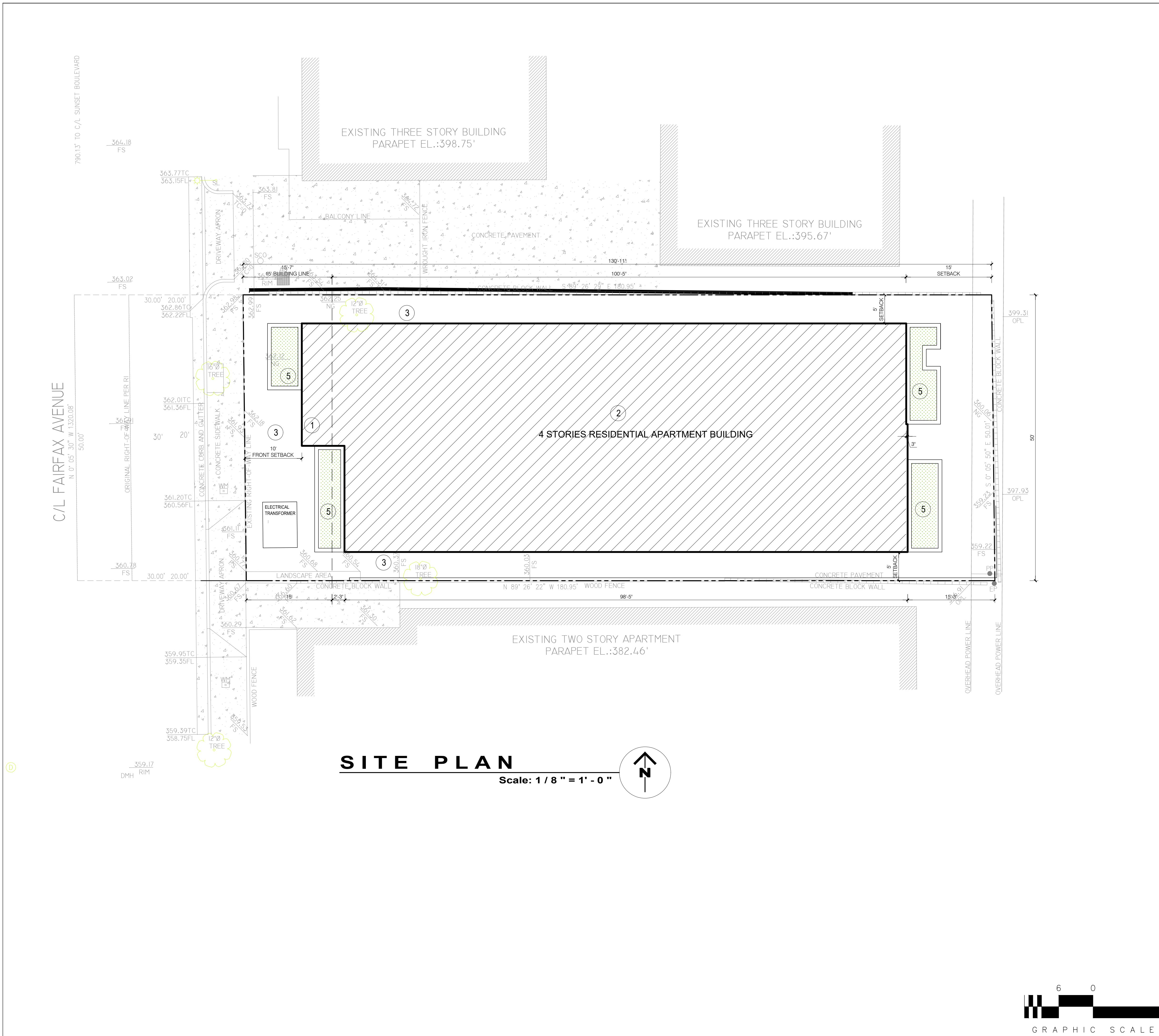
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
WWW.KOACORP.COM

---

**ATTACHMENT 2**

**PROJECT SITE PLAN**

---



### LEGEND

- ① BUILDING ENTRANCE
- ② 4 STORIES RESIDENTIAL APARTMENT BUILDING
- ③ WALKWAY
- ④ SHORT-TERM BICYCLE PARKING, 2'X6', 3-WILL BE PROVIDED
- ⑤ LANDSCAPING
- ⑥ STORMWATER PLANTER
- ⑦ FOR IRRIGATION CONTROLLER (4.304.1) REFER TO N-1 GB SHEET
- ⑧ REQUIRED TREES:  
63 / 4 = 16 TREES MIN

F.D.C.

### NOTES

1. \*TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3.3202.3.4.3306).



ENGINEERING INC.  
8747 ODESSA AVENUE  
VAN NUYS, CA 91406  
Phone: (818) 758-0018  
Cell: (818) 203-3336  
gaengineeringinc@gmail.com

GA ENGINEERING INC. ALL RIGHTS RESERVED. THESE SET OF DRAWINGS ARE THE PROPERTY OF GA ENGINEERING INC. AND SHALL NOT BE COPIED, REPRODUCED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY WORK OTHER THAN THE SPECIFIED PROJECT FOR WHICH THEY HAVE BEEN PREPARED. IN WHOLE OR IN PART, WITHOUT THE PRIOR WRITTEN AUTHORIZATION OF GA ENGINEERING INC.

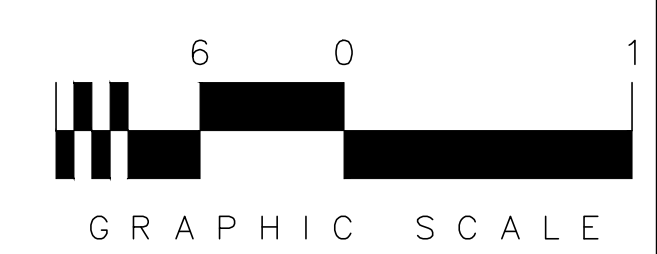
REVISION	BY

**OWNER**  
STEVEN TAYLORTAYLOR EQUITIES  
3995 INGLEWOOD BLVD.,  
LOS ANGELES, CA 90063

**PROJECT**  
1346 N. FAIRFAX AVE  
LOS ANGELES, CA. 90046

**DRAWING TITLE**  
SITE PLAN

DATE:	Jun. 6, 23
SCALE:	1/8"
DRAWN:	TE
APPROVED:	
JOB :	23-1108
SHEET:	A-1.0
SHEETS	



---

**ATTACHMENT 3**

**VMT CALCULATOR SCREENING OUTPUT REPORT**

---

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



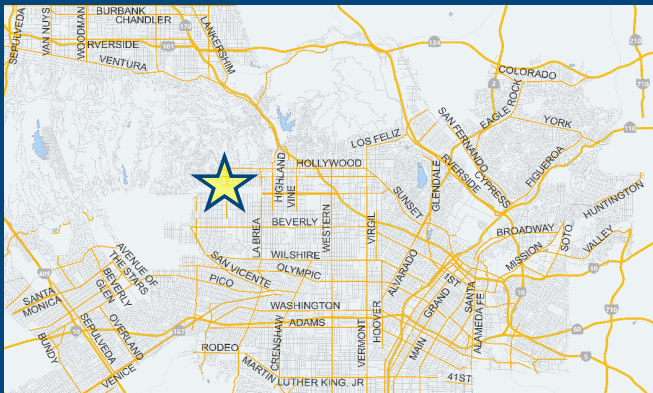
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family	1	DU
Housing   Single Family	1	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	1	DU
Housing   Multi-Family	1	DU
Housing   Affordable Housing - Family	25	DU

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

## Project Screening Summary

Existing Land Use	Proposed Project
6 Daily Vehicle Trips	107 Daily Vehicle Trips
37 Daily VMT	650 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	101 Net Daily Trips
The net increase in daily VMT ≤ 0	613 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is not required to perform VMT analysis.</b>	



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## APPENDIX C – NOISE TECHNICAL DATA

---

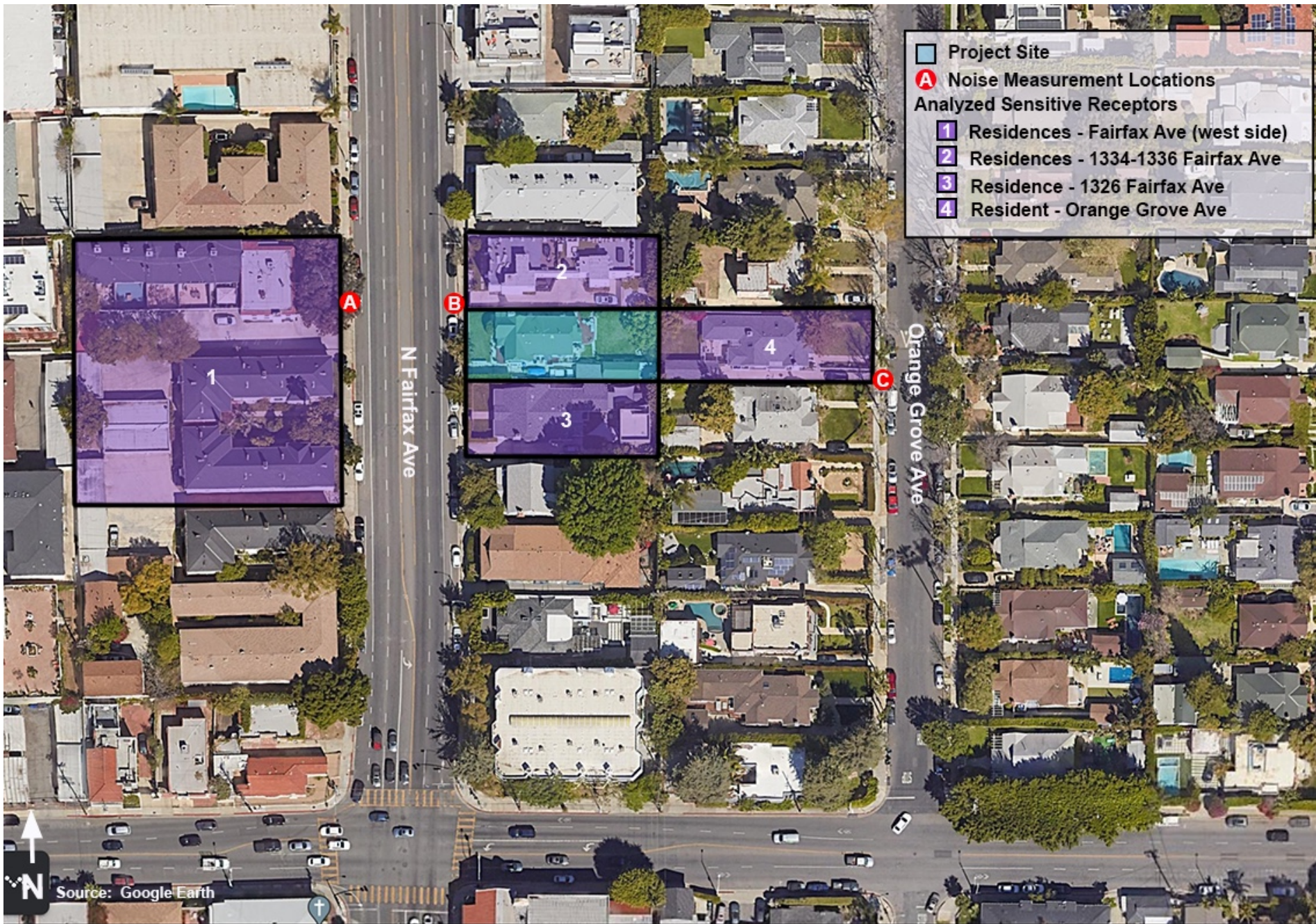
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DOUGLASKIM+ASSOCIATES,LLC

## AMBIENT NOISE MEASUREMENTS



**Figure 1**  
**Noise Measurement Locations**

# Session Report

8/16/2023

## Information Panel

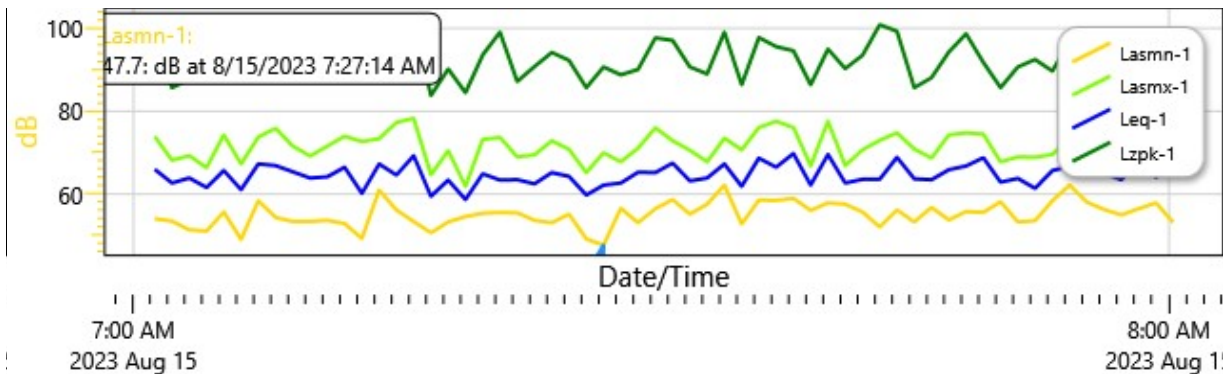
Name: Fairfax Avenue (west side)  
Comments:  
Start Time: 8/15/2023 7:00:14 AM  
Stop Time: 8/15/2023 8:00:18 AM  
Run Time: 01:00:04  
Serial Number: SE40213991  
Device Name: SE40213991  
Model Type: Sound Examiner  
Device Firmware Rev: R.11C  
Company Name:  
Description:  
Location:  
User Name:

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

Fairfax Avenue (west side): Logged Data Chart



## Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 7:01:14 AM	97.8	54.1	73.9	66
7:02:14 AM	85.7	53.5	68.2	62.7
7:03:14 AM	87.7	51.4	69.3	63.9
7:04:14 AM	91.3	51.1	66.4	61.6
7:05:14 AM	97.4	55.7	74.3	65.7
7:06:14 AM	87.9	49.1	67.3	61.1
7:07:14 AM	94.5	58.4	73.8	67.3
7:08:14 AM	95.4	54.4	75.9	66.9
7:09:14 AM	94.7	53.4	71.6	65.4
7:10:14 AM	93.9	53.4	69.2	63.9
7:11:14 AM	93.1	53.7	71.6	64.2
7:12:14 AM	94.1	52.9	74	66.5
7:13:14 AM	92.1	49.3	72.7	60.2
7:14:14 AM	92.9	61	73.4	67.3
7:15:14 AM	95.4	56.2	77.3	64.6
7:16:14 AM	102.4	53.4	78.3	69.3
7:17:14 AM	83.8	50.7	64.7	59.5
7:18:14 AM	90.2	53.3	70.5	63.4
7:19:14 AM	84.5	54.6	61.9	58.7
7:20:14 AM	93.6	55.4	73.2	64.9
7:21:14 AM	99.1	55.6	73.7	63.4
7:22:14 AM	87.2	55.5	69	63.5
7:23:14 AM	90.8	53.7	69.5	62.5
7:24:14 AM	94.2	53.1	72.9	65.2
7:25:14 AM	92.3	55.2	70.8	64.3
7:26:14 AM	85.7	49.2	65.2	59.8
7:27:14 AM	90.7	47.7	70	62.2
7:28:14 AM	88.8	56.6	67.8	62.7
7:29:14 AM	90.1	53.1	71.1	65.3
7:30:14 AM	97.7	56.5	76	65.2
7:31:14 AM	97.1	58.7	72.9	67.5
7:32:14 AM	90.7	55.2	70.6	63.2
7:33:14 AM	89	57.6	67.8	63.9
7:34:14 AM	99.1	62.2	73.5	67.3
7:35:14 AM	86.4	52.8	70.7	61.9

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7:36:14 AM	97.8	58.6	76.1	68.7
7:37:14 AM	95.6	58.5	77.6	66.5
7:38:14 AM	94.6	59	76.1	69.8
7:39:14 AM	86.4	56.1	66.8	62.2
7:40:14 AM	95	57.9	77.6	69.6
7:41:14 AM	90.3	57.6	66.9	62.7
7:42:14 AM	93.5	55.7	70.7	63.6
7:43:14 AM	100.9	52.1	73	63.6
7:44:14 AM	99.3	56.2	74.8	68.9
7:45:14 AM	85.7	53.3	70.9	63.7
7:46:14 AM	88.1	56.8	68.7	63.5
7:47:14 AM	94.3	53.8	74.3	65.9
7:48:14 AM	98.7	55.8	74.8	66.8
7:49:14 AM	91.8	55.6	74.5	68.8
7:50:14 AM	85.7	58.2	67.8	62.9
7:51:14 AM	90.7	53.3	69	63.8
7:52:14 AM	92.5	53.6	68.9	61.4
7:53:14 AM	89.7	58.4	69.6	65.7
7:54:14 AM	96.9	62.2	73.6	66.7
7:55:14 AM	96.5	58.1	71.8	65.4
7:56:14 AM	89.5	56.3	70.3	65.1
7:57:14 AM	87.5	55	71.5	63.5
7:58:14 AM	93	56.5	73.4	68.5
7:59:14 AM	90.8	57.9	70.3	64.1
8:00:14 AM	96.9	53.2	74.8	67.4

# Session Report

8/16/2023

## Information Panel

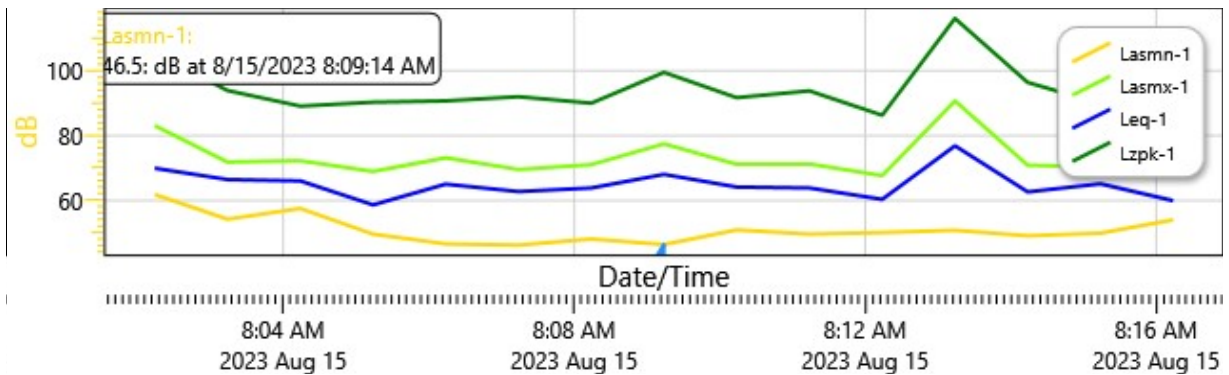
Name 1334-1336 Fairfax Avenue  
Comments  
Start Time 8/15/2023 8:01:14 AM  
Stop Time 8/15/2023 8:16:21 AM  
Run Time 00:15:07  
Serial Number SE40213991  
Device Name SE40213991  
Model Type Sound Examiner  
Device Firmware Rev R.11C  
Company Name  
Description  
Location  
User Name

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

1334-1336 Fairfax Avenue: Logged Data Chart



## Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 8:02:14 AM	105.5	61.9	83.1	70
8:03:14 AM	93.9	54.3	71.9	66.5
8:04:14 AM	89.1	57.6	72.3	66.1
8:05:14 AM	90.3	49.7	69	58.7
8:06:14 AM	90.7	46.7	73.2	65.1
8:07:14 AM	92	46.3	69.6	62.8
8:08:14 AM	90	48.2	71.1	63.9
8:09:14 AM	99.5	46.5	77.5	68.1
8:10:14 AM	91.7	51	71.2	64.2
8:11:14 AM	93.8	49.7	71.3	63.9
8:12:14 AM	86.3	50.2	67.7	60.4
8:13:14 AM	116.1	50.9	90.7	76.9
8:14:14 AM	96.4	49.2	70.9	62.7
8:15:14 AM	89.8	50	70.4	65.2
8:16:14 AM	88.1	54.1	68.6	60

# Session Report

8/16/2023

## Information Panel

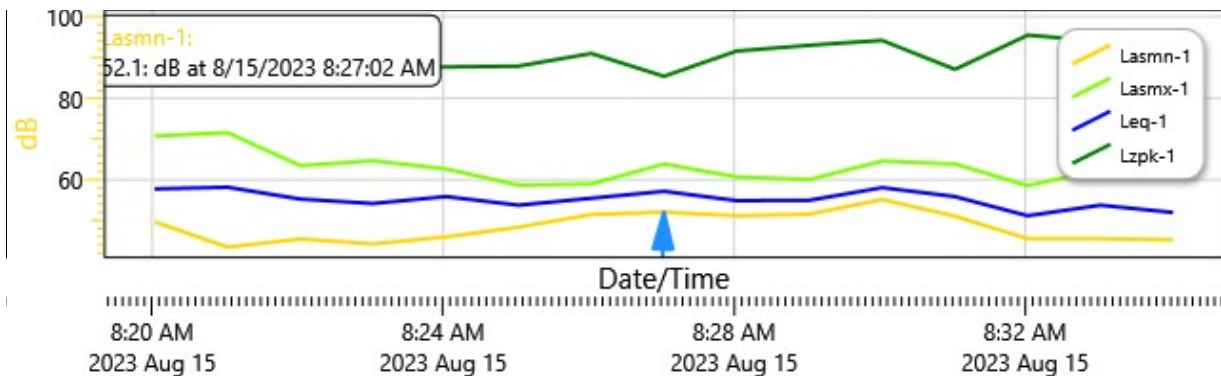
Name Orange Grove Avenue  
Comments  
Start Time 8/15/2023 8:19:02 AM  
Stop Time 8/15/2023 8:34:42 AM  
Run Time 00:15:40  
Serial Number SE40213991  
Device Name SE40213991  
Model Type Sound Examiner  
Device Firmware Rev R.11C  
Company Name  
Description  
Location  
User Name

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

Orange Grove Avenue: Logged Data Chart





## Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 8:20:02 AM	91.9	49.7	70.7	57.8
8:21:02 AM	99.1	43.5	71.6	58.2
8:22:02 AM	86.6	45.5	63.5	55.3
8:23:02 AM	87	44.3	64.7	54.2
8:24:02 AM	87.7	46	62.7	55.9
8:25:02 AM	87.9	48.4	58.7	53.8
8:26:02 AM	91	51.5	59	55.5
8:27:02 AM	85.4	52.1	63.9	57.2
8:28:02 AM	91.6	51.2	60.7	54.9
8:29:02 AM	93	51.6	60.1	55
8:30:02 AM	94.2	55.2	64.6	58.1
8:31:02 AM	87.1	51.1	63.9	55.9
8:32:02 AM	95.5	45.6	58.6	51.2
8:33:02 AM	94	45.6	62.5	53.8
8:34:02 AM	86.3	45.3	63	52



DOUGLASKIM+ASSOCIATES,LLC

## CONSTRUCTION NOISE CALCULATIONS

## Noise emissions of industry sources

Source name	Size m/m <sup>2</sup>	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	521 m <sup>2</sup>	Lw/unit	109.7	-	-	-	-

## Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter				dB(A)		dB(A)		dB		
1	Residences - 1342 Fairfax Av	11374416.1	3773611.64	West	GF	112.17	-	-	63.9	0.0	-	-
2	Residences - 1350 Fairfax Av	11374416.6	3773636.82	West	GF	113.86	-	-	62.1	0.0	-	-
3	Residences - Fairfax Ave (we	11374385.7	3773627.64	East	GF	114.45	-	-	66.8	0.0	-	-
4	Residences - Orange Grove A	11374488.4	3773623.45	East	GF	111.78	-	-	47.6	0.0	-	-




## Contribution levels of the receivers

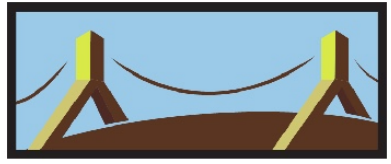
Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
Residences - 1342 Fairfax Ave	GF	63.9	0.0
Construction Site	-	63.9	-
Residences - 1350 Fairfax Ave.	GF	62.1	0.0
Construction Site	-	62.1	-
Residences - Fairfax Ave (west side)	GF	66.8	0.0
Construction Site	-	66.8	-
Residences - Orange Grove Ave.	GF	47.6	0.0
Construction Site	-	47.6	-

1346 North Fairfax Avenue



Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site



DOUGLASKIM+ASSOCIATES,LLC

## Construction Noise Impacts



DOUGLASKIM+ASSOCIATES

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Fairfax Ave (west side)	65.4	66.8	69.2	3.8	No
Residences - 1350 Fairfax Ave.	68.0	62.1	69.0	1.0	No
Residences - 1342 Fairfax Ave.	68.0	63.9	69.4	1.4	No
Residences- Orange Grove Ave.	55.7	47.6	56.3	0.6	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	15.5	25	1.2%
Site Preparation	5	0	8.6	14	0.6%
Grading	7.5	0	0.0	8	0.3%
Trenching	2.5	0		3	0.1%
Building Construction	18.7	7.6		26	1.2%
Architectural Coatings	3.74	0		3.74	0.2%

*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*

2,198 Traffic Volumes on Fairfax Avenue at Sunset Boulevard in the peak A.M. hour





DOUGLASKIM+ASSOCIATES,LLC

## TRAFFIC NOISE CALCULATIONS



# 24 Hours Traffic Volume

City of Los Angeles  
Department of Transportation

Counter ARMANDO  
Date 05/22/17  
Start Time 12 AM

Location **FAIRFAX AV AT SUNSET BL**  
Direction N/S STREET  
Serial Number RD23446 D

Day of Week **MONDAY** Prepared 05/23/17  
DOT District **HOLLYWOOD** By AMS  
Weather **CLEAR**

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	96	55	41	56	248	31	41	36	30	138	386
1 AM	39	38	32	27	136	20	18	25	26	89	225
2 AM	30	24	22	18	94	11	14	9	8	42	136
3 AM	12	13	15	13	53	7	10	8	18	43	96
4 AM	11	12	14	8	45	9	14	28	48	99	144
5 AM	16	16	32	47	111	46	64	117	155	382	493
6 AM	44	50	71	98	263	213	239	239	299	990	1253
7 AM	110	146	164	207	627	291	282	308	290	1171	1798
8 AM	223	219	230	220	892	324	303	268	284	1179	2071
9 AM	199	224	214	207	844	295	284	272	254	1105	1949
10 AM	207	203	201	177	788	254	261	262	250	1027	1815
11 AM	200	197	195	210	802	244	225	234	247	950	1752
12 NN	223	255	230	209	917	217	230	199	244	890	1807
1 PM	236	239	256	286	1017	210	218	214	200	842	1859
2 PM	251	245	263	266	1025	228	197	216	226	867	1892
3 PM	259	265	294	306	1124	199	200	216	224	839	1963
4 PM	294	320	312	319	1245	216	221	187	209	833	2078
5 PM	319	353	340	321	1333	207	231	220	245	903	2236
6 PM	310	329	341	301	1281	208	241	218	224	891	2172
7 PM	261	293	263	239	1056	206	227	203	226	862	1918
8 PM	229	219	236	217	901	171	170	168	183	692	1593
9 PM	219	206	199	183	807	148	135	162	101	546	1353
10 PM	153	153	132	123	561	127	100	105	79	411	972
11 PM	133	87	104	103	427	50	60	58	46	214	641

FIRST 12-HOURS PEAK QUARTER COUNT

**230** 8 AM 3RD

**324** 8 AM 1ST

LAST 12-HOURS PEAK QUARTER COUNT

**353** 5 PM 2ND

**245** 5 PM 4TH

24 HOUR VEHICLES TOTAL

**16,597**

**16,005**

**32,602**

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 413.08

[+,-] 377.89 737.40

## PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	892	8 AM	1,179	8 AM	2,071
Last 12H Peak	5 PM	1,333	5 PM	903	5 PM	2,236
First 12H Peak STD		[+,-] 333.81		[+,-] 480.27		[+,-] 791.00
Last 12H Peak STD		[+,-] 264.02		[+,-] 215.24		[+,-] 467.80

**TRAFFIC VOLUME ADJUSTMENTS**

North/South    Fairfax Avenue  
 East/West     Sunset Boulevard  
 Year             2017  
 Hour            8:00-9:00 A.M.  
 Source         [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/FAIRFAX.SUNSET.170522-AUTO.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FAIRFAX.SUNSET.170522-AUTO.pdf)



	NB Approach	SB Approach	EB Approach	WB Approach	
LT					
TH					
RT					
Total	892	1179			1.07%

2022	892	1,179	-	-	2,071	
2023	901	1,191	-	-	2,092	
2024	910	1,203	-	-	2,113	
2025	919	1,215	-	-	2,134	
2026	928	1,227	-	-	2,155	
2027	938	1,239	-	-	2,177	
<b>2028</b>	<b>947</b>	<b>1,252</b>	-	-	<b>2,198</b>	-

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	773	1,022	-	-	6,048,810	82.5%
MDT	120	159	-	-	940,092	12.8%
HDT	3	4	-	-	25,348	0.3%
Buses	1	2	-	-	9,386	0.1%
MCY	21	28	-	-	167,287	2.3%
Aux	18	24	-	-	142,856	1.9%
Total	938	1,239	-	-	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

## CUMULATIVE PROJECTS

**RELATED PROJECTS**

Centroid Info: PROJ ID: 55790  
 Address: 1346 N FAIRFAX AVE  
 LOS ANGELES, CA 90046  
 Lat/Long: 34.0958, -118.361

Buffer Radius:

- Include NULL "Trip info":
- Include NULL "FirstStudySubmittalDate" (latest)
- Include "Inactive" projects:
- Include "Do not show in Related Project":

Net\_AM\_Trips

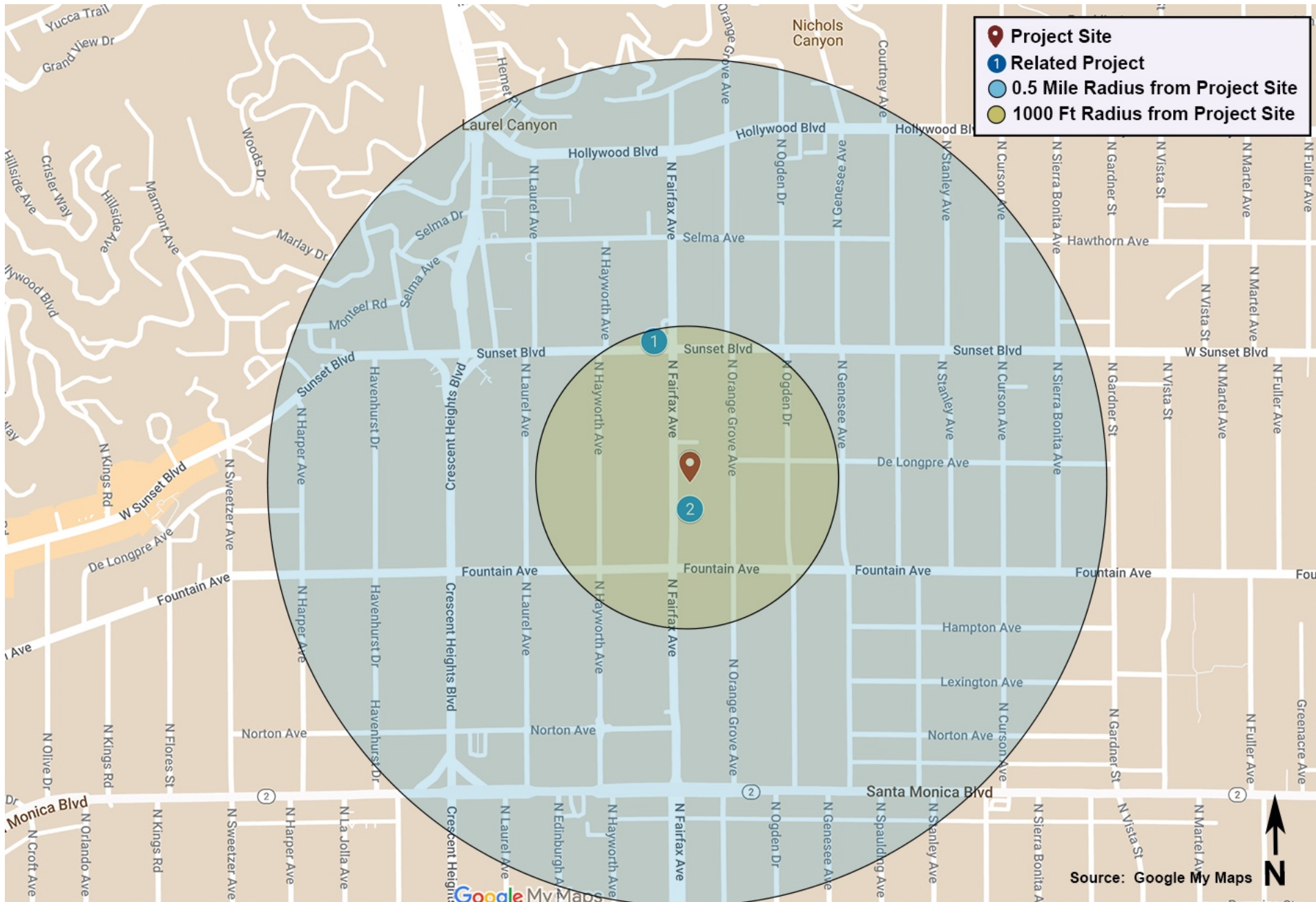
Net\_PM\_Trips





Net\_Daily\_Trips

Record Count: 1 | Record Per Page:

Results generated since: (7/13/2023 5:18:13 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)	Trip Info					Comments		
<a href="#">49891</a>	Metro	HWD	4	2020	Mixed-Use	62 Apartments (5 affordable), 3 KSF high-turnover restaurant...(below)	7901 W Sunset bl	05/21/2020	870.1	Net AM Trips	Net PM Trips	Net Daily Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Total includes credit for existing use.
										-1	-2	-257	-3	2	3	-5	affordable
																	land use=high-turnover restaurant
																	land use= fast food
										-1	-2	-257	-3	2	3	-5	



-  **Project Site**
-  **1 Related Project**
-  **0.5 Mile Radius from Project Site**
-  **1000 Ft Radius from Project Site**

Source: Google My Maps



DOUGLASKIM+ASSOCIATES, LLC



DOUGLASKIM+ASSOCIATES,LLC

## CUMULATIVE CONSTRUCTION NOISE IMPACTS



DOUGLASKIM+ASSOCIATES,LLC

## CUMULATIVE CONSTRUCTION NOISE IMPACTS



## Noise emissions of industry sources

Source name	Size m/m <sup>2</sup>	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Related Proejct - 1332 Fairfax Ave. Construction Site	554 m <sup>2</sup>	Lw/unit	109.7	-	-	-	-
	512 m <sup>2</sup>	Lw/unit	109.7	-	-	-	-

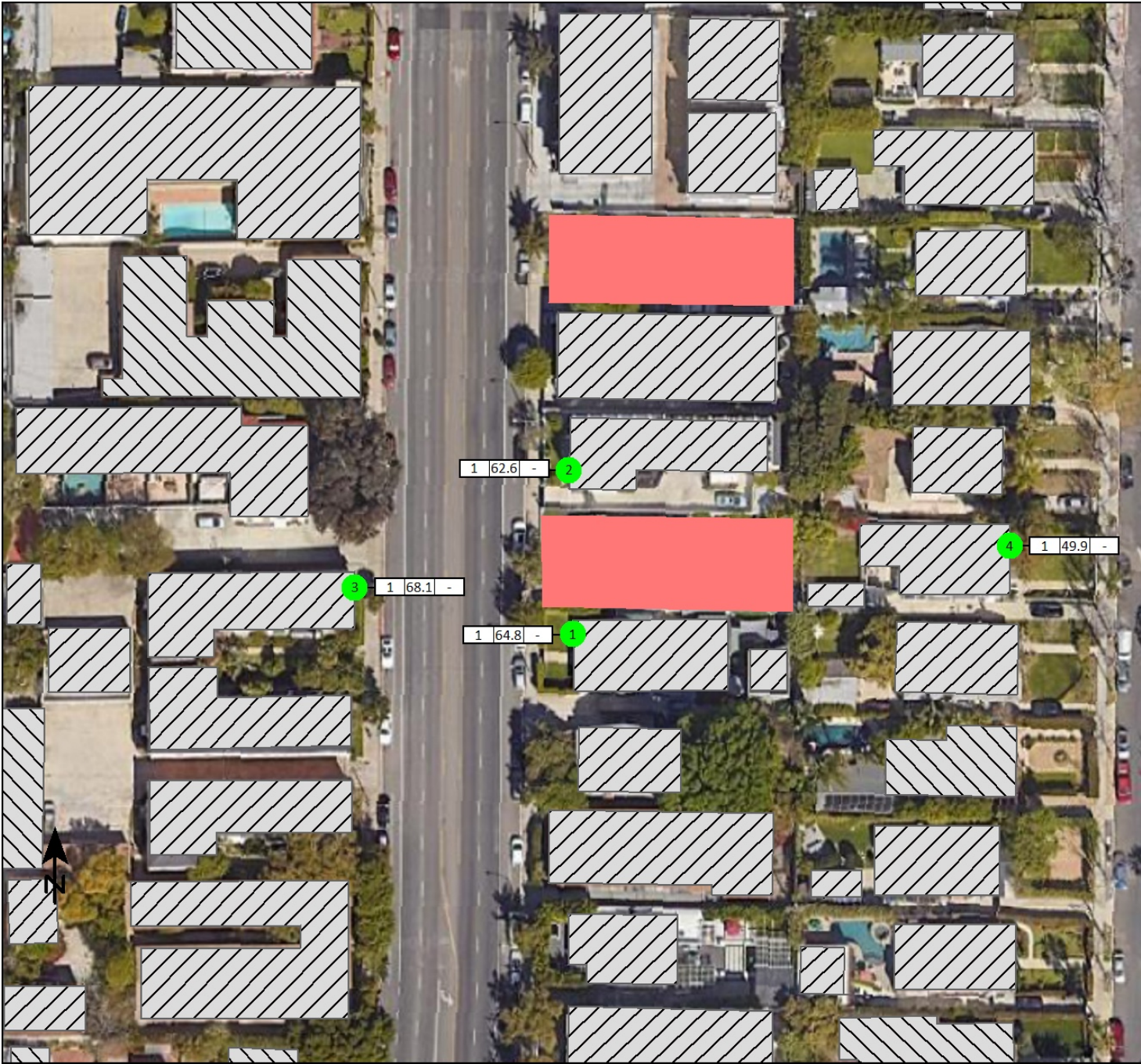
## Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter				dB(A)		dB(A)		dB		
1	Residences - 1326 Fairfax Av	11374418.6	3773563.28	West	GF	110.08	-	-	64.8	0.0	-	-
2	Residences - 1334 Fairfax Av	11374418.0	3773588.61	West	GF	111.49	-	-	62.6	0.0	-	-
3	Residences - Fairfax Ave (we	11374385.0	3773570.50	East	GF	111.56	-	-	68.1	0.0	-	-
4	Residences - Orange Grove A	11374485.9	3773576.93	East	GF	110.28	-	-	49.9	0.0	-	-




## Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
Residences - 1326 Fairfax Ave	GF	64.8	0.0
Construction Site	-	64.6	-
Related Project - 1346 Fairfax Ave.	-	50.3	-
Residences - 1334 Fairfax Ave	GF	62.6	0.0
Construction Site	-	61.1	-
Related Project - 1346 Fairfax Ave.	-	57.2	-
Residences - Fairfax Ave (west side)	GF	68.1	0.0
Construction Site	-	67.3	-
Related Project - 1346 Fairfax Ave.	-	60.5	-
Residences - Orange Grove Ave.	GF	49.9	0.0
Construction Site	-	48.0	-
Related Project - 1346 Fairfax Ave.	-	45.6	-

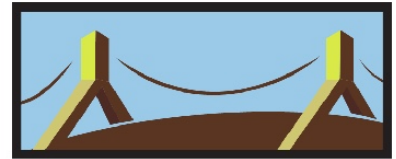
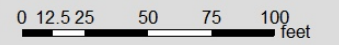
1346 North Fairfax Avenue



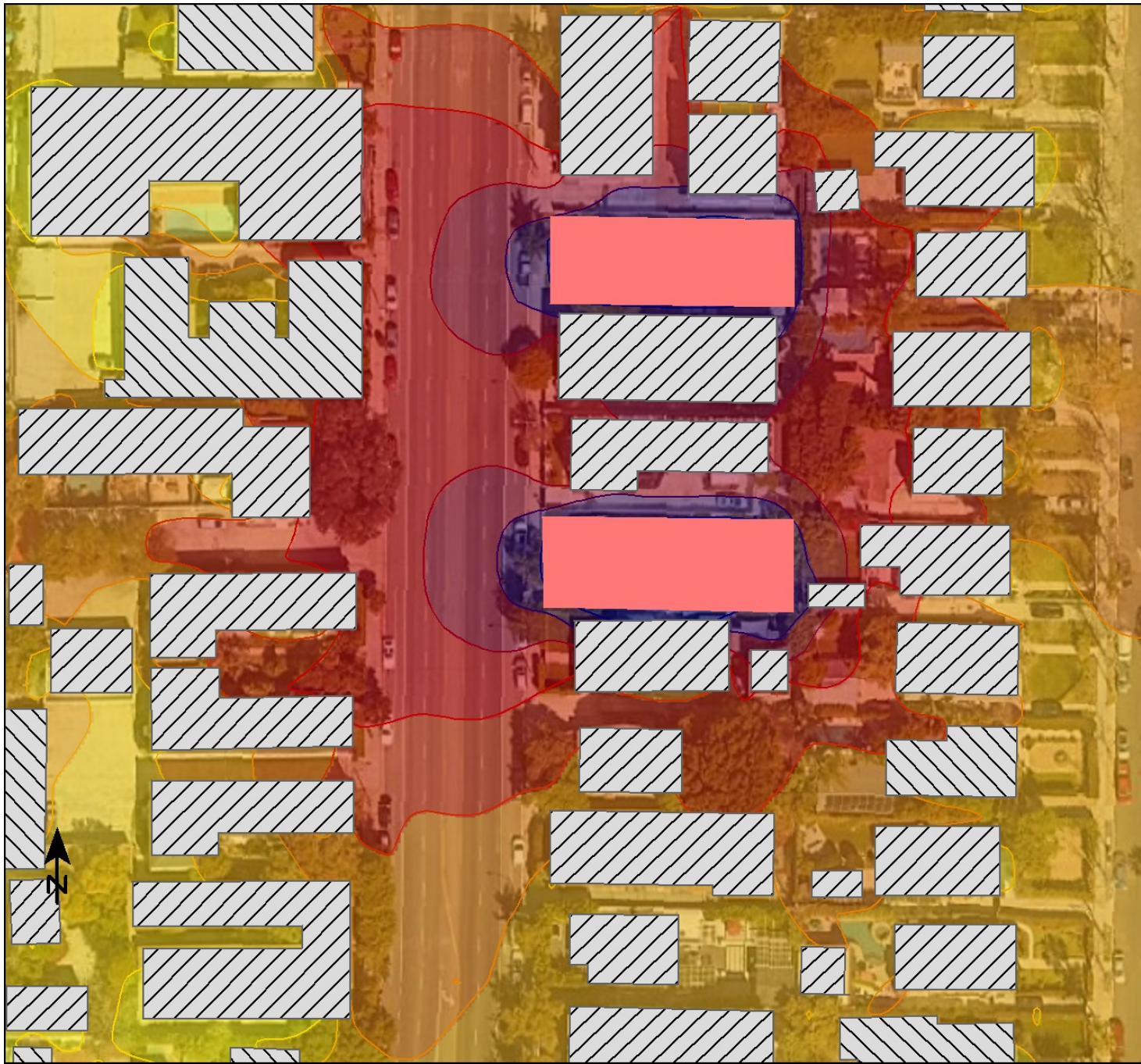
Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 65





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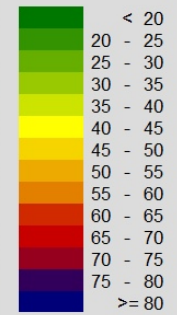


1346 North Fairfax Avenue

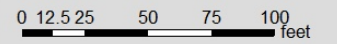
Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



1 : 65



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## Cumulative Construction Noise Impacts



DOUGLASKIM+ASSOCIATES,LLC

<b>Reference</b>	15.24	meter
<b>Sound Pressure Level (Lp)</b>	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Fairfax Ave (west side)	65.4	68.1	70.0	4.6	<b>No</b>
Residences - 1350 Fairfax Ave.	68.0	62.6	69.1	1.1	<b>No</b>
Residences - 1342 Fairfax Ave.	68.0	68.1	71.1	3.1	<b>No</b>
Residences- Orange Grove Ave.	55.7	49.9	56.7	1.0	<b>No</b>

Note: Sound Power Level (Lw) assumes full sphere propagation

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## APPENDIX D – AIR QUALITY TECHNICAL DATA

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DOUGLASKIM+ASSOCIATES,LLC

## FUTURE EMISSIONS



# 1346 North Fairfax Avenue (Future) Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	1346 North Fairfax Avenue (Future)
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	19.6
Location	1332 N Fairfax Ave, West Hollywood, CA 90046, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4347
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.18

## 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
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Apartments Mid Rise	26.0	Dwelling Unit	0.15	15,281	567	—	63.0	—
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.69	5.32	8.29	0.01	0.22	0.27	0.49	0.20	0.06	0.26
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	3.78	5.50	0.01	0.16	0.26	0.42	0.14	0.08	0.23
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.69	1.00	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04

### 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—

2025	0.60	5.32	8.29	0.01	0.22	0.27	0.49	0.20	0.06	0.26
2026	4.69	4.97	8.16	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
2026	0.56	4.99	7.98	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.43	3.78	5.50	0.01	0.16	0.26	0.42	0.14	0.08	0.23
2026	0.40	1.21	1.95	< 0.005	0.05	0.06	0.11	0.04	0.02	0.06
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.69	1.00	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04
2026	0.07	0.22	0.36	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

## 2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	0.60	5.32	8.29	0.01	0.22	0.27	0.49	0.20	0.06	0.26
2026	4.69	4.97	8.16	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
2026	0.56	4.99	7.98	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.43	3.78	5.50	0.01	0.16	0.26	0.42	0.14	0.08	0.23
2026	0.40	1.21	1.95	< 0.005	0.05	0.06	0.11	0.04	0.02	0.06
Annual	—	—	—	—	—	—	—	—	—	—

2025	0.08	0.69	1.00	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04
2026	0.07	0.22	0.36	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

## 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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.82	0.29	3.80	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Mit.	0.81	0.22	3.77	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
% Reduced	< 0.5%	23%	1%	—	56%	—	1%	59%	—	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.68	0.29	2.19	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Mit.	0.68	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
% Reduced	1%	22%	1%	—	61%	—	1%	63%	—	4%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.77	0.30	3.23	0.01	0.01	0.45	0.46	0.01	0.12	0.12
Mit.	0.76	0.23	3.20	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
% Reduced	< 0.5%	22%	1%	—	58%	—	1%	60%	—	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.05	0.59	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Mit.	0.14	0.04	0.58	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
% Reduced	< 0.5%	22%	1%	8%	58%	—	1%	60%	—	4%

## 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.82	0.29	3.80	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.68	0.29	2.19	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.22	2.19	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
Area	0.44	0.01	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.77	0.30	3.23	0.01	0.01	0.45	0.46	0.01	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—

Mobile	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Area	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.14	0.05	0.59	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

## 2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.81	0.22	3.77	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	0.68	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.22	2.19	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
Area	0.44	0.01	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.76	0.23	3.20	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Area	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.14	0.04	0.58	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

### 3. Construction Emissions Details

#### 3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.15	0.15	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.13	0.39	0.01	0.01	0.26	0.27	0.01	0.07	0.08
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
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### 3.2. Demolition (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.15	0.15	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.13	0.39	0.01	0.01	0.26	0.27	0.01	0.07	0.08
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.3. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.49	0.17	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.4. Site Preparation (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.49	0.17	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.5. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.41	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02

Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04
Onsite truck	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	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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

### 3.6. Grading (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.41	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04
Onsite truck	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	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02

Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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

### 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.30	3.01	4.06	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.30	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.68	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.8. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.30	3.01	4.06	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.30	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.06	0.68	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.12	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.29	< 0.005	0.01	—	0.01	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
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.21	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	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	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.10. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.12	1.61	< 0.005	0.04	—	0.04	0.04	—	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.29	< 0.005	0.01	—	0.01	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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.21	0.00	0.00	0.24	0.24	0.00	0.06	—	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	—	0.01
Hauling	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	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	—	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	—	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	—	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005
Hauling	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	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.11. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	4.55	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.01	0.01	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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

### 3.12. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	4.55	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.01	0.01	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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



## 3.13. Trenching (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	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	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005

Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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

### 3.14. Trenching (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	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	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Total	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

#### 4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Total	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

## 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

#### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Total	0.35	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
Consumer Products	0.06	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

### 4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—



Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Total	0.35	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
Consumer Products	0.06	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

#### 4.4. Water Emissions by Land Use

##### 4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---

#### 4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.5. Waste Emissions by Land Use

##### 4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

## 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

### 4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Daily, Winter (Max)	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Annual	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

#### 4.8.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

### 4.9.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—

Subtotal	--	--	--	--	--	--	--	--	--	--
Sequestered	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Removed	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--	--	--
Daily, Winter (Max)	--	--	--	--	--	--	--	--	--	--
Avoided	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Sequestered	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Removed	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--	--	--
Annual	--	--	--	--	--	--	--	--	--	--
Avoided	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Sequestered	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Removed	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--	--	--

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/8/2025	5.00	6.00	—
Site Preparation	Site Preparation	1/9/2025	1/16/2025	5.00	6.00	—
Grading	Grading	1/17/2025	2/6/2025	5.00	15.0	—
Building Construction	Building Construction	3/8/2025	4/29/2026	5.00	298	—
Architectural Coating	Architectural Coating	4/30/2026	5/28/2026	5.00	21.0	—
Trenching	Trenching	2/7/2025	3/7/2025	5.00	21.0	—

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
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### 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
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	7.00	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	3.00	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	18.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.78	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.74	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	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT

Trenching	Onsite truck	—	—	HHDT
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### 5.3.2. Mitigated

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	7.00	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	3.00	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	18.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.78	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.74	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	2.50	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	30,944	10,315	0.00	0.00	—

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,492	—
Site Preparation	—	—	3.00	0.00	—
Grading	—	—	11.3	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%

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	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
Apartments Mid Rise	107	104	104	38,773	652	633	633	236,091

### 5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	107	104	104	38,773	652	633	633	236,091

## 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	26
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

## 5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	26
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)
30944.024999999998	10,315	0.00	0.00	—

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

### 5.10.4. Landscape Equipment - Mitigated

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	85,371	690	0.0489	0.0069	258,059

### 5.11.2. Mitigated

#### 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	86,812	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	969,119	9,719

### 5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	969,119	9,719

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	15.7	—

### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	15.7	—

## 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
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5.14.2. Mitigated

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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5.15.2. Mitigated

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
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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)
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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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#### 5.18.1.2. Mitigated

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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#### 5.18.1.2. Mitigated

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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### 5.18.2.2. Mitigated

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	7.38	annual days of extreme heat
Extreme Precipitation	6.85	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	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	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 Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	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	62.5
AQ-PM	67.8
AQ-DPM	52.7
Drinking Water	92.5
Lead Risk Housing	59.1
Pesticides	0.00
Toxic Releases	71.6
Traffic	72.1
Effect Indicators	—
CleanUp Sites	58.2
Groundwater	44.3
Haz Waste Facilities/Generators	40.9
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	20.5
Cardio-vascular	56.5
Low Birth Weights	30.1
Socioeconomic Factor Indicators	—
Education	0.00
Housing	81.3
Linguistic	50.5
Poverty	52.9

Unemployment	80.4
--------------	------

## 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	51.61041961
Employed	96.24021558
Median HI	44.86077249
Education	—
Bachelor's or higher	88.66931862
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	28.16630309
Active commuting	75.79879379
Social	—
2-parent households	99.56371102
Voting	29.96278712
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	93.94328243
Supermarket access	94.25125112
Tree canopy	37.05889901
Housing	—
Homeownership	14.39753625

Housing habitability	16.84845374
Low-inc homeowner severe housing cost burden	15.89888361
Low-inc renter severe housing cost burden	42.89747209
Uncrowded housing	85.268831
Health Outcomes	—
Insured adults	48.58206082
Arthritis	85.3
Asthma ER Admissions	77.6
High Blood Pressure	82.7
Cancer (excluding skin)	40.8
Asthma	65.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	79.3
Diagnosed Diabetes	93.4
Life Expectancy at Birth	71.0
Cognitively Disabled	22.1
Physically Disabled	59.0
Heart Attack ER Admissions	32.8
Mental Health Not Good	68.6
Chronic Kidney Disease	90.3
Obesity	63.7
Pedestrian Injuries	81.4
Physical Health Not Good	81.0
Stroke	84.7
Health Risk Behaviors	—
Binge Drinking	5.5
Current Smoker	63.8

No Leisure Time for Physical Activity	91.6
Climate Change Exposures	—
Wildfire Risk	19.1
SLR Inundation Area	0.0
Children	84.9
Elderly	40.9
English Speaking	56.7
Foreign-born	55.4
Outdoor Workers	90.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	12.7
Traffic Density	79.9
Traffic Access	87.4
Other Indices	—
Hardship	5.7
Other Decision Support	—
2016 Voting	38.5

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	75.0
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. Population based on 2.42 persons per dwelling unit per Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Trips and VMT	2,501 sf of landscaping removed during site preparation
Operations: Vehicle Data	—
Operations: Hearths	Project plans



DOUGLASKIM+ASSOCIATES,LLC

## MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

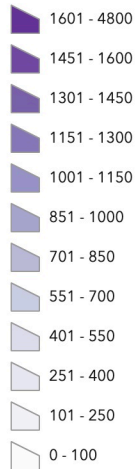
[Information about community profile statistics](#)  
[Information about emission sources](#)  
[Download PDF](#)

### Residential Air Toxics Cancer Risk at MATES Monitoring Sites



### Residential Air Toxics Cancer Risk Calculated from Model Data

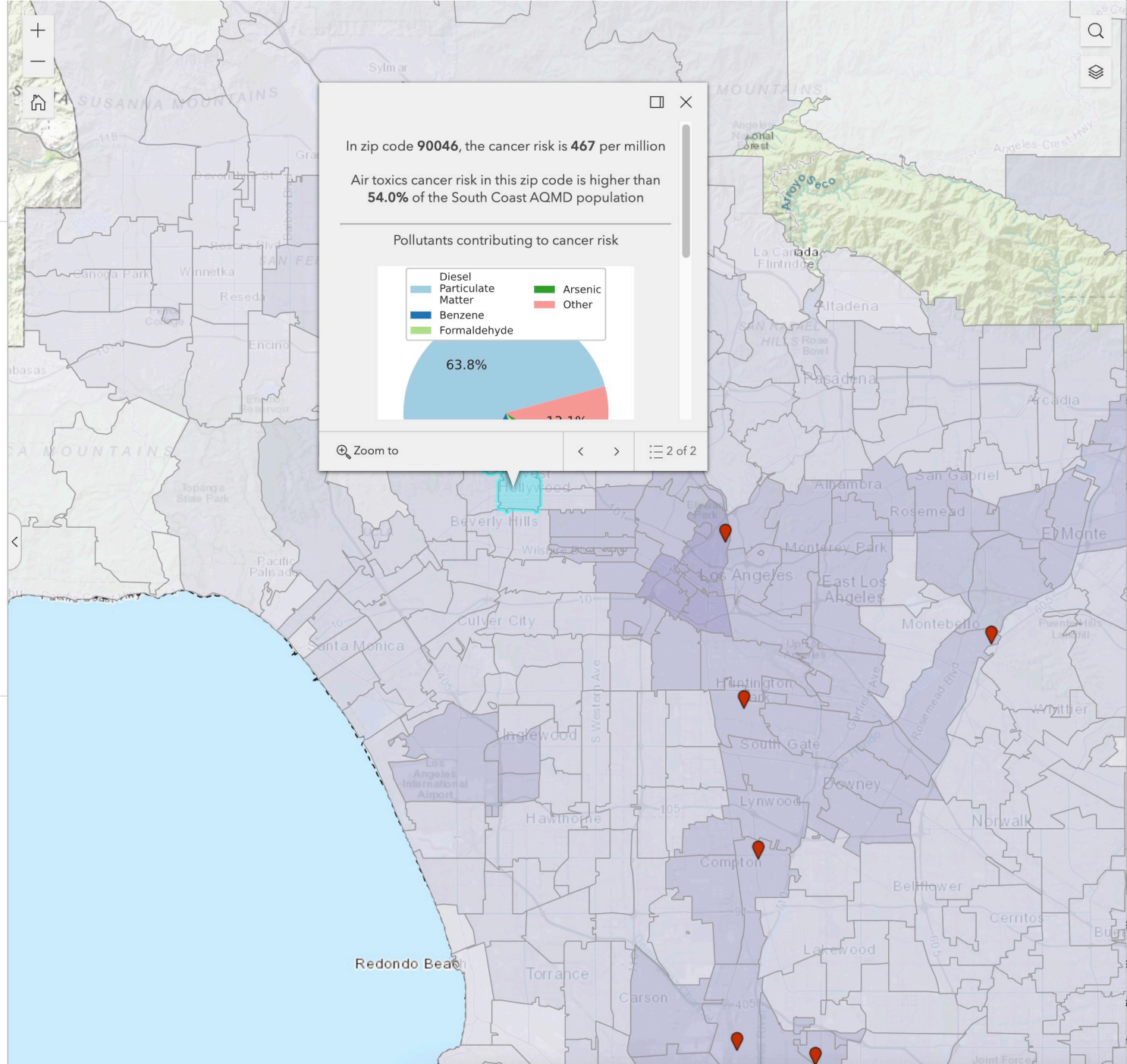
Cancer Risk [per million]



### 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





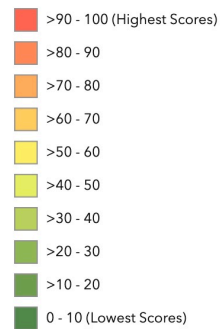
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

### How to use this map

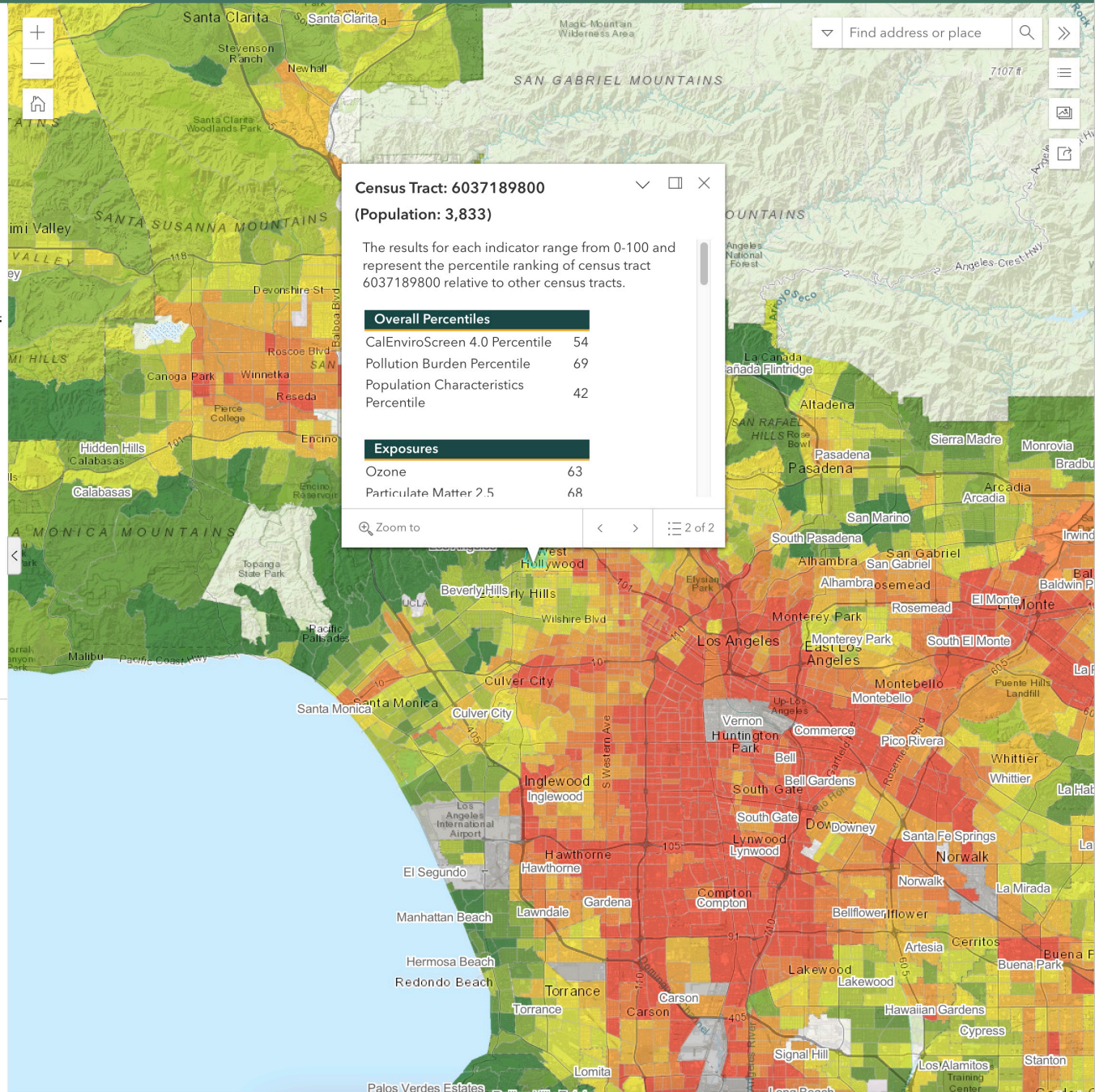
- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking 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



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## APPENDIX E – RELATED PROJECTS

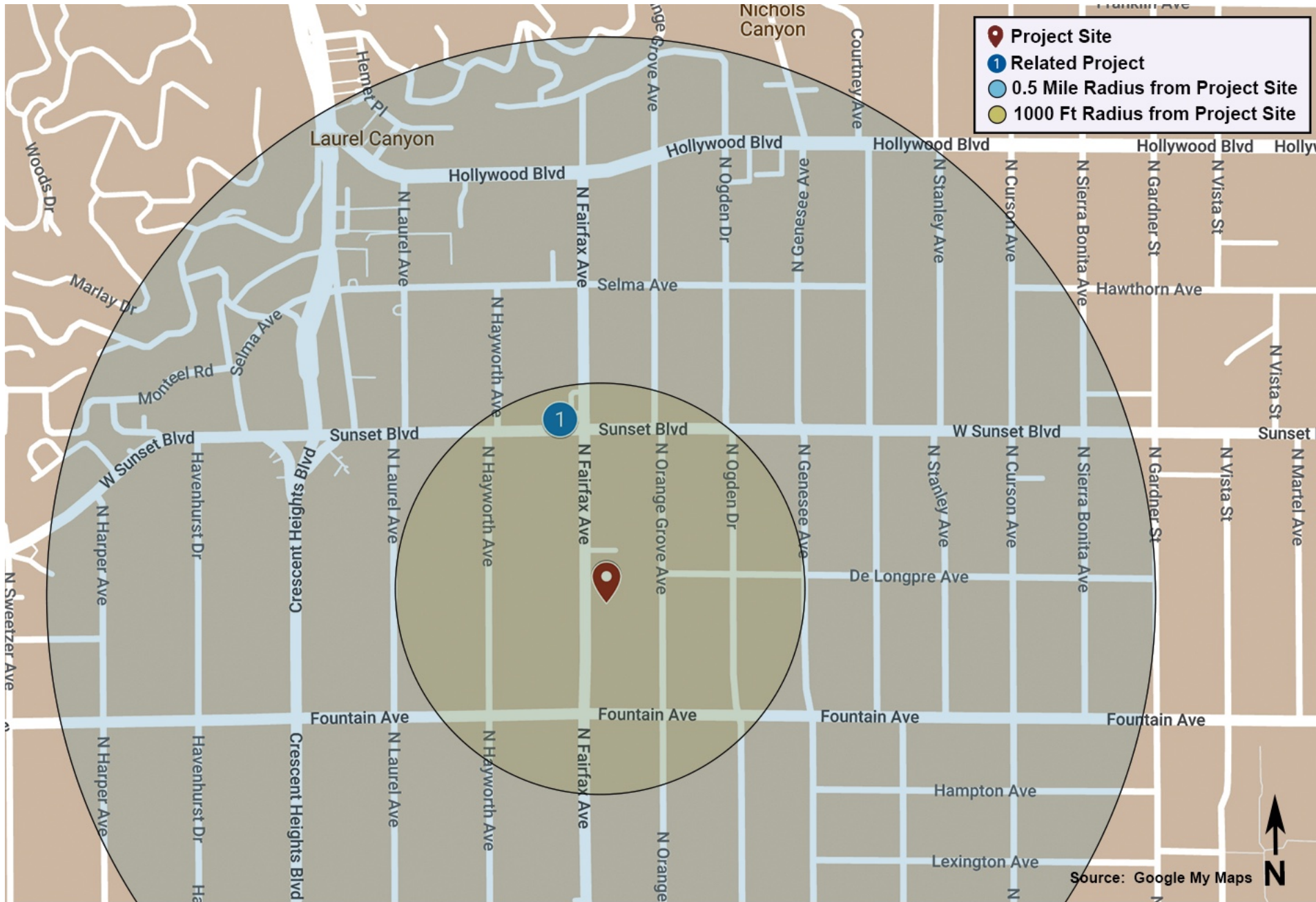
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## CUMULATIVE PROJECTS



**Project Site**  
**Related Project**  
**0.5 Mile Radius from Project Site**  
**1000 Ft Radius from Project Site**

Source: Google My Maps



DOUGLASKIM+ASSOCIATES,LLC

**RELATED PROJECTS**

Centroid Info: PROJ ID: 55790  
 Address: 1346 N FAIRFAX AVE  
 LOS ANGELES, CA 90046  
 Lat/Long: 34.0958, -118.361

Buffer Radius:

- Include NULL "Trip info":
- Include NULL "FirstStudySubmittalDate" (latest)
- Include "Inactive" projects:
- Include "Do not show in Related Project":

Net\_AM\_Trips

Net\_PM\_Trips

Net\_Daily\_Trips

Record Count: 1 | Record Per Page:

Results generated since: (7/13/2023 5:18:13 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)	Trip Info					Comments		
<a href="#">49891</a>	Metro	HWD	4	2020	Mixed-Use	62 Apartments (5 affordable), 3 KSF high-turnover restaurant...(below)	7901 W Sunset bl	05/21/2020	870.1	Net AM Trips	Net PM Trips	Net Daily Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Total includes credit for existing use.
										-1	-2	-257	-3	2	3	-5	affordable
																	land use=high-turnover restaurant
																	land use= fast food
										-1	-2	-257	-3	2	3	-5	

# CLATS

Case Logging and Tracking System

## RELATED PROJECTS

Centroid Info: 
 PROJ ID: 55779  
 Address: 1332 N FAIRFAX AV  
 Los ANGELES, CA 90046  
 Lat/Long: 34.0955, -118.361

Buffer Radius:

Include NULL "Trip info":  
 Include NULL "FirstStudySubmittalDate" (latest)  
 Include "Inactive" projects:  
 Include "Do not show in Related Project":  
 Net\_AM\_Trips   
 Net\_PM\_Trips   
 Net\_Daily\_Trips

**Column**

Record Count: 7 | Record Per Page:

Results generated since: (8/24/2023 6:48:55 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (mile)	Trip Info																																																																													
<a href="#">47497</a>	Metro	HWD	4	2018	CD4 Women's Bridge Housing	Convert former City library to 44-bed shelter	1403 N GARDNER ST	09/11/2018	<input type="checkbox"/>	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>Other</td> <td>Total Units</td> <td>44</td> <td>6</td> <td>7</td> <td>56</td> <td>3</td> <td>3</td> <td>4</td> <td>3</td> <td>44-BEDS</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>6</b></td> <td><b>7</b></td> <td><b>56</b></td> <td></td> <td><b>3</b></td> <td><b>3</b></td> <td><b>4</b></td> <td><b>3</b></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other	Total Units	44	6	7	56	3	3	4	3	44-BEDS				<b>6</b>	<b>7</b>	<b>56</b>		<b>3</b>	<b>3</b>	<b>4</b>	<b>3</b>																																												
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<a href="#">52403</a>	Metro	HWD		2021	Related Project List	3756 QUALITY RESTAURANT, 1381SF ART GALLERY, 45RM HOTEL, 95 APTS	7811 SANTA MONICA BLVD	04/27/2023	<input type="checkbox"/>	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>Other</td> <td>S.F. Gross Area</td> <td>3756</td> <td>42</td> <td>53</td> <td>8125</td> <td>15</td> <td>27</td> <td>32</td> <td>21</td> <td>TOTAL NET PROJECT TRIPS; QUALITY REST</td> </tr> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>1381</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ART GALLERY</td> </tr> <tr> <td>Other</td> <td>Rooms</td> <td>45</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>HOTEL</td> </tr> <tr> <td>Apartments</td> <td>Total Units</td> <td>95</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>42</b></td> <td><b>53</b></td> <td><b>8125</b></td> <td></td> <td><b>15</b></td> <td><b>27</b></td> <td><b>32</b></td> <td><b>21</b></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other	S.F. Gross Area	3756	42	53	8125	15	27	32	21	TOTAL NET PROJECT TRIPS; QUALITY REST	Other	S.F. Gross Area	1381								ART GALLERY	Other	Rooms	45								HOTEL	Apartments	Total Units	95												<b>42</b>	<b>53</b>	<b>8125</b>		<b>15</b>	<b>27</b>	<b>32</b>	<b>21</b>											
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<a href="#">55779</a>	Metro	HWD	13	2023	1332 Affordable & Housing	25 Affordable & 1 Manager Apt	1332 N Fairfax Av	08/11/2023	<input type="checkbox"/>	0.0	<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>1</td> <td>11</td> <td>8</td> <td>101</td> <td>4</td> <td>7</td> <td>4</td> <td>4</td> <td>Total Net Project Trips</td> </tr> <tr> <td>Other</td> <td>Total Units</td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Medium Income Affordable Housing</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	1	11	8	101	4	7	4	4	Total Net Project Trips	Other	Total Units	5								Medium Income Affordable Housing																																												
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[44448](#) Metro HWD 4 2016 Apartments 50 Apartments 7900 W Hollywood bl 09/21/2016

0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	50	19	22	251	3	16	14	8	total includes credit for existing uses and transit
			<b>19</b>	<b>22</b>	<b>251</b>		<b>3</b>	<b>16</b>	<b>14</b>	<b>8</b>

[44691](#) Metro HWD 4 2016 Mixed-Use 219Apts, 30condos, 3842sf Ret., 24811sf mkt, 5094sf bank, 23158sf rest 8150 W Sunset bl 07/21/2016

0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	219	-108	123	18	-108	0	115	8	inc. 28 affordable; total net Alt. 9 project trips
Condominiums	Total Units	30								
Retail	S.F. Gross Area	3842								
Other	S.F. Gross Area	24811								Supermarket
Other	S.F. Gross Area	5094								Walk-in bank
Other	S.F. Gross Area	23158								Restaurant
Other	S.F. Gross Area	8095								Dance/Yoga Studio
			<b>-108</b>	<b>123</b>	<b>18</b>		<b>-108</b>	<b>0</b>	<b>115</b>	<b>8</b>

[47007](#) Metro MTR 4 2018 7500 Sunset (revised) 219 apt, 20ksf shopping, 10ksf restaurant IN CONSTRUCTION 7500 w sunset blvd 04/12/2018

0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	219	188	178	2049	63	125	117	61	
Retail	S.F. Gross Area	20000								shopping center
Other	S.F. Gross Area	10000								restaurant
			<b>188</b>	<b>178</b>	<b>2049</b>		<b>63</b>	<b>125</b>	<b>117</b>	<b>61</b>



January 2, 2024

Steven Taylor  
Taylor Equities  
3995 Englewood Boulevard  
Los Angeles, CA 90066

**RE: 1332 North Fairfax Avenue, Los Angeles, California**

Dear Mr. Taylor,

## Introduction

Chronicle Heritage, LLC (Chronicle Heritage) understands the single-family residence on the subject property was previously demolished and a 100 percent affordable housing project is proposed. The replacement project includes 26 units and will be four stories tall (see Attachment A, *Plans*). The rear of the building will be setback 15 feet 7 inches from the property line, exclusive of a rear planter that will be separated from the rear lot line by 3 feet 8 inches. The building will be clad in a variety of materials, including stucco and Hardiplank siding. The multi-family duplex to the north is two stories tall and the single-family residence to the south is three stories tall. The proposed third story floor plate generally aligns with the roof line of the southern neighbouring residence. The project will be set back 5 feet on both the north and south sides of the lot. The proposed project is allowable pursuant to the City of Los Angeles zoning code and State law. This technical memorandum was prepared in support of the proposed project by Ms. Carrie Chasteen. Ms. Chasteen possesses Bachelor of Arts degrees in History and Political Science, a Master of Science degree in Historic Preservation, and more than 21 years of experience in the field of cultural resource management. Ms. Chasteen meets the Secretary of the Interior's Professional Qualification Standards as a Historian and Architectural Historian (36 Code of Federal Regulations Part 61) and is included in the City of Los Angeles list of qualified consultants.

## Spaulding Square

The proposed project is west of the Spaulding Square Historic Preservation Overlay Zone (HPOZ). The HPOZ was established in 1993 to safeguard the character of the neighborhood, including the buildings and streetscape. The buildings within the HPOZ are generally one or two stories tall with a uniform setback. The single-family residences reflect Arts and Crafts Turn of the Century and Eclectic Revival styles of architecture. The period of significance for the HPOZ is 1919 to 1926. The boundary of the HPOZ is the parcels on the western side of Orange Grove Avenue to the west, two to three lots south of Sunset Boulevard to the north, the parcels on the eastern side of Spaulding Avenue to the east, and Fountain Avenue/easement to the south



## Regulatory Setting

Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources of the California Environmental Quality Act (CEQA) Guidelines states:

(a) For purposes of this section, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its

immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

## **CEQA Analysis**

The subject property is adjacent to the west of the HPOZ boundary, but is outside the district. The 1300 block of North Fairfax Avenue contains multi-family apartment buildings of varying size and styles that do not possess a uniform setback. This block of North Fairfax Avenue does not possess the same uniform streetscape as the HPOZ, which is why it was not included in the designation of the HPOZ. The proposed building will be taller than the typical contributor to the HPOZ; however, due to the proposed setbacks, the visual change of setting will be minimal. Additionally, existing mature vegetation will visually and physically separate the proposed project from contributors to the HPOZ. The subject property will continue to be used as housing. The existing building on the

subject property was already demolished; therefore, there is no historic character to be maintained. The proposed building is Contemporary in style and materials and will not create a false sense of history. The proposed project meets the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. Therefore, the proposed project meets the Standards and is considered mitigated to a level of less than significant (Section 15064.5(b)(3) of the CEQA Guidelines).

## Conclusion

Therefore, the proposed project would result in a less than significant change to a historical resource (Section 150.64.5(b) of CEQA).

Sincerely,

**PALEOWEST**



**Carrie Chasteen** | Senior Architectural Historian

# **EXHIBIT G**

## **Chronicle Heritage Letter**

January 2, 2024



January 2, 2024

Steven Taylor  
Taylor Equities  
3995 Englewood Boulevard  
Los Angeles, CA 90066

**RE: 1332 North Fairfax Avenue, Los Angeles, California**

Dear Mr. Taylor,

## Introduction

Chronicle Heritage, LLC (Chronicle Heritage) understands the single-family residence on the subject property was previously demolished and a 100 percent affordable housing project is proposed. The replacement project includes 26 units and will be four stories tall (see Attachment A, *Plans*). The rear of the building will be setback 15 feet 7 inches from the property line, exclusive of a rear planter that will be separated from the rear lot line by 3 feet 8 inches. The building will be clad in a variety of materials, including stucco and Hardiplank siding. The multi-family duplex to the north is two stories tall and the single-family residence to the south is three stories tall. The proposed third story floor plate generally aligns with the roof line of the southern neighbouring residence. The project will be set back 5 feet on both the north and south sides of the lot. The proposed project is allowable pursuant to the City of Los Angeles zoning code and State law. This technical memorandum was prepared in support of the proposed project by Ms. Carrie Chasteen. Ms. Chasteen possesses Bachelor of Arts degrees in History and Political Science, a Master of Science degree in Historic Preservation, and more than 21 years of experience in the field of cultural resource management. Ms. Chasteen meets the Secretary of the Interior's Professional Qualification Standards as a Historian and Architectural Historian (36 Code of Federal Regulations Part 61) and is included in the City of Los Angeles list of qualified consultants.

## Spaulding Square

The proposed project is west of the Spaulding Square Historic Preservation Overlay Zone (HPOZ). The HPOZ was established in 1993 to safeguard the character of the neighborhood, including the buildings and streetscape. The buildings within the HPOZ are generally one or two stories tall with a uniform setback. The single-family residences reflect Arts and Crafts Turn of the Century and Eclectic Revival styles of architecture. The period of significance for the HPOZ is 1919 to 1926. The boundary of the HPOZ is the parcels on the western side of Orange Grove Avenue to the west, two to three lots south of Sunset Boulevard to the north, the parcels on the eastern side of Spaulding Avenue to the east, and Fountain Avenue/easement to the south

## Regulatory Setting

Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources of the California Environmental Quality Act (CEQA) Guidelines states:

(a) For purposes of this section, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its

immediate surroundings such that the significance of an historical resource would be materially impaired.

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(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

## **CEQA Analysis**

The subject property is adjacent to the west of the HPOZ boundary, but is outside the district. The 1300 block of North Fairfax Avenue contains multi-family apartment buildings of varying size and styles that do not possess a uniform setback. This block of North Fairfax Avenue does not possess the same uniform streetscape as the HPOZ, which is why it was not included in the designation of the HPOZ. The proposed building will be taller than the typical contributor to the HPOZ; however, due to the proposed setbacks, the visual change of setting will be minimal. Additionally, existing mature vegetation will visually and physically separate the proposed project from contributors to the HPOZ. The subject property will continue to be used as housing. The existing building on the

subject property was already demolished; therefore, there is no historic character to be maintained. The proposed building is Contemporary in style and materials and will not create a false sense of history. The proposed project meets the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. Therefore, the proposed project meets the Standards and is considered mitigated to a level of less than significant (Section 15064.5(b)(3) of the CEQA Guidelines).

## Conclusion

Therefore, the proposed project would result in a less than significant change to a historical resource (Section 150.64.5(b) of CEQA).

Sincerely,

**PALEOWEST**



**Carrie Chasteen** | Senior Architectural Historian