

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission		Case No.:	CPC-2023-6883-CU-DB-	
Date: Time:	February 2 after 8:30	22, 2024 a.m.	CEQA No.:	ENV-2023-6884-CE
Place:	Place: Van Nuys City Hall Council Chamber, 2 nd Floor 14410 Sylvan Street Van Nuys, CA 91401 This meeting may be available virtually, in a		Related Cases: Council No.: Plan Area: Plan Overlay:	N/A 5 – Katy Yaroslavsky Westwood Westwood Community
			Certified NC:	Westwood
nybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at <u>https://planning.lacity.org/about/commissionsb</u> oards-bearings and/or by contacting		GPLU: Zone:	Medium Residential [Q]R3-1-O	
		ning.lacity.org/about/commissionsb	Applicant:	David & Ebby Hanasab, PD Equities 26 LLC
	cpc@lacity.org.		Representative:	Matthew Hayden, Hayden Planning
Public Hearing:		December 6, 2023		J.
Appeal Status:		Off-Menu Incentives and Waivers are not further appealable. On- Menu Incentives, Conditional Use, and Project Permit are appealable		

Expiration Date: March 5, 2024 **Multiple Approval:** Yes

PROJECT

LOCATION: 10605 – 10613 1/2 West Eastborne Avenue

to City Council

PROPOSED PROJECT: The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 29 dwelling units (including four (4) Very Low Income Units). The project will be approximately 34,645 square feet with a Floor Area Ratio ("FAR") of approximately 3.85:1. The project will provide 38 vehicular parking spaces and 28 long-term bicycle parking spaces in two (2) subterranean levels. The site is currently improved with two (2) multi-family dwellings with seven (7) total units that will be demolished. No Protected or Significant Trees are located on the property. The project includes necessary grading and a haul route for the cut and export of 11,900 cubic yards of soil and fill of 100 cubic yards of soil.

REQUESTED ACTION:

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), 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 Los Angeles Municipal Code ("LAMC") Section 12.24 U.26, a Conditional Use Permit for a 65 percent increase in density in lieu of the otherwise permitted 35 percent increase in density allowed under LAMC Section 12.22 A.25.
- 3. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25, a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 29 units, reserving four (4) units for Very Low Income Household Occupancy for a period of 55 years, with the following On-Menu Incentives and Waivers of Development Standards:
 - a. An On-Menu Incentive to permit an FAR of 3.85:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O zone;
 - b. An On-Menu Incentive to permit a building height of 56 feet, in lieu of the 45 feet otherwise permitted by the [Q]R3-1-O zone;
 - c. An On-Menu Incentive to permit an open space area of 4,640 square feet in lieu of the 5,800 square feet otherwise required by Section 6.A.1 of the Westwood Community Multi-Family Specific Plan;
 - d. A Waiver of Development Standards to permit 2,436 square feet (52.5 percent) of required open space located on the ground level in lieu of the 3,480 square feet (75 percent) otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.
- 4. Pursuant to LAMC Section 16.50, a Design Review for compliance with the requirements of the Westwood Community Design Review Board.
- 5. Pursuant to LAMC Section 11.5.7 C, a Project Permit Compliance Review for a Project within the Westwood Community Multi-Family Specific Plan.

RECOMMENDED ACTIONS:

- 1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
- Approve, pursuant to LAMC Section 12.22 A.25, a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 29 units, reserving four (4) units for Very Low Income Household Occupancy for a period of 55 years, with the following requested three (3) On-Menu Incentives and one (1) Waiver of Development Standards:
 - a. An On-Menu Incentive to permit an FAR of 3.85:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O zone;
 - b. An On-Menu Incentive to permit a building height of 56 feet, in lieu of the 45 feet otherwise permitted by the [Q]R3-1-O zone;
 - c. An On-Menu Incentive to permit an open space area of 4,640 square feet in lieu of the 5,800 square feet otherwise required by Section 6.A.1 of the Westwood Community Multi-Family Specific Plan;

- d. A Waiver of Development Standards to permit 2,436 square feet (52.5 percent) of required open space located on the ground level in lieu of the 3,480 square feet (75 percent) otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.
- 3. **Approve**, pursuant to LAMC Section 16.50, a **Design Review** for compliance with the requirements of the Westwood Community Design Review Board.
- 4. **Approve,** pursuant to LAMC Section 11.5.7 C, a **Project Permit Compliance Review** for a Project within the Westwood Community Multi-Family Specific Plan.
- 5. Adopt the attached Conditions of Approval; and
- 6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP Director of Planning

Theodore L. Arving

Theodore L. Irving, AICP, Principal City Planner

Juliet Oh, Senior City Planner

evin Fulton

Kevin Fulton, City Planning Associate Telephone: (213) 978-1210

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. 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 project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 29 dwelling units (including four (4) Very Low Income Units). It will consist of eight (8) one-bedroom units, 18 two-bedroom units, and three (3) three-bedroom units. The project will be approximately 34,645 square feet with a Floor Area Ratio ("FAR") of approximately 3.85:1. A total of 38 vehicular parking spaces and 28 long-term bicycle parking spaces will be provided in two (2) subterranean levels with access from a two-way driveway on Eastborne Avenue. Three (3) short-term bicycle parking spaces will be provided at ground level. According to a Tree Disclosure Statement, dated September 27, 2023, there are no protected or non-protected trees on the subject site or public right-of-way. The project also includes necessary grading for the fill of 100 cubic yards of soil and a haul route for the cut and export of 11,900 cubic yards of soil. The site is currently improved with two (2) multi-family dwellings with seven (7) total units proposed for demolition.

The subterranean levels will feature vehicular and long-term bicycle parking spaces along with storage spaces, the elevator machine room, and other mechanical and electrical equipment. The ground floor will feature a landscaped entry area providing pedestrian access from Eastborne Avenue into the building's lobby, a mail room, two (2) recreation rooms, and four (4) residential units. The second and third floors will feature six (6) residential units with private patios and two (2) recreation rooms. The fourth floor will feature seven (7) residential units, six (6) of which will have private patios, and one (1) recreation room. The fifth floor will feature six (6) residential units, five (5) of which will have private patios. The roof level will feature mechanical equipment and two (2) common access roof decks with landscaping accessible by an elevator and two (2) stairwells.

BACKGROUND

Subject Property

The project site consists of two (2) relatively flat interior lots with a frontage of approximately 100 feet on Eastborne Avenue and a depth of 130 feet, resulting in a total area of 13,000 square feet. The subject property is also located in a Transit Priority Area (ZI-2452), a Preliminary Fault Rupture Study Area (ZI-2442), Alquist-Priolo Earthquake Fault Zone (ZI-2441), and the Housing Element Inventory of Sites (ZI-2512). The site is also in a Special Grading Area (BOE Basic Grid Map A-13372), Urban Agriculture Incentive Zone, Methane Zone, and within 1.73 meters of the Santa Monica Fault Zone. The project site is currently improved with two (2) multi-family dwellings with seven (7) total units that will be demolished. There are no protected or non-protected trees on the subject site or associated public right-of-way.

Zoning and Land Use Designation

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. The subject site has a Medium Residential land use designation, with a corresponding zone of R3. The site is zoned [Q]R3-1-O, consistent with the land use designation. The R3 Zone allows for one dwelling unit per 800 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the R3 Zone. The Q condition on the project site, enacted through Ordinance No. 163,196, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board. Finally, the site is located in a designated Oil Drilling District.

Surrounding Uses

The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. It is also located one (1) block north of a commercial corridor along Santa Monica Boulevard. Surrounding properties along this block of Eastborne Avenue, bounded by Westholme and Manning Avenue, are also zoned [Q]R3-1-O and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the east and west along Eastborne Avenue are improved with multi-family dwellings that are three (3) & four (4) stories in height respectively. The abutting properties to the north on Holman Avenue are both improved with two-story multi-family dwellings. The properties to the east across Westholme Avenue are zoned [Q]R3-1-O and R1-1-O and improved with a mix of single & multi-family dwellings ranging from one (1) to four (4) stories in height. The properties to the south are zoned [Q]C2-1VL-O and R3-1-O and are improved with a mix of commercial and multi-family residential structures ranging from one (1) to five (5) stories in height. The properties to the west across Manning Avenue are zoned [Q]R3-1-O and [Q]RD1.5-1 and improved with two-story multi-family dwellings as well as the Los Angeles California Mormon Temple complex. The properties to the north are zoned [Q]R3-1-O and improved with multi-family dwellings ranging from two (2) to four (4) stories in height.

Streets and Circulation

<u>Eastborne Avenue</u>, fronting the property to the north, is designated by Mobility Plan 2035 as a Local Street - Standard, with a right-of-way width of 60 feet and roadway width of 36 feet. This section of Eastborne Avenue is currently dedicated to a 60-foot right-of-way width, a 36-foot roadway width, and is improved with a curb, gutter, sidewalk, and street trees.

Public Transit

The subject site is located within ½ mile of Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard, served by Los Angeles County Metropolitan Transit Authority ("Metro") Line 4 and Santa Monica's Big Blue Bus Rapid 12 Line respectively.

Relevant Cases and Building Permits

Subject Site:

<u>1940LA10104</u>: On March 19, 1940, the Los Angeles Department of Building and Safety issued a Building Permit for the construction of a four-unit multi-family dwelling located at 10609 – 10613 $\frac{1}{2}$ West Eastborne Avenue.

<u>1941WL70974</u>: On May 8, 1941, the Los Angeles Department of Building and Safety issued a Building Permit for the construction of a three-unit multi-family dwelling located at $10605 - 10607 \frac{1}{2}$ West Eastborne Avenue.

<u>VTT-49748</u>: On May 24, 1991, the Advisory Agency approved Vesting Tentative Tract No. 49748 for a maximum 15-unit condominium located at 10607 West Eastborne Avenue.

<u>DIR-2006-9362-DRB</u>: On November 1, 2006, a Design Review application was filed for a new four-story, 12-unit multi-family dwelling located at 10605 West Eastborne Avenue. This application was terminated on December 5, 2006.

<u>DIR-2007-1077-DRB-SPP</u>: On March 30, 2007, the Director of Planning approved a Project Permit Compliance and Design Review for a four-story, 12-unit multi-family dwelling located at 10605 – 10609 West Eastborne Avenue.

<u>TT-69623-CN</u>: On December 23, 2008, the Advisory Agency approved Tentative Tract No. 69623-CN for a maximum 12-unit condominium located at 10605 – 10613 West Eastborne Avenue.

<u>DIR-2022-8219-TOC-DRB-SPP-HCA</u>: On November 9, 2022, the applicant filed a Transit Oriented Communities Affordable Housing Incentive Program, Project Permit Compliance, and Design Review for the construction of a new 5-story, 28-unit multi-family dwelling over two (2) levels of subterranean parking. This application has been on hold pending the outcome of the subject case filing.

Surrounding Sites:

<u>TT-70117-CN-M1</u>: On March 25, 2016, the Advisory Agency approved a modification to Tentative Tract Map No. 70117-CN-M1 to allow for the export of 8,349 cubic yards of soil in lieu of the originally permitted 4,885 cubic yards of soil for a maximum 12-unit condominium located at 1614 - 1618 South Hilts Avenue.

<u>DIR-2008-1284-DRB-SPP-M1-1A</u>: On January 21, 2015, the West Los Angeles Area Planning Commission denied an appeal and sustained the Director of Planning's approval of a Project Permit Compliance and Design Review Modification for design changes to the previously approved four-story, 12-unit multi-family building located at 1614 – 1618 South Hilts Avenue.

<u>DIR-2008-1284-DRB-SPP-M1</u>: On November 20, 2014, the Director of Planning approved Tentative Tract Map No. 70117 for a maximum 12-unit condominium located at 1614 – 1618 South Hilts Avenue.

<u>DIR-2008-1284-DRB-SPP</u>: On July 11, 2008, the Director of Planning approved a Project Permit Compliance and Design Review for the construction of a new four-story, 12-unit condominium located at 1614 – 1618 South Hilts Avenue.

<u>TT-70117-CN</u>: On April 15, 2008, the Advisory Agency approved Tentative Tract Map No. 70117 for a maximum 12-unit condominium located at 1614 – 1618 South Hilts Avenue.

<u>TT-61082</u>: On December 22, 2004, the Advisory Agency approved Tentative Tract Map No. 61082 for a maximum 16-unit condominium located at 10617 – 10621 West Eastborne Avenue.

<u>DIR-2004-865-DRB-SPP</u>: On August 4, 2004, the Director of Planning approved a Project Permit Compliance and Design Review for the construction of a new four-story, 16-unit multi-family dwelling located at 10617 – 10621 West Eastborne Avenue.

<u>Case No. DIR-2004-863-DRB</u>: On October 4, 2004, the Director of Planning approved a Design Review for the construction of a new seven-unit multi-family dwelling located at 10633 West Eastborne Avenue.

<u>Case No. DIR-2004-791-DRB</u>: On March 9, 2004, the Director of Planning approved a Project Permit Compliance and Design Review for the addition of two bathrooms at the rear of an existing multi-family dwelling located at 10615 – 10617 West Holman Avenue.

<u>Case No. DIR-2003-5907-DRB-SPP</u>: On November 19, 2003, the Director of Planning approved a Project Permit Compliance and Design Review for the construction of a new four-story multi-family dwelling with four (4) units located at 10616 West Kinnard Avenue.

HOUSING REPLACEMENT

On October 9, 2019, the Governor signed the Housing Crisis Act of 2019 (SB 330) into law. The Housing Crisis Act was further amended and extended by Senate Bill 8, effective January 1, 2022. SB 330/SB 8 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2034. During the duration of the statewide housing emergency, SB 330/SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated August 23, 2023, three (3) units needs to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households. The LAHD housing replacement requirements are satisfied by the four (4) Very Low Income Units provided through this Density Bonus Affordable Housing Incentive Program.

REQUESTED ENTITLEMENTS

Density Bonus / Affordable Housing Incentives Program

Pursuant to the State Density Bonus Law, the City must grant up to three (3) incentives for a project that includes 15 percent of the total (base density) units for Very Low Income Households. The State Density Bonus Law further stipulates that in no case may a city apply any development standard that will have the effect of physically precluding the construction of a development and allows applicants to submit to a city a proposal for the waiver or reduction of development. The City implements the State Density Bonus Law through the Density Bonus Ordinance (No. 179,681), which allows up to three (3) On or Off-Menu Incentives and Waivers of Development Standards.

The applicant proposes to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to construct a total of 29 dwelling units, with four (4) dwelling units set aside for Very Low Income Household Occupancy for a period of 55 years. Density Bonus projects are eligible for three (3) incentives if they reserve at least 15 percent of base dwelling units for Very Low Income Households or at least 30 percent of base dwelling units for Low Income Households. The project is eligible for three (3) Density Bonus Incentives because four (4) units will be reserved for Very Low Income Households (23 percent of base dwelling units). The applicant is requesting three (3) Density Bonus Incentives as follows:

- a. An On-Menu Incentive to permit an FAR of 3.85:1 in lieu of 3:1 as otherwise permitted in the [Q]R3-1-O zone;
- b. An On-Menu Incentive to permit a building height of 56 feet, in lieu of the 45 feet otherwise permitted by the [Q]R3-1-O zone;
- c. An On-Menu Incentive to permit an open space area of 4,640 square feet in lieu of the 5,800 square feet otherwise required by Section 6.A.1 of the Westwood Community Multi-Family Specific Plan;

Per California Government Code Section 65915(e)(1) and Section 12.22 A.25(g) of the LAMC, a Housing Development Project may also request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the Density Bonus Incentives, the applicant is requesting one (1) Waiver of Development Standards, as follows:

a. A Waiver of Development Standards to permit 2,436 square feet (52.5 percent) of required open space located on the ground level in lieu of the 3,480 square feet (75 percent) otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.

Conditional Use - Density

The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65

The project site is zoned [Q]R3-1-O, which permits a base density of 17 dwelling units on the subject property. The Density Bonus Ordinance permits a density bonus of up to 35 percent in exchange for setting aside 11 percent of the 17 base density units for Very Low Income

Households. With the Density Bonus Ordinance, the project would be permitted a density bonus of six (6) units allowing a total of 23 units on site in exchange for setting aside two (2) units for Very Low Income Households.

The applicant also requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 65 percent increase in density for a total of 29 dwelling units in lieu of 17 dwelling units otherwise permitted in the [Q]R3-1-O zone. As provided in the table above, the applicant is required to set aside at least 23 percent, or four (4) units, of the 17 base density units for the 65 percent density increase. The applicant is setting aside four (4) units restricted to Very Low Income Households for a period of 55 years. As such, the project satisfies the minimum percentage of base density restricted to Very Low Income Households to be eligible for a 65 percent density increase.

Design Review Board

Pursuant to LAMC Section 16.50, the applicant requests a Design Review and Recommendation for a project within the Westwood Community Design Review Board Specific Plan. The project complies with Section 16.50, Subsection E of the Los Angeles Municipal Code and the relevant review procedures and criteria of the Westwood Community Design Review Board Specific Plan.

Project Permit Compliance Review

Pursuant to LAMC Section 11.5.7, the applicant requests a Project Permit Compliance Review for a project within the Westwood Community Multi-Family Specific Plan (WMFSP). These development regulations include a specific provision in Section 6.A.3 that limits required open space above ground level to 25 percent of the total needed for the project. As described above, State Density Bonus Law, and therefore LAMC 12.22 A.25 & 12.24 U.26, supersede the WMFSP's Design Standards.

The applicant requests a Density Bonus Incentive and Waiver of Development Standards from Sections 6.A.1 and 6.A.3 of the WMFSP as follows:

- a. An On-Menu Incentive to permit an open space area of 4,640 square feet in lieu of the 5,800 square feet otherwise required by Section 6.A.1 of the Westwood Community Multi-Family Specific Plan.
- b. A Waiver of Development Standards to permit 2,436 square feet (52.5 percent) of required open space located on the ground level in lieu of the 3,480 square feet (75 percent) otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.

PUBLIC HEARING

A joint public hearing was held by a Hearing Officer and the Westwood Design Review Board. The meeting was held in person at Belmont Village Senior Living - Westwood on Wednesday, December 6, 2023. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1.

Westwood Design Review Board

As outlined in the Westwood Community Design Review Board (DRB) Specific Plan Section 6.A., the design review process may be conducted through both an optional preliminary review and a mandatory final review.

The project's design was presented before a quorum of Westwood DRB members for Final Review on December 6, 2023. The meeting also included a joint public hearing held by the Hearing Officer. Most DRB Members praised the project design and its consistency with the design they approved previously under Case No. DIR-2022-8219-TOC-DRB-SPP-HCA. The Westwood Design Review Board recommended approval of the project with conditions, included in this report's Conditions of Approval, with a 4 - 0 vote.

PROFESSIONAL VOLUNTEER PROGRAM

The Project was reviewed by the Department of City Planning's Urban Design Studio ("UDS") and the Professional Volunteer Program ("PVP"). The PVP panel reviewed the Project on November 7, 2023. The following comments were provided by the PVP:

Pedestrian First:

- Please place the transformer underground in a vault. Vegetation surrounding the transformer is not allowed per DWP.
- DWP doesn't allow street trees in front of the transformer. Please make sure you suggest an alternative location to provide all the required on-site trees (1 tree per 4 units).

360° Design:

• In order to increase physical activity and access to natural light add windows to the stairwell facing the building's frontage.

Climate-Adapted:

- Platanus Hispanica street trees usually require at least 6 feet of parkway. Please add the parkway dimension on the plans.
- Consider a different species of tree instead of the Pinus Halepensis depicted on the northwest corner of the site plan since it will not do well in the LID planter. Consider a regular planter (not LID) for the proposed tree.

The applicant was responsive to the comments and revised the plans to place the transformer in an underground vault and remove surrounding vegetation to be consistent with LADWP rules. They also clarified the parkway had a width of seven (7) feet. Finally, they updated the landscape plans to change the LID planter to a regular planter.

ISSUES

Height/Massing

The subject site is zoned [Q]R3-1-O, with a Height District No. 1 that establishes a 45-foot height limit and a maximum FAR of 3:1. However, pursuant to LAMC Section 12.22 A.25(g)(2), the applicant has requested On-Menu Density Bonus Incentives to permit a maximum building height of 56 feet and a FAR of 3.85:1 in exchange for setting aside four (4) units for Very Low Income Households for 55 years.

Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25, and the findings stated therein, the Commission must approve a density bonus and requested incentive(s) unless the Commission makes a finding based on substantial evidence that 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 Commission to deny the incentives by making a finding that the requested incentives do not provide for affordable housing costs per State Law. As described in pages F1 - F2 of this Staff Report, there is no

substantial evidence in the record that the proposed incentives will have a specific adverse impact.

The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, provide for design efficiencies, and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to set aside four (4) Very Low Income Units for 55 years. The surrounding properties are predominately improved with single and multi-family dwellings ranging from one (1) to four (4) stories in height. While the proposed 5-story building is slightly taller than most of the surrounding structures, the design includes multiple features that reduce its massing. These include a well-articulated façade with a series of private balconies, material & color changes, landscaping, recessed windows, and a sloped eave with clay roof tiles.

<u>Parking</u>

Section 5.B.1 of the WMFSP would normally require 2.25 automobile parking spaces for each dwelling unit containing four (4) habitable rooms or less. As such, 65 automobile parking spaces would be required for the proposed 29-unit multi-family dwelling since each unit would have fewer than four (4) habitable rooms.

However, on September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land. Consistent with AB 2097, the project is a development project within one-half mile of a Major Transit Stop and therefore is not subject to the WMFSP's minimum automobile parking requirement.

As previously noted, the applicant has chosen to provide 38 automobile parking spaces in two (2) subterranean levels.

CONCLUSION

Based on evaluation of the project and information submitted, input from the public, and the proposed project's compliance with the General Plan, Los Angeles City Planning recommends the City Planning Commission approve the requested actions and adopt the attached Conditions of Approval and Findings.

Approval of the requests herein will enable the creation of 22 new residential units, including four (4) deed restricted affordable units, in a Higher Opportunity Area as defined in the Housing Element of the General Plan. The project will situate high-quality residential units and amenities in a developed urban area within walking distance of a major university (UCLA) and employment center as well as a variety of commercial uses. The proposed multi-family dwelling includes multiple recreation and amenity areas, including common access recreation rooms, landscaped roof decks, as well as private balconies. Finally, the project will enhance the physical appearance of the property and surrounding area through its thoughtful and interesting design features, including a well-articulated façade and extensive landscaping.

CONDITIONS OF APPROVAL

Density Bonus Conditions

- 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, West/South/Coastal 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 29 dwelling units including Density Bonus Units.
- 3. **On-Site Restricted Affordable Units.** Four (4) units shall be reserved for Very Low Income Household Occupancy, as defined by 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 shall be consistent with LAMC Section 12.22 A.25 (9a-d) and State Density Bonus Law (Government Code Section 65915).
- 5. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated August 23, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-Site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
- 6. Housing Requirements. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make four (4) units available to Very Low Income Households, or equal to 23 percent of the project's 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. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

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. Floor Area Ratio (FAR) (On-Menu). The project shall be limited to a maximum FAR of 3.85:1.
- 9. Height (On-Menu). The project shall be limited to 56 feet in building height.
- 10. **Open Space (On-Menu).** The project shall provide a minimum of 4,640 square feet of open space.
- 11. **Open Space (Waiver).** A minimum of 2,436 square feet (52.5 percent) of required open space shall be located at ground level.
- 12. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero automobile parking spaces pursuant to AB 2097. A total of 38 automobile parking spaces are provided.
- 13. **Electric Vehicle Parking**. All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
- 14. Any parking spaces provided above LAMC requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.
- 15. **Unbundled Parking**. Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

Project Permit Compliance Conditions

- 16. **Open Space.** The open space shall meet all other requirements of the Westwood Community Multi-Family Specific Plan.
 - a. A minimum of 4,640 square feet of open space shall be provided as depicted on Sheets T-1.0, T-1.2, L.2, L.3, and L.5, of Exhibit "A".
 - b. A minimum of 50 percent of total required open space shall be landscaped as depicted on Sheets T-1.0, T-1.2, L.2, L.3, and LP-1 of Exhibit "A".
 - c. Paved areas shall consist of stamped concrete, tile, and/or brick pavers as depicted on Sheets A-2.2 and L.2 of Exhibit "A".
 - d. No more than 50 percent of the required front yards shall count towards the open space requirement as depicted on Sheets T-1.0. L.2, and L.5 of Exhibit "A".
 - e. Required side yards shall not be counted toward the open space requirements.
 - f. The provided Open Space and Landscaping shall be consistent with Sheets T-1.0, T-1.2, LP.1, LP.2, L.1, L.2, L.3, L.4, and L.5 of Exhibit "A,":
- 17. **Street Trees.** Street Trees shall be provided to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and shall be planted at a minimum ratio of at least one for every 30 lineal feet of street frontage abutting a project. Street Trees shall be at least 12 feet in height and not less than three inches in caliper at the time of planting.

18. **Screening.** As depicted on Sheets A-2.7, A-3.0, and A-3.1 of Exhibit "A", all structures on the roof, such as air conditioning units, antennae, and other equipment, except solar panels, shall be fully screened from view from any adjacent properties, as seen from the grade.

Conditional Use Conditions

- 19. Lighting Design. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
- 20. Landscape Plan. Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
- 21. **Solar-ready Buildings**. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
- 22. **Signage**. There shall be no off-site commercial signage on construction fencing during construction.
- 23. **Windows**. The project shall use "bird protection glass", such as non-reflective darker tinted glass (i.e. "Ornilux"), specifically designed to help prevent bird strike deaths.

Administrative Conditions

- 24. **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.
- 25. **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.
- 26. **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.

- 27. **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.
- 28. **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.
- 29. **Condition Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
- 30. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for approval before being recorded to the Department of City Planning for approval before being recorded to the Department of City Planning for attachment to the file.

31. 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 <u>but not limited to</u>, 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 <u>any</u> 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

- 1. Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission <u>shall approve</u> a density bonus and requested incentive(s)/waiver(s) unless the Commission finds that:
 - a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The applicant proposes to construct a total of 29 dwelling units, of which four (4) dwelling units will be set aside for Very Low Income Household Occupancy for a period of 55 years. Density Bonus projects are eligible for three (3) incentives if they reserve at least 15 percent of base dwelling units for Very Low Income Households or at least 30 percent of base dwelling units for Low Income Households. The project is eligible for three (3) Density Bonus Incentives because four (4) units will be reserved for Very Low Income Households (23 percent of base dwelling units). The requests for increases in height and allowable FAR as well as a reduced open space qualify as requested Incentives. The remaining request for relief from the ground floor open space requirement is a Waiver of Development Standards.

FAR: The subject site is zoned [Q]R3-1-O which permits a maximum Floor Area Ratio ("FAR") of 3:1. LAMC Section 12.22 A.25 allows an FAR increase of 35 percent through an On-Menu Incentive which would allow a 4.05:1 FAR. The applicant has requested an On-Menu Incentive to allow a 3.85:1 FAR in lieu of the otherwise permitted 3:1 FAR. While the proposed project qualifies for a maximum 4.05:1 FAR, the project is providing a maximum floor area of 34,645 square feet or a 3.85:1 FAR. The proposed FAR allows an additional 7,645 square feet than would normally be permitted. As proposed, the additional FAR will allow for the construction of the affordable dwelling units. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, provide for design efficiencies, and increase the overall space dedicated to residential uses.

FAR	Buildable Lot Area	Permitted Floor
by-right	(sf)	Area (sf)
3:1	9,000	9,000 x 3.0 = 27,000

FAR	Buildable Lot Area	Proposed Floor	Additional Floor
Requested	(sf)	Area (sf)	Area (sf)
3.85:1	9,000	34,645	34,645 - 27,000 = 7,645

Height: The subject site is zoned [Q]R3-1-O, with a Height District No. 1 that permits a maximum 45-foot building height. The applicant has requested an On-Menu Incentive for an 11-foot height increase to allow a maximum height of 56 feet. The enclosed staircases and elevator shaft are allowed to exceed the maximum building height by 20 feet in accordance with Section 12.21.1 B.3 of the LAMC. Utilization of the height incentive enables the construction of an additional level, without which the project would lose at least six (6) units. The requested On-Menu Incentive facilitates the provision of four (4) Very Low Income Units by expanding the building envelope and increasing the overall space dedicated to residential uses.

Open Space: Section 6.A.1 of the Westwood Community Multi-Family Specific Plan (WMFSP) requires 200 square feet of open space per dwelling unit for properties in the R3 Zone. It also requires that all open space be open from the ground to the sky. As such, the proposed 29-unit multi-family dwelling would require 5,800 square feet of open space. The applicant has requested an On-Menu Incentive to permit an open space area of 4,640 square feet in lieu of the 5,800 square feet otherwise required. The requested On-Menu Incentive will help facilitate the provision of four (4) Very Low Income Units by increasing the overall space dedicated to residential uses.

b. 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)).

Therefore, the request for the following is recommended as a Waiver of Development Standards. Without this Waiver, the existing development standards would physically preclude development of the base units, build out of the incentives, and project amenities:

Ground Level Open Space: Section 6.A.3 of the WMFSP states that the project's requisite amount of open space shall be located on the ground level except that one-fourth of the open space may be located above the ground level. Projects in the R3 Zone are required to provide a minimum of 200 square feet of open space per dwelling unit. Additionally, the WMFSP has its own open space definition that supersedes LAMC Section 12.21.G and requires that all open space be open from the ground to the sky. In contrast, LAMC Section 12.21.G allows 25 percent of open space to be indoors. The applicant is requesting a Waiver of Development Standards to permit 52.5 percent (2,436 square feet) of required open space located on the ground level in lieu of the 75 percent (3,480 square feet) otherwise required. Strict adherence to this regulation would require at least 1,044 square feet of additional ground floor open space and a reduction of 5,220 square feet of floor area for the proposed five-story structure. As such, denial

of the waiver would have the effect of physically precluding construction of the density bonus units. This Waiver of Development Standards will allow for an expansion of the building envelope that will facilitate the provision of additional density bonus units and help offset the cost of the four (4) Very Low Income Units.

The existing development standards would physically preclude development of the proposed density bonus units and additional floor area, as strict compliance with the front yard setback and ground floor open space regulations would require the removal of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. Therefore, the requested Waivers of Development Standards are recommended for approval.

c. The Incentive(s) / waiver(s) will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).

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

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is located within a Special Grading Area (BOE Basic Grid Map A-13372) and within 1.73 meters of the Santa Monica Fault Zone. However, there is no substantial 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 substantial evidence in the record that the project's proposed incentives or waivers will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

d. The incentive(s) <u>are contrary</u> to state or federal laws.

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

CONDITIONAL USE FINDINGS

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

The project will provide an essential service to the community, city, and region through the provision of mixed income housing units, including four (4) new Very Low Income Units. The project site is located within the [Q]R3-1-O Zone, which is limited to a density of one (1)

dwelling unit per 800 square feet of lot area. As such, the 13,000 square-foot site has a base density of 17 units.

The Density Bonus Ordinance permits a density bonus of up to 35 percent in exchange for setting aside 11 percent of the 17 base density units for Very Low Income Households. The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. A density increase of 65 percent may be granted if a project sets aside 23 percent of base density units for Very Low Income Households.

For the subject property, a 35 percent by-right density bonus would allow for 23 units (equal to an increase of six (6) units beyond the 17-unit base density) to be constructed on the project site. In order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or two (2) units, for Very Low Income Households. The applicant requests an additional 30 percent density bonus through a Conditional Use to allow a total of 29 dwelling units. This is an increase beyond what would otherwise be permitted with the by-right 35 percent density bonus. As such, the project must set aside at least 23 percent of the base density (four (4) Very Low Income Units) to obtain the requested 65 percent density bonus. As previously noted, the project is providing four (4) Very Low Income Units. Therefore, the project satisfies the minimum percentage of base density restricted to Very Low Income Households to be eligible for a 65 percent density increase.

According to the 2021-2029 Housing Element of the City of Los Angeles, pages 99-100, the City's Regional Housing Needs Assessment allocation for Very Low Income Households is 57,989 units over the 6th Housing Element Cycle. Between 2014 and 2020, the City permitted a total of 7,012 Very Low Income Units. Additionally, more than 75% of Very Low Income Renters in the City are cost burdened, meaning that housing costs account for more than 30 percent of their income (p.90 of Housing Element). In 2019, Los Angeles had a higher percentage of cost burdened renter households than any other major American city (p.88 of Housing Element). Therefore, the increased intensity of the proposed development will be offset by the provision of four (4) new Very Low Income Units required by the City's Density Bonus policy.

Additionally, the project is located approximately 4,914 feet from UCLA's campus. The project site and the properties in the surrounding area are predominately developed withs single & multi-family residential as well as commercial uses ranging from one (1) to four (4) stories in height. Students, who are low income by nature of their studies, account for many residents in the surrounding area. The project will replace two (2) multi-family dwellings with seven (7) total units with a new 29-unit multi-family dwelling, resulting in a net increase of 22 units to the city's housing stock. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city, and region.

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

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 29 dwelling units (including four (4) Very Low Income Units). It will consist of

eight (8) one-bedroom units, 18 two-bedroom units, and three (3) three-bedroom units. The project will be approximately 34,645 square feet with a Floor Area Ratio ("FAR") of approximately 3.85:1. The project will provide 38 vehicular parking spaces and 28 long-term bicycle parking spaces in two (2) subterranean levels with access from a two-way driveway on Eastborne Avenue. Three (3) short-term bicycle parking spaces will be provided at ground level. According to a Tree Disclosure Statement, dated September 27, 2023, there are no protected or non-protected trees on the subject site or public right-of-way. The project also includes necessary grading for the fill of 100 cubic yards of soil and a haul route for the cut and export of 11,900 cubic yards of soil. The site is currently improved with two (2) multi-family dwellings with seven (7) total units proposed for demolition.

The subject site is in an urbanized area near the UCLA campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. The subject site is located within ½ mile of Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard, served by Los Angeles County Metropolitan Transit Authority ("Metro") Line 4 and Santa Monica's Big Blue Bus Rapid 12 Line respectively.

The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. It is also located one (1) block north of a commercial corridor along Santa Monica Boulevard. Surrounding properties along this block of Eastborne Avenue, bounded by Westholme and Manning Avenue, are also zoned [Q]R3-1-O and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the east and west along Eastborne Avenue are improved with multi-family dwellings that are three (3) & four (4) stories in height respectively. The abutting properties to the north on Holman Avenue are both improved with two-story multi-family dwellings. The properties to the east across Westholme Avenue are zoned [Q]R3-1-O and R1-1-O and improved with a mix of single & multi-family dwellings ranging from one (1) to four (4) stories in height. The properties to the south are zoned [Q]C2-1VL-O and R3-1-O and are improved with a mix of commercial and multi-family residential structures ranging from one (1) to five (5) stories in height. The properties to the west across Manning Avenue are zoned [Q]R3-1-O and [Q]RD1.5-1 and improved with two-story multi-family dwellings as well as the Los Angeles California Mormon Temple complex. The properties to the north are zoned [Q]R3-1-O and improved with multi-family dwellings ranging from two (2) to four (4) stories in height.

The subject site is zoned [Q]R3-1-O, with a Height District No. 1 that permits a maximum FAR of 3:1 and a maximum height of 45 feet. LAMC Section 12.22 A.25 permits 35 percent FAR increase (4.05:1 FAR) and a 11-foot height increase through On-Menu Incentives. The applicant has requested an On-Menu Incentives for a 3.85:1 FAR and a maximum building height of 56 feet. While the proposed project qualifies for a maximum 4.05:1 FAR, the project is providing a maximum floor area of 34,645 square feet or a 3.85:1 FAR. While the project's floor area and height are larger than some of the existing multi-family dwellings in the vicinity, the proposed 3.85:1 FAR is less than the maximum of 4.05:1 FAR allowed through the Density Bonus Ordinance.

While the proposed 5-story building is slightly taller than most of the surrounding structures, the design includes multiple features that reduce its massing and provide visual interest. These include a well-articulated façade with a series of private balconies, cornices, material & color changes, recessed windows, and a sloped eave with clay roof tiles. The project will also enhance the pedestrian experience by providing extensive landscaping in the front yard, including three (3) new trees. They will also provide three (3) new street trees in the adjacent public right-of-way.

Given the site's proximity to public transit and many surrounding uses, including UCLA, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

Therefore, as described above, the project will provide amenities and features that will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

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

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (Westwood Community Plan), Housing Element, and Mobility Element.

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. The subject site has a Medium Residential land use designation, with a corresponding zone of R3. The site is zoned [Q]R3-1-O, consistent with the land use designation. The R3 Zone allows for one dwelling unit per 800 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the R3 Zone. The Q condition on the project site, enacted through Ordinance No. 163,196, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

Framework Element

The General Plan designates the subject site for Medium Residential land uses, with a corresponding zone of R3. The property is zoned [Q]R3-1-O, consistent with the land use designation.

The proposed project conforms with the following goals, objectives, and policies of the Framework Element:

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

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public

infrastructure and services, and the residents' quality of life can be maintained or improved.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.

Policy 4.2.1: Offer incentives to include housing for very low and low-income households in mixed-use developments.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent/range, access to local services and access to transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.

The project involves the construction of a 29-unit, five-story multi-family dwelling on a site located approximately 345 feet and 2,493 feet from Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard respectively. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to 38 spaces while also providing 28 long-term bicycle parking spaces. Moreover, the site is located within walking distance from UCLA, Ronald Reagan UCLA Medical Center, the West Los Angeles VA Medical Center, major commercial corridors along Westwood & Santa Monica Boulevards, Westwood Village, and a variety of other employment and commercial uses.

The project is also located in an area with sufficient public infrastructure and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all require utilities and public services.

Finally, the project is requesting Density Bonus Incentives and a Waiver of Development Standard in exchange for the provision of four (4) Very Low Income Units for 55 years. These Very Low Income Units will not require any public subsidy.

As such, the proposed project is consistent with the General Plan Framework.

Land Use Element – Westwood Community Plan

The proposed project aligns with the intent of the Westwood Community Plan including the following:

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

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs for the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.2: Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.

Policy 1-1.3: Provide for adequate multi-family residential development.

Policy 1-2.1: Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

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

Objective 1-4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing, including student housing within one mile of the UCLA campus.

The proposed project meets the above goals, policies, and objectives by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Medium Residential Land Uses, which includes multi-family residential uses, and is well served by facilities and necessary infrastructure. The project site is located approximately 4,922 feet from the UCLA campus and will result in a net increase of 22 dwelling units, including four (4) Very Low Income Units. The site is located in a Transit Priority Area (TPA) and within a ½ mile of Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard as well as Westwood & Santa Monica Boulevard.

Housing Element 2021-2029

The proposed project also conforms with the applicable goals, objectives, and policies of the Housing Element, including:

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

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

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

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

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

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

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

The proposed project will result in a net increase of 22 new dwelling units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements through the Density Bonus program for increased FAR, height, as well as a reduction in overall open space and ground level open space in exchange for the provision of four (4) Very Low Income Units. Pursuant to Density Bonus and Value Capture Ordinance requirements, 23 percent (4 units) of the base units will be set aside for Very Low Income Households. Additionally, this mixed-income development will be located in a Higher Opportunity Area as defined in the Housing Element that is also near public transit options and a variety of retail, commercial, entertainment, recreational, educational and employment opportunities. The project is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

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

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

The project is a pedestrian oriented development that provides affordable and market-rate units and is located approximately 345 feet and 2,493 feet from Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard respectively. The site is also within walking distance from commercial corridors on Westwood & Santa Monica Boulevards, Westwood Village, as well as UCLA and a variety of other employment opportunities. The project will promote multi-modal transportation by limiting onsite vehicular parking to 38 spaces and providing 28 long term bicycle parking spaces.

Westwood Community Multi-Family Specific Plan

The Westwood Community Multi-Family Specific Plan (WMFSP) was adopted by the Los Angeles City Council and became effective on March 5, 1988, under Ordinance No. 163,203. The subject site is located within this Specific Plan which contains regulations on land use, density, height, parking, open space, landscaping, and design review procedures. Therefore,

the project is subject to a Project Permit Compliance Review and has been conditioned for compliance prior to the issuance of building permits.

Therefore, the proposed project is consistent with the purposes, intent and provisions of the General Plan, Westwood Community Plan, Housing Element, Mobility Plan, and WMFSP by meeting several of its goals, objectives, and policies. Specifically, the project would provide housing to accommodate necessary residential growth as well as a mix of apartment sizes and affordability levels through the inclusion of four (4) Very Low Income Units.

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

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As provided under Finding No. 4, the proposed Project would be in conformance with the following goals, objectives, and policies of the Housing Element as described below:

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

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

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

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

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

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

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

The project will implement the affordable housing provisions of the Housing Element by providing four (4) Low Income Units in a "Higher Opportunity Area" as defined in the Housing Element. Additionally, this mixed-income development will be located near public transit options and a variety of retail, commercial, entertainment, recreational, educational, and employment opportunities. The development is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress

Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

- 6. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:
 - A. 11% Very Low Income Units for a 35% density increase; or
 - B. 20% Low Income Units for a 35% density increase; or
 - C. 40% Moderate Income Units for a 35% density increase in for-sale projects.

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

- D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or
- E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or
- F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or
- G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

The project site is zoned [Q]R3-1-O, which permits a base density of 17 dwelling units on the subject property. The Density Bonus Ordinance permits a density bonus of up to 35 percent in exchange for setting aside 11 percent of the 17 base density units for Very Low Income Households. The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5

23	65

The applicant also requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 65 percent increase in density for a total of 29 dwelling units in lieu of 17 dwelling units otherwise permitted in the [Q]R3-1-O zone. As provided in the table above, the applicant is required to set aside at least 23 percent, or four (4) units, of the 17 base density units for the 65 percent density increase. The applicant is setting aside four (4) units restricted to Very Low Income Households for a period of 55 years. As such, the project satisfies the minimum percentage of base density restricted to Very Low Income Households to be eligible for a 65 percent density increase.

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

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). The Housing Crisis Act was further amended and extended by Senate Bill 8, effective January 1, 2022. SB 330/SB 8 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2034. During the duration of the statewide housing emergency, SB 330/SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated August 23, 2023, three (3) units need to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households and one (1) unit restricted to Low Income Households. The LAHD housing replacement requirements are satisfied by the four (4) Very Low Income Units provided through this Density Bonus Affordable Housing Incentive Program.

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

The applicant proposes to set aside four (4) Deed Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make four (4) Deed Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regard to subjected restricted affordable units to recorded affordability per LAHD and is subject to fees as set forth in Section 19.14 of the LAMC.

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

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply

for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 65 percent density increase above the five (5) base density units to permit a total of 11 dwelling units. The project will set aside two (2) units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

DESIGN REVIEW FINDINGS

10. A recommendation was made by the Westwood Community Design Review Board, pursuant to Los Angeles Municipal Code Section 16.50.

The project was presented to the Design Review Board for final review at a public hearing on December 6, 2023. At the hearing, a quorum of four (4) Board Members heard the applicant's presentation, took public testimony, asked the applicant questions and provided input on the project. The DRB voted unanimously, recommending approval of the project with conditions, as the project will substantially comply with LAMC Section 16.50, Subsection E of the LAMC as well as the relevant design guidelines and development provisions of the Specific Plan.

PROJECT PERMIT COMPLIANCE REVIEW FINDINGS

11. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

- a. Section 5.A *Building Height.* This section of the WMFSP limits building height when a project immediately abuts an R1 zone and is not applicable to the project. The project site does not immediately abut an R1 zone. Immediately abutting properties are zoned [Q]R3-1-O.
- b. Section 5.B *Parking Standards* requires 2.25 parking spaces per unit with four habitable rooms or less and 3.25 parking spaces per unit with more than four habitable rooms. Of the parking spaces required, guest parking shall be provided at a ratio of 0.25 space for every dwelling unit. However, on September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land. Consistent with AB 2097, the project is a development project within one-half mile of a Major Transit Stop and is therefore not subject to a minimum automobile parking requirement.

- c. Section 6.A.1 Open Space requires 200 square feet of open space per unit for R3 Zones. The WMFSP would therefore require 5,800 square feet of open space for a 29-unit multi-family dwelling in the [Q]R3-1-O Zone. The applicant has requested an On-Menu Incentive to allow a 20 percent reduction in required open space pursuant to LAMC Section 12.25 and State Density Bonus law, which supersede the WMFSP. As discussed in Finding No. 1, the project qualifies for the subject Incentive.
- d. Section 6.A.2 *Open Space* is not applicable because the project does not include any guest rooms.
- e. Section 6.A.3 *Open Space* requires that 75 percent of required open space be located at ground level and 50 percent of required open space be landscaped. The applicant has requested a Waiver of Development Standards to allow 52.5 percent of required open space (2,436 square feet) located on the ground level pursuant to LAMC Section 12.25 and State Density Bonus law, which supersede the WMFSP. As discussed in Finding No. 1, the project qualifies for the subject Waiver. However, the project does comply with the minimum landscaping requirement. As shown in Exhibit A, 50 percent (2,326 square feet) of open space will be landscaped in conformance with the WMFSP's minimum landscape requirement for open space areas.
- f. Section 6.A.4 Open Space allows projects with stories above the first habitable level that are setback at least 10 feet from the level below to count these setback areas towards the open space requirement if 40 percent of the setback area is landscaped. While the proposed project does include articulation, none of the stories above the first habitable level are set back 10 feet from the level immediately below. As such, Section 6.A.4 of the WMFSP is not applicable.
- g. Section 6.A.5 *Open Space* of the Specific Plan requires that paved areas consist of stamped concrete, tile and/or brick pavers. As shown on Exhibit A, the project's paved areas will consist of Stamped Concrete in conformance with Section 6.A.5 of the WMFSP.
- h. Section 6.A.6 Open Space allows 50 percent of the required front and rear yard areas to be included as open space provided those yard areas are landscaped. The project site has a width of 100 feet and the required front and rear yards are 15 feet. Thus, an approximately 1,500 square-foot front & rear yard is required. Per the Specific Plan, a maximum of 1,500 square feet from the front and rear yard may be counted toward required open space. As shown in Exhibit A, the project is counting 1,500 square feet from the front and rear yard and 1,000 square feet is landscaping 768 square feet (51 percent) of the front yard and 1,003 square feet (67 percent) of the rear yard. Therefore, the project is in conformance with Section 6.A.6 of the WMFSP.
- i. Section 6.B *Walkways* requires that any project built on one or more lots with a width of 150 feet or more shall have a walkway which is a minimum of 10 feet in width for every 50 feet of lot width. As shown in Exhibit A, the project site has a maximum width of 100 feet. Therefore, Section 6.B of the WMFSP is not applicable.
- j. Section 6.C. *Building Setbacks* is not applicable because the subject site is not directly across the street and within 200 feet of an R1 zone.
- k. Section 6.D *Garage* of the WMFSP permits only one level of parking garage above the natural existing grade, up to a maximum of 7-feet in height measured to the floor elevation of the level immediately above the parking garage. As shown in Exhibit A,

the proposed garage will be in two (2) subterranean levels. Therefore, Section 6.D of the WMFSP is not applicable.

- Section 6.E.1 Yard Requirements requires that a minimum of 50 percent of the required front, rear, and side yards be landscaped. As shown in Exhibit A, the project landscapes 768 square feet of the 1,500 square-foot front yard (51 percent), 1,003 square feet of the 1,500 square-foot rear yard (67 percent), and 400 square feet of the 800 square-foot northerly & southerly side yards (50 percent). Therefore, the project complies with Section 6.E.1 of the WMFSP.
- m. Sections 6.E.2 *Yard Requirements* mandates a 20-foot rear yard for any projects immediately abutting a R1 or more restrictive zone along the rear property line. The Section 6.E.2 of the WMFSP is not applicable because the immediately abutting properties on the rear property line is zoned [Q]R3-1-O.
- n. Sections 6.E.3 Yard Requirements mandates a 10-foot side yard for any projects that immediately abutting a R1 or more restrictive zone along the side property lines. Section 6.E.3 of the WMFSP is not applicable because the abutting properties along the side property lines are zoned [Q]R3-1-O.
- o. Section 6.F *Buffer* requires an 8-foot decorative masonry wall and associated tree planting for projects which immediately abut a R1 or more restrictive zone. Section 6.F of the WMFSP is not applicable because the subject site does not immediately abut an R1 zone. Immediately abutting properties are zoned [Q]R3-1-O.
- p. Section 6.G Screening requires that structures on the roof be fully screened from view from adjacent properties, as seen from the grade. As depicted on Sheets A-2.7, A-3.0, and A-3.1 of Exhibit A, mechanical equipment on the roof will be screened from view with stucco walls. As such, the project substantially complies with Section 6.G of the WMFSP.
- q. Section 7.A. Landscape Standards requires that a Landscape Plan be prepared by a licensed architect or landscape architect and submitted to the Westwood Community Design Review Board (DRB) for review. In addition, the Landscape Plan is required to illustrate details of the plants and plant material (i.e., names, size at maturity, locations, planting schedule, irrigation plan) and must include a variety of plant materials. As depicted in Exhibit A, the Landscape Plan has been prepared by a landscape architect and includes: an irrigation plan; a variety of plant material, including grass and other ground cover, shrubs, and trees; and, clear identification of plant material locations, and size at maturity. The DRB reviewed and recommended approval of the Landscape Plan as a part of the whole project at its regular meeting on December 6, 2023.
- r. Section 7.B. Street Trees requires street trees to be approved by the Urban Forestry Division of the Bureau of Street Services and to be planted at a minimum ratio of one for every 30 lineal feet of street frontage abutting the project. The Specific Plan also requires Street Trees to be at least 12 feet in height and not less than three inches in caliper at the time of planting. Currently, there are no street trees in the public right-ofway. The project site has a frontage of 100 feet along Eastborne Avenue and the applicant proposes two (2) new street trees in the public right-of-way. LADWP restrictions regarding street tree planting near transformer vaults prevent the applicant from providing the third street tree. As such, the project substantially complies with Section 7.B of the WMFSP. Additionally, the conditions of approval require proposed street trees to be reviewed and approved by the Street Tree Division of the Bureau of

Street Maintenance. As such, the project is in conformance with Section 7.B of the WMFSP.

s. Section 8 Design Review Procedures states that no building permit shall be issued for any project, structure, or other development of property, unless the project has been reviewed and approved in accordance with the Design Review Board procedures of Section 16.50 and the Specific Plan procedures of Section 11.5.7 of the LAMC. The proposed project was reviewed and approved, pursuant to LAMC Section 16.50, during a Westwood Community Design Review Board hearing on December 6, 2023. The proposed project has been reviewed in accordance with the DRB and Specific Plan procedures of the Los Angeles Municipal Code. The review and recommendation of the Westwood Community DRB was based upon conformance with the criteria in the Westwood Community Design Review Board Specific Plan.

12. That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("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 Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2023-6884-CE is provided in the case file and attached as Exhibit D. Therefore, no mitigation measures or alternatives were identified in the environmental review.

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2023-6884-CE is provided in the case file and attached as Exhibit D.

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 29 dwelling units (including four (4) Very Low Income Units). It will consist of eight (8) one-bedroom units, 18 two-bedroom units, and three (3) three-bedroom units. The project will be approximately 34,645 square feet with a Floor Area Ratio ("FAR") of approximately 3.85:1. The project will provide 38 vehicular parking spaces and 28 long-term bicycle parking spaces in two (2) subterranean levels with access from a two-way driveway on Eastborne Avenue. Three (3) short-term bicycle parking spaces will be provided at ground level. According to a Tree Disclosure Statement, dated September 27, 2023, there are no protected or non-protected trees on the subject site or public right-of-way. The project also includes necessary grading for the fill of 100 cubic yards of soil and a haul route for the cut and export of 11,900 cubic yards of soil. The site is currently improved with two (2) multi-family dwellings with seven (7) total units proposed for demolition.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

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

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. Please see Findings 10 and 11 regarding the project's consistency with the WMFSP and the Westwood Community Design Review Board Specific Plan.

The subject site has a Medium Residential land use designation, with a corresponding zone of R3. The site is zoned [Q]R3-1-O, consistent with the land use designation. The R3 Zone allows for one dwelling unit per 800 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone. The Q condition on the project site, enacted through Ordinance No. 163,196, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

The project site, located at $10605 - 10613 \frac{1}{2}$ West Eastborne Avenue, consists of two (2) relatively flat interior lots with a frontage of approximately 100 feet on Eastborne Avenue and a depth of 130 feet, resulting in a total area of 13,000 square feet. As such, the project site is consistent with the minimum lot width and lot area requirements for the R3 Zone. Pursuant to State Density Bonus Law and LAMC Section 12.22 – A.25, the applicant is requesting On-Menu Incentives and a Waiver of Development Standards in exchange for providing four (4) Very Low Income Units for 55 years.

First, the proposed project is consistent with the following goals, objectives, and policies of the General Plan Framework Element:

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

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.

Policy 4.2.1: Offer incentives to include housing for very low and low-income households in mixed-use developments.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent/range, access to local services and access to transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.

The project involves the construction of a 29-unit, five-story multi-family dwelling on a site located approximately 345 feet and 2,493 feet from Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard respectively. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to 38 spaces while also providing 28 long-term bicycle parking spaces. Moreover, the site is located within walking distance from UCLA, Ronald Reagan UCLA Medical Center, the West Los Angeles VA Medical Center, major commercial corridors along Westwood & Santa Monica Boulevards, Westwood Village, and a variety of other employment and commercial uses.

The project is also located in an area with sufficient public infrastructure and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all require utilities and public services.

Finally, the project is requesting Density Bonus Incentives and a Waiver of Development Standard in exchange for the provision of four (4) Very Low Income Units for 55 years. These Very Low Income Units will not require any public subsidy.

The proposed project is also consistent with the following goals, objectives, and policies of the General Plan Housing Element:

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

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

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

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

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

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

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

The proposed project will result in a net increase of 22 new dwelling units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements through the Density Bonus program for increased FAR, height, as well as a reduction in overall open space and ground level open space in exchange for the provision of four (4) Very Low Income Units. Pursuant to Density Bonus and Value Capture Ordinance requirements, 23 percent (4 units) of the base units will be set aside for Very Low Income Households. Additionally, this mixed-income development will be located in a Higher Opportunity Area as defined in the Housing Element that is also near public transit options and a variety of retail, commercial, entertainment, recreational, educational and employment opportunities. The project is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

Next, the project is consistent with the following goals, objectives, and policies of the Westwood Community Plan, one of the Land Use Elements of the General Plan:

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

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs for the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.2: Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.

Policy 1-1.3: Provide for adequate multi-family residential development.

Policy 1-2.1: Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

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

Objective 1-4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing, including student housing within one mile of the UCLA campus.

The proposed project meets the above goals, policies, and objectives by providing multifamily dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Medium Residential Land Uses, which includes multi-family residential uses, and is well served by facilities and necessary infrastructure. The project site is located approximately 4,922 feet from the UCLA campus and will
result in a net increase of 22 dwelling units, including four (4) Very Low Income Units. The site is located in a Transit Priority Area (TPA) and within a ½ mile of Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard as well as Westwood & Santa Monica Boulevard.

Finally, the project is consistent with the following policies of the General Plan Mobility Element:

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

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

The project is a pedestrian oriented development that provides affordable and marketrate units and is located approximately 345 feet and 2,493 feet from Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard respectively. The site is also within walking distance from commercial corridors on Westwood & Santa Monica Boulevards, Westwood Village, as well as UCLA and a variety of other employment opportunities. The project will promote multi-modal transportation by limiting onsite vehicular parking to 38 spaces and providing 28 long term bicycle parking spaces.

As such, the project is consistent with the applicable Westwood Community Plan designation and policies and all applicable zoning designations and regulations as permitted by State Density Bonus Law.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.30 acres (13,000 square feet). The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. It is also located one (1) block north of a commercial corridor along Santa Monica Boulevard. Surrounding properties along this block of Eastborne Avenue, bounded by Westholme and Manning Avenue. are also zoned [Q]R3-1-O and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the east and west along Eastborne Avenue are improved with multi-family dwellings that are three (3) & four (4) stories in height respectively. The abutting properties to the north on Holman Avenue are both improved with two-story multi-family dwellings. The properties to the east across Westholme Avenue are zoned [Q]R3-1-O and R1-1-O and improved with a mix of single & multi-family dwellings ranging from one (1) to four (4) stories in height. The properties to the south are zoned [Q]C2-1VL-O and R3-1-O and are improved with a mix of commercial and multi-family residential structures ranging from one (1) to five (5) stories in height. The properties to the west across Manning Avenue are zoned [Q]R3-1-O and [Q]RD1.5-1 and improved with two-story multi-family dwellings as well as the Los Angeles California Mormon Temple complex. The properties to the north are zoned [Q]R3-1-O and improved with multi-family dwellings ranging from two (2) to four (4) stories in height.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently developed with two (2) multi-family dwellings proposed for demolition. According to a Tree Disclosure Statement, dated September 27, 2023, there are no protected or non-protected trees on the subject site or public right-of-way. Furthermore, the project site does not adjoin any open space or wetlands that could support habitat for endangered, rare or threatened species. Therefore, the site does not contain or have value as habitat for endangered, rare or threatened species and is not located adjacent to any 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.

A Noise Technical Report prepared by DKA Planning, dated August 2022, confirmed that the Project would not result in significant construction-related or operational noise impacts on the environment. The analysis considered noise from construction activities, operational noise sources from periodic delivery and trash hauling, outdoor use areas, conversation, rooftop equipment, off-site traffic, vibration, impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. According to the City of Los Angeles VMT Calculator Version 1.4 and LADOT Transportation Assessment Referral Form, dated November 1, 2023, the proposed 29-unit multi-family dwelling with 38 onsite vehicular parking spaces is expected to generate 96 daily vehicle trips, well below the minimum 250 daily vehicle trips that would require a traffic study. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant.

An Air Quality Technical Report prepared by DKA Planning, dated October 2023, evaluated the project's potential air quality effects by estimating the potential construction and operations emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project's emissions were estimated using the CalEEMod 2022.1.1.17 model for the purposes of evaluating air quality impacts of proposed projects. The analysis considered construction activity emissions during site preparation, grading, building construction, paving, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the project would not exceed SCAQMD significance thresholds for air quality impacts.

Additionally, the project will be subject to Regulatory Compliance Measures (RCMs). These require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. RCMs include but are not limited to:

• Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern

California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities): The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone): As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases): During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

These RCMs will ensure the project will not have significant impacts on noise, air quality, and water quality. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, 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.

The project site will be adequately served by all public utilities and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all require utilities and public services.

Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

(a) **Cumulative Impacts.** 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.

Properties in the vicinity are predominantly developed with a mix of single and multifamily dwellings and the subject site is of a similar size and slope to nearby properties. According to Navigate LA and the Department of Building and Safety Haul Route Requests Status Table, there is one (1) completed (10604 – 10612 Santa Monica Boulevard), one (1) ongoing (10638 – 10644 West Santa Monica Boulevard) and zero pending haul route applications within 600 feet of the project site.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

In addition, haul route approvals will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, DBS staggers the haul route schedules so as to ensure that all of the haul routes do not occur simultaneously. While there are three other known projects of the same type in the same neighborhood as the subject project, the hauling periods will be reviewed by LADOT and LADBS to reduce overlap. The proposed project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #122622), dated August 30, 2022, for the proposed project and as it may be subsequently amended or modified.

There is a succession of projects of the same type within this neighborhood; however, there is no evidence in the file (including in any technical studies) that there is a foreseeable cumulative significant impact from these projects in an any impact category; including in transportation due to LADOT and LADBS permitting and monitoring practices. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The applicant proposes a 29-unit multi-family residential building in an area zoned and designated for such development. The project site is also of a similar size and slope to nearby properties. The surrounding properties on this block of Eastborne Avenue are improved with multi-family dwellings and condominiums ranging from two (2) to five (5) stories in height, and host between 2 - 24 dwellings per site. While the proposed project is slightly taller than most of the surrounding structures, the applicant qualifies for a 11-foot height increase pursuant to LAMC Section 12.25 A.25 and State Density Bonus Law. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant effect. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

(c) 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.

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately nine (9) miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

(d) **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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

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

The project site is currently developed with two (2) multi-family dwellings that are not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. The existing structures were also not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. As such, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

ADDITIONAL MANDATORY FINDINGS

13. 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.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

A joint public hearing was held by a Hearing Officer and the Westwood Design Review Board. The meeting was held in person at Belmont Village Senior Living - Westwood on Wednesday, December 6, 2023, at approximately 6:00 p.m. The hearing was held as a joint public hearing conducted by the Hearing Officer, Kevin Fulton, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2023-6883-CU-DB-DRB-SPP-HCA and ENV-2023-6884-CE and with the Westwood Design Review Board. 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 the hearing. The environmental impact analysis was among the matters to be considered at the hearing. The hearing notice was mailed and published in the newspaper and posted on site in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant's representative (Matthew Hayden) & architect (Robert Taylor) and four (4) neighboring residents. There was a total of three (3) speakers at the hearing during public comment.

<u>Applicant Presentation.</u> The applicant's representative (Matthew Hayden) & architect (Robert Taylor) described the site location, project description, requested entitlements, and differences between this project and the one previously filed under DIR-2022-8219-TOC-DRB-SPP-HCA. They also gave an overview of the floor plans and elevations. The following are the main points of the presentation:

- This version of the project increases the total units from 28 to 29 and the number of affordable units from three (3) to four (4) relative to the previous version. Floor area also increased by 1,987 square feet and the number of automobile parking spaces was reduced from 48 to 38.
- Applicant re-filed as a state density bonus project due to litigation surrounding Transit Oriented Communities (TOC) program.
- Current project design maintains previous DRB conditions of approval related to egress lighting, façade materials, street number signage, rooftop canopy materials, and location of LADWP transformer.

Comments in Opposition of the Project:

- Concerns raised about the lack of onsite parking and potential negative impact this could have on availability of street parking. Skepticism that future residents will utilize public transit.
- Project will be taller than other buildings on the block. With the roof deck, the 5-story project will essentially be six (6) stories in height.
- Additional information requested regarding steps applicant will take to limit impact of construction related activities to surrounding buildings, particularly regarding termites given the advanced age of the current structures.

Applicant's Response to Comments:

• Pledged that the applicant team will work to limit construction related impacts, particularly the termite issue.

- Noted that project is providing 38 parking spaces even though zero (0) are required under AB 2097.
- The applicant reduced the number of spaces from 48 to 38 because the City Planning Commission (CPC) is the decision maker for this project and the commissioners prefer a smaller amount of onsite parking.

WRITTEN CORRESPONDENCE

The Applicant's Representative submitted a summary of community outreach efforts, responses to issues raised at the public hearing, and minor design revisions made in response to PVP comments for the case file that is included in Exhibit E.

Planning Staff did not receive any written correspondence from the public regarding this project.

EXHIBIT A

PROJECT PLANS

CPC-2023-6883-CU-DB-DRB-SPP-HCA



UNIT NUMBER	BEDRMG PER UNIT	HABITABLE RMS PER UNIT *	UNIT AREA	NUMBER OF UNITS	TOTAL
01, 201, 301, 401	2	3	907 SF	4	3,628 SF
103	2	3	907 SF	1	907 SF
105	3	4	1,062 SF	1	1,062 SF
106	2	3	827 SF	1	827 SF
203, 303, 403	2	3	969 SF	3	2,907 SF
205, 305, 405	2	3	773 SF	3	2,319 SF
206, 406	1	2	539 SF	2	1,078 SF
207, 307, 407	1	2	561 SF	3	1,683 SF
208, 308, 408	2	3	903 SF	3	2,709 SF
302, 402, PH#2	2	3	774 SF	3	2,322 SF
PH#1	2	3	890 SF	1	890 SF
PH#3	2	3	964 SF	1	964 SF
PH#4	1	2	602 SF	1	602 SF
PH#5	3	4	1,126 SF		1,126 SF
PH#G	3	4	1,321 SF	1	1,321 SF
				20 LINITS	24 245 GE

OPEN SPACE REQUIRED

PER WESTWOOD MULTI-FAMILY SPECIFIC PLAN 200 SF OPEN SPACE PER UNIT = 29 x 200 SF =5,800 SF

PER DENSITY BOMUS ON MENU INCENTIVE #3

20% DECREASE IN REQUIRED OPEN SPACE 5,800 SF LESS 20% REDUCTION = 4,640 SF REQUIRED

PER WAVER OF DEVELOPMENT STANDARDS 30% ECCERACE IN REQUIRED OFFIS SPACE AT GROUND LEVEL 35% OF OFFIS SPACE IS REQUIRED A TAKING LEVEL PER WESTWOOD SPECIFIC PLAN – 75% REQUIRED LESS 30% DECREASE - 52.5 % OF TOTAL REQUIRED 4,640 SP AT GROUND LEVEL - 2,436 SF OFFIS TAKE UNIX, REQUIRED AT GROUND LEVEL

PER WESTWOOD SPECIFIC PLAN 50% OF FRONT AND/OR REAR YARD CAN COUNT TOWARDS REQUIRED OPEN SPACE PROVIDED SUCH YAI AREA IS LANDSCAPED

OPEN SPACE PROVIDED

	HARDSCAPE	LANDSCAPE	TOTAL	TOWARDS OPEN SPACE	% LANDSCAPE	
20	732 SF	768 SF	1,500 SF	750 SF	51%	
)	497 SF	1,003 SF	1,500 SF	750 SF	67%	
YARD	400 SF	400 SF	800 SF	- SF	50%	
YARD	400 SF	400 SF	800 SF	- SF	50%	
BACKS	854 SF	97 SF	951 SF	951 SF	-	
GROUNE) FLOOR			2,451 SF > 2,	436 SF REQUIRED	_
K #1 K #2		345 SF 384 SF	992 SF 1,250 SF			
ROOF D	ECK,		2,242 SF			

.451 SF + 2.242 SF = 4.693 SF PROVIDED > 4.640 SI

LANDSCAPE REQUIRED

PER WESTWOOD SPECIFIC PLAN 50% OF FRONT, REAR AND SIDE YARDS SHALL BE LANDSCAPED

REAR YARD (100 ' x 15) + FRONT YARD (100 ' x 15) + SIDE YARDS 2(100 ' x 8) x 50% = 2,300 SF LANDSCAPE REQUIRED AT GROUND LEVEL< 2,571 SF LANDSCAPE PROVIDED AT GROUND LEVEL.

PER WESTWOOD SPECIFIC PLAN 50% OF REQUIRED OPEN SPACE SHALL BE LANDSCAPED – 4, 640 SF x 50% – 2,320 SF LANDSCAPE REQUIRED. (705 SF FRONT VERD) + 750 SF (REAR YARD) + 97 SF (ADDY, SETBACO, + 295 SF (ROOF DECK #1) + 434 SF (ROOF DECK #2) = 2,326 SF PROVIDED > 2,320 SF REQUIRED.

25% OF REQUIRED COMMON OPEN SPACE 4,640 SF REQUIRED OPEN SPACE 25% OF A,640 SF TO BE PRAITED = 1,160 SF < 1,732 SF PROVIDED (LANDSCAPE AT GROUND LEVEL + PLANTERS AT ROOF DECD.

TREES ONE 24" BOX TREE PER 4 UNITS SO 7 TREES REQUIRED AND PROVIDED.

FER WESTWOOD SPECIFC PLAN; ONE STREET TREE FER EVERY SO LINEAR FEET OF STREET FRONTAGE. STREET FRONTAGE IN CONSTRUCTION OF STREET TREES REQUIRED AND PROVIDED.

A. IS NITS	I PER UNIT I PER 1.5 UNITS=2.67	2	25
GIEKM		-	20
24.4			
. 190			
15	I PER I O UNIT	-	2.5
NITS	I PER 15 UNITS	-	0.27
ORT TERM	4	-	2.77 -

TOTAL REQUIRED & PROV 28 LONG TERM AND 3 SHORT TERM

PROJECT IS 100% PRIVATELY FUNDED. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT WILL BE RECEIVED FROM STATE OR FEDERAL.



SCALE: 1/32" = 1'-0"



SHEET PLOT I



EASTBORNE

T-1.0

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







2 1-TIER BIKE RACK SCALE: NO SCALE







$$\underline{N}$$

A-2.0





P1 - PARKING PLAN SCALE: 3/16' - 110'

A-2.1





FIRST FLOOR PLAN SCALE: 3/16" - 11-0" \bigotimes

A-2.2





SECOND FLOOR PLAN SCALE: 3/16'- 1'-0'

A-2.3





THIRD FLOOR PLAN SCALE: 3/16' - 1'-0'

A-2.4







FOURTH FLOOR PLAN SCALE: 3/16' - 1'-0'

A-2.5







FIFTH FLOOR PLAN SCALE: 3/16' - 1'-0'





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A-2.7



US TILE CLAY ROOFING BORAL 1-PIECE "S" TILE CARMEL BLEND

(2) PAINTED STUCCO, SMOOTH TROWEL FINISH AT STREET (SOUTH) ELEVATION AND FOR APPROXIMATELY 28'-4" ON THE WEST AND EAST FACADES OF THE BUILDING

NORTH OF THE SOUTH FACADE. 20/30 SAND FINISH FOR THE REST OF THE WEST, EAST, AND NORTH ELEVATIONS COLOR: DUNN EDWARDS, FOSSIL, DE6225

3 PAINTED STUCCO, SMOOTH TROWEL FINISH AT STREET (SOUTH) ELEVATION AND FOR APPROXIMATELY 28'4" ON THE WEST AND EAST FACADES OF THE BUILDING NORTH OF THE SOUTH FACADE. 20/30 SAND FINISH FOR THE REST OF THE WEST, EAST, AND NORTH ELEVATIONS COLOR: DUNN EDWARDS, STUCCO TAN, DE6205

(4) PAINTED STUCCO, SMOOTH TROWEL FINISH AT STREET (SOUTH) ELEVATION, 20/30 SAND FINISH AT WEST, EAST, AND NORTH ELEVATIONS COLOR: DUNN EDWARDS, ASH GRAY, DEC751

(5b) PAINTED COLOR: DUNN EDWARDS, ASH GRAY, DEC751

9 BRONZE ANODIZED COLORED HALF ROUND GUTTERS, COLLECTOR, HEADS AND DOWNSPOUTS

(10) BRONZE ANODIZED COLORED NUMBERS WITH STAND-OFF PINS, COLOR SHALL MATCH THE BRONZE FINISH AS IDENTIFIED ON A-5.4

IF CODE REQUIREMENTS REQUIRE A MATERIAL CHANGE TO THE EXTERIOR WINDOWS AND DOORS, THE COLOR SHALL MATCH THE BRONZE FINISH AS IDENTIFIED ON A-5.4



EASTBORNE APARTMENTS 10605 W. EASTBORNE AVENUE LOS ANGELES, CA 90024

ELEVATIONS

ISSUED FOR RE PLANNING SF1

PROJECT: EASTBORNE





(1) US TILE CLAY ROOFING BORAL 1-PIECE "S" TILE CARMEL BLEND

- PAINTED STUCCO, SMOOTH TROWEL FINISH AT STREET (SOUTH) ELEVATION AND FOR APPROXIMATELY 28'-4' ON THE WEST AND EAST FACADES OF THE BUILDING NORTH OF THE SOUTH FACADE. 20/30 SAND FINISH FOR THE REST OF THE WEST, EAST, AND NORTH ELEVATIONS TO DO NUMERATION FOR THE REST OF THE WEST, EAST, AND NORTH ELEVATIONS
- 3 PAINTED STUCCO, SMOOTH TROWEL FINISH AT STREET (SOUTH) ELEVATION AND FOR APPROXIMATELY 28'-4" ON THE WEST AND EAST FACADES OF THE BUILDING
- NORTH OF THE SOUTH FACADE. 20/30 SAND FINISH FOR THE REST OF THE WEST, EAST, AND NORTH ELEVATIONS COLOR: DUNN EDWARDS, STUCCO TAN, DE6205
- PAINTED STUCCO, SMOOTH TROWEL FINISH AT STREET (SOUTH) ELEVATION, 20/30 SAND FINISH AT WEST, EAST, AND NORTH ELEVATIONS COLOR: DUNN EDWARDS, ASH GRAY, DEC751
- 5a PAINTED COLOR : DUNN EDWARDS, STUCCO TAN, DE6205

IF CODE REQUIREMENTS REQUIRE A MATERIAL CHANGE TO THE EXTERIOR WINDOWS AND DOORS, THE COLOR SHALL MATCH THE BRONZE FINISH AS IDENTIFIED ON A-5.4



A-3.1

PROJECT: EASTBORNE













A-5.0





A-5.1





A-5.2



1



EASTBORNE APARTMENTS 10605 W. EASTBORNE AVENUE LOS ANGELES, CA 90024

PERSPECTIVE

ISSUED FOR 01.31.24 PLANNING SE

A-5.3



US TILE CLAY ROOFING BY BORAL I - PEICE "S" TILE COLOR: CARMEL BLEND

ROOF TILES SCALE: N/A



FIBER REINFORCED CONCRETE ARCHITECTURAL DETAILS, BY CONCRETE DESIGN, INC. TEXTURE ; MODERN PROFILE ; PRE LEVATIONS (A-3.0 & A-3.1) COLOR: PAINTED PER COLOR LEGEND ON A-3.0

ARCHITECTURAL DETAIL SCALE: N/A





SMOOTH TROWEL FINISH AT FRONT ELEVATION COLOR: PAINTED PER COLOR LEGEND ON A-3.0









EXTERIOR LIGHTING SCONCE

SCALE: N/A

LANDSCAPE ARCHITECTURE PLANS **EASTBORNE APARTMENTS 10605 W. EASTBORNE AVENUE** LOS ANGELES, CA 90024

GENERAL NOTES:

I. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES.

2. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL BE HELD LIABLE FOR ALL DAMAGE INCURRED DURING CONSTRUCTION.

3. CONTRACTOR SHALL OBTAIN A CURRENT STRUCTURAL SOILS REPORT. THIS SOILS REPORT SHALL SUPERSEDE THE RECOMMENDATIONS AND DETAILS SHOWN ON THESE PLANS AND SPECIFICATIONS.

4. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL SLEEVES AS INDICATED ON THE PENTRATION PLANS AND IRRIGATION PLANS WITH PAVING CONTRACTOR.

5. REFER TO SPECIFICATIONS FOR ACCEPTED STANDARDS OF MATERIALS AND WORKMANSHI

6. ALL FORMS AND ALIGNMENT OF HARDSCAPE ITEMS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO POURING. (CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO THE INSPECTION.

CONTRACTOR SHALL NOT WIL 7. CONTRACTOR SHALL NOT WILLPULLY PROCEED WITH CONSTRUCTION AND/OR GRADE DIFFERENCES WHEN TI'S OBVIOUS THAT UNKNOWN OBSTRUCTIONS ADJOR GRADE DIFFERENCES EXIST THAT WAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH. CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNERS AUTHORIZED REPRESENTATIVE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATIONS.

8. THE LOCATION OF FEATURES TO BE CONSTRUCTED, NOT SPECIFICALLY DIMENSIONED, MAY BE DETERMINED BY SCALE. VERIFY ALL SUCH CONDITIONS WITH OWNERS NOTIFICATION.

9. ALL CURVE-TO-CURVE AND CURVE-TO-TANGENT LINES SHALL BE NEAT, TRIM, SMOOTH, AND UNIFOR

10. ALL CONSTRUCTION AND INSTALLATION OF LANDSCAPE ITEMS SHALL BE PER LOCAL CODES AND ORDINANCES.

11. CONTRACTOR SHALL FULLY GUARANTEE ALL WORK FOR A ONE-YEAR PERIOD FROM OWNER'S ACCEPTANCE OF WORK.

12. CONTRACTOR SHALL BE RESPONSIBLE FOR WEED ABATEMENT AS RECOMMENDED BY A LICENSED PEST CONTROL OPERATOR DURING THE CONTRACTORS MAINTENANCE PERIOD.

13. CONTRACTOR SHALL OBTAIN A CURRENT AGRONOMIC SOILS REPORT. THIS SOILS REPORT SHALL SUPERSEDE THE RECOMMENDATIONS AND DETAILS SHOWN ON THESE PLANS.

14. THE LANDSCAPE CONTRACTOR IS TO ENSURE THAT IRRIGATION AND DRAIN LINES ARE LOCATED AND INSTALLED SO THAT THE MATERIALS SHOWN ON THE PLANTING PLANS CAN BE ACCOMMODATED. 15. IF ANY CONCRETE WORK SHOWN ON THESE PLANS ABUTS WOOD SIDING ON BUILDINGS, INSTALL GALVANIZED METAL

16. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION REFERENCED IN THE PLANS AND SPECIFICATIONS. ANY CONSTRUCTION NOT MEETING THE APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH ACCEPTABLE CONSTRUCTION.

17. ALL DIMENSIONS SHALL BE VERIFIED AGAINST EXISTING CONDITIONS AND ANY DISCREPANCIES REPORTED TO THE OWNER'S REPRESENTATIVE.

SUBDIVIDER NOTES:

18. THE SUBDIVIDER SHALL RECORD A COVENANT AND AGREEMENT SATISFACTORY TO THE ADVISORY AGENCY GUARANTEEING THAT:

A) THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT.

B) SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOME OWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION(52.40 G LAMC.) C) THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR 60 DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.

D) THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPING AND IRRIGATION INSTALLATION.

DIG ALERT

CALIFORNIA STATE LAW SAYS YOU MUST CALL BEFORE YOU DIG. GOVERNMENT CODE SECTION 4216-42169 STATES THAT "EXCANATION" GRADING, TERNCHING, DIGGING, DITCHING, DRILLING, AUGURING, TUNNELING, SCAPING, CABLE OR PIPE FOIVING, DRIVING, FOLUNGATION DIGGING, LANDSCHE DIGGING FUNDERDS, TUNNELING, SACAPING, CABLE OR PIPE PRIVING DRIVING, FOLUNGATION DIGGING, LANDSCHE DIGGING FUNDERDS, FORC POST OR ANY OTHER WAY. OUR PERNIT FOR DIGGING WILL NOT BE VILLID WITHOU'T A DIG ALERT TICKET MUMBER AND NOTFICATION THAT THE RRACOIT HAB SECOMPETED. THERE S ALSO AI 4-DAVINNDOW SECTION 4216,(B) IN WHICH YOU HUST COMPETE THE RROYDSED DIGGING. IFYOU WILL NEED ADDITIONAL TIME BEYOND THE IT DAYS. IT IS YOUR RESPONSIBILITY TO RECALL DIG ALERT. TOL-REH TOL-HER BUMBER SI ISBUZ: ZBOO

ABBREVIATIONS



NOTES:

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF MIS DESIGN GROUP (A CALIFORNIA CORPORATION) AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY WRITTEN AUTHORIZATION FROM MIS DESIGN GROUP. WRITTEN DIMENSION TAKE PREFERENCE OVER SCALED DIMENSION AND SHALL BEVIREPO ON THE (BS ITE AND ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF MIS DESIGN GROUP PRIOR TO COMMENCEMENT OF ANY WORK.

NOTES

LEGAL DESCRIPTION

LOT 14, A SUBDIVISION OF BLOCK 3 OF THE BARRETT-VILLA TRACT IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORMU, RECORDED IN BOOK 78 PAGE 15 OF MISCELLANGLUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PROPERTY ADDRESS LOS ANGELES. CA 90025

LT.I

LS.I

LI. I LI.2

LI.3

LI.4 LP.1

LP.2

1 P.3



PROJECT

LOCATION

Stoner Park

SHEET INDEX

VICINITY MAP N.T.S.

MAR

 (\square)

	Issued for: 02/03/23 CITY SUBMITTAL
	03/10/23 CITY SUBMITTAL
	10/13/23 CITY SUBMITTAL
	01/31/24 REVISIONS
	Revisions:
LIENT :	LANDSCAPE
D EQUITIES 26 LLC.	ARCHITECTURE
S. OLIVE STREET, #2140 DS ANGELES, CA 90014	Newport Beach, CA 92663
ONTACT: ALLEN HANASAB	 949.075.9904 mjs-la.com
OJECT MANAGER :	
DS ANGELES, CA 90024	
1: 310.625.1683	
RCHITECT:	Project:
IKE DESIGN GROUP, INC. 133 VIEWCREST ROAD	
UDIO CITY, CA 91604	EASTBORNE
1: 310.273.0220 ONTACT: MIKAELA NAGLER	ΛΟΛΩΤΜΕΝΙΤΟ
	ALANTIMENTS
	LOS ANGELES, CA
	Client:
	PD EQUITIES 26,
	606 S. OLIVE STREET
	SUITE #2140
	90014
	<u></u>
I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT	Stamp:
LANDSCAPE ORDINANCE AND HAVE SUBMITTED A COMPLETE LANDSCAPE	and an INE DELLAR
SIGNATURE DATE	
	Distance of the second
APPROVALS	
	Job No:
	Drawn By:
201 N. FIGUEROA STREET, 4TH FLOOR	Plan Date:
LOS ANGELES, CA 90012	Scale:
LOS ANGELES WATER & POWER	Title:
6547 SUNSET BLVD,	TITLE CLIEFT
HOLLYWOOD, CA 90028	IIILE SHEET
CITY of LOS ANGELES PUBLIC WORKS	
200 N. SPRING STREET, ROOM 361 LOS ANGELES. CA 90012	Sheet No.:
	LI.I
GOVERNING AGENCIES	Plan Status: CONSTRUCTION
	DOCUMENTS

<image/>				OPEN SPACE REQUIREMENTS PER WESTWOOD SPECIFIC PLAN OPEN SPACE REQUIREMENTS: UNIT 200 S.F. PER UNIT 29 20% DECREASE PER TOC TIER 2 = 0.20 X 5.800 PER TOC TIER 2 = 2,688 SF REQUIRED AT GROUND LEVEL COMMON OPEN SPACE PROVIDED FIRST FLOOR COMMON OPEN SPACE PROVIDED REAR YARD SETBACKS ROOF DECK COMMON OPEN SPACE PROVIDED ROOF DECK COMMON OPEN SPACE PROVIDED ROOF DECK K #1 AND #2
CITY of LOS ANGELES LANDSCAPE NOTES 1. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCOW OF FIFTY (50) PERCENT OF THE UNITS OF THE PROJECT OR PHASE 2. SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION		CITY of LOS ANGELES - LANDSCAPE OR WATER MANAGEMENT POINT SYSTEM (per Guideline "AA" - City of LA.) AREA OF PROJECT SITE: 16,735 S.F. (0.384 acres) ZONING DESIGNATION: ITEMS PER TABLE II #1 DRIP/TRICKLE/MICRO IRRIGATION #2 LAWN/SWIMMING POOL LESS THAN 15% (spa and water feature less than 5% of landscape area) #3 AUTOMATIC IRRIGATION CONTROLLER (with cycling capacity & watering schedule) #4 SOIL MOISTURE SENSOR/ANEMOMETER/ RAIN MEASURING DEVICE or SENSING SYSTEM/ EVAPOTRANSPIRATION DATA USED with	DINANCE POINTS REQUIRED 200 POINTS (7,501 – 15,000 s.f.) R3-1-0 30 POINTS (5 points per circuit x 6) 10 POINTS 5 POINTS 10 POINTS	LANDSCAPE REQUIREMENTS: 50% OF FRONT, REAR AND SIDE YARDS SHALL BE LANDSC TOTAL FRONT, REAR AND SIDE YARDS = 4,640 S.F. X 50% TOTAL LANDSCAPE PROVIDED = 2,695 S.F. PROVIDED 50% OF REQUIRED OPEN SPACE SHALL BE LANDSCAPED 4,640 S.F. COMMON OPEN SPACE X 50% = 2,320 S.F. REQU PROVIDED: 3,145 S.F. <u>TREE QUANTITY REQUIREMENTS - MINIMUM 24 " BOX</u> ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH 29 1 24" BOX TREE PER 4 UNITS - U
THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWINERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION. 3. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION. 4. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION.	4 0	#6 PLANTS with MONTHLY WATERING CAREX 50 total #9 LANDSCAPE METER #10 EXCESS FLOW METER (master valve) TOTAL POINTS:	100 POINTS (50 plants at 2 pts. ea.) 50 POINTS (25% of req'd 200 pts.) 2 POINTS 207	TREES PROVIDED - 24" BOX OR GREATER LEVEL I ROOFTOP CITY of LOS ANGELES LANDSCAPE ORE Ordinance no. 170,978 (as amended) LANDSCAPE POINT RECAP
FRONT YARD TREE REQUIREMENTS (PER LA CITY ZONING CODE, SECTION 12.21C1(G)) I TREE PER 500 S.F. OF UNPAVED FRONT YARD TOTAL FRONT YARD S.F. = 616 S.F.		SLOPE NOTE: NO SLOPES OVER 6' HEIGHT EXIST ON THIS SITE. SOLAR ACCESS / CONDITIONS OF APPRO THE SOLAR ACCESS REPORT AND THE TENTATIVE TRACT	VAL NOTE:	AREA OF PROJECT SITE: 13,000.2 S.F. (0.298 acres) ZONING DESIGNATION: ITEMS PER TABLE II STPEET TREES
TREES PROVIDED - 24" BOX OR GREATER TREES REQUIRED: 2 TOTAL TREES 2 TREES REQUIREMENT MET REQUIREMENT MET		REVIEWED PRIOR TO PREPARING THE LANDSCAPE PLAN. TENTATIVE TRACT CONDITIONS. POTENTIAL LANDSCAPE AREA POTENTIAL LANDSCAPE AREA = (SITE) 13,000 S.F (BUILD TOTAL LANDSCAPE AREA PROVIDED	ING) 8,082 S.F. = 4,918 S.F. = 2,631 S.F.	LARGE STREET TREE (2 TREES / 2 pt./per TREE CONTINUOUSLY PLANTED PARKWAY (I POINT PER LINEAR FOOT OF PARKWAY)





DEL NO. / DESCRIPTION	PSI	GPM	
LER HEADS			
C-1400-04 ROOT WATERING SYSTEM or JVED EQUAL. SEE DETAIL IBLERS PER TREE)	30	0.25	

RIP LINE SU	PPLY/EXHAUST LATERAL PIPE SIZING:
ONE FLOW	PIPE SIZE
0 - 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
ELLANEOU	IS EQUIPMENT
D IRRIGATIO	DN CONTROL WIRE #14UF AWG DIRECT BURIAL (U.L. APPROVED)
DS-400 PF	RE-FILLED WIRE CONNECTORS FOR USE ON ALL WIRE CONNECTIONS
DBY DIRE CONNEC	CT BURIAL WATER-PROOF WIRE CONNECTORS FOR USE ON ALL WIRE CTIONS
D INSTALL	THRUST BLOCK ON ALL ANGLED MAINLINE.
_	
S:	
CONTROLLER COMP (SED AND AUTOMAT / NEED AS WEATHER ER HAS A SEPARATE V ROLLER.	LIES WITH THE FOLLOWING: I'CALLY ADJUST IBRICATION IN CONDITIONS CHANGE. WIRELESS RAIN SENSOR WHICH
CAPE IRRIGATION SY	STEM IS A DRIP SYSTEM AND DESIGNED TO
c.	
э.	
f Ll.I Sheet Ll.2 .W.A./ E.T.W.U. CALC I's Ll.4	ULATIONS SEE SHEET LI.3

IRRIGATION PLAN **GROUND & ROOFDECK**

LI.1

CITY of LOS ANGELES LANDSCAPE NOTES

- THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF FIFTY (50) PERCENT OF THE UNITS OF THE PROJECT OR PHASE
- 2. SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.
- 3. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.
- 4. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION
- PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED RESSURE OF THE SPECIFIED IRRIGATION DEVICES.
- 6. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD

SLEEVE AND CONDUIT SCHEDULE:

ALL SLEEVES FOR PRESSURE SUPPLY LINE AND LATERAL LINE PIPE SHALL BE A MINIMUM TWICE THE NOMINAL SIZE OF THE PIPE

SLEEVE MATERIAL

- FOR I " THROUGH 2 I/2" PRESSURE SUPPLY LINE PIPE, INSTALL IN A MINIMUM 4" DIA. PVC SCH 40 SLEEVE
- FOR 3" AND LARGER DIAMETER PRESSURE SUPPLY LINE PIPE, INSTALL IN A MINIMUM
- 6" DIA. PVC CLASS 160 SLEEVE ALL LATERAL LINE PIPE SHALL BE INSTALLED INSIDE A PVC SCH 40 SLEEVE

CONDUIT SIZE AND MATERIAL

- FOR UP TO 20 #14 LOW VOLTAGE WIRES INSTALL ONE 2" DIA PVC SCH 40 CONDUIT
- FOR 21 AND UP TO 40 #14 LOW VOLTAGE WIRES, INSTALL ONE 4" DIA PVC SCH 40 CONDUIT





GENERAL IRRIGATION NOTES

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROCU RRIGATION PLANS FOR BIDDING AND CONSTRUCTION. COPIES OF AND CONSTRUCTION AS THEY MAY NOT SHOW IRRIGATION SYMB
- 2. ALL LOCAL MUNICIPAL AND STATE LAWS, RULES AND REGULATIO PORTION OF THIS WORK ARE HEREBY INCORPORATED INTO AND THEIR PROVISIONS SHALL BE CARRIED OUT BY THE CONTRACTOR
- 3 THE CONTRACTOR SHALL VERIFY SITE CONDITIONS, PROPERTY ALL EXISTING UTILITIES, STRUCTURES AND SERVICES BEFORE CO UTILITIES, STRUCTURES AND SERVICES SHOWN IN THESE PLANS DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL FIELD CO OWNER'S REPRESENTATIVE. CONTRACTOR SHALL THOROUGHLY CONDITIONS PRIOR TO BIDDING AND COMMENCING WORK.
- 4. THE CONTRACTOR SHALL OBTAIN THE PERTINENT ENGINEERING BEGINNING WORK
- 5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQ HEREIN BEFORE BEGINNING WORK
- THIS DESIGN IS DIAGRAMMATIC. ALL EQUIPMENT SHOWN IN PAVI 6. IS TO BE INSTALLED WITHIN PLANTING AREAS
- 7. THE CONTRACTOR SHALL NOT WILLFULLY INSTALL ANY EQUIPME OBVIOUS IN THE FIELD THAT UNKNOWN CONDITIONS EXIST THAT PLANS WERE PREPARED. ANY SUCH CONDITIONS SHALL BE BROL REPRESENTATIVE PRIOR TO ANY WORK OR THE IRRIGATION CON RESPONSIBILITY FOR ANY FIELD CHANGES DEEMED NECESSARY
- INSTALL ALL EQUIPMENT AS SHOWN IN THE DETAILS AND SPECIF RESPONSIBLE TO COMPLY WITH LOCAL CITY, COUNTY AND STAT INSTALLATION.
- ACTUAL LOCATION FOR THE INSTALLATION OF THE BACKFLOW PR CONTROLLER IS TO BE DETERMINED IN THE FIELD BY THE OWNE REPRESENTATIVE.CONTRACTOR SHALL CONTACT REPRESENTA
- 10. CONTRACTOR IS TO PROVIDE TWO ADDITIONAL 'CONTROL WIRES CONTROLLER ALONG ENTIRETY OF MAIN LINE TO THE LAST RCV SPARE WIRES AT BOTH ENDS.
- 11. ALL PIPE UNDER PAVED AREAS TO BE INSTALLED IN SI FEVING TV SEE LEGEND FOR TYPE. ALL WIRE UNDER PAVED AREAS TO BE IN REQUIRED TO EASILY PULL WIRE THROUGH. ALL SLEEVES TO BE SHOWN ON THE SLEEVING DETAILS. SLEEVES TO EXTEND AT LEASING AT LE
- 12. ALL QUICK COUPLERS TO BE INSTALLED IN SHRUB OR GROUND C COUPLERS TO BE INSTALLED AS SHOWN ON THE INSTALLATION D WITHIN 18" OF HARDSCAPE.
- 13. ALL HEADS ARE TO BE INSTALLED WITH THE NOZZLE, SCREEN AN ARE TO BE ADJUSTED TO PREVENT OVERSPRAY ONTO BUILDING INCLUDES, BUT NOT LIMITED TO, ADJUSTMENT OF DIFFUSER PIN PRESSURE COMPENSATING SCREENS, REPLACEMENT OF NOZZL AND THE REPLACEMENT OF NOZZLES WITH ADJUSTABLE ARC UN
- 14. THE CONTRACTOR SHALL USE U.L. APPROVED GROUND ROD(S) A ONE-SHOT CONNECTION PROCESS FOR CONNECTING THE CONE PLATE(S) THE NUMBER OF RODS OR PLATES SHALL DEPEND ON SURROUNDING THE ROD(S) AND/OR PLATE(S). MAXIMUM GROUN MANUFACTURERS SPECIFICATIONS.
- 15. CONTRACTOR SHALL REFER TO IRRIGATION LEGEND FOR CONTRA CONTROLLER AND ELECTRICAL POC SHALL BE CONFIRMED WITH PRIOR TO COMMENCING WORK.
- 16. MAINLINE SHOWN WITHIN PAVING FOR CLARITY ONLY, ACTUAL MA /INIMUM OF 18" OFF ADJACENT HARDSCAPE AND OTHER OBSTA
- 17. CONTRACTOR SHALL PAINT ALL EXPOSED PVC PIPE WHICH IS ON EYE AND IMPROVE THE AESTHETICS OF THE NATURAL ENVIRONM RESISTANT TO SUN EXPOSURE. CONTRACTOR SHALL CONFIRM P AUTHORIZED REPRESENTATIVE PRIOR TO COMMENCING WORK.
- 18. CONTRACTOR SHALL ADJUST ALL HEADS AS REQUIRED TO ACCO THAT MAY OCCUR, INCLUDING BUT NOT LIMITED TO LIGHT POLES ADD SPRINKLER HEADS AS REQUIRED TO ACHIEVE 100% COVERA ADJUSTING ADTIONAL HEADS SHALL BE INSTALLED AT NO ADDIT HEAD LAYOUT WITH OWNER'S AUTHORIZED REPRESENTATIVE PF
- 19. LATERAL LINES MAY BE SHOWN WITHIN PAVING FOR CLARITY ON CONFIRM ALL LAYOUT IN FIELD WITH OWNER'S AUTHORIZED REP
- 20. REMOTE CONTROL VALVES AND ISOLATION VALVE LOCATIONS ON LANDSCAPE CONTRACTOR SHALL STAKE OUT EACH ELECTRICAL LOCATION FOR REVIEW AND APPROVAL BY OWNER'S AUTHORIZE OF ALL VALVES. FINAL LOCATION AND EXACT POSITIONING FOR VALVES SHALL BE DETERMINED BY THE OWNER'S AUTHORIZED I REMOTE CONTROL VALVES AND ISOLATION VALVE LOCATIONS A REPRESENTATIVE SHALL BE PROVIDED BY THE CONTRACTOR AT FAILURE TO OBTAIN OWNER'S APPROVAL PRIOR TO THE INSTALL MAKE PROJECT DIRECTED REVISIONS AT NO ADDITIONAL COST OTHERWISE DIRECTED BY OWNER, ALL VALVES SHALL BE INSTAL HARDSCAPE, WALK OR CURB IN SHRUB PLANTING AREAS.
- 21. THE CONTRACTOR SHALL USE PROPER GROUNDING TECHNIQUE RELATED EQUIPMENT PER MANUFACTURERS SPECIFICATIONS. N ONCE ANNUALLY, AND NECESSARY ADJUSTMENTS MADE TO COM S RECOMMEND

* WATER EFFICIENT LANDSCAPE ORDINANCE NOTE *

THIS PLAN COMPLIES WITH THE CRITERIA OF THE CITY OF LOS ANGELES HAS APPLIED THE ORDINANCE REQUIREMENTS FOR THE EFFICIENT USE

* WATER PRESSURE NOTE

THIS IRRIGATION SYSTEM WAS DESIGNED for a MINIMUM REQUIRED STATIC WATER PRESSURE of 90± PSI. CONTRACTOR SHALL VERIFY EXISTING STATIC WATER PRESSURE PRIOR to COMMENCING WORK. IF STATIC WATER PRESSURE VARIES BY MORE THAN 10% OF THE MINIMUM REQUIRED PRESSURE, THEN CONTRACTOR SHALL NOTIFY MJS DESIGN GROUP IMMEDIATELY for DIRECTION on HOW to PROCEED. FAILURE TO NOTIFY MIS DESIGN SHALL PLACE ALL REQUIRED REPAIRS/EQUIPMENT and OTHER RELATED COST AS THE FULL RESPONSIBILITY of THE IRRIGATION CONTRACTOR.

RE AN ORIGINAL SET OF THESE PRINTED THESE PLANS ARE NOT ALLOWED FOR BIDDING DLS, LINE WEIGHTS, OR LINE TYPES CLEARLY.
INS GOVERNING OR RELATING TO ANY MADE A PART OF THESE SPECIFICATIONS AND R.
LINES, DIMENSIONS AND THE LOCATIONS OF OMMENCING WORK. THE LOCATIONS OF ARE APPROXIMATE ONLY. ANY NOTIONS SHALL BE REPORTED TO THE FAMILIARIZE HIMSELF WITH ALL SITE
OR ARCHITECTURAL PLANS BEFORE
UIRED TO PERFORM THE WORK INDICATED
ED AREAS IS FOR DESIGN CLARITY ONLY AND
ENT AS SHOWN ON THE PLANS WHEN IT IS WERE NOT EVIDENT AT THE TIME THESE JGHT TO THE ATTENTION OF THE OWNER'S ITRACTOR SHALL ASSUME ALL BY THE OWNER.
ICATIONS. CONTRACTOR SHALL BE E REQUIREMENTS FOR BOTH EQUIPMENT AND
5' AND ONE ADDITIONAL 'COMMON' WIRE FROM ON EACH AND EVERY LEG OF MAIN LINE. LABEL
WICE THE DIAMETER OF THE PIPE CARRIED. NSTALLED IN A SCH. 40 SLEEVE THE SIZE I INSTALLED WITH A MINIMUM DEPTH AS AST 12" PAST THE EDGE OF THE PAVING.
COVER AREAS WHERE POSSIBLE. ALL QUICK DETAILS. INSTALL ALL QUICK COUPLERS
ID ARCS SHOWN ON THE PLANS. ALL HEADS S, WALLS, FENCES AND HARDSCAPE. THIS OR ADJUSTMENT SCREW, REPLACEMENT OF ES WITH MORE APPROPRIATE RADIUS UNITS ITS.
AND/OR GROUND PLATE(S) WITH CADWELD UCTOR WIRE TO THE ROD(S) AND/OR THE CONDUCTIVITY OF THE IMMEDIATE SOIL D RESISTANCE SHALL BE PER CONTROLLER
ROLLER TYPE. FINAL LOCATION OF OWNER'S AUTHORIZED REPRESENTATIVE
AINLINE LOCATION TO BE WITHIN PLANTER, A CLES TYP.
I-GRADE TO REDUCE VISIBILITY TO THE PUBLIC MENT. PAINT SHALL BE AN OUTDOOR PAINT VAINT COLOR AND TYPE WITH OWNER'S
MMODATE ANY VERTICAL OBSTRUCTIONS 5, FIRE HYDRANTS, ETC. CONTRACTOR SHALL AGE IN ALL AREAS THAT REQUIRE IONAL COSTS TO THE CONTRACT. VERIFY ALL RIOR TO COMMENCING WORK.
LY, ACTUAL LOCATION TO BE WITHIN PLANTER. RESENTATIVE PRIOR TO COMMENCING WORK.
N THIS DRAWING ARE APPROXIMATE. THE CONTROL VALVE AND ISOLATION VALVE DI REPRESENTATIVE PRIOR TO INSTALLATION ELECTRIC CONTROL VALVES AND ISOLATION REPRESENTATIVE. MINOR MODIFICATIONS OF S REQUESTED BY THE OWNER'S AUTHORIZED NO ADDITIONAL COST TO THE PROJECT. ATION SHALL CAUSE THE CONTRACTOR TO O THE OWNER. IN GENERAL, UNLESS LED WITHIN THREE FEET FROM EDGE OF
S FOR GROUNDING THE CONTROLLER AND MEASURING FOR PROPER GROUND AT LEAST MPLY WITH MANUFACTURER SPECIFICATIONS
S WATER EFFICIENT LANDSCAPE ORDINANCE AND OF WATER IN THIS LANDSCAPE PLANTING PLAN.

CALCULATIONS AND NOTES





A. GENERAL NOTES

3.

- BIDDING: IT SHALL BE THE OWNER'S RESPONSIBILITY IN INVITING AND OBTAINING BIDS, SETTING ITS PROVISIONS AM INSTRUCTIONS TO BIDDERS, SECURING THEIR BONDS AND WORKERS COMPENSATION INSURANCE CERTIFICATES, ETC. I FULLY_ENSURE THE QUALITY AND TIMELY COMPLETION OF 1.
- SCOPE OF WORK: CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, EQUIPMENT AND SERVICES NECESSARY TO FURNISH AND INSTALL A COMPLETE IRRIGATION SYSTEM AS PER THE DRAWINGS AND SPECIFIED HEREIN. 2.
- PLAN VERIFICATION THESE DOCUMENTS MAY CONTAIN ERRORS, OMISSIONS, CONTRADICTIONS, ETC. THE CONTRACTOR SHALL REVEW ALL DOCUMENTS THORUGHLY AND SHALL NOTIFY THE LANDSCAPE ARCHITECT AND OWNER IMMEDIATELY UPON ANY SUCH DISCOVERY OF DISCREPANCY. GOVERNING CODES SHALL THEN APPLY.
- LICENSE: THE CONTRACTOR SHALL BE A C-27 CALIFORNIA STATE LICENSED IRRIGATION CONTRACTOR
- ORDINANCES AND REGULATIONS: ALL IRRIGATION WORK WITHIN THESE DRAWINGS AND SPECIFICATIONS SHALL CONFORM TO ALL APPLICABLE GOVERNING CODES AND ORDINANCES (LOCAL, COUNTY & STATE). 5.
- PERMITS AND INSPECTIONS: THE CONTRACTOR SHALL OBTAIN, COORDINATE AND PAY FOR ALL PERMITS, FEES AND AGENCY INSPECTIONS AS REQUIRED. 6.
- REENCT INSECTIONS AS REGULED. ELLD VERIFICATION: CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE STARTING WORK. THE CONTRACTOR SHALL NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS GROUDS IN THE FIELD THAT UIKNOWN DOSTRUCTIONS, GRADE DIFFERENCES OR DISCREPANCIES IN AREA DIMENSIONS EXIST THAT WIGHT NOT HAVE EEEN CONSIDERED IN IRRIGATION DESIGN. THE LANDBCAPE ARCHITECT AND OWNER SHALL BE NOTFIED INMEDIATLY UPON ANY DISCOVERY OF DISCREPANCIES. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED. THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY. 7.
- LIABLE FOR ENCROACHMENT: THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ENCROACHMENT ONTO ADJACENT PROPERTY, RICHT-OF-WAYS, EASEMENTS, SET-BACKS OR ANY OTHER LEGAL PROPERTY RESTRICTIONS EITHER MARKED OR INMARKED. 8.
- METHODS OF CONSTRUCTION: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL CONSTRUCTION METHODS, MEANS, SEQUENCES, PROCEDURES AND TECHNIQUES. THE LANDSCAPE ARCHITECTURAL FIRM IS NOT LIABLE FOR CONSTRUCTION METHODS. 9.
- SAFETY: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS DURING CONSTRUCTION. 10.
- UTILITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UNDERGROUND UTILITIES, ELECTRICAL CALLES, CONDUITS, AND EXISTING IRRIGATION LINES PRIOR TO ANY CONSTRUCTION, SO THAT PROPER PRECAUTIONS MAY BE TAKEN NOT TO DAMAGE SUCH
- LIABLE FOR DAMAGE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY ITS OPERATIONS TO UTILITES, PLANTING, CONSTRUCTION, PERSONS, PROPERTY, ETC. AND SHALL PROVIDE PROTECTIVE MEANS TO GUARD AGAINST DAMAGE. 12.
- COORDINATION: CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION WITH APPROPRIATE TRADES THROUGH THE OWNER BEFORE STARTING WORK.
- IRRIGATION PLANS: THE IRRIGATION PLANS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS DURING INSTALLATION TO AVOID CONFLICTS BETWEEN, PLANTING, ARCHITECTURAL FEASTURES AND EXISTING UTILITIES. INTENT OF IRRIGATION DESIGN IS FULL COVERAGE, BALANCED SYSTEM. 14
- DIMENSION: ALL SCALE DIMENSIONS ARE APPROXIMATE. WRITTEN DIMENSIONS ON DETAILS AND PLANS TAKE PRECEDENCE OVER SCALED DIMENSIONS. 15.
- IRRIGATION NOTES: SEE GENERAL NOTES ON THE DRAWINGS FOR ADDITIONAL WORK REQUIRED, BUT NOT SPECIFICALLY MENTIONED IN THESE SPECIFICATIONS. ALL WORK CALLED FOR ON THE DRAWINGS BY NOTES SHALL BE FURNISHED AND INSTALLED WHETHER OR NOT SPECIFICALLY MENTIONED IN THE SPECIFICATIONS AND/OR DETAILS.
- POINT OF CONNECTION (P.O.C.) VERIFICATION: LOCATION OF THE POINT OF CONNECTION SHOWN ON THE DRAWINGS OF THE FUINI OF CUNNELITUM SHOWN ON THE UNMITTING MAYE APPROVE FINAL (P.O.C.) LOCATION WITH THE CONTRACTOR SHALL APPROVE FINAL (P.O.C.) LOCATION WITH THE OWNER (JOB SUPERVICENTION THE CONTRACTOR SHALL VERY THE STATE PRESSURE UNLERF SIZE AN SIZE OF SERVICE TO THE METER (D.C.) AT EACH POINT OF CONNECTION.
- MATERIALS: ALL MATERIALS AND EQUIPMENT SPECIFIED IN THESE DRAWINGS SHALL BE NEW AND IN PERFECT CONDITION WHERE INSTALLED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. 18.
- SUBSTITUTIONS: DESIGN, MATERIAL, EQUIPMENT AND PRODUCTS OTHER THAN THOSE DESCRIBED OR INDICATED ON DRAWINGS WAY BE CONSIDERED FOR USE. WRITTEN APPROVAL FOR SUBSTITUTIONS SHALL BE OBTAINED FROM THE OWNER AND LANDSCAPE ARCHITECT. ALL SUBSTITUTIONS SHALL CONFORM TO LOCAL CODES AND DRDINANCES. ANY EQUIPMENT OR MATERIALS INSTALLED WRITHOUT APPROVAL BY THE OWNER OR LANDSCAPE ARCHITECT MAY BE REJECTED AND REMOVED AT CONTRACTOR'S EXPENSE. 19
- ETTINGS: DUE TO THE SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC., WHICH MAYBE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF THE WORK AND PLAN THE WORK ACCORDINGLY, FURNISHING SUCH FITTINGS, ETC., AS MAY BE REQUIRED TO MEET SUCH CONDITIONS. 20.
- NOTICE OF COMPLETION: THE COMPLETION OF THE CONTRACT SHALL BE ACCEPTED, AND NOTICE OF COMPLETION RECORDED ONLY WHEN THE ENTIRE CONTRACT IS COMPLETED TO THE SATISFACTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. 21.
- OPERATING INSTRUCTIONS: AFTER THE SYSTEM HAS BEEN COMPLETED, THE CONTRACTOR SHALL INSTRUCT THE OWNER'S AUTHORIZED REPRESENTATIVE IN THE OPERATION AND MAINTENANCE OF THE SYSTEM AND SHALL FURNISH A COMPLETE SET OF OPERATING INSTRUCTIONS. 22.
- SITE MAINTENANCE: CONTRACTOR SHALL KEEP THE PROJECT SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. ALL DEBRIS SHALL BE REMOVED FROM SITE PER LOCAL CODE AND ORDINANCES. 23.
- ORDINANCES. GUARANTEE: THE ENTIRE IRRIGATION SYSTEM INCLUDING ALL WORK DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED ACAINST ALL DEFECTS AND FAULT OF MARTERIAL AND WORKING ORDER FOR ONE (1) YEAR FROM DATE OF COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE TO COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE MANUFACTURES'S GUARANTEE OF MINIMUM ONE (1) YEAR. ANY SETLING OF BACKFILLED TRENCHES WHICH MAY OCCUR DURING THE ONE YEAR PERIOD FINAL ACCEPTANCE SHALL BE REPARED TO THE OWNER'S SATISFACTION BY THE COMPLETE RESTORATION OF ALL DAMAGED FUNTING, FAUNG OR OTHER MERODENIS OF ANY KIND. 24

- B. FIELD OBSERVATIONS
 - FIELD OBSERVATIONS REQUERD FIELD OBSERVATION WORK: THESE PLANS WERE PREPARED FIELD OBSERVATION WORK: THESE PLANS WERE PREPARED WITH THE UNDERSTANDING THAT THE OWNER OF SAD PLANS WILL USE PROFESSIONAL DESIGN ASSOCIATES TO PROVIDE "FULL" CONTRACT SERVICES INCLUDING FIELD OBSERVATION SERVICES DURING CONSTRUCTION, FAILURE TO USE PROFESSIONAL DESIGN ASSOCIATES TO PROVIDE AND USE PROFESSIONAL DESIGN ASSOCIATES TO PROVIDE AND HEREIN, WILL SIGNIFICANTLY INCREASE THE WISINITERPROFESSIONS IN THE PLANS AND SPECIFICATIONS OF THE UTENT OF THE DESIGN, ANY UNAUTHORIZED MODIFICATIONS THERETO, AND FAILURE TO DETECT ERRORS AND OMISSIONS IN THE PLANS AND SPECIFICATIONS OF AN ECOME COSTLY MISTAKES BUILT INTO THE PROJECT. THEREFORE, IN THE EVENCE SET FORTH HEREIN, THE OWNER, OR SUBSEQUENT OWNER (INDIVIDUALS OR ORPORTIONS WHO AND AGAINST ANY AND ALL CLAUKS WITH THE PROJECT, AGREES TO HOLD HARMLESS, INDEMNEY, AND DEFEND FROMES AND OMISSION IS IN THE CONSULTIONS FORESENTION OSECUTES AND THERE CONSULTING THE FIELD OBSERVATION SECUTIES AND THERE CONSULTING THE FIELD OBSERVATION SECUTIES AND THERE CONSULTING THE OWNER OF AND AGAINST ANY AND ALL CLAUKS
- 2.
- EIGHT (46) HOURS IN AUVANCE. <u>CLOSING OF NONL INSECTED WORK THE CONTRACTOR SHALL</u> NOT ALLOW NOR CALISE ANY OF THE WORK TO BE COVERED OR ENCLOSED UNTIL IT HAS DEEN INSECTED, TSETED AND APPROVED BY THE CONSULTING ENGINEER OR AUTHORIZY REPRESENTING AND/OR OVERNMENTLA UNTHORITY HAVING JURISDICTION OVER THE WORK. SHOULD ANY OF THE WORK BE ENCLOSED OR COVERED BEFORE SUCH INSPECTION AND TEST, HE SHALL UNCOVER HIS WORK AT HIS OWN EXPENSE. AFTER IT HAS BEEN INSECTED, TSETED AND APPROVED, THE CONTRACTOR SHALL MAKE ALL REPAIRS INCLESSARY TO THE OWNER'S SATISFACTION. 3.
- 4. JOB SITE MEETINGS AND REQUIRED INSPECTIONS:
 - A. PRE-JOB MEETING ON SITE PRIOR TO COMMENCEMENT OF WORK
 - B. IRRIGATION MAINLINE AND EQUIPMENT LAYOUT.
 - C. PRESSURE TEST IRRIGATION, MAINS AND LATERALS .
 - C. PRESSURE TEST IRRIGATION, MAINS AND LATERALS . I.RRIGATION COMPLETION / COVERAGE TEST UPON COMPLETION OF THE IRRIGATION SYSTEM INSTALLATION AND PROFINE UPLANTING, THE CONTRACTOR SHALL ADJUST SPRINKLER HEADS TO EVENLY AND PROPERTY DISTRIBUTE THE RATE OF PRECIPITATION OF THE WATER AND INFO A DEAGEMENT OF THE WATER CONTRACTOR SHALL MAKE ADJUST METHED OFTIMUM PERFORMANCE AND PREVENT UNNECESSARY OVER SPRAY ON ALL WALKS, ROADWAYS AND BUILDINGS. THE CONTRACTOR SHALL MAKE ADJUSTMENTS TO PROVIDE OFTIMUM PERFORMANCE AND PREVENT UNNECESSARY OVER SPRAY ON ALL WALKS, ROADWAYS AND BUILDINGS. THE CONTRACTOR SHALL MORK REQUIRED TO CORRECT ANY INADEQUACES OF COVERAGE DISCLOSED BY THE COVERAGE TEST.
- C. MATERIALS NOTES
- CENERAL: THE FOLLOWING LIST COMPRISES THE PRINCIPLE MATERIALS BUT DOES NOT SET THE LIMITATION FOR MATERIALS REQUIRED. IT SHALL BE UP TO THE CONTRACTOR TO SHOW THAT AMPLE QUANTITIES OF THE REQUIRED MATERIALS WERE USED AND INSTALLED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS. 1.
- PRESSURED MAINLINE: PIPE FROM SOURCE OF SUPPLY TO CONTROL VALVES AND HOSE BIBS 2° OR LARGER SHALL BE CLASS 315 SDR 135. TYPE 1220 P.V.C. CONFORMING TO ASTM D2241, ASTM D1784 EXTRUDED FROM VIRGIN MATERNALS. ALL PIPE LESS THAN 2° SMALL BE SOFIDUE 40 TYPE 1220 P.V.C. CALL BE VAREAD SHALL BE SOFIDUE 40 TYPE 1220 P.V.C. CHALL BE VAREAD SHALL BE SOFIDUE FOON HEADING PIPE MATERNALS WITH THE MANUFACTUREYS NAME TYPE AND CLASS OF PIPE, SIZE AND NSF APPROVAL. 2.
- LITERAL LINE BLOW CROEN NON-PRESSURIZED LATERAL LINE PPE SHALL BE CLASS 200 SDR 21 TYPE 1220 P.V.C. CONFORMING TO ASTIN D2241, D1784. P.V.C. PIPIOR SHAL BE EXTRUDED FROM VIRGIN MATERIALS. ALL PLASTIC PIPE SHALL BE MARKED WITH THE MANUFACTURER'S NAME TYPE AND CLASS OF PIPE, SIZE AND NSF APPROVAL. 3.
- LATERAL LINE ON GRADE: NON-PRESSURED LATERAL LINE PIPE ON ORADE SHALL BE SCHEDULE 40 U.V.R. CONFORMING TO ASTM DITSE, ASTM DITSE AND ASTM OF-53. MANUFACTURED BY BROWNLINE PIPE COMPANY OR AS INDICATED ON LEGENO. P.V.C. PIPION SHALL BE EXTRUDED FROM VIGIN MATERIALS. ALL PLASTIC PIPE SHALL BE MARKED WITH THE MANUFACTURE'S NAME TYPE AND CLASS OF PIPE, SIZE AND NSF APPROVAL.
- PLASTIC PIPE FITTINGS: SHALL BE SCHEDULE 40 P.V.C. (CONFORMING TO ASTM DI785, D2466) TAPERED SOCKET TYPE, SUITABLE FOR ETHERE SOLVENT WELL DO SCREWED CONNECTIONS, FLANGE AND SADDLE TEES WILL NOT BE ALLOWED. SOLVENT SHALL BE AS RECOMMENDED BY THE PIPE AND FITTING MANUFACTURER. 5.
- BRASS PIPE AND FITTINGS: BRASS PIPE SHALL BE RED BRASS, SCHEDULE 40 SCREWED PIPE CONFORMING TO FEDERAL SPECIFICATIONS NO. WW P-351, FITTINGS SHALL BE RED BRASS CONFORMING TO FEDERAL SPECIFICATION NO. WW-P-460.
- COPPER PIPE AND FITTINGS: COPPER PIPE SHALL BE TYPE K (HARD-DRAWN) CONFORMING TO ASTM BBB. FITTING SHALL BE WROUGHT SOLDER JOINT TYPE IN ACCORDANCE WITH AND B 16.22 JOINTS SHALL BE SOLDERED IN ACCORDANCE TO ASTM B-206 AND FEDERAL SPECIFICATIONS QB 00655. 7.
- STEEL PIPE: GALVANZED STEEL PIPE GALL BE AS SOFEDULE 40 MILED STEEL SOREWED PIPE WITH WEDUN GALVANZED SCREWED BEADED MALLEBEL RION FITTINGS. STEEL PIPE SHALL BE INSTALLED ON GRADE SECURED TO SURFACE PER DETAIL.
- BALL VALVES: SHALL BE BRONZE OR PLASTIC BODY AS INDICATED ON DRAWINGS. 125 P.S.I. MINIMUM, HEAVY DUTY, FEDERAL SPECIFIED, CROSS HANDLE. INSTALL WITH N.D.S. TYPE PLASTIC OR EQUAL ACCESS BOX AND LID. 9.
- CONTROL VALVES: SHALL BE AS INDICATED ON THE DRAWINGS WITH FLOW ADJUSTMENT AND MANUAL BLEED DEVICE, INSTALED, UNLESS OTHERWISE NOICATED, IN ONE OF THE FOLLOWING TYPE BOXES AS INDICATED ON THE DRAWINGS. CONNECT TO CONTROLLERS IN THE OPERATING SEQUENCE INDICATED ON THE DRAWINGS. 10.
- SEQUENCE INDICATED ON THE DRAWINGS. CONTECL WREE: CONNECTIONS BETWEEN THE AUTOMATIC CONTROLLERS AND THE ELECTRONIC CONTROL VALVES SHALL BE UF, SOLD COPPER WREE, WITH FOULTED GOO V. RATINO, FOR DIRECT BURAL INSTALLATIONS. CODING SHALL BE COLOR WIRE FOR PILOT WIRE. WITH FOR COMMON GROUND WIRE. MINIMUM WIRE SIZES SHALL BE 14 GAUGE BURIED 18" BELOW GRADE. USE APPROVED WATER PROOF WIRE CONNECTORS AND SEALER ON ALL SPLICES. A 24" CONNECTORS AND SEALER ON ALL SPLICES. A 24" CONNECTORS AND AT EACH CHANGE IN DIRECTION OF THE CONNECTORS AND AT EACH CHANGE IN DIRECTION OF THE SWALL BE INSTALLED ALOR THE SAME FOULT AS PRESSURE SUPPLY OR LATERAL LINES WHEREVER POSSIBLE. 11.

- 12. <u>AUTOMATIC CONTROLLER</u>: SHALL BE AS INDICATED ON THE DRAWINGS, COMPLETE WITH ELECTRICAL HOOKUP AND PROPER MOUNTING. ANY CONTROL WIRE EXPOSED AT THE CONTROLLER SHALL BE ENCASED IN ELECTRICAL CONDUIT OF THE SIZE REQUIRED. OUTDOOR CONTROLLERS SHALL BE WITHIN A VANDAL RESISTANT ENCLOSURE AND EQUIPPED WITH AN ON/OFF SWITCH FOR 110 VOLT POWER SUPPLY TO CONTROLLER.
- IRRIGATION HEADS: SHALL BE OF THE TYPES AND SIZES INDICATED ON THE DRAWINGS. ALL HEADS SHALL BE ADJUSTABLE, RISER NIPPLES SHALL BE THE SAME SIZE AS THE RISER OPENING IN THE BODY. 1.3
- BACKELOW DEVICES: BACKELOW PREVENTORS AND/OR VACUUM BREAKERS SHALL BE AS INDICATED ON THE DRAWINGS AND AS APPROVED BY AUTHORITIES HAVING JURISDICTION. INSTALLED TO MEET LOCAL CODES. ALL IRRIGATION SYSTEMS USING POTABLE WATER SOURCE REQUIRE BACKFLOW PREVENTION. 14.
- <u>CHECK VALVES:</u> CONTRACTOR SHALL INSTALL ANTI-DRAIN VALVES AS REQUIRED TO PREVENT LOW HEAD DRAINAGE. ANY HEAD THAT DRAINS FOR MORE THAN ONE MINUTE REQUIRES AN ANTI-DRAIN VALVE.
- ATMOSPHERIC VACUUM BREAKERS: SHALL BE HEAVY DUTY BRASS AND FEDERAL SPECIFIED. INSTALL ON NON-CONSTANT PRESSURE LINES (LATERAL LINE) PER MANUFACTURE'S SPECIFICATIONS. LOCATION PER DRAWINGS. 16.
- 17. PRESSURE REGULATORS: SHALL BE BRONZE OR PLASTIC BODY AS INDICATED ON DRAWINGS. FACTORY SET P.S.I. AS SPECIFIED PER DRAWINGS
- OUICK COUPLERS: SHALL BE HEAVY DUTY BRASS WITH COLORIZED RUBBER COVER AND TWO (2) PIECE BODY DESIGN. LOCATION PER DRAWINGS. 18
- RISERS: ALL RISERS TO QUICK COUPLERS AND BACK FLOW DEVICES SHALL BE SCHEDULE 40 BRASS OF THE REQURED SIZES, RISERS TO IRRIGATION HEADS SHALL BE SCHEDULE 80 TYPE 1220 P.V.C. CONFORMING TO ASTM 2464. 19
- VALVES, IN TRALL ALL VALVES, EXCEPT ANTI-SIPHON VALVES, IN PREMOLEDE HIGH IMPACT PLASTIC VALVE BOX. US ROUND BOX FOR OUICK COUPLERS AND RECTANGULAR BOX FOR ALL OTHER VALVES, IN.D.S (OR APPROVED EQUAL) WITH GREEN LID. LOCATE IN SHRUB PLANTING AREAS WHENEVER POSSIBLE. 20. USE
- D. PLASTIC PIPE NOTES
- HANDLING: THE CONTRACTOR SHALL EXERCISE CARE IN HANDLING, LOADING AND STORING P.V.C. PIPE AND FITTINGS. ALL P.V.C. PIPE SHALL LE LEAT SO NOT TO SUBJECT IT TO NDUE BENDING OF CONCENTRATED EXTERNAL LOAD AT ANY POINT, P.V.C. PIPE AND FITTINGS SHALL NOT BE STORED IN DIRECT SUNLIGHT, ANY SECTION OF PIPE THAT HAS BEEN DENTED OR DAMAGED WILL BE DISCARED. 1
- LOCATIONS: PIPE LINES SHALL BE INSTALLED IN THE LOCATIONS AND OF THE SIZES SHOWN ON THE DRAWINGS I HEREIN SPECIFIED, WHERE PIPING ON THE DRAWING SI SHOWN UNDER PAYED AREAS THE INTENT OF THE DRAWIN STO INSTALL THE PIPING IN THE PLANTING AREA. 2. NGS OR
- B TO HANGE I WIND WIND LINES UP TO 2" INCLUSIVE SHALL HAVE A MINIMUM HORIZONTAL CLEARANCE OF 12" FROM UNES OF OTHER TRADES. THIS REQUIREMENT DOES NOT APPLY TO ANY LINES CROSSING AT ANGLES FROM 45" WITH EACH OTHER. A MINIMUM 2" VERTICAL CLEARANCE SHALL BE MAINTAINED BETWEEN LINES WHICH CROSS BETWEEN THESE ANGLES. NO LINE SHALL BE INSTALLED PARALLEL TO AND DIRECTLY OVER ANOTHER LINE.
- ASSEMBLY: ALL PIPE SHALL BE ASSEMBLED FREE FROM DIRT. THE MAIN LINE SUPPLY SHALL BE FLUSHED OUT AND TESTED FOR LEAKS BEFORE BACK FILLING AND WITH CONTROL VALVES IN PLACE AND BEFORE LATERAL PIPES ARE CONNECTED TO VALVES. EACH SECTION OF LATERAL PIPES AREL BE FLUSHED OUT BEFORE SPRINKLEM HEADS ARE ATTACHED.
- UNDER CONCRETE: GENERALLY, PIPING UNDER CONCRETE SHALL BE DONE BY JACKING, BORING OR HYDRAULC DRIVING, WIRTTEN PERMISSION TO CUT OR BREAK SIDEWALKS AND/OR CONCRETE MUST BE OBTINIED FROM THE OWNER'S AUTHORIZED REPRESENTATIVE. NO HYDRAULIC RIVING WILL BE PERMITED UNDER ASPHALIC CONCRETE PAVING.
- INSTALLATION PROCEDURES: EXCEPT AS NOTED IN OTHER PARTS OF THIS SPECIFICATION OR IN THE DRAWINGS, INSTALLATION OF PIPE AND FITTINGS SHALL BE AS OUTLINE IN MANUALS AS FURNISHED BY PIPE MANUFACTURER WHICH SHALL BE DEEMED AND CONSTRUED AS PART OF THIS SPECIFICATION, PLASTIC PIPE SHALL NOT BE LAID WHEN THERE IS WATER IN TRENCH. 6
- PIPE_DEPTH: PROVIDE A MINIMUM 24" OF EARTH COVERAGE FOR ALL PRESENTE MAINLINE PIPE 3" AND LARGEN. PROVIDE A MAINLINE PIPE UP TO A NON INCLUDING 2 AL 272" PROVIDE A MINIMUM OF 12" OF EARTH COVERAGE FOR ALL NON PRESSURE LATERAL LINES.
- SITE MAINTENANCE: ALL LUMBER, RUBBISH AND LARGE ROCKS SHALL BE REMOVED FROM THE TRENCHES. PIPE SHALL HAVE A FIRM, UNIFORM BEARING FOR THE ENTITE LENGTH OF EACH PIPE LINE TO PREVENT UNEVEN SETTLEMENT. PAD THE TRENCHES WITH DIRT OR SAND IF THE SOIL IS EXTREMELY ROCKY.
- TREE LOCATIONS: TREE LOCATIONS TAKE PRIORITY OVER IRRIGATION PIPING. STAKE TREE LOCATIONS PRIOR TO TRENCHING PIPE. 9.

10.

- PIPE MAINTENANCE: ALL FOREIGN MATTER OR DIRT SHALL BE REMOVED FROM THE INSIDE OF THE PIPE BEFORE IT IS LOWERED INTO POSITION IN THE TREENEH AND IT SHALL BE KEPT CLEAN BY APPROVED MEANS DURING AND AFTER LAYING OF THE PIPE. 11.
- SLEEVING: IRRIGATION LINES THAT ARE UNDER STREETS AND PAVING OVER SEVEN (7) FEET WIDE SHALL BE INSTALLED BY THE OWNER. SLEEVES UNDER PAVING AND STREETS SHALL BE SCHEDULE 40 AND TWO TIMES THE DAMATER OF THE PIPE AND/ OR ADEQUATE FOR INSTALLATION OF WIRE. SLEEVING SHALL BE COORDINATED WITH IRRIGATION CONTRACTOR PRIOR TO BEGINNING OF WORK. 12.
- 13. JOINTS: JOINTS ON RISERS SHALL BE AS SHOWN ON DETAILS.
- THERABE CONNECTIONS: ON PLASTIC TO STEEL CONNECTIONS, THE CONTRACTOR SHALL WORK THE STEEL CONNECTIONS FIRST. NON-HARDENING PHEP FERMATEX #2 TEFLION TAPE SHALL BE USED ON ALL THREADED PLASTIC TO STEEL JOINTS, AND LIGHT WRENCH PRESSURE IS ALL THAT SHALL BE USED. 14.
- SINCE DE SOLVENT CONNECTIONS: FOR P.V.C. PIPE CONTRACTOR SHALL USE SOLVENT PRIMER AND SOLVENT CEMENT RECOMMENDED BY THE MANUFACTURER AND CONFORMING TO ASTM D-2564. FOR UVR-P.V.C. SOLVENT CEMENT SHALL BE BROWNLIME BOND-THE CEMENT (CONFORMING TO THE REQUIREMENTS OF ASTM D-2564) APPLY WITH AN APPROVED PRIMER PROFIL SOLVENT. ALL PIPE AND FITTINGS SHALL BE THOROUGHLY CLEANED OF DIRT, DUST AND MOISTURE BEFORE APPLYING SOLVENT. ALL PIPE AND FITTINGS SHALL BE THOROUGHLY CLEANED OF DIRT, DUST AND MOISTURE BEFORE APPLYING SOLVENT. THE CONTRACTOR WILL MAKE SOLVENT WEDD JOINTS WITH HON-STRITHETC BIRSTLE BRUSH IN THE FOLLOWING SEQUENCE: 15.

- APPLY A LIBERAL, EVEN COAT OF SOLVENT TO THE INSIDE OF THE FITTING.
 THEN APPLY A LIBERAL, EVEN COAT OF SOLVENT TO THE OUTSUE OF THE PIPE, MAKING SURE THAT THE COATED OUTSUE OF THE PIPE, MAKING SURE THAT HE COATED NESENT THE PIPE OUICKLY INTO THE FITTING AND TURN.
 THE PIPE APPROVIMATELY 1/4 TURN TO DISTRIBUTE THE SOLVENT AND REMOVE AIR BUBBLES. HOLD THE JOINT FOR APPROXIMATELY 15 SECONDS SO THE FITTING DOES NOT PUSH OFF THE PIPE.
 USE A CLEAN RG AND WIPE OFF ALL EXCESS SOLVENT TO PREVENT WEAKENING THE JOINT.
 BE SURE THAT IN GOING TO THE NEXT JOINT THAT THE PIPE IS NOT TWISTED, DISTURBING THE LAST COMPLETED JOINT.
 ALLOW AT LEAST 15 MINUTES SET UP TIME FOR EACH.

- ALLOW AT LEAST 15 MINUTES SET UP TIME FOR EACH. PRESSURE LINE TESTING: ALL TESTS ON PRESSURE LINES SHALL BE COMPLETE PRIOR TO BACKFILLING; HOWEVER, SUFFICIENT BACKFILL MATERNL MAY BE PLACED IN TRENCHES BETWEEN FITNISS TO BENORE THE STABLITY OF THE AND PRESSURE. IN LINE CASES, THOS AND COMPANS MOTENTS TEST. NO TESTING SHALL BE DONE UNTIL THE LAST SOLVENT WEIDED JOINT HAS HAD TWELVE (12) HOURS TO SET AND CURE. PRESSURE FOR A PERIOD OF FOUR (4) HOURS AND PROVEN TIGT. IF LEAKS OCCUR, THE JOINT OF NOSIN BE REPLACED AND THE TESTS REPEATED. 16.
- DE REFLACED AND ITTE IESIS REPARED. BACKELLING OF TERNOLES. BECAUSE OF THE EXPANSION AND CONTRACTION OF PLASTIC PIPE, BACKFILLING SHALL BE DONE IN THE COOL PART OF THE DAY, SPECIALLY IN HOT CLIMATES. TRENCHES SHALL BE BACKFILLED WITH THE EXCANATED WATERIALS APPROVED FOR BACKFILLED WITH THE FROM LARGE CLODS OF EARTH OR STONES. BACKFILL SHA, FROM LARGE CLODS OF EARTH OR STONES. BACKFILL SHA, FROM LARGE CLODS OF EARTH OR STONES. BACKFILLS AND EMECHANCIALLY COMPACTED IN THE LANDSCAPED AREAS T A DRY DENSITY EQUAL TO ADJACENT UNDISTURBED SOIL IN CHANTING ANDLE BACKFILLEN LINE CONFORM TO ADJACENT GRINDAL BACKFILL ANDLE DARGENT AND STORED SOIL STONED SURFACE IRREGULARITIES. 17.
- TRENCHING AND BACKFILLING UNDER PAVING: TRENCHES LOCATED UNDER WHERE PAVING, CONCRETE OR ASPHALT BE INSTALLED SHALL BE BACKFILLED IN ACCORDANCE WIT RECOMMENDATION OF STRUCTURAL SOILS REPORT. 18.
- PLASTIC PIPE GUARANTEE: SPECIFICATIONS AND LITERATURE SHALL BE SUBMITTED FOR APPROVAL PRIOR TO SUBMISSION OF BID. SUBMISSION OF SUMPLES MAY ALSO BE RECUIRED. PLASTIC PIPE MANUPACTURER'S GUARANTEE SHALL COVER WORKMANSHIP OF MATERIALS FOR ALL PLASTIC PIPE FITTINGS. 19.
- DEFECTS: ALL DEFECTS IN INSTALLATION OF PLASTIC PIPE SHALL BE CORRECTED THROUGH THE GUARANTEE PERIOD SPECIFIED HEREIN AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER. 20.
- E. IRRIGATION EQUIPMENT NOTES
 - IRRIGATION EQUIPMENT: ALL IRRIGATION EQUIPMENT SHALL BE INSTALLED PER THE SPECIFICATION AND RECOMMENDED INSTALLITON PROCEDURES OF THE MANUFACTURER AND CONFORM TO ALL APPLICABLE GOVERNING CODES AND ORDINANCES (LOCAL, COUNTY & STATE).
- URDINANCES (LOUAL, COUNT & STATE). TUBE: IBRCATION HEADS: TUBEF IBRCATCHN HEADS IN OPEN AREAS SHALL BE INSTALED AT LESS 2" ABOVE FINISHED GROUE AT THE THE CHINESE LESS 2" ABOVE FINISHED GONTRACTOR SHALL MAKE HATCYR ADUSTKENTS OF PIPE, FITTINGS, WALVES OR SPEINKLER HEADS NECESSARY TO BRING THE SYSTEM TO THE PROPER LEVEL OF THE PERMANENT GRADE. TUFF IRRIGATION HEADS ALONG WALKS ANNENT GRADE. TUFF IRRIGATION HEADS ALONG WALKS ANNENT GRADE. TUFF IRRIGATION HEADS ALONG WALKS AND DEVEWARS, WHERE THE FINISHED GRADE LEVEL IS ESTABLISHED, SHALL BE SET FLUSH AT THE TIME OF INSTALLTON, IN NO CASE SHALL THE SPACING OF HEADS EXCEED THE MAXIMUM RECOMMENDED BY THE MANUFACTURER. 2.
- EXCEED THE MAXIMUM RECOMMENDED BY THE MANUFACTURER. SHEDUE IRREGATION THEOSE, THADS IN GROUND COVER AND PLANTING AREAS SHALL BE INSTALLED ON NIPPLES HIGH ENOUGH TO BE ABOVE THE SURROUNDING PLANTING AS DIRECTED, OR AS INDICATED ON THE PLANS, WHERE HIGH SIRGUES ARE PLANTED, LONGER RISERS SHALL BE INSTALLED ADJACENT TO WALWAYS OR PARKING SHALL BE INSTALLED ADJACENT TO WALWAYS OR PARKING SHALL BE INSTALLED INCOMED AS SPECIFIED PER PLANS, ADJACENT TO WALLED BLOCATED AS SPECIFIED PER PLANS, DIFFERENCES SHALL BE EXCEED THE MAXIMUM RECOMMENDED BY THE MANUFACTURER.
- PRESSURE COMPENSATING SCREENS: CONTRACTOR SHALL INSTALL PRESSURE COMPENSATING SCREENS IN IRRIGATION HEADS AS NECESSARY TO ENSURE UNIFORM COVERAGE AN MINIMUM OVERTHROW OF AREA.
- CONTROL VALVES: ALL CONTROL VALVES ON LINE SHALL BE INSTALLED AS INDICATED ON DETAILS AND BE THE TYPE SPECIFIED IN THE LEGEND. LOCATE CONTROL VALVES IN SHRUB PLANTING AREAS WHEREVER POSSIBLE.
- BACKFLOW EDVICES, ATMOSPHERIC VACUUM BREAKERS AND ANTI-SPHON VALVES IN SHRUB AREAS ONLY UNLESS OTHERWISE APPROVED BY OWNER.
- DEFECTS: ALL DEFECTS IN INSTALLATION OF IRRIGATION EQUIPMENT SHALL BE CORRECTED THROUGH THE GUARANTEE PERIOD SPECIFIED HEREIN AT THE CONTRACTOR'S EXPENSE T THE SATISFACTION OF THE OWNER.
- F. RECORD AND AS-BUILT DRAWINGS
- ITEMIZED LIST: CONTRACTOR SHALL SUBMIT TO THE LANDSCAPE ARCHITECT AN ITEMIZED LIST OF EQUIPMENT.
 - AS-BUILTS: THE CONTRACTOR SHALL PROVIDE AND KEEP UP-TO DATE COMPLETE "AS-BUILT" DRAWINGS INDICATING TO DATE COMPLETE AS BOLL DRAWINGS INDUCATING LOCATIONS, SIZES AND KINDS OF COUMPLENT INSTALLED. PRINTS FOR THIS PURPOSE MAY BE OBTAINED FROM THE LANDSCAPE ARCHITECT AT COST. THIS SET OF DRAWINGS SHALL BE KEPT ON THE SITE AND SHALL BE USED ONLY AS A RECORD SET. CONTRACTOR SHALL FURNISH "AS-BUILT DRAWINGS TO OWNER UPON COMPLETION OF PROJECT.
 - STRAINED TO STATUS OF THE DATE OF FINAL OBSERVATION THE CONTRACTOR SHALL TRANSFER ALL IRRIGATION INFORMATION TO AN OZALD SEPIA MITAR PRODUCED FROM THE LANDSCAPE ARCHITECT. ALL WORK SHALL BE NATI, IN INK AND SUBJECT TO APPROVAL OF THE OWNER. THE CONTRACTOR SHALL DIMENSION FROM TWO PERMANENT POINTS OF REFERENCES, BUILDING CORNERS, SIDEWALKS, LIGHT POLES, ETC. THE LOCATION OF THE FOLLOWING TEMS.
 - CONNECTION TO EXISTING WATER LINES. CONNECTION TO EXISTING ELECTRICAL POWER. CATE VALVES, BACKELOW PREVENTION UNITS AND CONTROLLERS. ROUTING OF IRRIGATION PRESSURE LINES (DIMENSION MAX, 100²). IRRIGATION CONTROL VALVES. ROUTING OF CONTROL WIRE. QUICK COUPUNG VALVES. OTHER RELINED GUIPMENT AS DIRECTED BY OWNER.
 - D.
- DELIVERY: ON THE DATE OF FINAL APPROVAL THE CONTRACTOR SHALL DELIVER ONE SET OF SEPU MYLARS OF "AS-BUILTS" PLANS TO THE OWNER, DELIVERY OF MYLARS WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF FURNISHING INFORMATION THAT MAY BE OMITTED FROM PRIVITS.

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<u>CONTROLLER CHARTS</u>: CONTROLLER CHARTS SHALL BE PREPARED BY THE CONTRACTOR AFTER APPROVAL OF THE "AS-BUILT". THE CHART SHALL SHOW BY COLOR CODING THE AREA CONTROLLED BY EACH AUTOMATIC IRRIGATION CONTROLLED.

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CONTROLOGICAL INNOVATION CONTROLLER CONTROLLER CHART FORMAT: THE CONTROLLER CHART SHALL BE A XEROX REDUCTION OF THE "AS BULL"T TO THE MAXIMUM SIZE OF THE CONTROLLER POOR WILL ALLOW (CONTROLLER SEQUENCE UNMERS MUST BE LARCE ENDURY TO BE LEGIBLE AT THE REDUCED FORMAT), UPON COMPLETION THE CHART SHALL BE HERETICALLY SEALED BETWEEN TWO PIECES OF PLASTIC, CHARTS SHALL BE COMPLETED AND APPROVED PRIOR TO THE FINAL IRRIGATION FIELD OBSERVATION

G. EQUIPMENT TO BE FURNISHED

MAINTENANCE TOOLS: SUPPLY THE APPROPRIATE MAINTENANCE PERSONNEL WITH THE FOLLOWING TOOLS:

- TWO SETS OF SPECIAL TOOLS REQUIRED FOR REMOVING, DISASSEMBLING AND ADJUSTING EACH TYPE OF IRRIGATION HEAD AND VALVE SUPPLIED.
- B. TWO (2) KEYS FOR EACH AUTOMATIC
- ONE (1) QUICK COUPLER KEY AND MATCHING HOSE SWIVEL FOR EVERY (5) QUICK COUPLING VALVE INSTALLED. C
- THE ABOVE LISTED EQUIPMENT SHALL BE TURNED OVER TO THE OWNER AT THE CONCLUSION OF WORK AND BEFORE FINAL OBSERVATION CAN OCCUR.

H. HOMEOWNERS ASSOCIATION (H.O.A.) RESPONSIBILITY

<u>AS-BUILTS</u>: THE CONTRACTOR SHALL PROVIDE THE H.O.A. ONE (1) SET OF COMPLETE "AS BUILT" INFORMATION ON AN OZALIO SEPIA MYLAR PRODUCED FROM THE LANDSCAPE ARCHITECT.

MAINTENANCE PROGRAM: THE CONTRACTOR SHALL PROVIDE THE H.O.A. ONE (1) SET OF MAINTENANCE GUIDLINES AS RECOMMENDED & THE MANUFACTURER/SUPPLIER.

IRRIGATION SPECS

LI.4



PLANT SIZING AND MATURITY: PLANT SCHEDULE GROUND ALL PLANT SYMBOLS REPRESENT THE PLANTS SIZE AT MATURITY CODE BOTANICAL / COMMON NAM PLANT MATURITY WILL VARY BASED ON SPECIES, FULL MATURITY OF ALL PLANTS LISTED WILL BE <u>2</u> TO 4 YEARS. TREES WILL CONTINUE TO MATURE OVER THRE BUT WILL BE TRIMS TO ENSURE THE CANOPY WILL NOT HAVE CONFLUCTS WITH BUILDING OVERHANGS AND/OR ABOVE GRADE UTILITES. TREES OLEA EUROPAEA 'WILSONII' OLE WIL WILSON OLIVE PINUS HALEPENSIS PIN HAL ALLEPO PINE PLATANUS X HISPANICA LONDON PLANE TREE STREET TREE FINAL SELECTION TO BE COO URBAN FORESTRY AND WEST PLA HIS DRB. BOTANICAL / COMMON NAME SYMBOL AEONIUM URBICUM DINNER PLATE AEONIUM AGAVE ATTENUATA FOXTAIL AGAVE AGAVE ATTENUATA `VARIE VARIEGATED AGAVE ALOE STRIATA CORAL ALOE (x)(AM4) ASPARAGUS MEYERI FOXTAIL FERN CARISSA MACROCARPA `GRE GREEN CARPET NATAL PLUM (c2) CHONDROPETALUM ELEPHA LARGE CAPE RUSH CE CHONDROPETALUM TECTO CAPE RUSH () DIANELLA TASMANICA 'LEM LEMON LIME FLAX LILY (\cdot) DIANELLA TASMANICA VARI VARIEGATED FLAX LILY (DV) DODONAEA VISCOSA `PURF PURPLE LEAFED HOPSEED B DP FURCRAEA FOETIDA `MEDIC MAURITIUS HEMP) ^{FM} I (JP) JUNCUS PATENS CALIFORNIA GRAY RUSH LAURUS NOBILIS `MONRIK` LITTLE RAGU SWEET BAY LN LAURUS X 'SARATOGA' SARATOGA HYBRID LAUREL (IX) LIGUSTRUM JAPONICUM JAPANESE PRIVET (\bullet) LOMANDRA LONGIFOLIA 'B BREEZE™ MAT RUSH (") MAHONIA X `SOFT CARESS SOFT CARESS MAHONIA (M2) MISCANTHUS SINENSIS 'ADA ADAGIO EULALIA GRASS (MS) ROSMARINUS OFFICINALIS DWARF ROSEMARY STRELITZIA NICOLAI GIANT BIRD OF PARADISE SYMBOL BOTANICAL / COMMON NAM GROUND COVERS BUCHLOE DACTYLOIDES 'UC' CERDE BUFFALO GRASS INSTALL PER SOD GROWERS I TREE STAKING NOTE:

NO DRA	STAKING REQUIRED for MULTI-TRUNK TREES, STRELITZIA NICOLAI, DRACAENA .CO and PALM TREES.
LI	NE-OF-SIGHT NOTE
LANI MAT DRAV CUR	DSCAPE ELEMENTS OVER 30" IN HEIGHT (INCLUDING PLANTING MEASURES AT URAITY) ARE NOT ALLOWED AT STREET CONERS WITHIN A TRIANGULAR ZONE WN FROM 2 POINTS, 25' OUTWARD FROM BEGINING OF CURVES AND END OF VES.
RC	DOT & CROWN PRUNING NOTE:
ALL ASSE AVC	PARKWAY TREES OR TREES WITHIN 5 FT. OF PAVING SURFACE TO RECEIVE YEARLY SSMENT OF ROOT AND CROWN CROWN GROWTH & PRUNE AS NECESSARY TO VID DAMAGE OR UPLIFT TO PAVING SURFACES, PATIOS OR BUILDINGS.
G	ENERAL PLANTING NOTES:
L.	PRIOR TO ANY FINE GRADING OR PLANTING. CONTRACTOR SHALL OBTAIN
	AGRONOMIC SOIL REPORTS AND SOIL AMENDMENT RECOMMENDATIONS PER SPECIFICATIONS, WHICH SHALL SUPERSEDE THOSE WITHIN THE SPECIFICATIONS. SEE NOTE ADOVE FOR LOCATIONS
2.	LANDSCAPE ARCHITECT TO APPROVE ALL PLANT MATERIAL NOT LESS THAN I WEEK PRIOR TO ANTICIPATED DELIVERY DATE.
3.	CONTRACTOR SHALL REMOVE ALL GROWER STAKES, TAGS AND RIBBONS.
4.	LANDSCAPE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AND DIRECT ALL WATER TO DRAINAGE INLETS SO AS TO PREVENT STANDING WATER.
5.	THE LANDSCAPE CONTRACTOR SHALL MAINT AIN ALL PLANTED AREAS FOR A PERIOD OF 90 DAYS AFTER "START OF MAINTENANCE" PERIOD.
ь. -	MATERIAL FOR 12 MONTHS (1 YEAR).
7.	TO INSTALLATION.
8.	NO TREES SHALL BE PLANTED CLOSER THAN 5'TO A BUILDING OR KOOF STRUCTURE. NO TREES SHALL BE PLANTED CLOSER THAN 5'TO PAVING OR FREESTANDING WALLS UNLESS DIRECTED BY THE LANDSCAPE ARCHITECT.
9.	TREES OR PALMS SHALL NOT BE PLANTED WHERE FUTURE GROWTH WILL OBVIOUSLY CONFLICT WITH ROOF OVERHANGS.
10.	NO SHRUBS OR TREES SHALL BE PLANTED THAT WILL CREATE A VISUAL OBSTRUCTION TO SIGHT LINE OF VEHICLE TRAFFIC.
П.	TREES OR PALMS PLANTED IN LANDSCAPE AREAS OF LESS THAN 5' IN WIDTH SHALL BE INSTALLED WITH APPROVED ROOT BARRIERS.
12.	ANY PLANTING SHOWN ON THE PLANS OR EXISTING IN THE FIELD THAT CONTRADICTS THESE CRITERIA IS TO BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO DO SO MAY RESULT IN THE CONTRACTOR TO REMOVE OR RELOCATE PLANT MATERIAL PLANTS ARE ESTIMATED TO DEACH MAT INPOTA TO 21 SCAPE FOR SUBILE AND IN
13.	TO IS YEARS FOR TREES.

ALL TREES TO BE STAKED PER TREE STAKING DETAIL. SEE DETAIL

-	\$17E	WILCOLS	077
-	SIZE	WUCOLS	QTY
	24"BOX	LOW	2
	24"BOX	MODERATE	1
DRDINATED WITH WOOD COMMUNITY	36"BOX	MODERATE	2
	SIZE	WUCOLS	QTY
	5 GAL	LOW	12
	15 GAL	LOW	7
ATA`	15 GAL	LOW	10
	5 GAL	LOW	6
	5 GAL	LOW	12
EN CARPET`	5 GAL	MEDIUM	5
NTINUM	15 GAL	MODERATE	6
NUM	5 GAL	MODERATE	26
N LIME'	I GAL	MODERATE	64
GATA'	I GAL	MODERATE	48
JREA` SH	15 GAL	LOW	2
PICTA`	15 GAL	LOW	ı
	5 GAL	MEDIUM	34
	15 GAL	LOW	10
	15 GAL	MODERATE	65
	15 GAL	MODERATE	23
EZE'	5 GAL	LOW	34
	5 GAL	LOW	26
6IO'	5 GAL	MODERATE	12
OCKWOOD DE	5 GAL	LOW	25
	15 GAL	MODERATE	4
	CONT	WUCOLS	QTY
VERDE'	SOD	MODERATE	450 SF

		10
MU	LCH NOTE:	90
ALL SHRUB AREAS		
QU/	ANTITIES NOTE:	
CONTR HAVE BE CONTR THEIR C DISCREF IMMEDI	ACTOR TO NOTE THAT THE QUANTITIES ON LEGEND AND PLANT CALLOUTS EN PROVIDED FOR QUICK REFERSICE ONLY. IT IS RECOMMITISHADD THAT THE CITCOR NOT RELY ON THE ACCURACY OF THESE QUANTITIES AND PROVIDE WWN PLANT MATERIAL COUNTS AT THE TIME OF PREPARING BID. ANY MACY IN THE PLANT QUANTITIES AND SIZES SHOULD BE ROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.	Stan
TRE	E ROOT BARRIER NOTE:	
ROOT E OF SIDE R.O.W.	ARRIERS ARE REQUIRED WHERE TREES ARE PLANTED LESS THAN FIVE (5) FEET WALK, WALLS, STRUCTURES, CURBS, PAVING, PUBLIC IMPROVEMENTS WITHIN (TYP.), WATER, SEWER, STORM DRAIN, ETC.	
TRE	E PLACEMENT NOTE:	
CONTR	ACTOR TO LOCATE ALL DRAINLINES IN FIELD PRIOR TO THE INSTALLATION	Job
OF TRE WITH 1	ES. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICT REE OR PALM LOCATIONS WITH STORM DRAIN LINES.	Dray
AGE		Che
•	CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ONE (I) AGRONOMIC SOILS TESTS and INSTALL PLANT MATERIAL PER REPORT and SOIL RECOMMENDATIONS. SOIL TEST LOCATION AT GROUND LEVEL SEE LOCATIONS ON THE PLAN.	Scal Title
14/11		
WUCOI CALIFO	S, WATER USE CLASSIFICATION OF LANDSCAPE SPECIES, IS A UNIVERSITY OF RINA COOPERATIVE EXTENSION PUBLICATION AND IS A GUIDE TO THE NEEDS OF LANDSCAPE PLANTS.	
WATER		
	ERENCE NOTES:	_
FOR PL	ANTING DETAILS SEE SHEET LP.3 ANTING DETAILS SEE SHEET LP.3	Shee
FOR PL	ERENCE NOTES: ANTING DETAILS SEE SHEET LP.3 ANTING SPECIFICATIONS SEE SHEET LP.3	Shee






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ON NAME IIUM AUREL TTESCENS ' GREEN CLOU IS RANGER UM DULA 'BREEZE' IS 'ADAGIO' ASS	SIZE S GAL S GAL IS GAL JD' TM S GAL IS GAL S GAL	WUCOLS LOW LOW MODERATE LOW	QTY 2 17 5		
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UM DLIA 'BREEZE' IS 'ADAGIO' ASS	15 GAL		6		
DLIA 'BREEZE' IS 'ADAGIO' ASS	5 GAL	MODERATE	6		
ils 'Adagio' Ass		LOW	17		
	5 GAL	MODERATE	4		
TILE OLLIE' TM	15 GAL	LOW	14		
MOUNT EVEREST` TM	5 GAL	LOW	18		
CAE 'BLUE CHALK STIC	(S' 5 GAL	LOW	53		
DISE	15 GAL	MODERATE	8		
		-			
JANTITIES NOTE: TRACTOR TO NOTE THAT THE QUANTITIES ON LEGEND AND PLANT CALLOUTS BEEN PROVIDED FOR QUICK REFERENCE ONLY. IT IS RECOMMENDED THAT THE TRACTOR NOT RELY ON THA ECUCARY OF THESE QUANTITIES AND PROVIDE YOUND AND THE LANDSCAPE ARCHTECT. TOTTERY SOLL MIX - ON STRUCTURE LIGHT WEIGHT SOLL (LWYS31) AVAILABLE THROUGH EARTHWORKS (951) 782-0260 or APPROVED EQUAL SUBHT DATA SHEET IG LANDSCAPE ARCHTECT OR APPROVED SOLL MIX - ON STRUCTURE SOLL BACKELL MIX WITH SANDY LOAM SOLD BACKELL MIX WITH SANDY LOAM					
IMPORT SOIL TO FILL PLANTERS TO BE COMPACTED AND SATURATED TO PREVENT SETTLEMENT LOWER THAN 6' FROM TOP OF WALLPOTTERY					
FREVENT SETTLEMENT LO					
	G NOTE - C	A +/- 2:1 SLOPE WHE			
TRACTOR TO MOUND SOIL	G NOTE - C WITHIN PLANTERS AT / ONTOURS WITHIN PLAN	N STRUC A +/- 2:1 SLOPE WHE NTERS FOR REFEREN			
TREVENT SETTEMENT TO DIL MOUND SOIL ITRACTOR TO MOUND SOIL ITRE WIDTH ALLOWS. SEE C FERENCE NO PLANTING DETAILS SEE SHE PLANTING DETAILS SEE SHE PLANTING DETAILS SEE SHE	G NOTE - C WITHIN PLANTERS AT , ONTOURS WITHIN PLAN TES: ET LP.3 SEE SUBJECT (P.2)	ON STRUC A +/- 2:1 SLOPE WHE NTERS FOR REFEREN			
TREVENT SETTEMENT TO TRACTOR TO MOUND SOIL TRECTOR TO MOUND SOIL TERENCE NO PLANTING DETAILS SEE SHE PLANTING SPECIFICATIONS ANIT SIZING A	G NOTE - C WITHIN PLANTERS AT / ONTOURS WITHIN PLAN TES: ET LP.3 SEE SHEET LP.3	A +/- 2:1 SLOPE WHE NTERS FOR REFEREN			



0 3' 6' 12 NORTH SCALE: 3/16" = 1'-0"

Α.	GENERAL NOTES	В.	FIELD OBSERVATIONS	D.	LANDSCAPE GRADING NOTES			
1.	BIDDING: IT SHALL BE THE OWNER'S RESPONSIBILITY IN NYTING AND OBTAINING BIDS, SETTING THEIR BONDS AND INSTRUCTIONS TO BIDDERS, SECURING THEIR BONDS AND WORKER'S COMPENSATION INSURANCE CERTIFICATES, ETC. TO FULLY ENSURE THE QUALITY AND TIMELY COMPLETION OF THE PROJECT.		<u>REQUIRED_FILD_OBSERVATION_MORK</u> : THESE_PLANS_WERE PREPARED_WITH THE_UNDERSTNONIGN_THAT_THE_OWNER_OF SAID_PLANS_WILL_USE_PROFESSIONALD_DESIGN_ASSOCIATES TO PROVIDE_TULI_CONTRACT_SERVICES_INCLUDING_FIELD_ OBSERVATION_SERVICES_DURING_CONSTRUCTION_FAILURE_TO USE_PROFESSIONAL_DESIGN_ASSOCIATES_TO_PROVIDE_AND	1.	DRAMAGE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR POSTIVE DRAMADE IN ALL PLANTING/COBBLE TO EXISTING DECK DRAINS.			PLAN VIEW 3
2.	SCOPE OF WORK: CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, EQUIPMENT AND SERVICES NECESSARY TO FURNISH AND INSTALL A COMPLETE ALL LANDSCAPING OFF. DUE POLINICS IN DECEMBER OF DUE DAMING		COMPLETE THE FIELD OBSERVATION SERVICES SET FORTH HEREIN WILL SIGNIFICANTLY INCREASE THE MISINTERPRETATION OF THE INTENT OF THE DESIGN. ANY UNAUTHORIZED MODIFICATIONS THERETO, AND FAILURE TO DETECT FEADORS AND ADDISIONE IN THE PLANE AND	F.	TREE AND SHRUB PLANTING NOTES			and the second second
3.	PER THE DRAWINGS AND SPECIFIED WITHIN. PLAN VERIFICATION: THESE DOCUMENTS MAY CONTAIN ERRORS, OMISSIONS, CONTRADICTIONS, ETC. THE CONTRIBUTION CHAIN DEFEN ALL CONTRADICTIONS		DETECT ENRORS AND COMISSIONS IN THE PLANS AND SPECIFICATIONS CAN BECOME COSTLY MISTAKES BUILT INTO THE PROJECT. THEREFORE, IN THE EVENT THAT PROFESSIONAL DESIGN ASSOCIATES IS OTHERWISE PRECLUDED FROM COMPLETED THE REFU DEPERMENT.	1.	TREE STAKES: ALL NURSERY STAKES SHALL BE REMOVED AND ALL TREES SHALL BE INSTALLED WITH LODGE POLE STAKES DRIVEN 3 FEET INTO THE GROUND, TREE STAKES SHALL NOT			ATT MAY
	AND SHALL NOTIFY THE LANDSCAPE ARCHITECT AND OWNER IMMEDIATELY UPON ANY SUCH DISCOVERY OF DISCREPANCY. GOVERNING CODES SHALL THEN APPLY.		HEREIN, THE OWNER, OR SUBSEQUENT OWNER (INDIVIDUALS OR CORPORATIONS WHO HAVE PURCHASED THESE PLANS WITH THE PROJECT), AGREES TO HOLD HARVLESS, INDEWNIPY, AND DEETEND REPORTED ALL DECEMAL DECIMAL DECOMAL	2.	TREE FLANTING DETAILS. TREE FLANTING DETAILS. TREE FLANTING DETAILS. TREE THES: THESE SHALL BE FASTENED TO THE TREE AND STATE BY AND ADDALS THE THE ALL AND ADDALS AND ADDAL		NOTES	
4. 5	LICENSE: THE CONTRACTOR SHALL BE A C-27 CALIFORNIA STATE LICENSED LANDSCAPE CONTRACTOR.	2.	EVEN DEPEND PROFESSIONAL DESIGN ASSOCIATES AND THEIR CONSULTANTS FROM AND AGAINST ANY AND ALL CLAIMS.	Ŧ	STARE BIT EDOFTWINTHE TEST THE TO THE STARE WITH THE INSIDE OF THE TREE TUNK. FASTEN THE TO THE STARE WITH ONE GALVANZED ROOFING NALL.		₩ L SEE PROJECT PLANS FOR TYPE OF TREE WELL COVER OR TREE GUARD AND GRATING, IF REQUIRED.	⁻ Σ
5.	PLANTING WITHIN THESE DRAWINGS AND SPECIFICATIONS SHALL CONFORM TO ALL APPLICABLE GOVERNING CODES AND ORDINANCES (LOCAL, COUNTY & STATE).		OBSERVATIONS SHALL BE INITIATED BY THE CONTRACTOR AND COORDINATED THROUGH THE OWNER (JOB SUPERINTENDENT). THE CONTRACTOR SHALL NOTIFY THE OWNER (JOB SUPERINTENDENT) AND LANDSCAPE ARCHITECT NOT LESS	5.	BE CORRECTED THROUGH THE GURARATE PERIOD SPECIFIED HEREIN AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER.		2 HOUT BARNED SHALL BE FABRICATED FROM A HIGH DESITY AND HIGH IMPACT PLASTIC SUCK AS POLYMITL CHARDER AS ON POLYTYLEME AND HAVE A BINHIDUM THRACT PLASTIC SUCK AS PLASTIC BARNEL HARE 1/2-HIGH RAISED VERTICAL RIBS ON THE INNER SURFACE SPACED NOT MORE THAN 8 INCHES APART.	
6.	PERMITS AND INSPECTIONS : THE CONTRACTOR SHALL OBTAIN, COORDINATE AND PAY FOR ALL PERMITS, FEES AND AGENCY INSPECTIONS AS REQUIRED.		THAN FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY OBSERVATION. CONTINUED WORK WITHOUT OBSERVATION OF ANY REQUIRED CHANGES OR MODIFICATIONS TO BE AT THE CONTRACTOR'S EXPENSE. THE OWNER (JOB	G.	MAINTENANCE NOTES		 PLANTING SHALL CONFORM TO SUBSECTION 308-4 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT: A. THE LOWER 10 INCHES OF THE EXCLARITION SHALL BE BACKFILED WITH PREPARED SOIL MIX AND JETTED FRUINT TO PLACEMENTHE ROOT BARIER AND THE NO.3 CONCRETE AGREGATE SUBSECTION INCLASSION OF A DESCRIPTION OF A DESCRIPTION AND A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION AND A DESCRIPTION OF A DESCRIPTION AND A DESCRIPTION OF A DESCRIPTION OF	
7.	FIELD VERIFICATION: CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONTRONS BEFORE STARTING WORK. THE LANDSCAPE ARCHITECT AND OWNER SHALL BE NOTHED IMMEDIATELY UPON ANY DISCOVERY OF DISCREPANCIES. IN THE EVENT THIS NOTFICATION IS NOT PERFORMED. THE LANDSCAPE CONTRACTOR SHALL ASSUME	3.	SUPERINTENDENT) SHALL INFORM THE LÅNDSCAPE ARCHITECT AS TO THE DURPOSE AND TIME OF THE OBSERVATION FORTY- EIGHT (48) HOURS IN ADVANCE.		TOR 90 CALENDAR DAYS BEGINNING ON THE DAY OF THE CHECK INSPECTION AFTER ALL WORK HAS BEEN INSTALLED AND APPROVED BY THE LANDSCAPE ARCHITECT. THE MANTENANCE PERFORD MAY BE EXTENDED TO INCLUDE ANY ADDITIONAL THUE THAT MAY BE REQUIRED TO MEET THE REQUIREMENTS OF THE WORK SPECIFIED.		200-14, STANARD SPELIFICATIONS).	
8.	FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.		NOT ALLOW NOR CAUSE ANY OF THE WORK TO BE COVERED OR ENCLOSED UNTIL IT HAS BEEN INSPECTED, TESTED AND APPROVED BY THE CONSULTING ENGINEER OR AUTHORIZED REPRESENTATIVE AND/OR GOVERNMENTAL AUTHORITY HAVING	2.	<u>GENERAL</u> : THE GENERAL CARE AND MAINTENANCE OF ALL AREAS SHALL CONSIST OF PROPER WATERING, FERTILIZATION, WEEDING, ROBORT CONTROL, CLEANUP, ETC.		5. AFTER THE TREE HAS BEEN WATERED FOR 3 DAYS, ALLOW THE SOIL TO DRY SUFFICIENTLY, THEN TAMP AND GRADE THE SOIL. PLACE AND GRADE THE LAYER OF CONCRETE AGGREGATE IN ORDER TO SET THE TREE WELL COVER OF GRATING FIRMLY AND FLISH WITH THE THE OF SURFACE OF THE SIDEMALK OF CURB.	
	PROPERTY, RIGHT-OF-WAYS, EASEMENTS, SET-BACKS OR ANY OTHER LEGAL PROPERTY RESTRICTIONS EITHER MARKED OR UNMARKED.		JURISDICTION OVER THE WORK. SHOULD ANY OF THE WORK BE ENCLOSED OR COVERED BEFORE SUCH INSPECTION AND TEST, HE SHALL UNCOVER HIS WORK AT HIS OWN EXPENSE. AFTER IT HAS BEEN INSPECTED. TESTED AND APPROVED, THE	3.	SAFETY: ALL PLANT WATERIALS SHALL BE CHECKED AND MAINTAINED AS REQUIRED IN AN ONGOING PROGRAM TO ASSURE A SAFE ENVIRONMENT.			
9.	METHODS OF CONSTRUCTION: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL CONSTRUCTION METHODS, MEANS, SEQUENCES, PROCEDURES AND TECHNIQUES. THE LANDSCAPE ARCHITECTURAL FIRM IS NOT LIABLE FOR	4.	CONTRACTOR SHALL MAKE ALL REPAIRS NECESSARY TO THE OWNER'S SATISFACTION. JOB SITE MEETINGS AND REQUIRED INSPECTIONS	4.	WATERING: WATER ALL PLANTINGS TO ASSURE COMPLETE GERMINATION OF ALL SEEDED AREAS AND CONTINUED GROWTH OF THE FLANTS. AREAS THAT DO NOT HAVE and			(15 GAL. & 24" BOX)
10.	SAFETY: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY DEFONITIONE AND DEPOLATE DURING CONTRACTORIZED		A. PRE-JOB MEETING ON SITE - PRIOR TO COMMENCEMENT OF WORK B. PLANT MATERIAL INSPECTION		ADEQUATE IRRIGATION COVERAGE OR WHICH MAY REQUIRE ADDITIONAL DEEP WATERING SHALL BE WATERED BY HAND AS REQUIRED.			AMENDI C. ALL TREE GUARDS
11.	UTILITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERFYING THE LOCATION OF ALL UNDERGROUND UTILITIES,	_	C. COMPLETION OF PLANING D. 30, 60, & 90-DAY MAINTENANCE INSPECTIONS	5.	CULTIVATING AND WEEDING: CULTIVATE AND WEED ALL PLANTED AREAS AT REGULAR INTERVALS NOT TO EXCEED 15 DAYS. EXERCISE CARE WHEN CULTIVATING TO AVOID DAMAGE TO ROOTS OF THE GROWING PLANTS.			
	ELECTRICAL CABLES, CONDUITS, AND IRRIGATION LINES PRIOR TO ANY CONSTRUCTION, SO THAT PROPER PRECAUTIONS MAY BE TAKEN NOT TO DAMAGE SUCH IMPROVEMENTS.	5.	COMPLETION: WORK SHALL BE COMPLETED UPON FINAL APPROVAL BY OWNER AND LANDSCAPE ARCHITECT. A FINAL INSPECTION SHALL BE HELD UPON THE COMPLETION OF THE WORK PROVIDING THE CONTRACTOR HAS COMPLETED THE	6.	CHEMICAL HERBICIDES: A CERTIFIED TECHNICIAN SHALL APPLY CHEMICAL HERBICIDES TO CONTROL WEEDS AT THE OPTION OF THE CONTRACTOR AND UPON PRIOR APPROVAL BY			
12.	INSURANCE: THE CONTRACTOR SHALL OBTAIN (AND KEEP IN FORCE DURING THE PERIOD OF THE CONTRACT) PUBLIC LUBILITY, WORKMAN'S COMPENSATION AND PROPERTY DAMAGE INSURANCE, AS REQUIRED BY ALL APPLICABLE CODES		INSTALLATION OF ALL PHASES OF THE CONTRACT AND CONFORMED TO ALL REQUIREMENTS OF THESE SPECIFICATIONS.	7.	THE LANDSCAPE ARCHITECT. <u>PEST AND DISEASE CONTROL</u> : A CERTIFIED TECHNICIAN SHALL SPRAY AS NECESSARY TO CONTROL ALL INFESTATIONS.			
13.	AND REGULATIONS. <u>LIABLE FOR DAMAGE:</u> THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY ITS OPERATIONS			8.	RODENT CONTROL: THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO ELIMINATE ANY RODENTS ENCOUNTERED ON SITE.			
	TO UTILITIES, EXISTING PLANTING, CONSTRUCTION, PERSONS, PROPERTY, ETC. AND SHALL PROVIDE PROTECTIVE MEANS TO GUARD AGAINST DAMAGE.	C.	MATERIAL NOTES	9.	PRUNING: ALL PRUNING SHALL BE IN ACCORDANCE WITH ARBORS GUIDELINES. DAMAGED, DEAD OR DRYING BRANCHES SHALL BE REMOVED BACK TO A POINT OF			- " > (>
14.	COORDINATION: CONTRACTOR SHALL COORDINATE ALL LANDSCAPE CONSTRUCTION WITH APPROPRIATE TRADES THROUGH THE OWNER BEFORE STARTING WORK.		MATERIALS BUT DOES NOT SET THE LIMITATION FOR MATERIALS REQUIRED. IT SHALL BE UP TO THE CONTRACTOR TO SHOW THAT AMPLE QUANTITIES OF THE REQUIRED MATERIALS WERE USED AND INSTALLED IN ACCORDANCE WITH THESE PLANS AND	10.	GROWTH. <u>PLANT REPLACEMENTS</u> : DURING THE MAINTENANCE PERIOD, SHOULD ANY PLANT SHOW WEAKNESS AND PROBABILITY OF			
15.	PLANTING PLANS: THE PLANTING PLANS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS DURING INSTALLATION TO AVOID CONFLICTS	2.	SPECIFICATIONS. <u>SCOPE OF WORK</u> : WORK SHALL CONSIST OF FURNISHING ALL MATERIALS, SERVICES AND EQUIPMENT NECESSARY TO		D'NING, IT SHALL BE REPLACED BY THE CONTRACTOR WITHIN 5 DAYS OF NOTFICATION TO DS O. AT THE END OF THE MAINTERNANCE PERIOD, ALL PLANT MATERIAL SHALL BE IN A HEALTHY, GROWING CONDITION.		STANDARD RIAN NO. S-456-L INCOMPANY FUTT SCI. SUFT	La TAG
16.	BELIWEEN, EXISTING TRAIGATION, EXISTING PLANTING, ARCHITECTURAL FEATURES AND UTILITIES. <u>DIMENSIONS</u> ; ALL SCALE DIMENSIONS ARE APPROXIMATE.	3.	COMPLETELY INSTALL ALL LANDSCAPE WORK AS INDICATED ON THE DRAWINGS AND HEREIN SPECIFIED. PLANT WATERIALS : ALL PLANTS SHALL BE HEALTHY, WELL	11.	CLEAN UP: DURING THE COURSE OF THE MAINTENANCE WORK, THE CONTRACTOR SHALL REMOVE SURPLUS MATERIALS AND DEBRIS FORM THE SITE AND SHALL MAINTAIN		STATUARU FLAIR IN. 3-436-1 Mac max domas parts press or 2 success	The Wark
17.	PRECEDENCE OVER SCALED DIMENSIONS. PLANING NOTES: SEE GENERAL NOTES DI THE DIMENSIONES.		ESTABLISHED NURSERY STOCK, FREE FROM INSECTS AND THEIR EGGS AND DISEASES. PLANTS SHALL BE FURNISHED IN THE QUANTITIES REQUIRED TO COMPLETE THE WORK AS INDICATED ON THE DRAWINGS AND SHALL BE OF THE SPECIES	12.	THE PREMISES IN A NEAT AND CLEAN CONDITION AT ALL TIMES. <u>EINAL INSPECTION</u> : WILL BE HELD AT THE END OF THE 90-DAY MAINTENANCE PERIOD.			
	DRAWINGS FOR ADDITIONAL WORK REQUIRED, BUT NOT SPECIFICALLY MENTIONED IN THESE SPECIFICATIONS. ALL WORK CALLED FOR ON THE DRAWINGS BY NOTES SHALL BE FURNISHED AND INSTALLED WHETHER OR NOT COPERIDATION AND REAL DATA OF DEPENDENT AND REAL	4.	AND SIZES INDICATED ON THE PLANT LIST. ALL PLANTS SHALL BE INSPECTED AND APPROVED PRIOR TO PLANTING. REJECTION OF PLANT MATERIAL	POS	t installation Maintenance guidelines	CIT	Y of LOS ANGELES STREET TREE NOTES	
18.	MATERIALS: ALL MATERIALS AND EQUIPMENT SPECIFIED IN		LANDSCAPE ARCHITECT MAY REJECT ANY PLANT MATERIAL REGARDED AS UNSUITABLE AT ANY TIME AT NO ADDITIONAL COST TO THE OWNER.	A S SHC A.	CHEDULE FOR ONCOMO MAINTENANCE SHALL BE PREPARED AND WIN ON THE PLANTING PLAN USING THE FOLLOWING GUIDELINES. ANY ALTERATIONS TO THE LANDSCAPE MUST BE APPROVED BY			
	IN SEE DRAWINGS SHALL BE NEW AND IN PERFECT CONDITION OR THE BEST GRADE OF THEIR RESPECTIVE KINDS WHERE INSTALLED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE WANUFACTURER'S SPECIFICATIONS.	5.	HANDLING/STORAGE : THE OWNER OR STORED SO THEY ARE ADEQUATELY PROTECTED FROM DRYING OUT, SUN, WIND BURN, VANDALISM OR ANY OTHER INJURY.	в.	THE DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT. CONTROL ALL HARMFUL DISEASES AND PESTS, ALL CHEMICAL			
19.	SUBSTITUTIONS: DESIGN, MATERIAL, EQUIPMENT AND PRODUCTS OTHER THAN THOSE DESCRIBED OR INDICATED ON DRAWINGS MAY BE CONSIDERED FOR USE. WRITTEN APPROVAL FOR SUBSTITUTIONS SHALL BE OBTIANED FORM THE OWNER	6.	TREE TAGGING : ALL PLANTS SHALL BE HANDLED AND TO BE TAGGED SHALL BE SELECTED BY LANDSCAPE ARCHITECT.	с.	APPLICATIONS MUST BE PER STATE LICENSED ADVISORS AND APPLICATIONS. PRUNING SHALL BE DONE TO KEEP PLANTS WITHIN SPECIAL			SECTION
	AND LANDSCAPE ARCHITECT. ALL SUBSTITUTIONS SHALL CONFORM TO LOCAL CODES AND ORDINANCES. ANY EQUIPMENT OR MATERIALS INSTALLED WITHOUT APPROVAL BY THE OWNER OR LANDSCAPE ARCHITECT MAY BE REJECTED AND	7.	INCLE STARES AND GUTS : ALL SPECIMEN TREES CALLED OUT ON PLAN POLE PINE OR CONSTRUCTION HEART REDWOOD. FURNISH AND INSTALL AS INDICATED ON DETAILS.		LIMITATIONS, REMOVAL OF DEADWOOD, CROSS-BRANCHING, ETC., PER INTERNATIONAL SOCIETY OF ARBORICULTURE STANDARDS (ISA). PLANTS SHALL NEVER BE SHEARED UNLESS			<u>N</u>
20.	REMOVED AT CONTRACTOR'S EXPENSE. NOTICE OF COMPLETION: THE COMPLETION OF THE CONTRACT SHALL BE ACCEPTED, AND NOTICE OF COMPLETION	8.	FASTENING BLACK VINYL TREE TIES OF THE SIZES REQUIRED TO PROPERLY SUPPORT TREES, "CINCH TIES" OR EQUAL		SPECIFIED ON THE APPROVED PLNN. TREES ARE TO BE ALLOWED TO GROW TO THE DESIGNED SIZE TO PROVIDE WAXIMUM SHADING OF PAVED AREAS.		F. 29 Jr	A
	RECORDED ONLY WHEN THE ENTIRE CONTRACT IS COMPLETED TO THE SATISFACTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE.	5.	PROLONGED RELEASE NITROGEN. 1 SHALL BE 201105 AUGUSTS GALLON, 4 PER 15 GALLON, AND 6 PER BOX FOR SPECIMENS LARGER THAN 15 GALLON OR PER DRAWINGS.	D.	WATER SHALL BE APPLIED FOR OPTIMUM PLANT GROWTH WITH MINIMAL RUNOFF OR OVERSPRAY.			B.
21.	SITE MAINTENANCE: CONTRACTOR SHALL KEEP THE PROJECT SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. ALL DEBRIS SHALL BE REMOVED FROM SITE PER LOCAL CODE AND ORINANCES. MAINTENANCE, INSTRUCTIONS: AT THE COMPLETION OF THE	10.	COMMERICAL FERTILIZER : SHALL BEAR THE WANURACTURER'S GUARANTEED STATEMENT OF ANALYSIS NO SHALL BE CONTROLLED RELASE TYPE FERTILIZER WITH THE FOLLOWING MINIMUM REQUIREMENTS: 16% NITROGEN - 7% PHOSPHORIC ACID - 12% POTASH (+ IRON)	E.	INSPECT TREE SUPPORTS FREQUENTLY AND REMOVE AS SOON AS PLANTS WILL STAND WITHOUT SUPPORT AND WILL BE ABLE TO RESIST WIND DAMAGE. NEVER ALLOW SUPPORT MAREMALS TO GIRDLE TRUNK OF BRANCHES.		AST BELOW HEAD OF THEE	
	AUTHORIZED REPRESENTATIVE ON HOW TO PROPERLY MAINTAIN AND CARE FOR LANDSCAPE PLANTINGS.	11.	<u>REDWOOD SHAVINGS</u> : SHALL BE PURE REDWOOD SAWDUST AND SHAVINGS OR NITROGEN FORTIFIED FIR RESULTING FROM MILLING OPERATIONS AND SHALL NOT CONTAIN STICKS,	F.	REPLENISHING MULCH; FERTILIZATION; PRUNING, WEEDING, AND REMOVING LITTER IN ALL LANDSCAPED AREAS.		DRILL HOLE	
23.	GORANTIE: THE ENTRE CONTRACT, SHALL BE GUARANTEED DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED AGAINST ALL DEFECTS AND FAULT OF MATERIAL AND WORKMANSHIP, AND SHALL BE IN PERFECT WORKING ORDER FOR 90 DAYS EPON DATE OF COMULETION BY THE	12.	BLOCKS OF WOOD, OR OTHER FOREIGN MATTER. SOURCES OF SHAVINGS SHALL BE APPROVED BY LANDSCAPE ARCHITECT. SOIL SULFUR: STANDARD COMMERCIAL BRAND, GUARANTEED	Н.	HOMEOWNERS ASSOCIATION (H.O.A.)		II SCHEDULE 40 GALWANZED STEEL	000
	CONTRACTOR WITHOUT EXPENSE TO THE OWNER. TREES SHALL BE GUARANTEED FOR ONE (1) YEAR. ALL MATERIALS USED SHALL CARRY A MANUFACTURER'S GUARANTEE OF MUNIMUM ONE (1) YEAR. ANY SETTI INC OF TEPE (SHEILIB WELLS.	13.	ANALYSIS OF 99% SULFOR (EXPRESSED AS ELEMENIAL) SUPPLED IN UNOPENED BAGS WITH ANALYSIS ATACHED. BONE MEAL: SHALL BE FINE GROUND, STEAMED, DRY MATERIAL	1.	MAINTENANCE PROGRAM: THE CONTRACTOR SHALL PROVIDE THE			000
	WHICH MAY OCCUR DURING THE 90 DAY PERIOD FINAL ACCEPTANCE SHALL BE REPARED TO THE OWNER'S SATISFACTION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER -INCLUDING THE COMPLETE RESTORATION OF	14.	WITH A MINIMUM ANALTSIS OF THE NITROGEN - 30% PHOSPHORIC ACID - 69.5% UNDILUTED BONE. <u>SAMPLES</u> : SAMPLES OF REDWOOD SHAVINGS, STEER MANURE, FORTUPER IND SEED CHAIL OF CONTENTS FOR ADDRAWL AND		H.O.A. ONE (1) SET OF MAINTENANCE GUIDLINES AS RECOMMENDED BY THE MANUFACTURER/SUPPLIER.		· · · · · · · · · · · · · · · · · · ·	+000
	ALL DAMAGED PLANTING, PAVING OR OTHER IMPROVEMENTS OF ANY KIND.	15	SHALL BE STORED ON THE SITE UNTIL FURNISHING OF WATERIALS IS COMPLETED.				FINISHED GRADE	
		15.	MATERIAL SHALL BE FURNISHED TO FUNCTION THE LANDSCHE ARCHITECT BY THE CONTRACTOR. CERTIFICATES SHALL STATE THE SOURCE, QUANTITY AND TYPE OF MATERIAL AND DATE AND ADDRESS OF THE LOADSTATUDES IT WATERIAL AND DATE AND					
			ADDRESS OF THE EDUCTIONS IT WAS DELIVERED TO,					SQUARE SPACING
								PLAN
							DETAIL SINGLE TREE STAKING	
							TREE STAKING AND GUYING DETAILS STANDARD PLAN	
							SUBJECT 0_b-u-St(1072) REVISIONS SUPERSIDE SUPERSIDE SUPERSIDE NETERENCES SUPERSIDE FOR TO SUPERSIDE VIDERSIDE FOR TO SUPERSIDE SUPERSIDE FOR TO SUPERSIDE SUPERSIDE FOR TO SUPERSIDE FOR	
							Vision June 1 Vision Work (Mustell) - 3000 Vision June 1 Vision Work (Mustell) - 3000 Vision Visi	
								SECTION
						CIT	Y of LOS ANGELES STREET TREE DETAIL	C) SHRUB PLANTIN



- I. TREE STAKES (2 PER TREE)
- 2. TREE TRUNK
- 3. 3" MIN. DEPTH MULCH
- LODGE POLE PINE TREE STAKES TREATED W/ COPPER NAPTHANATE. 2" CUT OFF BELOW CANOPY
- RUBBER/VINYL CINCH TIE OR APPROVED EQUAL NAILED TO STAKE. LOCATE AT DEFLECTION POINT (4 PER TREE)
- TEMPORARY WATER BASIN BERM REMOVE PRIOR TO HYDROSEEDING OR SODDING 6.
- 7. MULCH (3" MINIMUM DEPTH)
- 8. FINISH GRADE
- 9. ROOT BALL

12. SUB-GRADE

- 18" X 6'-0" ROOT BARRIER INSTALL @ ALL TREES PLANTED 5' FROM WALLS, HARDSCAPE, ETC, MANUFACTURER BY CENTURY ROOT BARRIERS (800) 480-8084 OR APPROVED EQUAL
- 11. AMENDED BACKFILL

NOTES:

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- A. TOP OF STAKES SHALL NOT COME IN CONTACT W/ BRANCHES.
 B. REFER TO SPECIFICATIONS FOR MULCH, PLANT PIT AND
 AMENDMENT REQUIREMENTS
 C. ALL TREES PLANTED IN TURF SHALL RECEIVE PLASTIC ARBOR
 GUARDS
- ING (DBL. STAKING)Scale: N.T.S.

LEGEND:

- WATER BASIN FORMED BY 3" HIGH BERM
- 2. FINISH GRADE (ROOT BALL 1/2" ABOVE FINISH GRADE AFTER SETTLEMENT)
- 3. ROOTBALL
- BACKFILL MIX SHALL CONSIST OF 75% NATIVE SOIL, 25% SOIL AMENDMENT. SEE AGRONOMY RECOMMENDATIONS
- FERTILIZER TABLETS. SEE SPECIFICATIONS 5.

NOTES:

-3 -(4) -(5)

- A. PLANT HOLE SHALL BE LARGER IF NECESSARY to PERVIT HANDLING and PLANTING without INJURY or BREAKAGE of the ROOT BALL and ROOT SYSTEM B. PLANT HOLE SIZE SHALL BE TWICE THE CONTAINER DIAMETER

NTING

Scale: N.T.S.

Scale: N.T.S.





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CONCEPT IMAGERY EASTBORNE APARTMENTS - LOS ANGELES, CA PD EQUITIES 26, LLC



January 30, 2023





EASTBORNE APARTMENTS - LOS ANGELES, CA PD EQUITIES 26, LLC

January 30, 2023



FOR OPEN SPACE TABULATION, SEE SHEET L.5

TRANSFORMER VAULT SHORT TERM BIKE PARKING (2)

- STAMPED CONCRETE

- STAMPED CONCRETE

TREE COUNT = 5 PLANTING S.F. = 2,648 S.F.



EASTBORNE APARTMENTS - LOS ANGELES, CA

PD EQUITIES 26, LLC

TREE COUNT = 3 PLANTING S.F. = 664 S.F.

OUTDOOR DINING

- dining table with trellis
- pottery
- pavers
- lounge chairs

· CONCRETE PAVERS w/ GRIND FINISH

DINING ROOM

- dining table with trellis
- pottery pavers

VIEW TERRACE couch

- specimen tree

FOR OPEN SPACE TABULATION, SEE SHEET L.5

ROOFDECK LANDSCAPE PLAN - L.3 LANDSCAPE ARCHITECTURE



EASTBORNE APARTMENTS - LOS ANGELES, CA

PD EQUITIES 26, LLC

UC VERDE BUFFALO GRASS



			OPEN SPACE REQUIREMENTS	
			PER WESTWOOD SPECIFIC PLAN	
			OPEN SPACE REQUIREMENTS:	JNITS QTY.
			200 S.F. PER UNIT	29 = 5,800 S.F.
			20% DECREASE PER TOC TIER 2 = 0.20 X 5,800 PER TOC TIER 2 = 2,688 SF REQUIRED AT GROUND LE	- 1,160 S.F.
			COMMON OPEN SPACE PROVIDED	QTY
			FIRST FLOOR COMMON OPEN SPACE PROVIDED	
			REAR YARD	= 750 S.F.
			FRONT YARD	= 750 S.F.
			SETBACKS	= 951 S.F.
				TOTAL = 2,451 S.F.
			ROOF DECK COMMON OPEN SPACE PROVIDED	
			ROOFDECK #1 AND #2	= 2,242 S.F.
				TOTAL = 4,640 S.F.
	CITY of LOS ANGELES - LANDSCAPE C			
		M		
	(per Guideline "AA" - City of L.A.)	11	50% OF FRONT, REAR AND SIDE YARDS SHALL BE LAN	DSCAPED
			TOTAL FRONT, REAR AND SIDE YARDS = 4,640 S.F. X 5	0% = 2,320 S.F. REQUIRED
	16,735 S.F. (0.384 acres)	200 POINTS (7,501 – 15,000 s.f.)	TOTAL LANDSCAPE PROVIDED = 2,695 S.F. PROVIDED	
	ZONING DESIGNATION: ITEMS PER TABLE II	R3-I-0	50% OF REQUIRED OPEN SPACE SHALL BE LANDSCAP	
	#I DRIP/TRICKLE/MICRO IRRIGATION	30 POINTS (5 points per circuit x 6)	PROVIDED: 3,145 S.F.	EQUIRED
	#2 LAWN/SWIMMING POOL LESS THAN 15% (spa and water feature less than 5% of landscape area)	10 POINTS	TREE QUANTITY REQUIREMENTS - MINIMUM 24 " BOX	
CITY of LOS ANGELES LANDSCAPE NOTES	#3 AUTOMATIC IRRIGATION CONTROLLER	5 POINTS	ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH	
THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF FIFTY (50)	(with cycling capacity & watering schedule)		I 24" BOX TREE PER 4 UNITS	29 UNITS TREES REQUIRED - UNITS/4 = 8
PERCENT OF THE UNITS OF THE PROJECT OR PHASE	#4 SOIL MOISTURE SENSOR/ANEMOMETER/ RAIN MEASURING DEVICE or SENSING SYSTEM/	10 POINTS		
 SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE 	EVAPOTRANSPIRATION DATA USED with AUTOMATIC CONTROLLER		TREES PROVIDED - 24" BOX OR GREATER	TOTAL TREES:
HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF	#6 PLANTS with MONTHLY WATERING			5
SUBSTAINTIAL COMPLETION.	CAREX 50 total	(50 plants at 2 pts. ea.)	ROOFTOP	= 3
THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND UPICATION INSTALLATION	#9 LANDSCAPE METER	50 POINTS (25% of req'd 200 pts.)		8
THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION	#10 EXCESS FLOW METER (master valve)	2 POINTS	CITY of LOS ANGELES LANDSCAPE C	DRDINANCE
FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION.	TOTAL POINTS:	207	Ordinance no. 170,978 (as amended)	
	SLOPE NOTE:		LANDSCAPE POINT RECAP (per Guideline "O")	
	NO SLOPES OVER 6' HEIGHT EXIST ON THIS SITE.			
(PER LA CITY ZONING CODE,			13.000.2 S.F. (0.298 acres)	15 POINTS (7.501–15.000 s.f.)
SECTION 12.21C1(G))			ZONING DESIGNATION:	R3-1-0
I TREE PER 500 S.F. OF UNPAVED FRONT YARD TOTAL FRONT YARD S.F. = 616 S.F.	SOLAR ACCESS / CONDITIONS OF APPR	ROVAL NOTE:	ITEMS PER TABLE II	
TREES PROVIDED - 24" BOX OR GREATER TREES REQUIRED: 2 TOTAL TREES 2 TREES	THE SOLAR ACCESS REPORT AND THE TENTATIVE TRA REVIEWED PRIOR TO PREPARING THE LANDSCAPE PLAN TENTATIVE TRACT CONDITIONS.	ICT CONDITIONS OF APPROVAL WILL BE N. THE LANDSCAPE PLAN WILL SATISFY	STREET TREESLARGE STREET TREE (2 TREES / 2 pt./per TREE	4 POINTS
REQUIREMENT MET	POTENTIAL LANDSCAPE AREA		CONTINUOUSLY PLANTED PARKWAY (I POINT PER LINEAR FOOT OF PARKWAY)	74 POINTS
	POTENTIAL LANDSCAPE AREA = (SITE) 13,000 S.F (BU	ILDING) 8,082 S.F. = 4,918 S.F.		
	TOTAL LANDSCAPE AREA PROVIDED	= 2,631 S.F.		
NO EXISTING TREES ON SHE TO REPAIN.		_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	TOTAL POIN	NTS: 78
	, L		L	

EASTBORNE APARTMENTS - LOS ANGELES, CA



EXHIBIT B

SITE PHOTOS, ZIMAS PROFILE REPORT, AND MAPS



Map 1 – Photo Key Map.



Map 2 – Aerial view of subject property and surrounding area.



Photo 1 – View of subject property frontage along Eastborne Avenue looking northerly.



Photo 2 – View of property along Eastborne Avenue looking easterly.





Photo 4 – View of property along Eastborne Avenue looking westerly.



City of Los Angeles Department of City Planning

2/8/2024 PARCEL PROFILE REPORT (modified version)

PROPERTY ADDRESSES	Address/Legal Information			
10609 W EASTBORNE AVE	PIN Number	132B157 1046		
10611 W EASTBORNE AVE	Lot/Parcel Area (Calculated)	6,500.1 (sq ft)		
10613 W EASTBORNE AVE	Thomas Brothers Grid	PAGE 632 - GRID C4		
10609 1/2 W EASTBORNE AVE	Assessor Parcel No. (APN)	4326026021		
10613 1/2 W EASTBORNE AVE	Tract	TR 4677		
	Map Reference	M B 92-24/31		
ZIP CODES	Block	26		
90024	Lot	21		
	Arb (Lot Cut Reference)	None		
RECENT ACTIVITY	Map Sheet	132B157		
PAR-2023-5920-AHRF	Jurisdictional Information			
PAR-2022-3770-TOC	Community Plan Area	Westwood		
ADM-2021-9170-TOC	Area Planning Commission	West Los Angeles		
	Neighborhood Council	Westwood		
CASE NUMBERS	Council District	CD 5 - Katy Young Yaroslavsky		
CPC-2023-6883-CU-DB-DRB-SPP-	Census Tract #	2656.01		
HCA	LADBS District Office	West Los Angeles		
CPC-2021-795-SP	Permitting and Zoning Compliance Info	rmation		
CPC-2014-1457-SP	Administrative Review	None		
CPC-1987-12142	Planning and Zoning Information			
CPC-12339	Special Notes	None		
ORD-187644	Zoning	[Q]R3-1-O		
ORD-186108	Zoning Information (ZI)	ZI-2192 Specific Plan: West Los Angeles Transportation Improvement		
ORD-183497	с (, ,	and Mitigation		
ORD-171492		ZI-1447 Specific Plan: Westwood Community Design Review Board		
ORD-171227		ZI-1446 Specific Plan: Westwood Community Plan Multiple Family		
ORD-163205		Residential Development Standards		
ORD-163204		ZI-2452 Transit Priority Area in the City of Los Angeles		
ORD-163203		ZI-2442 Preliminary Fault Rupture Study Area		
ORD-163196		ZI-1022 Parcel/Tract Map Conditions Clearance		
ORD-129279		2I-2441 Alquist-Priolo Earthquake Fault Zone		
ORD-121038		ZI-2512 Housing Element Inventory of Sites		
DIR-2022-8219-TOC-DRB-SPP-HCA	General Plan Land Use	Medium Residential		
DIR-2007-1077-DRB-SPP	General Plan Note(s)	Yes		
TT-69623-CN	Hillside Area (Zoning Code)	No		
TT-49748-C	Specific Plan Area	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION		
TT-41445	Subarea	None		
ENV-2023-6884-CE	Specific Plan Area	WESTWOOD COMMUNITY DESIGN REVIEW BOARD		
ENV-2022-8220-CE	Subarea	None		
ENV-2014-1458-EIR-SE-CE	Specific Plan Area	WESTWOOD COMMUNITY PLAN MULTIPLE FAMILY RESIDENTIAL		
ENV-2007-3325-MND		DEVELOPMENT STANDARDS		
ENV-2007-1078-CE	Subarea	None		
MND-90-952-SUB	Special Land Use / Zoning	None		
	Historic Preservation Review	No		
	Historic Preservation Overlay Zone	None		
	Other Historic Designations	None		
	Mills Act Contract	None		

CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 2
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	4326026021
Assessor Parcel No. (APN) Ownership (Assessor)	4326026021
Assessor Parcel No. (APN) Ownership (Assessor) Owner1	4326026021 PD EQUITIES 26 LLC AND
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records)	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)*	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac)
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val.	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val.	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Land Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Land Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723 3053599
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723 3053599 279722-24
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Land Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723 3053599 279722-24 2712833
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Land Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723 3053599 279722-24 2712833 2712832
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723 3053599 279722-24 2712833 2712833 2712832 2704439
Assessor Parcel No. (APN) Ownership (Assessor) Owner1 Owner2 Address Ownership (Bureau of Engineering, Land Records) Owner Address APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)	 4326026021 PD EQUITIES 26 LLC AND HANASAB,EBBY 822 S ROBERTSON BLVD STE 207 LOS ANGELES CA 90035 PD EQUITIES 26 LLC HANASAB, EBBY 822 S ROBERTSON BLVD STE 303 LOS ANGELES CA 90035 0.149 (ac) 0400 - Residential - Four Units (Any Combination) - 4 Stories or Less \$2,186,743 \$832,320 06/08/2022 \$9 67 774754 62166 396723 3053599 279722-24 2712833 2712833 2712832 2704439 1498332

	0609630
	0-286
Building 1	
Year Built	1940
Building Class	D6
Number of Units	4
Number of Bedrooms	4
Number of Bathrooms	4
Building Square Footage	4,880.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	Yes [APN: 4326026021]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Crading Area (BOE Basis Crid Man A	Yes
13372)	
13372) Wells	None
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards	None
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone	None
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km)	None 0.0006806184
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name)	None 0.0006806184 Santa Monica Fault
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year)	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.00000000
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Type	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Type Down Dip Width (km)	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Type Down Dip Width (km) Rupture Top	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees)	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.00000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 -75.0000000
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Rate (mm/year) Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 6.60000000
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 6.60000000 Yes
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.00000000 13.0000000 4.60000000 Yes No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 13.0000000 Yes No No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction Preliminary Fault Rupture Study Area	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 -75.0000000 6.6000000 Yes No No No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction Preliminary Fault Rupture Study Area Tsunami Inundation Zone	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 75.0000000 6.60000000 Yes No No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction Preliminary Fault Rupture Study Area Tsunami Inundation Zone Economic Development Areas	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 13.0000000 13.0000000 -75.00000000 Kes No No No No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction Preliminary Fault Rupture Study Area Tsunami Inundation Zone Economic Development Areas Business Improvement District	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 13.0000000 -75.0000000 6.60000000 Yes No No No No No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction Preliminary Fault Rupture Study Area Tsunami Inundation Zone Economic Development Areas Business Improvement District Hubzone	None O.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 -75.0000000 6.60000000 Yes No No No No No No No
Special Grading Area (BOE Basic Grid Map A- 13372) Wells Seismic Hazards Active Fault Near-Source Zone Nearest Fault (Distance in km) Nearest Fault (Name) Region Fault Type Slip Rate (mm/year) Slip Geometry Slip Geometry Slip Type Down Dip Width (km) Rupture Top Rupture Bottom Dip Angle (degrees) Maximum Magnitude Alquist-Priolo Fault Zone Landslide Liquefaction Preliminary Fault Rupture Study Area Tsunami Inundation Zone Economic Development Areas Business Improvement District Hubzone Jobs and Economic Development Incentive Zone (JEDI)	None 0.0006806184 Santa Monica Fault Transverse Ranges and Los Angeles Basin B 1.0000000 Left Lateral - Reverse - Oblique Moderately / Poorly Constrained 13.0000000 0.0000000 13.0000000 13.0000000 4.650000000 Yes No

Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	Yes [APN: 4326026021]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.17 Units, Above Moderate
Housing Use within Prior 5 Years	Yes
Public Safety	
Police Information	
Bureau	West
Division / Station	West Los Angeles
Reporting District	834
Fire Information	
Bureau	West
Battallion	9
District / Fire Station	37
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2023-6883-CU-DB-DRB-SPP-HCA				
Required Action(s):	CU-CONDITIONAL USE				
	DB-DENSITY BONUS				
	DRB-DESIGN REVIEW BOARD				
	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE				
	HCA-HOUSING CRISIS ACT				
Project Descriptions(s):	Pursuant to LAMC 12.22 A.25 & 12.24 U.26, to permit the demolition of multi-family dwelling & a construction of a new 5-story, 29 unit multi-family dwelling; utilizing a 65% density bonus, with On-Menu Incentives for height increase of 11 ft yo allow 56 ft in lieu of 45 ft, an increase in FAR (from 4.05:1 to 3:1), and decrease open space of 20% to allow 4,640 sf in lieu of 5,800 sf, setting aside 23% extremely low / very low / medium income (17 units); Requesting XXX additional incentives to XXX				
Case Number:	CPC-2021-795-SP				
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)				
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT TO WESTWOOD VILLAGE SPECIFIC PLAN				
Case Number:	CPC-2014-1457-SP				
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)				
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT				
Case Number:	CPC-1987-12142				
Required Action(s):	Data Not Available				
Project Descriptions(s):	PREPARE AND SUBMIT CONCURRENTLY WITH THE SUBJECT PLAN AMENDMENTS THE APPROPRIATE SPECIFIC PLAN ORDINANCE AND ZONE CHANGE ORDINANCES (LANDINI)				
Case Number:	DIR-2022-8219-TOC-DRB-SPP-HCA				
Required Action(s):	TOC-TRANSIT ORIENTED COMMUNITIES				
	DRB-DESIGN REVIEW BOARD				
	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE				
	HCA-HOUSING CRISIS ACT				
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.22 A.31 A TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM FOR THE CONSTRUCTION, USE AND MAINTENACE OF N 5 STORY, 56 FT IN HEIGHT APT. BLDG WITH 28 UNITS, 3 ELI (9%)				
	PURSUANT TO 11.5.7 A PROJECT PERMIT COMPLIANCE REVIEW WITH THE WESTWOOD COMMUNITY PLAN MULTIPLE FAMILY RESIDENTIAL DEVELOPMENT STANDARDS SPECIFIC PLAN.				
	PURSUANT TO LAMC 16.50 A DESIGN REVIEW BOARD FINAL REVIEW BY THE WESTWOOD COMMUNITY DESIGN REVIEW BOARD.				
Case Number:	DIR-2007-1077-DRB-SPP				
Required Action(s):	DRB-DESIGN REVIEW BOARD				
	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE				
Project Descriptions(s):	A FINAL MANDATORY DESIGN REVIEW FOR THE PROPOSED NEW 4-STORY, 12-UNIT RESIDENTIAL BUILDING IN THE WESTWOOD VILLAGE SPECIFIC PLAN AREA PURSUANT TO SEC. 16.50-D OF THE LAMC.				
	A PROJECT PERMIT COMPLIANCE REVIEW FOR THE PROPOSED NEW 4-STORY, 12-UNIT RESIDENTIAL BUILDING IN THE WESTWOOD VILLAGE SPECIFIC PLAN AREA PURSUANT TO SEC. 11.5.7-C OF THE LAMC.				
Case Number:	TT-69623-CN				
Required Action(s):	CN-NEW CONDOMINIUMS				
Project Descriptions(s):	TENTATIVE TRACT MAP FOR 12 RESIDENTIAL CONDOMINIUMS, WITH 24,6 GUEST, PARKING SPACES, ON 0.30 ACRES OF LAND, WITIHIN THE (Q)R3-1.				
Case Number:	TT-49748-C				
Required Action(s):	C-PRIVATE STREET MODIFICATIONS (3RD REQUEST)				
Project Descriptions(s):					
Case Number:	ENV-2023-6884-CE				
Required Action(s):	CE-CATEGORICAL EXEMPTION				
Project Descriptions(s):	Pursuant to LAMC 12.22 A.25 & 12.24 U.26, to permit the demolition of muilti-family dwelling & a construction of a new 5-story, 29 unit muilti-family dwelling; utilizing a 65% density bonus, with On-Menu Incentives for height increase of 11 ft yo allow 56 ft in lieu of 45 ft, an increase in FAR (from 4.05:1 to 3:1), and decrease open space of 20% to allow 4,640 sf in lieu of 5,800 sf, setting aside 23% extremely low / very low / medium income (17 units); Requesting XXX additional incentives to XXX				
Case Number:	ENV-2022-8220-CE				
Required Action(s):	CE-CATEGORICAL EXEMPTION				

Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.22 A.31 A TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM FOR THE CONSTRUCTION, USE AND MAINTENACE OF N 5 STORY, 56 FT IN HEIGHT APT. BLDG WITH 28 UNITS, 3 ELI (9%)
	PURSUANT TO 11.5.7 A PROJECT PERMIT COMPLIANCE REVIEW WITH THE WESTWOOD COMMUNITY PLAN MULTIPLE FAMILY RESIDENTIAL DEVELOPMENT STANDARDS SPECIFIC PLAN.
	PURSUANT TO LAMC 16.50 A DESIGN REVIEW BOARD FINAL REVIEW BY THE WESTWOOD COMMUNITY DESIGN REVIEW BOARD.
Case Number:	ENV-2014-1458-EIR-SE-CE
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
	SE-STATUTORY EXEMPTIONS
	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL IMPACT REPORT
Case Number:	ENV-2007-3325-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	TENTATIVE TRACT MAP FOR 12 RESIDENTIAL CONDOMINIUMS, WITH 24,6 GUEST, PARKING SPACES, ON 0.30 ACRES OF LAND, WITIHIN THE (Q)R3-1.
Case Number:	ENV-2007-1078-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	A FINAL MANDATORY DESIGN REVIEW FOR THE PROPOSED NEW 4-STORY, 12-UNIT RESIDENTIAL BUILDING IN THE WESTWOOD VILLAGE SPECIFIC PLAN AREA PURSUANT TO SEC. 16.50-D OF THE LAMC.
	A PROJECT PERMIT COMPLIANCE REVIEW FOR THE PROPOSED NEW 4-STORY, 12-UNIT RESIDENTIAL BUILDING IN THE WESTWOOD VILLAGE SPECIFIC PLAN AREA PURSUANT TO SEC. 11.5.7-C OF THE LAMC.
Case Number:	MND-90-952-SUB
Required Action(s):	SUB-SUBDIVISIONS
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

CPC-12339 ORD-187644 ORD-186108 ORD-183497 ORD-171492 ORD-171227 ORD-163205 ORD-163204 ORD-163203 ORD-163196 ORD-129279 ORD-121038 TT-41445



Address: 10609 W EASTBORNE AVE APN: 4326026021 PIN #: 132B157 1046 Tract: TR 4677 Block: 26 Lot: 21 Arb: None Zoning: [Q]R3-1-O General Plan: Medium Residential



LEGEND

GENERALIZED ZONING

OS, GW
A, RA
RE, RS, R1, RU, RZ, RW1
R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
P, PB
PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

	Minimum Residential		
	Very Low / Very Low I Residential	INDU	JSTRIAL
•••••	Very Low II Residential		Commercial Manufacturing
	Low / Low I Residential		Limited Manufacturing
	Low II Residential		Light Manufacturing
	Low Medium / Low Medium I Residential		Heavy Manufacturing
	Low Medium II Residential		Hybrid Industrial
	Medium Residential	PAR	KING
	High Medium Residential		Parking Buffer
	High Density Residential	POR	T OF LOS ANGELES
	Verv High Medium Residential		General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
сом	MERCIAL		General / Bulk Cargo - Hazard
	limited Commercial		Commercial Fishing
~~~~~	Limited Commercial - Mixed Medium Residential		Recreation and Commercial
000000	Highway Oriented Commercial		Intermodal Container Transfer Facility Site
	Highway Oriented and Limited Commercial	LOS	ANGELES INTERNATIONAL AIRPORT
****	Highway Oriented Commercial - Mixed Medium Residential		Airport Landside / Airport Landside Support
00000	Neighborhood Office Commercial		Airport Airside
	Community Commercial		LAX Airport Northside
		OPE	N SPACE / PUBLIC FACILITIES
	Regional Center Commercial		Open Space
	Regional center commercial		Public / Open Space
			Public / Quasi-Public Open Space
FRAM	EWORK		Other Public Open Space
СОМ	MERCIAL		Public Facilities
	Neighborhood Commercial		
	General Commercial	INDU	JSTRIAL
	Community Commercial		Limited Industrial
****	Regional Mixed Commercial		Light Industrial

Regional Mixed Commercial

#### **CIRCULATION**

#### STREET

Arterial Mountain Road Major Scenic Highway Collector Scenic Street Major Scenic Highway (Modified) Collector Street Major Scenic Highway II ----- Collector Street (Hillside) ----- Mountain Collector Street ----- Collector Street (Modified) ---- Park Road ----- Collector Street (Proposed) ——- Parkway Country Road Principal Major Highway — Divided Major Highway II ____ ---- Private Street Divided Secondary Scenic Highway Scenic Divided Major Highway II Local Scenic Road Scenic Park Local Street Scenic Parkway Major Highway (Modified) — Secondary Highway Major Highway I Secondary Highway (Modified) Major Highway II Secondary Scenic Highway Major Highway II (Modified) ---- Special Collector Street Super Major Highway

#### **FREEWAYS**

Freeway

- Interchange
- —— On-Ramp / Off- Ramp
- Hailroad
- Scenic Freeway Highway

#### **MISC. LINES**

	Airport Boundary	•=•=••	MSA Desirable Open Space
•••••	Bus Line	o <u> </u>	Major Scenic Controls
	Coastal Zone Boundary		Multi-Purpose Trail
	Coastline Boundary	ഗസ	Natural Resource Reserve
·····	Collector Scenic Street (Proposed)		Park Road
	Commercial Areas		Park Road (Proposed)
	Commercial Center		Quasi-Public
<del></del>	Community Redevelopment Project Area		Rapid Transit Line
	Country Road		Residential Planned Development
×	DWP Power Lines		Scenic Highway (Obsolete)
*****	Desirable Open Space	° — ° —	Secondary Scenic Controls
• - • -	Detached Single Family House	- • - •	Secondary Scenic Highway (Proposed)
	Endangered Ridgeline		Site Boundary
	Equestrian and/or Hiking Trail	⊗——	Southern California Edison Power
	Hiking Trail		Special Study Area
	Historical Preservation	• • • • •	Specific Plan Area
	Horsekeeping Area		Stagecoach Line
	Local Street		Wildlife Corridor

#### **POINTS OF INTEREST**

- 🗊 Alternative Youth Hostel (Proposed)
- Animal Shelter
- 📩 Area Library
- 庙 Area Library (Proposed)
- 🕾 Bridge
- ▲ Campground
- Campground (Proposed)
- 👻 Cemetery
- HW Church
- 🛓 City Hall
- 🕅 Community Center
- M Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- XX Community Park
- 🕱 Community Park (Proposed Expansion)
- XX Community Park (Proposed)
- 🚔 Community Transit Center
- 🛉 Convalescent Hospital
- 🕱 Correctional Facility
- 🛠 Cultural / Historic Site (Proposed)
- 🛠 Cultural / Historical Site
- 🗰 Cultural Arts Center
- DMV DMV Office
- DWP DWP
- $\mathcal{T}$  DWP Pumping Station
- 🐆 Equestrian Center
- Fire Department Headquarters
- 📻 Fire Station
- 🖶 Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- \land Fire Training Site
- 🛳 Fireboat Station
- Health Center / Medical Facility
- 🖛 Helistop
- Historic Monument
- n Historical / Cultural Monument
- 🔭 Horsekeeping Area
- 🔭 Horsekeeping Area (Proposed)
- Horticultural Center 📕 Hospital Hospital (Proposed) HW House of Worship C Important Ecological Area Important Ecological Area (Proposed) e ☺ Interpretive Center (Proposed) JC Junior College MTA / Metrolink Station M MTA Station MTA Stop MWD MWD Headquarters 🖛 Maintenance Yard Municipal Office Building P Municipal Parking lot X. Neighborhood Park X Neighborhood Park (Proposed Expansion) X Neighborhood Park (Proposed) 1 Oil Collection Center Parking Enforcement P Police Headquarters 8 **Police Station** Police Station (Proposed Expansion) Police Station (Proposed) Police Training site Ê. PO Post Office ŧ Power Distribution Station ŧ Power Distribution Station (Proposed) **Power Receiving Station** ŧ Power Receiving Station (Proposed) 3 С Private College Private Elementary School Е  $|\lambda|$ Private Golf Course (Proposed) JH Private Junior High School **PS** Private Pre-School **XXI** Private Recreation & Cultural Facility SH Private Senior High School SF Private Special School
- (È) Public Elementary (Proposed Expansion)
- Public Elementary School F を Public Elementary School (Proposed) Public Golf Course 1 Public Golf Course (Proposed) Public Housing Public Housing (Proposed Expansion) Π. Public Junior High School 前 Public Junior High School (Proposed) ms Public Middle School SH Public Senior High School ईंगे Public Senior High School (Proposed) Pumping Station Pumping Station (Proposed) * Refuse Collection Center 💼 Regional Library 🟟 Regional Library (Proposed Expansion) Regional Library (Proposed) 🐔 Regional Park 蔬 Regional Park (Proposed) **RPD** Residential Plan Development Scenic View Site Scenic View Site (Proposed) ADM School District Headquarters sc School Unspecified Loc/Type (Proposed) 🗰 Skill Center ss Social Services Special Feature  $\star$ 😥 Special Recreation (a) ŜF Special School Facility sF Special School Facility (Proposed) Steam Plant (sm) Surface Mining Trail & Assembly Area 📥 🛛 Trail & Assembly Area (Proposed) UTL Utility Yard Water Tank Reservoir
- ⅔ Wildlife Migration Corridor
- 🕋 Wildlife Preserve Gate

#### SCHOOLS/PARKS WITH 500 FT. BUFFER



#### **COASTAL ZONE**

#### **TRANSIT ORIENTED COMMUNITIES (TOC)**



#### WAIVER OF DEDICATION OR IMPROVEMENT

Public Work Approval (PWA)

Waiver of Dedication or Improvement (WDI)

#### **OTHER SYMBOLS**









## EXHIBIT C

## AGENCY CORRESPONDENCE

- C1 Los Angeles Housing Department Replacement Unit Determination
- C2 DCP Housing Services Unit Affordable Housing Referral Form
- C3 Department of Building and Safety -Preliminary Zoning Assessment

Ann Sewill, General Manager Tricia Keane, Executive Officer

Daniel Huynh, Assistant General Manager Anna E. Ortega, Assistant General Manager Luz C. Santiago, Assistant General Manager City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT 1200 West 7th Street, 9th Floor Los Angeles, CA 90017 Tel: 213.928.9071

housing.lacity.org

Eric Garcetti, Mayor

DATE: August 23, 2023

- TO: PD Equities 26, LLC, a California limited liability company and Ebby Hanasab, a single man, as Tenants in Common, Owner
   PD Equities 26, LLC, a California limited liability company, as to an undivided 81.57% interest and Eddy Hanasab, a Single Man, as to an undivided 18.43% interest, Owner
- FROM: Marites Cunanan, Senior Management Analyst II A Cunanan Los Angeles Housing Department

# SUBJECT:Housing Crisis Act of 2019 (SB 8/HE)Amended (DB) Replacement Unit DeterminationRE: 10609-10613 ½ W. Eastborne Ave., Los Angeles, CA 9002410605-10607 ½ W. Eastborne Ave., Los Angeles, CA 90024

Based on the SB 8 Application for an Amended Replacement Unit Determination (RUD) submitted by Matthew Hayden (Owner Contact) on behalf of PD Equities 26, LLC, a California limited liability company and Ebby Hanasab, a single man, as Tenants in Common (Owner) and PD Equities 26, LLC, a California limited liability company, as to an undivided 81.57% interest and Eddy Hanasab, a Single Man, as to an undivided 18.43% interest (Owner) for the above-referenced property located at 10609-10613 ½ W. Eastborne Ave. and 10605-10607 ½ W. Eastborne Ave. (APNs 4326-026-021 and 4326-026-022) (Property), the Los Angeles Housing Department (LAHD) has made the following determination. Seven (7) units exist/existed on the property within the last five (5) years. Seven (7) Rent Stabilization Ordinance (RSO) units are subject to replacement pursuant to the requirements of California Government Code Section 66300, as "protected units" with three (3) of the seven (7) units subject to replacement as affordable "Protected Units" and the remaining four (4) unit subject to replacement at market rate.

#### **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

SB 8 (TOC) Determination: 10605-10613  $^{1\!\!/_2}$  W. Eastborne Ave. Page 2

The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (2) subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years (3) occupied by lower or very low income households (an affordable Protected Unit), or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

• In the absence of occupant income documentation: Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of October 1, 2021, is at 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: (1) replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR (2) require the units to be replaced in compliance with the RSO.

#### Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: (a) Relocation benefits also subject to Chapter 16, and (b) the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: (1) a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and (2) a Project that consists of 100% lower income units except Manager's Unit.

#### THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on July 24, 2023, the Owner plans to demolish the existing buildings containing seven (7) total units and construct a new apartment building with twenty-eight (28) units on the Property pursuant to Density Bonus (DB) Guidelines.

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

SB 8 (TOC) Determination: 10605-10613  $^{1\!\!/}_2$  W. Eastborne Ave. Page 3

Owner submitted an initial Application for a RUD for the Property on June 30, 2022. In order to comply with the required <u>five (5)-year</u> lookback period, LAHD collected and reviewed data from June 2017 to June 2022.

#### **Review of Documents:**

Pursuant to the Grant Deed, the Owner acquired the Property under APN # 4326-026-021 on May 10, 2022, and the Property under APN # 4326-026-022 on June 8, 2022.

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 the following use codes:

APN	ADDRESS(ES)	USE CODE
4326-026-021	10609-10613 ¹ / ₂ W. Eastborne Ave.	0500 - Residential – Four Units
4326-026-022	10605-10607 ¹ / ₂ W. Eastborne Ave.	0300 - Residential – Three Units

Google Earth, Google Street View, and an Internet Search confirm that the Property contains two multi-residential apartment buildings.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit, but has applied for a Building Permit Application # 22010-10000-03031, permit not issued yet.

#### **REPLACEMENT UNIT DETERMINATION:**

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

	ADDRESS	BEDROOM TYPE	"PROTECTED?"	BASIS OF "PROTECTED" STATUS
1	10605 W. Eastborne Ave.	2 Bedrooms	Yes	RSO Unit
2	10607 W. Eastborne Ave.	2 Bedrooms	Yes	RSO Unit
3	10607 ¹ / ₂ W. Eastborne Ave.	2 Bedrooms	Yes	RSO Unit
4	10609 W. Eastborne Ave.	1 Bedroom	Yes	RSO Unit
5	10609 ¹ / ₂ W. Eastborne Ave.	1 Bedroom	Yes	RSO Unit
6	10611 W. Eastborne Ave.	1 Bedroom	Yes	RSO Unit
7	10613 W. Eastborne Ave.	1 Bedroom	Yes	RSO Unit
Total: 7 Units		10 Bedrooms		

#### Vacancy/Occupancy of Units:

On August 26, 2022, tenant letter packages were sent to all seven (7) units on the Property most commonly known as 10605-10607 ½ W. Eastborne Ave. and 10609-10613 W. Eastborne Ave.

On August 29, 2022, the Owner submitted the following documents for the tenant residing in 10605 W. Eastborne Ave.: signed occupant's statement, rental lease agreement, driver's license, 2017-2021 W-2 forms, 2019-2021 tax returns, and 2017-2022 pay stubs. After reviewing the documents, LAHD has determined that 10605 W. Eastborne Ave. is not an affordable unit within the five (5)-year lookback period.

On September 7, 2022, the Owner submitted the following documents for the tenant residing in 10607 W. Eastborne Ave.: signed occupant's statement, rental lease agreement, driver's license, 2017-2020 individual income tax returns, 2017-2020 corporation income tax returns, signed accountant's letters verifying individual and business income for 2021, and utility bills. After reviewing the documents, LAHD has determined that 10607 W. Eastborne Ave. is not an affordable unit within the five (5)-year lookback period.

SB 8 (TOC) Determination: 10605-10613 ¹/₂ W. Eastborne Ave. Page 4

On September 26, 2022, LAHD reviewed the income documents of the tenant residing in 10609 W. Eastborne Ave. over a Zoom meeting. The tenant also submitted a letter from SoCal Gas demonstrating proof of residency at the unit throughout the lookback period on September 14, 2022, and the signed occupant's statement on September 27, 2022. After reviewing the income documents, LAHD has determined that 10609 W. Eastborne Ave. is considered a Very Low Income affordable unit within the five (5)-year lookback period.

On September 30, 2022, the Owner submitted the following documents for the tenant residing in 10613 W. Eastborne Ave.: signed occupant's statement, rental lease agreement, driver's license, 2018-2021 W-2 forms, and two recent paystubs from 2022. After reviewing the documents, LAHD has determined that 10613 W. Eastborne Ave. is not an affordable unit within the five (5)-year lookback period.

Unless tenant income verification documents prove the remaining unit(s) was/were occupied by a lower income or below lower income household(s) at the time of application, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the replacement units.

Pursuant to (SB 8), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. The remaining 36% of the units are presumed above-low income.

Number of Existing Protected Units within five (5) years of Owner's application:			7	
Number of P	rotected Units Ellised within the last (1	<u>10) years</u> :		0
Number of A	ffordable Replacement Units required	per CHAS:		
		Project using <u>TOC</u>	Project using <u>DB</u> or <u>No Entitlements</u>	
	3 Units x 64%	2 Units	2 Units	
Extremely Low 1 Unit 0 Units		0 Units	2	
	Very Low	1 Unit	1 Unit	
	Low	0 Units	1 Unit	
	Market Rate RSO units	1 Unit	1 Unit	
Number of Affordable Replacement Units per tenant income verification (Very Low): Unit 10609 W. Eastborne Ave.				1
Number of Units not affordable per tenant income verification:				3
Units 10605 W. Eastborne Ave., 10607 W. Eastborne Ave., 10613 W. Eastborne Ave.				5
Number of Unit(s) presumed to be above-lower income subject to replacement:				1

#### For Rental:

Income verification documents were provided for four (4) units at the Property. The unit at 10609 W. Eastborne Ave. was verified to be occupied by a Very Low Income household within the last five (5) years and must be replaced with the exact same bedroom type and restricted to <u>Very Low Income Households</u>. The units at 10605 W. Eastborne Ave., 10607 W. Eastborne Ave., and 10613 W. Eastborne Ave. were verified to be above

Insufficient or no income documents were provided for the three (3) remaining units. Pursuant to CHAS, two (2) units need to be replaced with equivalent type units. For TOC projects, the replacement requirements will consist of one (1) unit restricted to <u>Extremely Low Income Households</u> and one (1) unit restricted to <u>Very Low Income Households</u>. For DB projects or projects with no entitlements, the replacement requirement will consist of two (1) units restricted to <u>Very Low Income Households</u> and one (1) unit restricted to <u>Very Low Income Households</u> and one (1) unit restricted to <u>Low Income Households</u>.

SB 8 (TOC) Determination: 10605-10613 ¹/₂ W. Eastborne Ave. Page 5

For the one (1) remaining unit presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code 65915(c)(3)(C)(ii), the City has opted to require that the unit be replaced with equivalent type at market rate in compliance with the RSO.

Please note that all the <u>new</u> 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 SB 8 determination only applies if the proposed project is a rental project and not condominiums. In the event the project changes to condominiums, the owner needs to request a SB 8 amendment to reflect 100% replacement of the units. This RUD will apply to TOC projects, DB projects, and projects not requesting entitlements.

#### 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 Peter Monti at peter.monti@lacity.org

cc: Los Angeles Housing Department File
 PD Equities 26, LLC, a California limited liability company and Ebby Hanasab, a single man, as Tenants in Common, Owner
 PD Equities 26, LLC, a California limited liability company, as to an undivided 81.57% interest and Eddy Hanasab, a Single Man, as to an undivided 18.43% interest, Owner
 Planning.HCA@lacity.org, Department of City Planning
 Ladbs.ahs@lacity.org, Department of Building and Safety

MC:JM:pm

## **REFERRAL FORM**

# PAR-2023-5920-AHRF



#### AFFORDABLE HOUSING REFERRAL FORM

This form is to serve as a referral to the Los Angeles City Planning's Development Services Center (DSC) for Affordable Housing case filing purposes (in addition to the required City Planning Application and any other necessary documentation); and to the City of Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes. All Applicants are required to provide a complete set of architectural plans at the time that this form is submitted for review. Any application submitted that is missing any required materials will be considered incomplete and will not be reviewed until all materials are submitted.

This form shall be completed by the Applicant and reviewed and signed by City Planning DSC Afforable Housing Services Section (AHSS) Staff prior to filing an application for an entitlement, administrative review, or building permit. Any modifications to the content(s) of this form after its authorization by AHSS Staff is prohibited. City Planning reserves the right to require an updated Referral Form for the project if more than 180 days have transpired since the referral date, or as necessary, to reflect project modifications, policy changes, bus route changes, bus schedule changes, and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

Note: This Referral Form <u>does not</u> constitute a City Planning application. See the Forms webpage for City Planning Application (<u>CP-7771.1</u>) and the City Planning Application Filing Instructions (<u>CP-7810</u>). If the project is located within a Specific Plan or Overlay Zone, check with the assigned planner prior to preparing these plans, as some have additional or different requirements. An <u>Assignment List</u> can be found on the City Planning website at <u>http://planning.lacity.org</u> under the "About" tab, under "Staff Directory."

### THIS SECTION TO BE COMPLETED BY AHSS STAFF ONLY

Planning Staff Name & Title: <u>Aida Karapetian/Planning Assistant</u>			
Referral Date:         10/04/2023         Expiration Date:         04/01/2024			
Case Number: PAR- 2023-5920-AHRF			
TRANSPORTATION QUALIFIERS (if applicable)			
🛛 Major Transit Stop 🛛 Paratransit / Fixed Bus Route 🔲 Very Low Vehicle Travel Areas			
□ Other:			
Location of Transit: Westwood/Santa Monive Station			

Qualifier #1: Metro Rapid Line R12	
Service Interval #1: NB=12.4 min	Service Interval #2: SB=11.7 min
Qualifier #2:Metro Route 4 (NextGen Tier 1 Ra	apid)
Service Interval #1: EB=7.6 min	Service Interval #2: WB=7.6 min
Service Intervals are calculated by dividing 420 (the total number 7 pm by the number of eligible trips.	of minutes during the peak hours of 6 am to 9 am and 3 pm to
Notes:	

#### THIS SECTION TO BE COMPLETED BY THE APPLICANT

#### **Applicant Requesting:**

☐ 100% Affordable per AB 2345¹	🗆 SB 35	🗆 ED 1	Measure JJJ
□ AB 2011	🗵 AB 2097	🗆 AB 2162	□ AB 2334
□ Other:			

#### **APPLICANT INFORMATION**

Applicant Name:	Matthew Hayden - Hayden	Planning
-----------------	-------------------------	----------

Phone Number: _310-614-2964

Email: matthew@haydenplanning.com

#### I. PROPOSED PROJECT

#### 1. PROJECT LOCATION/ZONING

Project Address(es): 10605-10613 1/2 W. Eastborne Avenue

## Assessor Parcel Number(s): 4326-026-021 /4326-026-022

¹ AB 1763 incentives were amended by AB 2345 (2020) per Government Code Section 65915(b)(1)(G).

Community Blans We	estwood			
Community Plan: <u></u>				
Existing Zone: [Q]R3	3-1-0			
Land Use Designation	n: Medium Residential			
Number of Parcels: 2	9			
Project Site Area (sf): <u>13,000.141</u>				
<b>ED 1 Eligible</b> ²	⊠ Specific Plan	⊠ DRB/CDO		
	Enterprise Zone	Redevelopment Project Area		
If applicable, specify Specific Plan/Overlay: <u>Westwood</u> Comm DRB&MF/WLA TIMP				
☑ Q Condition/D Limitation (Ordinance No. and provide a copy): Ord-163196				
☑ Other Pertinent Zoning Information (specify): Westwood DRB				

#### 2. DETAILED DESCRIPTION OF PROPOSED PROJECT

Proposed construction, use, and maintenance of a new, 5-story, 56-ft in height apartment building containing 29-units, including 23% VLI units (4), and providing 38 vehicle parking spaces and 31 bicycle parking spaces. Existing site improvements/landscaping to be removed/replaced.

#### 3. DETAILED DESCRIPTION OF EXISTING SITE AND DEVELOPMENT

The subject property consists of two lots, with a triplex at 10605 W Eastborne Avenue/4326-026-0022 and a fourplex at 10609 W Eastborne Avenue/4326-026-0022.

² Refer to <u>Executive Directive 1 Implementation Guidelines</u> for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.

Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed ³ No. of DUs or Non-Residential SF
Guest Rooms			
Studio			
One Bedroom	4	4	8
Two Bedrooms	3	3	18
Three Bedrooms			3
Bedrooms			
Non-Residential SF			
Other			

#### 4. APPLICATION TYPE

Density Bonus with **On-Menu Incentives** (specify):

- 1) Increased FAR of 35% to allow 4.05:1 in lieu of 3:1.
- 2) Increased height of 11 ft to allow 56 ft in lieu of 45 ft.
- 3) Decreased Open Space of 20% to allow 4,640 sf in lieu of 5,800 sf.
- 4) _____

#### □ Density Bonus with **Off-Menu Incentives** (specify):

1) _	
2)	
3)	
4)	
•/ _	

³ Per AB 2556, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

Density Bonus with Waivers of Development Standards (specify):

1) Decreased ground level Open Space of 30% to allow 2,436 sf in lieu of 3,480 sf.

	2)
	3)
	4)
	Greater Downtown Housing Incentive Area per LAMC Section 12.22 A.29
	Affordable Housing per LAMC Section 11.5.11 (Measure JJJ)
	Public Benefit Project per LAMC Section 14.00 A.2
	General Plan Amendment per LAMC Section 11.5.6
	Request:
	Zone/Height District Change per LAMC Section 12.32
	Request:
X	Conditional Use per LAMC Section 12.24 U.26
	Specific Plan Project Permit Compliance per LAMC Section 11.5.7 C
	Community Design Overlay per LAMC Section 13.08
	Coastal Development Permit per LAMC Section 12.20.2 or 12.20.2.1
	Tract or Parcel Map per LAMC Section 17.00 or 17.50
	Other (specify):
5.	ENVIRONMENTAL REVIEW
	Project is Exempt ⁴
X	Not Yet Filed
	Filed (Case No.):

⁴ Project may be exempt from CEQA review if it qualifies for a CEQA Exemption or is a Ministerial Project (aka, "By Right").

#### 6. HOUSING DEVELOPMENT PROJECT TYPE

#### CHECK ALL THAT APPLY:

X	For Rent	□ For Sale	□ Mixed-Use Project	□ Residential Hotel	
	Extremely Low Income	⊠ Very Low Income	□ Low Income	Moderate Income	
X	Market Rate	□ Supportive Housing	□ Senior		
	☐ Shared Housing Building per AB 682				
	☐ Special Needs (describe):				
	☐ Other Category (describe):				

#### 7. DENSITY CALCULATION

#### A. Base Density: Maximum density allowable per zoning⁵

	Lot size (including any $\frac{1}{2}$ of alleys) ⁶	13,000.141	SF (a)
	Density allowed by Zone	800	SF of lot area per DU (b)
	Density allowed by General Plan	N/A	
	No. of DUs allowed by right (per LAMC)	16	DUs (c) [c = a/b, round down to whole number]
	No. of Guest Rooms allowed per AB 682	N/A	
	Base Density	17	DUs (d) [d = a/b, round up to whole number]
В.	Maximum Allowable Density Bonus ^{7, 8}	23	DUs (e) [e = dx1.35, round up to whole number]

⁶ If there is a related subdivision case, the lot area shall be calculated based on the site area after a dedication of land has been provided.

⁸ Per AB 2334, a Very Low Vehicle Travel Area are defined by Government Code Section 65915(o)(4), as an urbanized area "where the existing residential development generates vehicle miles traveled (VMT) per capita that is below 85 percent of either regional vehicle miles traveled per capita or city vehicle miles traveled per capita.

[☐] AB 2345 - Unlimited Density

⁵ As defined by Government Code Section 65915(o)(7), which states that "maximum allowable residential density" or "base density" means the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted applicable to the project. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan or specific plan, the greater shall prevail.

⁷ Per AB 2345, 100% affordable housing developments may request an 80% density increase or unlimited density if the project site is within 0.5 miles of a Major Transit Stop or in a Very Low Vehicle Travel Area (see ZIMAS). In addition, a property located in the Hollywood Redevelopment Plan Area is eligible for a 50% density bonus pursuant to Government Code Section 65915(f), as described in the November 2, 2022 AB 2345 Memo.
**C. Proposed Project:** Please indicate total number of DUs requested and break down by levels of affordability set by each category (California Department of Housing and Community Development [HCD] or United States Department of Housing and Urban Development [HUD]). For information on HCD and HUD levels of affordability please contact LAHD at <a href="https://housing.lacity.org/partners/land-use-rent-income-schedules">https://housing.lacity.org/partners/land-use-rent-income-schedules</a>.

Note: Rent schedules will be determined by LAHD.

	Total	HCD (State)	HUD (TCAC)
Market Rate	24	N/A	N/A
Managers Unit(s) — Market Rate ⁹	1	N/A	N/A
Extremely Low Income (ELI)			
Very Low Income (VLI)	4	4	
Low Income (LI)			
Moderate Income			
Permanent Supportive Housing — ELI			
Permanent Supportive Housing — VLI			
Permanent Supportive Housing — LI			
Seniors — Market Rate		N/A	N/A
No. of Guest Rooms allowed per AB 682	2		
Other			
TOTAL No. of DUs Proposed	29	(f)	
TOTAL No. of Affordable Housing DUs	4	_ (g)	
No. of Density Bonus DUs	13 (A.K) 12	(h) [If f>c, then h=f-	c; if f <c, h="0]&lt;/td" then=""></c,>
Percent of Density Bonus Requested	65%	(i) {i = 100 x [(f/d) –	1]} (round down)
Percent of Affordable Set Aside	23%	(j) [g/d, round down	to a whole number]

⁹ Properties proposing 16 units or more need to provide a manager's unit per 25 CCR § 42.

# 8. SITE PLAN REVIEW CALCULATION

An application for Site Plan Review (SPR) may be required for projects that meet any of the SPR thresholds as outlined in LAMC Section 16.05 C, unless otherwise exempted per LAMC Section 16.05 D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the SPR threshold for unit count. If the project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05 D, please confirm the exemption with City Planning's DSC AHSS.

<u>16</u> units allowed by right (permitted by LAMC) – <u>7</u> existing units = <u>9</u> units

### ☐ YES, SPR is required.

Proposed by-right units minus existing units is equal to or greater than 50¹⁰

 $\boxtimes$  NO, SPR is not required.

Base Density units minus existing units is less than 50

Exempt.

Specify reason: _____

# **II. DENSITY BONUS (LAMC SECTION 12.22 A.25, ORDINANCE NO. 179,681)**

## 9. PARKING OPTIONS

#### CHECK ALL THAT APPLY:

☐ Automobile Parking Reductions via Bicycle Parking for Residential Uses¹¹. Choose only one of the options, if applicable:

□ 10%

□ 15% (Only for residential projects or buildings located within 1,500 feet of a Major Transit Stop)

□ 30% (If selecting the 30% parking reduction, the project will be ineligible for any of the Parking Options listed below)

If selecting the 30% parking reduction, provide the following information:

#### Required Parking per LAMC: _____

Required Parking after the 30% reduction:

¹⁰ Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in LAMC Section 16.05.

¹¹ Any project utilizing Parking Option 3 may not further reduce automobile parking via bicycle parking.

### □ Automobile Parking for Residential Uses (choose only one of the following options):

Note: Any fractional numbers are rounded up.

□ **Parking Option 1.** Based on *#* of bedrooms, inclusive of Handicapped and Guest parking.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		1.5		
4 or more Bedrooms		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

□ **Parking Option 2.** Reduced <u>only</u> for Restricted Affordable Units and up to 40% of required parking for Restricted Affordable Units may be compact stalls.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per Code		
Restricted Affordable		1		
VLI/LI Senior or Disabled		0.5		
Restricted Affordable in Residential Hotel		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

□ Parking Option 3 [AB 2345 (2020)]. Applies to two types of projects:

- 100% affordable housing developments consisting solely of affordable units, exclusive of a manager's unit(s), with an affordable housing cost to lower income families; or
- Mixed-income developments consisting of 11% VLI or 20% LI units.
- □ **100% Affordable Housing Developments.**¹² There is no minimum parking requirement for any of the following 100% affordable housing developments described below. Check all that apply:

□ A housing development located within 0.5 miles of a Major Transit Stop.

¹² As defined by Government Code Section 65915(b)(1)(G)

- □ A housing development for individuals who are 55 years of age or older with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.¹³
- □ Special Needs Housing Development, as defined in Section 51312 of the Health and Safety Code (H&SC), with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.

#### □ Supportive Housing Development

□ **Mixed-Income Developments** consisting of 11% VLI or 20% LI units.

	Spaces/Unit	Parking Required	Parking Provided
Located within 0.5 miles of Major Transit Stop with unobstructed access to project	0.5		

**Major Transit Stop** is defined as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

**Bus Rapid Transit** is defined as public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- 1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods
- 2) Transit signal priority
- 3) All-door boarding
- 4) Fare collection system that promotes efficiency
- 5) Defined stations
- Parking Option 4 [AB 2097 2022]. No minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop.¹⁴

¹³ AB 2334 aligned the resident age requirement from 62 years of age to 55 years of age for 100 percent affordable housing developments seeking a parking waiver under Section 65915(p)(3)(B).

¹⁴ Parking reductions do not apply to a hotel, motel, bed and breakfast inn or other transient lodging except where a portion of a housing development project is designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code. Moreover, reductions do not apply to an event center or commercial parking in a contractual agreement executed before January 1, 2023.

## **10. INCENTIVES**

#### A. Qualification for Incentives

Below is the minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application.

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	□ 5% to <10%	□ 10% to <20%	□ 10% to <20%
Two	□ 10% to <15%	□ 20% to <30%	□ 20% to <30%
Three	☑ 15% or greater	□ 30% or greater	□ 30% or greater

Note: To utilize AB 682, at least 10% Low or 5% Very Low Income of the base units shall be provided.

- 100% Affordable Housing Developments may request up to four (4) incentives and one
   (1) Waiver of Development Standard. Check this box if this applies to the project.
- **B. Project Zoning Compliance & Incentives** (Only for projects requesting a Density Bonus with Incentives/Waivers)

	Permitted w/o Incentives	Proposed per Incentives	On-Menu	Off-Menu	Waivers
□ Yard/Setback (each yard	counts as one inc	entive)			
□ Front (1)					
Front (2)					
□ Side (1)					
□ Side (2)					
Rear					
Lot Coverage					
□ Lot Width					
I Floor Area Ratio ¹⁵	3:1	4.05:1	×		
☑ Overall Height/Stories ¹⁶	45 ft	56 ft	X		
☐ Transitional Height(s)					
🗵 Open Space	5,800 sf	4,640 sf	X		
Density Calculation					
$\Box$ Averaging (all count as one incentive — check all that are needed)					
□ FAR □ Density	/ 🗌 Parking	g 🛛 🗆 Open S	pace	Vehicular	Access

¹⁵ See LAMC Section 12.22 A.25(f)(4) for additional requirements.

¹⁶ See LAMC Section 12.22 A.25(f)(5) for additional requirements.

Other Off-Menu Incentives (specify):

Waiver of Development Standards (specify): Decreased ground level Open Space of 30% to allow 2,436 sf in lieu of 3,480 sf.

□ 100% Affordable Housing Development shall receive a height increase of three additional stories up to 33 additional feet. Check the box if this applies to your project.

TOTAL No. of Incentives Requested:	On-Menu	3	Off-Menu
TOTAL No. of Waivers Requested: 1			

## **11. COVENANT**

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit **before** a building permit can be issued. For more information, please contact the LAHD at <u>lahd-landuse@lacity.org</u>.

# III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22 A.29, ORDINANCE NO. 179,076)

## **12. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)**

#### A. Eligibility for Floor Area Bonus

NOTE: The affordability levels required are set by the HUD/TCAC. For information on HCD and HUD levels of affordability please contact the LAHD at lahd-landuse@lacity.org.

- $\Box$  5% of the total number of DUs provided for VLI households; and
- $\hfill\square$  One of the following shall be provided:
  - $\Box$  10% of the total number of DUs for LI households; or
  - $\Box\,$  15% of the total number of DUs for Moderate Income households; or
  - $\square$  20% of the total number of DUs for Workforce Income households, and
- □ Any DU or Guest Room occupied by a household earning less than 50% of the Area Median Income (AMI) that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan area in which it is located

#### **B. INCENTIVES**

NOTE: Must meet all three (3) eligibility requirements from 12.A above and provide a Covenant & Agreement (See #11).

### CHECK ALL THAT APPLY:

- □ A 35% increase in total floor area
- □ Open Space requirement pursuant to LAMC Section 12.21 G reduced by one-half, provided that a fee equivalent to amount of the relevant park fee, pursuant to LAMC Section 19.17, shall be paid for all dwelling units. See LAMC Section 12.29 A.29(c) for exceptions
- □ No parking required for units for households earning less than 50% AMI
- □ No more than one parking space required for each dwelling unit

#### C. Additional Incentives to Produce Housing in the GDHIA

- □ No yard requirements except as required by the Urban Design Standards and Guidelines
- □ Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
- □ Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions, as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units
- □ No prescribed percentage of the required open space that must be provided as either common open space or private open space

# IV. MEASURE JJJ¹⁷ (LAMC Sec. 11.5.11, Ordinance No. 184, 745)

## **13. AFFORDABLE REQUIREMENTS**

A certain percentage of affordable units is required based on the total number of units in the project. **Fill out either A or B below:** 

#### A. Rental Projects

- □ No less than the affordability percentage corresponding to the level of density increase requested or allowed:
  - □ _____ % VLI **OR** □ _____ % LI
- □ For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:

5% ELI	AND	🗌 6% VLI	OR		15% LI	
For projects re	questing a G	eneral Plan Amendr	nent, Zone (	Change,	and/or Heigh	t District
Change that re	sults in an in	creased allowable d	ensity greate	er than 3	5%:	

🗌 5% ELI	AND	🗌 11% VLI	OR	🗌 20% LI

¹⁷ All fractional amounts in Sections 13 and 14 shall be rounded up to the next whole number.

	Required Number of Affordable Units
	ELI VLI LI
В.	For Sale Projects
	No less than the affordability percentage corresponding to the level of density increase requested or allowed:
	For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35% or allows a residential use where not previously allowed:
	□ 11% VLI <b>OR</b> □ 20% LI <b>OR</b> □ 40% Moderate Income
	Required Number of Affordable Units
	VII II Moderate Income
14	I. ALTERNATIVE COMPLIANCE OPTIONS
In Me	lieu of providing the affordable units on site, there are three (3) other options available to comply with easure JJJ Affordable Requirements. Select one, if applicable; otherwise leave this section blank.
Α.	Off-Site Construction – Construction of affordable units at the following rate:
	$\Box$ Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
	$\Box$ Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.25
	$\Box$ Within 3 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5
	Updated Required Number of Affordable Units
	ELI VLI LI Moderate Income
В.	<b>Off-Site Acquisition</b> – Acquisition of property that will provide affordable units at the following rate:
	$\Box$ Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
	$\Box$ Within 1 mile of the outer edge of the Project, Affordable Units in Section 13 x 1.25
	$\Box$ Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5
	Updated Required Number of Affordable Units
	ELI VLI LI Moderate Income
C.	In-Lieu Fee – From the Affordability Gaps Study published by the Los Angeles City Planning
	Total In-Lieu Fee (Note: Final fee TBD if/when the project is approved)

# **15. DEVELOPER INCENTIVES**

Please describe up to a maximum of three (3) incentives:

1) _	
2)_	
3) _	
_	

Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with LADBS.



# PRELIMINARY ZONING ASSESSMENT

This form is to serve as an inter-agency referral for City Planning applications associated with a project creating two or more residential units. As a part of a City Planning application, a completed Preliminary Zoning Assessment (PZA) form, accompanied by architectural plans, shall be submitted to Plan Check staff at the Department of Building and Safety (LADBS). LADBS Plan Check staff will sign the PZA form and the architectural plans once the informational Zoning Plan Check verifications are completed. Following the completion of the PZA process, a City Planning application may be filed along with all other applicable filing requirements.

Review of the referral form by City staff is intended to determine compliance with City zoning and land use requirements necessary to achieve the proposed project and to identify any zoning issues or necessary approvals that would need to be resolved through a City Planning application. The informational Zoning Plan Check done through the PZA process does not constitute a zoning approval and does not require compliance with development standards to be completed.

To check if a project type qualifies for and requires the PZA form, see the <u>Housing Development</u> <u>Project Applicability Matrix</u> available on the City Planning Forms <u>webpage</u>.

# **CONTACT INFORMATION**

### Department of Building and Safety, Affordable Housing Section

201 N. Figueroa St., Ste 830 Los Angeles, CA 90012 Phone: (213) 482-0455 Web: <u>https://ladbs.org/services/special-assistance/</u> <u>affordable-housing</u> Email: <u>LADBS.AHS@lacity.org</u>

Department of City Planning, Development Services Center

For locations and hours: <a href="https://planning.lacity.org/contact/locations-hours">https://planning.lacity.org/contact/locations-hours</a>

# THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF ONLY

LADBS Plan Check Staff Name and Title	LADBS Pla	an Check Staff Signature ¹
Vu Nguyen	Vu Nguyen	
Plan Check Application No. ²	Date	City of Los Angeles
22010-10000-03031	09/01/2023	Department of Building & Safety
		PLAN CHECK APPROVED FOR ZONING
Notes		By: Vu Nguyen
		Date: 09/01/2023
		Application No.: 22010-10000-03031

LADBS Plan Check staff will sign the Preliminary Zoning Assessment Form once the Zoning Plan Check verifications are complete.

² This completed form shall be accompanied by plans signed by a DBS Plan Check staff following the completion of a Zoning Plan Check.

## THIS SECTION TO BE COMPLETED BY THE APPLICANT³

# **PROJECT INFORMATION**

# I. PROJECT LOCATION, ZONING & LAND USE JURISDICTION

Project Address: 10605-10613 1/2 W. Eastborne Avenue								
Project Name (if applicable): 10605 Eas	stborne							
Assessor Parcel Number(s): 4326-026-0	021 /4326-026-022							
Legal Description (Lot, Block, Tract): <u>L</u>	ot 21 & 22, Block 26	, TR 4677						
Community Plan: Westwood	Number of Parcels	s: <u>2</u> Site Area: <u>13,000</u> sq. ft.						
Current Zone(s) & Height District(s): [Q	)]R3-1-0	Land Use Designation: Medium Res						
□ YES 🗵 NO ED 1 Eligible 4	🗆 YES 🗵 NO	Site Contains Historical Features						
□ YES ⊠ NO Alley in Rear	🗆 YES 🗵 NO	Downtown Design Guide Area						
🗌 YES 🗵 NO Coastal Zone	🗵 YES 🗌 NO	Special Grading Area (BOE) Area						
□ YES ⊠ NO Hillside Area (Zoning)	🗆 YES 🗵 NO	Very High Fire Hazard Severity Zone						
□ YES ⊠ NO Enterprise Zone	🗆 YES 🗵 NO	Greater Downtown Housing Incentive Area						
Specific Plan: Westwood Community	DRB & MF / WLA T	IMP						
□ Historic Preservation Overlay Zone (	(HPOZ):							
☑ Design Review Board (DRB): <u>Westw</u>	ood DRB							
Redevelopment Project Area:								
□ Overlay Zone (CPIO/CDO/POD/NSO/	RIO/CUGU/etc.):							
☑ Q Condition/ D Limitation/ T Classifi	cation <i>(Ordinanc</i> e	No. and Subarea): Ord-163196						
Description of Condition: <u>Westwood</u>	DRB							
Legal (Lot Cut Date)								
□ Related City Planning Cases	Related City Planning Cases							

³ All fields in this form must be completed. If an item is not applicable, write N/A.

⁴ Refer to <u>Executive Directive 1 Implementation Guidelines</u> for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.

### **∠ Z.I.(s)** <u>2452, 2442, 1022, 2441, 2512, 2192, 1447, 1446</u>

□ Affidavits								
Easements								
□ TOC Tier ⁵ (if applicable to project)								
II. PROJECT DESCRIPTION								
Project Description/Proposed Use Proposed construction, use, and maintenance of a new 5-story,								
56-ft in height apartment building containing 29-units, including 23% VLI units (4), and providing 38								
vehicle parking spaces and 31 bicycle parking spaces. Existing site improvements/landscaping to be								
removed/replaced.								
No. of Stories: <u>5</u> No. of Dwelling Units: <u>29</u> Floor Area (Zoning): <u>32,963 SF</u>								
Present Use/No. of Units: Two lots, with a triplex at 10605 W Eastborne Ave and a fourplex at								
10609 W Eastborne Ave.								
removed/replaced.         No. of Stories: 5       No. of Dwelling Units: 29       Floor Area (Zoning): 32,963 SF         Present Use/No. of Units: 10005 W Eastborne Ave and a fourplex at 10605 W Eastborne Ave and a fourplex at 10609 W Eastborne Ave.								

## **III. CITY PLANNING ACTION(S) REQUESTED**

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request to City Planning and (if applicable) the Section in the LAMC or the Specific Plan/Overlay from which relief is sought; follow with a description of the requested action.

Authorizing Code Section: <u>12.22 A 25 / 12.24 U 26 / 11.5.7</u>

Additional Requests Attached

□ YES 🗵 NO

⁵ Must be verified by the City Planning Affordable Housing Services Section. A Tier Verification for projects using the TOC guidelines is required to initiate a Preliminary Zoning Assessment with LADBS. Contact <u>Planning.PriorityHousing@lacity.org</u>.

# **IV.APPLICANT INFORMATION⁶**

Name: PD Equities 26, LLC

Phone: <u>213-488-0800</u>

Email: _____

# V. REPRESENTATIVE INFORMATION

Name: Peter Wilson

Phone: <u>310-625-1683</u>

Email: petewils63@msn.com

⁶ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing a case on behalf of a client (i.e. usually not the agent/representative).

## VI. PRELIMINARY ZONING ASSESSMENT SUMMARY THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF⁷

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable LAMC Section No. ⁸	Comments and Additional Information
1	Use	Apartment Garage	Apartment Garage	⊠ YES	Specific Plan	Conditional Use (LAMC Section 12.24) for
2	Height	56ft	56ft	⊠ YES □ NO □ N/A	12.21.1 12.22A.25	<ul> <li>Transitional Height applies (LAMC Section 12.21.1 A.10)</li> <li>Commercial Corner Development/Mini- Shopping Center height applies (LAMC Section 12.22 A.23(a)(1))</li> </ul>

⁷ LADBS Plan Check staff will sign Section IV of the Preliminary Zoning Assessment (PZA) form and provide signed architectural plans once the Zoning Plan Check verifications are complete.

⁸ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ⁹	Comments and Additional Information
3	No. of Stories	5	Not Limited	i YES □ NO □ N/A	LAMC Section 12.21.1 (if code prevails)	
4	<b>FAR</b> (Floor Area Ratio)	3.9:1	4.05:1	i YES □ NO □ N/A	12.21.1A.1 12.22A25	

⁹ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁰	Comments and Additional Information
5	<b>RFAR</b> (Residential Floor Area Ratio)			□ YES □ NO ⊠ N/A		
6	Density	29 units	23 units	□ YES ⊠ NO □ N/A	12.10C.4 12.22A.25	<ul> <li>Density Ratio:</li> <li>Site Plan Review (16.05) / Major Project CUP (12.24 U.14)</li> <li>* Off Menu Incentive requested*</li> </ul>

¹⁰ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹¹	Comments and Additional Information
7	Setback (Front)	15ft	15ft	⊠ YES □ NO	12.10C.1	Lot Line Location (Street Name):
						Lot Line Location (Street Name):
8	Setback (Side)	8ft SouthWest 9ft North East	8ft	I YES □ NO	12.10C.2	Offset/plane break met: □ YES □ NO □ N/A

¹¹ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹²	Comments and Additional Information
9	Setback (Rear)	17ft	15ft	⊻ YES □ NO □ N/A	12.10C.4	
10	Building Line			□ YES □ NO ⊠ N/A	Ordinance No.:	

¹² Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹³	Comments and Additional Information
11	Parking (automobile)	Residential: 38 Non- Residential:	Residential: 0 Non-Residential:	⊻ YES □ NO □ N/A	LAMC Section 12.21 A.4 (if code prevails)	<ul> <li>Design standards met(12.21 A5):</li> <li>☑ YES □ NO</li> <li>Improvement standards met (12.21 A.6 (except landscaping, to be determined by City Planning)):</li> <li>□ YES □ NO</li> </ul>
12	Bicycle Parking (residential)	Long-term: 28 Short-term: 3	Long-term: 28 Short-term: 3	⊻ YES □ NO □ N/A	LAMC Section 12.21 A.16 (if code prevails)	Facility standards met: I YES □ NO Design standards met: I YES □ NO

¹³ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁴	Comments and Additional Information
13	Bicycle Parking (non-residential)	Long-term: Short-term:	Long-term: Short-term:	□ YES □ NO ⊠ N/A	LAMC Section 12.21 A.16 (if code prevails)	Facility standards met: ☐ YES ☐ NO Design standards met: ☐ YES ☐ NO
14	Open Space	Total (sq. ft.): 4693sf Common (sq. ft.): 4693sf Private (sq. ft.):	Total: 4660sf Common: Private:	□ YES ⊠ NO □ N/A	LAMC Section 12.21 G (if code prevails) Specific Plan	Units/Habitable Room <3: =3: >3: Dimensions met: □ YES □ NO *Off Menu Incentive requested for 52.5% in lieu of 75% of provided open space will at ground level*

¹⁴ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁵	Comments and Additional Information
15	Retaining Walls in Special Grading Areas	Max Height: Max Quantity:	Max Height: Max Quantity:	□ YES □ NO ⊠ N/A	LAMC Section 12.21 C.8 (if code prevails)	
16	<b>Grading</b> (Zoning and Planning limitations)			□ YES □ NO ⊠ N/A		

¹⁵ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁶	Comments and Additional Information
17	Lot Coverage			□ YES □ NO ⊠ N/A		
18	Lot Width	100ft	50ft	⊠ YES □ NO □ N/A	12.10C.4	

¹⁶ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁷	Comments and Additional Information
19	Space between Buildings			□ YES □ NO ⊠ N/A	LAMC Section 12.21 C.2(a) (if code prevails)	
20	Passageway	16ft	16ft	I YES □ NO □ N/A	LAMC Section 12.21 C.2(b) (if code prevails)	

¹⁷ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁸	Comments and Additional Information
21	Location of Accessory Buildings			□ YES □ NO ⊠ N/A	LAMC Section 12.21 C.5 (if code prevails)	
22	Loading Area			□ YES □ NO ⊠ N/A		

¹⁸ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁹	Comments and Additional Information
23	Trash & Recycling	77sf	60sf	⊠ YES □ NO □ N/A	12.21A.19	
24	Landscape	Conformance d Planning	etermined by Los A	ngeles City		

¹⁹ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ²⁰	Comments and Additional Information
25	Private		□ YES	□ YES		
	Street					
		□ N/A	□ N/A	🗵 N/A		
	Other (e.g., ground floor transparency, lighting, utilities, signage, walls, lot area, minimum frontage, etc.)	See additional s	sheets, if applicable	1	1	Additional Sheet(s) attached:

²⁰ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

# ADDITIONAL ZONING AND LAND USE STANDARDS REVIEWED to be completed by LADBS Plan Check Staff

ltem No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.	Comments and Additional Information
				YES		
				□ NO		
				□ YES		
				□ YES		
				□ NO		
				□ YES		

_ (LADBS Staff Initials)

# **EXHIBIT D**

# **ENVIRONMENTAL CLEARANCE**

# ENV-2023-6884-CE

- D1 Notice of Exemption & Justification for Categorical Exemption
- D2 Geology and Soils Report Approval Letter
- D3 Noise Technical Report
- D4 Air Quality Technical Report
- D5 Tree Disclosure Statement
- D6 Transportation Assessment Form

COUNTY CLERK'S USE COUNTY CLERK'S USE OFFICE OF THE CITY CLERK 200 NORTH SPRING STREET, ROOM 395 LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT									
NOTICE OF EXEMPTION									
Pursuant to Public Resources Code § 21152 mailing the form and posting fee payment to Box 1208, Norwalk, CA 90650. Pursuant to limitations on court challenges to reliance or statute of limitations being extended to 180 c PARENT CASE NUMBER(S) / REQUESTER	C Section 21152; CEQA 2(b) and CEQA Guideli the following address Public Resources Coon an exemption for the days. D ENTITLEMENTS	A Guidelines Section nes § 15062, the not : Los Angeles County de § 21167 (d), the p project. Failure to fil	15062) ice should b y Clerk/Reco posting of thi le this notice	be posted with the County Clerk by order, Environmental Notices, P.O. is notice starts a 35-day statute of e as provided above, results in the					
LEAD CITY AGENCY				CASE NUMBER					
City of Los Angeles (Department of	of City Planning)			ENV-2023-6884-CE					
PROJECT TITLE 10605 Eastborne Avenue				COUNCIL DISTRICT 5 – Katy Yaroslavsky					
PROJECT LOCATION (Street Address and	Cross Streets and/or	Attached Map)		Map attached.					
(4) Very Low Income Units). The project will be approximately 34,645 square feet with a Floor Area Ratio ("FAR") of approximately 3.85:1. The project will provide 38 vehicular parking spaces and 28 long-term bicycle parking spaces in two (2) subterranean levels. The site is currently improved with two (2) multi-family dwellings with seven (7) total units that will be demolished. No Protected or Significant Trees are located on the property. The project includes necessary grading and a haul route for the cut and export of 11,900 cubic yards of soil and fill of 100 cubic yards of soil. NAME OF APPLICANT / OWNER:									
CONTACT PERSON (If different from Applic Matthew Havden, Havden Plannin	ant/Owner above)	(AREA CODE (310) 614 -	E) TELEPHC • 2964	DNE NUMBER   EXT.					
EXEMPT STATUS: (Check all boxes, and i	nclude all exemptions,	that apply and provid	le relevant c	itations.)					
	STATE CEQA STATU	JTE & GUIDELINES							
□ STATUTORY EXEMPTION(S)									
Public Resources Code Section(s)									
CATEGORICAL EXEMPTION(S)	(State CEQA Guidelin	nes Sec. 15301-1533	3 / Class 1-0	Class 33)					
CEQA Guideline Section(s) / Class	(es) <u>Section 1533</u>	2 (Class 32)							
□ OTHER BASIS FOR EXEMPTION	(E.g., CEQA Guideline	es Section 15061(b)(	3) or (b)(4) o	or Section 15378(b) )					
JUSTIFICATION FOR PROJECT EXEMPTION The Project qualifies for a Class 32 Categor Consistency with the applicable general plan limits on a site of no more than five acress threatened species; (d) Approval would not r The Site can be adequately served by all req None of the exceptions in CEQA Guidelir The project is identified in one or more of IF FILED BY APPLICANT, ATTACH CERTIN THE DEPARTMENT HAS FOUND THE PRO If different from the applicant, the identity of <b>CITY STAFF USE ONLY:</b> CITY STAFF NAME AND SIGNATURE	DN: rical Exemption as it is a designation and polic substantially surrounder result in any significant juired utilities and publi- nes Section 15300.2 to the list of activities in the FIED DOCUMENT ISS OJECT TO BE EXEMP the person undertaking	e developed on an in ies, & applicable zon ed by urban uses; (c effects relating to tra- ic services. the categorical exem- the City of Los Angele UED BY THE CITY F T. g the project.	⊠ / fill site and f ing designat ) No value a affic, noise, a affic, noise, a aption(s) app ss CEQA Gu PLANNING I	Additional page(s) attached meets the following conditions: (a tion and regulations; (b) Within city as habitat for endangered, rare of air quality, or water quality; and (e bly to the Project. idelines as cited in the justification DEPARTMENT STATING THAT					
Kevin Fulton	Kevin,	Fulton	City Pla	anning Associate					
ENTITLEMENTS APPROVED Conditional Use, Density Bonus, Project Per	mit Compliance, & Des	sign Review	<b>I</b>						
STRIBUTION: County Clerk, Agency Record									

#### DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE (213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE PRESIDENT

ELIZABETH ZAMORA VICE-PRESIDENT

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EXECUTIVE OFFICES 200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801 (213) 978-1271

VINCENT P. BERTONI, AICP

SHANA M.M. BONSTIN DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ DEPUTY DIRECTOR

ARTHI L. VARMA, AICP DEPUTY DIRECTOR

LISA M. WEBBER, AICP DEPUTY DIRECTOR

#### JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-6884-CE

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Sections 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 Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2023-6884-CE is provided in the case file.

#### **Project Description**

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 29 dwelling units (including four (4) Very Low Income Units). It will consist of eight (8) one-bedroom units, 18 two-bedroom units, and three (3) three-bedroom units. The project will be approximately 34,645 square feet with a Floor Area Ratio ("FAR") of approximately 3.85:1. The project will provide 38 vehicular parking spaces and 28 long-term bicycle parking spaces in two (2) subterranean levels with access from a two-way driveway on Eastborne Avenue. Three (3) short-term bicycle parking spaces will be provided at ground level. According to a Tree Disclosure Statement, dated September 27, 2023, there are no protected or non-protected trees on the subject site or public right-of-way. The project also includes necessary grading for the fill of 100 cubic yards of soil and a haul route for the cut and export of 11,900 cubic yards of soil. The site is currently improved with two (2) multi-family dwellings with seven (7) total units proposed for demolition. The project is an in-fill development and qualifies for the Class 32 Categorical Exemption.

#### CEQA Determination - Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

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

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. Please see Findings 10 and 11 regarding the project's consistency with the WMFSP and the Westwood Community Design Review Board Specific Plan.

The subject site has a Medium Residential land use designation, with a corresponding zone of R3. The site is zoned [Q]R3-1-O, consistent with the land use designation. The R3 Zone allows

#### ENV-2023-6884-CE

for one dwelling unit per 800 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone. The Q condition on the project site, enacted through Ordinance No. 163,196, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

The project site, located at  $10605 - 10613 \frac{1}{2}$  West Eastborne Avenue, consists of two (2) relatively flat interior lots with a frontage of approximately 100 feet on Eastborne Avenue and a depth of 130 feet, resulting in a total area of 13,000 square feet. As such, the project site is consistent with the minimum lot width and lot area requirements for the R3 Zone. Pursuant to State Density Bonus Law and LAMC Section 12.22 – A.25, the applicant is requesting On-Menu Incentives and a Waiver of Development Standards in exchange for providing four (4) Very Low Income Units for 55 years.

First, the proposed project is consistent with the following goals, objectives, and policies of the General Plan Framework Element:

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

**Policy 3.2.3**: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

**Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

**Objective 4.2**: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.

**Policy 4.2.1**: Offer incentives to include housing for very low and low-income households in mixed-use developments.

**Objective 7.9**: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent/range, access to local services and access to transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.

**Policy 7.9.1**: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.

The project involves the construction of a 29-unit, five-story multi-family dwelling on a site located approximately 345 feet and 2,493 feet from Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard respectively. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to 38 spaces while also providing 28 long-term bicycle parking spaces. Moreover, the site is located within walking distance from UCLA, Ronald Reagan UCLA Medical Center, the West Los Angeles VA Medical Center, major commercial corridors along Westwood

& Santa Monica Boulevards, Westwood Village, and a variety of other employment and commercial uses.

The project is also located in an area with sufficient public infrastructure and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all require utilities and public services.

Finally, the project is requesting Density Bonus Incentives and a Waiver of Development Standard in exchange for the provision of four (4) Very Low Income Units for 55 years. These Very Low Income Units will not require any public subsidy.

The proposed project is also consistent with the following goals, objectives, and policies of the General Plan Housing Element:

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

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

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

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

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

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

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

The proposed project will result in a net increase of 22 new dwelling units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements through the Density Bonus program for increased FAR, height, as well as a reduction in overall open space and ground level open space in exchange for the provision of four (4) Very Low Income Units. Pursuant to Density Bonus and Value Capture Ordinance requirements, 23 percent (4 units) of the base units will be set aside for Very Low Income Households. Additionally, this mixed-income development will be located in a Higher Opportunity Area as defined in the Housing Element that is also near public transit options

and a variety of retail, commercial, entertainment, recreational, educational and employment opportunities. The project is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

Next, the project is consistent with the following goals, objectives, and policies of the Westwood Community Plan, one of the Land Use Elements of the General Plan:

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

**Objective 1-1**: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs for the existing residents and projected population of the Plan area to the year 2010.

**Policy 1-1.2**: Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.

Policy 1-1.3: Provide for adequate multi-family residential development.

**Policy 1-2.1**: Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

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

**Objective 1-4**: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

**Policy 1-4.1**: Promote greater individual choice in type, quality, price, and location of housing, including student housing within one mile of the UCLA campus.

The proposed project meets the above goals, policies, and objectives by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Medium Residential Land Uses, which includes multi-family residential uses, and is well served by facilities and necessary infrastructure. The project site is located approximately 4,922 feet from the UCLA campus and will result in a net increase of 22 dwelling units, including four (4) Very Low Income Units. The site is located in a Transit Priority Area (TPA) and within a ½ mile of Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard as well as Westwood & Santa Monica Boulevard.

Finally, the project is consistent with the following policies of the General Plan Mobility Element:

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

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

The project is a pedestrian oriented development that provides affordable and market-rate units and is located approximately 345 feet and 2,493 feet from Major Transit Stops located at the intersections of Westholme Avenue & Santa Monica Boulevard and Westwood & Santa Monica Boulevard respectively. The site is also within walking distance from commercial corridors on Westwood & Santa Monica Boulevards, Westwood Village, as well as UCLA and a variety of other employment opportunities. The project will promote multi-modal transportation by limiting onsite vehicular parking to 38 spaces and providing 28 long term bicycle parking spaces.

As such, the project is consistent with the applicable Westwood Community Plan designation and policies and all applicable zoning designations and regulations as permitted by State Density Bonus Law.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.30 acres (13,000 square feet). The subject site is in an urbanized area near the University of California -Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. It is also located one (1) block north of a commercial corridor along Santa Monica Boulevard. Surrounding properties along this block of Eastborne Avenue, bounded by Westholme and Manning Avenue, are also zoned [Q]R3-1-O and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the east and west along Eastborne Avenue are improved with multi-family dwellings that are three (3) & four (4) stories in height respectively. The abutting properties to the north on Holman Avenue are both improved with two-story multi-family dwellings. The properties to the east across Westholme Avenue are zoned [Q]R3-1-O and R1-1-O and improved with a mix of single & multifamily dwellings ranging from one (1) to four (4) stories in height. The properties to the south are zoned [Q]C2-1VL-O and R3-1-O and are improved with a mix of commercial and multi-family residential structures ranging from one (1) to five (5) stories in height. The properties to the west across Manning Avenue are zoned [Q]R3-1-O and [Q]RD1.5-1 and improved with two-story multifamily dwellings as well as the Los Angeles California Mormon Temple complex. The properties to the north are zoned [Q]R3-1-O and improved with multi-family dwellings ranging from two (2) to four (4) stories in height.

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

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently developed with two (2) multi-family dwellings proposed for demolition. According to a Tree Disclosure Statement, dated September 27, 2023, there are no protected or non-protected trees on the subject site or public right-of-way. Furthermore, the project site does not adjoin any open space or wetlands that could support habitat for endangered, rare or threatened species. Therefore, the site does not contain or have value as habitat for endangered, rare or threatened species and is not located adjacent to any 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.

A Noise Technical Report prepared by DKA Planning, dated August 2022, confirmed that the Project would not result in significant construction-related or operational noise impacts on the environment. The analysis considered noise from construction activities, operational noise

sources from periodic delivery and trash hauling, outdoor use areas, conversation, rooftop equipment, off-site traffic, vibration, impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. According to the City of Los Angeles VMT Calculator Version 1.4 and LADOT Transportation Assessment Referral Form, dated November 1, 2023, the proposed 29-unit multi-family dwelling with 38 onsite vehicular parking spaces is expected to generate 96 daily vehicle trips, well below the minimum 250 daily vehicle trips that would require a traffic study. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant.

An Air Quality Technical Report prepared by DKA Planning, dated October 2023, evaluated the project's potential air quality effects by estimating the potential construction and operations emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project's emissions were estimated using the CalEEMod 2022.1.1.17 model for the purposes of evaluating air quality impacts of proposed projects. The analysis considered construction activity emissions during site preparation, grading, building construction, paving, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the project would not exceed SCAQMD significance thresholds for air quality impacts.

Additionally, the project will be subject to Regulatory Compliance Measures (RCMs). These require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. RCMs include but are not limited to:

- Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - o Trucks having no current hauling activity shall not idle but be turned off.
- Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities): The project shall comply with the City of Los Angeles Noise Ordinance and

any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone): As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases): During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

These RCMs will ensure the project will not have significant impacts on noise, air quality, and water quality. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, 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.

The project site will be adequately served by all public utilities and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all require utilities and public services.

Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

#### CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

# (a) **Cumulative Impacts.** 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.

Properties in the vicinity are predominantly developed with a mix of single and multi-family dwellings and the subject site is of a similar size and slope to nearby properties. According to Navigate LA and the Department of Building and Safety Haul Route Requests Status Table, there is one (1) completed (10604 – 10612 Santa Monica Boulevard), one (1) ongoing (10638 – 10644
#### ENV-2023-6884-CE

West Santa Monica Boulevard) and zero pending haul route applications within 600 feet of the project site.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

In addition, haul route approvals will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Furthermore, DBS staggers the haul route schedules so as to ensure that all of the haul routes do not occur simultaneously. While there are three other known projects of the same type in the same neighborhood as the subject project, the hauling periods will be reviewed by LADOT and LADBS to reduce overlap. The proposed project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #122622), dated August 30, 2022, for the proposed project and as it may be subsequently amended or modified.

There is a succession of projects of the same type within this neighborhood; however, there is no evidence in the file (including in any technical studies) that there is a foreseeable cumulative significant impact from these projects in an any impact category; including in transportation due to LADOT and LADBS permitting and monitoring practices. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The applicant proposes a 29-unit multi-family residential building in an area zoned and designated for such development. The project site is also of a similar size and slope to nearby properties. The surrounding properties on this block of Eastborne Avenue are improved with multi-family dwellings and condominiums ranging from two (2) to five (5) stories in height, and host between 2 - 24 dwellings per site. While the proposed project is slightly taller than most of the surrounding structures, the applicant qualifies for a 11-foot height increase pursuant to LAMC Section 12.25 A.25 and State Density Bonus Law. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant effect. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

(c) **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.

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State

#### ENV-2023-6884-CE

Route 27 is located approximately nine (9) miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

(d) **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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

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

The project site is currently developed with two (2) multi-family dwellings that are not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. The existing structures were also not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. As such, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

BOARD OF BUILDING AND SAFETY COMMISSIONERS

JAVIER NUNEZ

ELVIN W. MOON VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL LAUREL GILLETTE GEORGE HOVAGUIMIAN CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI MAYOR DEPARTMENT OF BUILDING AND SAFETY 201 NORTH FIGUEROA STREET LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E. GENERAL MANAGER SUPERINTENDENT OF BUILDING

> JOHN WEIGHT EXECUTIVE OFFICER

# **GEOLOGY AND SOILS REPORT APPROVAL LETTER**

August 30, 2022

LOG # 122622 SOILS/GEOLOGY FILE - 2 AP-Santa Monica Fault Zone

Jensen Capital Group, Inc. 822 S. Robertson Boulevard, Unit 303 Los Angeles, CA 90035

TRACT:	4677
BLOCK:	26
LOTS:	21 & 22
LOCATION:	10605-10609 W. Eastborne Avenue (aka 10611 and 10613 W. Eastborne Avenue)

CURRENT REFERENCE	REPORT	DATE OF	
<u>REPORT/LETTER(S)</u>	<u>No.</u>	<b>DOCUMENT</b>	PREPARED BY
Addendum Fault Report	W1470-06-01	07/25/2022	Geocon West, Inc.
Geology/Soils Report	W1470-06-01A	07/19/2022	••
PREVIOUS REFERENCE	REPORT	DATE OF	
REPORT/LETTER(S)	<u>No.</u>	<b>DOCUMENT</b>	PREPARED BY
Dept. Approval Letter	120220	01/31/2022	LADBS
Geology Fault Study Report	W1470-06-01	01/06/2022	Geocon West, Inc.
Soil Age Report		12/30/2021	John Helms, CEG

The Grading Division of the Department of Building and Safety has reviewed the referenced reports that provide a surface fault rupture hazard investigation and recommendations for the proposed construction of a 7-level residential building including 2 subterranean parking levels. The earth materials at the subsurface exploration locations consist of up to 6.7 feet of uncertified fill underlain by Holocene alluvial fan deposits, Pleistocene age older alluvial fan deposits and Lakewood Formation shallow marine sediments. Due to the fault study not extending 50 feet beyond the proposed improvements, the consultants recommend to support the proposed structure on mat-type foundations bearing on native undisturbed soils below a depth of 22 feet designed for a horizontal and vertical offset of 2 inches.

The project is located within a Fault Zone identified by the State of California Alquist-Priolo Act. According to the referenced fault reports, no evidence of active fault rupture was found on the site. The reports conclude that the site is free from active fault rupture. This conclusion is predicated on subsurface data obtained from the subject site.

The referenced reports are acceptable, provided the following conditions are complied with during site development:

## Page 2 10605-10609 W. Eastborne Avenue (aka 10611 and 10613 W. Eastborne Avenue)

(Note: Numbers in parenthesis () refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

- 1. The project engineering geologist shall observe all final excavations to verify that the conclusions of the current fault investigation are correct and that no fault trace or evidence of ground deformation are exposed in the excavations. A supplemental report that summarizes the geologist's observations shall be submitted to the Grading Division of the Department upon completion of the over excavations. If evidence of faulting is observed, the Grading Division shall be notified and a site meeting scheduled.
- 2. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program where removal of support to a public way is proposed (3307.3.2).

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- 3. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.
- 4. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).
- 5. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
- 6. All recommendations of the reports that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
- 7. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
- 8. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
- 9. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period (7006.7.5).
- 10. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
- Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

#### Page 3

10605-10609 W. Eastborne Avenue (aka 10611 and 10613 W. Eastborne Avenue)

- 12. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
- 13. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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- 14. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).
- 15. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2020-121.
- 16. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
- 17. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
- 18. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
- 19. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
- 20. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
- 21. Unsurcharged temporary excavations feet exposing loose soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
- 22. Unsurcharged temporary excavation may be cut vertical up to 5 feet. Excavations over 5 feet up to 12 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation, as recommended.
- Shoring shall be designed for the lateral earth pressures specified in the section titled "7.20 Shoring
   – Soldier Pile Design and Installation" starting on page 29 of the 07/19/2022 report; all surcharge
   loads shall be included into the design.
- 24. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a

Page 4 10605-10609 W. Eastborne Avenue (aka 10611 and 10613 W. Eastborne Avenue)

maximum lateral deflection of 1/2 inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

- 25. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
- 26. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the geologist and soils engineer by inspection.
- 27. This letter approves exclusively the option in which the structure is designed to withstand hydrostatic pressures below a depth of 10 feet, as a measure to control groundwater under permanent conditions.
- 28. The proposed subterranean structure shall be supported on a mat foundation designed to resist uplift hydrostatic pressures that would develop due to the historic high groundwater level at a depth of 10 feet below the existing ground surface, as recommended on page 22 of the 07/19/2022 report.
- 29. The below-grade building walls shall be designed to resist the hydrostatic pressure that would develop if the groundwater level rose to the historic high groundwater level of 10 feet below the existing ground surface, as recommended.
- 30. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
- 31. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "7.14 Retaining Wall Design" starting on page 25 of the 07/19/2022 report. All surcharge loads shall be included into the design.
- 32. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
- 33. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
- 34. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
- 35. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Belowgrade" waterproofing/damp-proofing material with a research report number (104.2.6).
- 36. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
- 37. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
- 38. The structure shall be connected to the public sewer system per P/BC 2020-027.
- 39. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

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10605-10609 W. Eastborne Avenue (aka 10611 and 10613 W. Eastborne Avenue)

- 40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
- 41. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
- 42. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
- 43. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
- 44. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).
- 45. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
- 46. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]
- 47. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the (legal description as indicated in the grading permit and the permit number shall be included (7011.3).

CASEY LEE JENSEN Engineering Geologist Associate III

DAN RYAN EVANGELISTA

DAN RYAN EVANGELISTA Structural Engineering Associate IV

CLJ/DRE:clj/dre Log No. 122622 213-482-0480

cc: Geocon West, Inc., Project Consultant WL District Office

**CITY OF LOS ANGELES** DEPARTMENT OF BUILDING AND SAFETY

A

Grading Division

District

Log No.

2

APPLICATION	FOR	<b>REVIEW</b>	OF	TECHNICAL	REPORT	rs
AFFLICATION	ron	NL VIL VV	UF	ILCHNICAL	REFURI	13

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90	012
Telephone No. (213)482-0480.	
B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash driv	ve,
and one copy of application with items "1" through "10" completed.	
C. Check should be made to the City of Los Angeles.	

1. LEGAL DESCRIPTION 2. PRO				2. PROJEC	CT ADDRESS:				
Tract: Peo	k's Grand View	v Tract			10105-	10609	Easth	me. 1	A.P.
Block: 14	Lots:	3		4. APPLIC	CANT AI Eli	zarraraz			1000
3. OWNER:	Ed Gutierrez			Add	ress: 1441	W 7th St			
Address:	779 W 22nd St			City:	San Pedro		Zip: 90732		
City: San	Pedro	Zin:	90731	Pho	ne (Davtime):	(310) 833-2	129		
Phone (Davt	ime): (310) 3	344-2819		E-m	ail address:	al@hilltopd	b.com		
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T.I.N. ENGINEERING C	ерагео by: омрану			5. Repor July 19, 2	t Date(s):				
7. Status of pro	oject:	Proposi	ed	Under	Construction		Storm Damage		
8. Previous site	e reports?	YES	if yes, give date(s	) of report(s)	and name of	company who	prepared rep	port(s)	
9. Previous Dep	partment actions	s?	YES	if yes, pro	ovide dates an	d attach a cop	y to expedite	processing.	
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# **10605-10613 WEST EASTBORNE AVENUE PROJECT**

**Noise Technical Report** 



Prepared by DKA Planning 20445 Prospect Road, Suite C San Jose, CA 95129 August 2022

# NOISE TECHNICAL REPORT

#### Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 10605-10613 West Eastborne Avenue in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

#### Fundamentals of Noise

#### **Characteristics of Sound**

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

Typical A-Weighted Sound Levels	Sound Level (dBA Leg)				
Near Jet Engine	130				
Rock and Roll Band	110				
Jet flyover at 1,000 feet	100				
Power Motor	90				
Food Blender	80				
Living Room Music	70				
Human Voice at 3 feet	60				
Residential Air Conditioner at 50 feet	50				
Bird Calls	40				
Quiet Living Room	30				
Average Whisper	20				
Rustling Leaves	10				
Source: Cowan, James P., Handbook of Environmental Acoustics, 1	993.				
These noise levels are approximations intended for general reference and informational use.					

Table 1A-Weighted Decibel Scale

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

• <u>Equivalent Noise Level (L_{eq})</u>: L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level

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

- <u>Maximum Noise Level (L_{max})</u>: L_{max} represents the maximum instantaneous noise level measured during a given time period.
- <u>Community Noise Equivalent Level (CNEL)</u>: CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 7:00 P.M. and 10:00 P.M. and 7:00 P.M. and 7:00 P.M. and 10:00 P.M. and 10:00 P.M. and 10:00 P.M. and 7:00 P.M. and 10:00 P.M.

<u>Effects of Noise.</u> The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level

¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

² World Health Organization, Guidelines for Community Noise, 1999.

³ Ibid.

increases of 10 dBA or greater are perceived as a doubling in loudness.⁴ However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq}.⁵

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

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

## **Regulatory Framework**

#### Noise

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

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

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

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵ World Health Organization, Guidelines for Community Noise, 1999.

⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

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

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

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

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

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

<u>City of Los Angeles Municipal Code.</u> The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

	Community Noise Exposure (dB, L _{dn} or CNEL)						
Land Use Category	55	60	65	7	0 7	5 8	30
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
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.							
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.							
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.							
Clearly Unacceptable - New construction or development sh							
Source: California Office of Planning and Research "General Plan	Guidelines, Noise E	lement Gu	idelines (A	ppendi	x D, Figure 2	.), 2017.	

Table 2State of California Noise/Land Use Compatibility Matrix

# <u>SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN</u> <u>PROHIBITED.</u>

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

# <u>SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED</u> <u>HAND TOOLS</u>

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 crawlertractors, 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 device or techniques during the operation of the equipment.

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

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

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

# 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 by more than 5 dBA.

<u>SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING,</u> <u>FILTERING EQUIPMENT</u>

(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.

# Existing Conditions

# Noise Sensitive Receptors

The Project Site is located in a residential area in West Los Angeles off the Santa Monica Boulevard commercial corridor. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residences,10671 Eastborne Avenue; five feet west of the Project Site.
- Residences, 1677 Westholme Avenue; five feet east of the Project Site.
- Residences, 10600 Holman Avenue; 20 feet north of the Project Site.
- Residences, 10600 Eastborne Avenue; 70 feet south of the Project Site

# Existing Ambient Noise Levels

The Project Site is improved with two buildings that house three multi-family residences (2,954 square feet) and four multi-family residences (4,880 square feet).⁷ As such, the Project Site has minor source of on-site operational noise associated with residences, including mechanical equipment. The existing development generates about 23 daily weekday vehicle trips that generate minor noise as they use driveways along the west and east property to access the two parking garages at the rear of the Project Site.⁸ This noise includes tire friction, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. Intermittent

⁷ City of Los Angeles, ZIMAS database, accessed August 6, 2022.

⁸ City of Los Angeles, Transportation Study Assessment using City of LA VMT Calculator, v1.3

noise from solid waste management and collection activities from Eastborne Avenue are of short duration.

The primary source of noise near the Project Site is vehicle traffic, as transportation noise is the main source of noise in urban environments, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁹ The major source of vehicle noise in the area is traffic on Santa Monica Boulevard, which carries about 4,205 vehicles at Westholme Avenue in the A.M. peak hour.¹⁰

In August 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.¹¹ As shown in Table 3, noise levels along roadways near the Project Site ranged from 52.0 to 57.7 dBA  $L_{eq}$ , which was generally consistent with the traffic volumes on the applicable street(s). Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" for the types of residential land uses near the Project Site.

Noise Measurement		Primary Noise	Sound	Levels	Nearest Sensitive	Noise/Land Use			
	Locations	Source	(L _{eq} )	(CNEL) ^a	Receptor(s)	Compatibility ^b			
Α.	10617 Eastborne Ave.	Traffic on Eastborne Ave.	52.0	50.0	Residences – 10617 Eastborne Ave.	Normally Acceptable			
В.	10600 Holman Ave.	Traffic on Westholme Ave.	54.3	52.3	Residences – 10600 Holman Ave, 1677 Westholme Ave.	Normally Acceptable			
C.	10600 Eastborne Ave.	Traffic on Eastborne Ave.	57.7	55.7	Residences – 10600 Eastborne Ave.	Normally Acceptable			
^a Es	timated based on sh	nort-term (15-minute)	noise mea	surement us	ing Federal Transit Adminis	stration procedures			

Table 3 Existing Noise Levels

^a 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.
^b Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines,

2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Source: DKA Planning, 2022

⁹ World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed March 18, 2021.

¹⁰ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Santa Monica Boulevard at Westholme Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/16971_SANWES100414.pdf, 2010 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹¹ 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.



# **Project Impacts**

#### Methodology

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

<u>Off-Site Construction Noise Activities.</u> The Project's off-site construction noise impact from haul trucks, vendor deliveries, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to

elevate ambient noise levels by 3 dBA,¹² the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.¹³ It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

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

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

# Thresholds of Significance

<u>Construction Noise Thresholds.</u> Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

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

<u>Operational Noise Thresholds.</u> In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

¹² Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹³ Caltrans, Technical Noise Supplement Table 3-3, 2013.

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.¹⁴

#### Analysis of Project Impacts

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

#### Less Than Significant Impact.

#### Construction

#### On-Site Construction Activities

Construction would generate noise during the construction process that would span 21 months of demolition, grading, utilities trenching, building construction, and application of architectural coatings, as shown in Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Phase	Duration	Notes					
Demolition	Month 1	Removal of 7,834 square feet of building floor area and 3,542 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic yard capacity trucks.					
Site Preparation	Month 2 (one week)	Grubbing and removal of trees, plants, landscaping, weeds					
Grading	Months 2-3	Approximately 18,030 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 25 miles to landfill in 10-cubic yard capacity trucks.					

Table 4Construction Schedule Assumptions

¹⁴ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Trenching	Month 4-7	Trenching for utilities, including gas, water, electricity, and telecommunications.				
Building Construction	Months 4-21	Footings and Foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.				
Architectural Coatings	Months 18- 21	Application of interior and exterior coatings and sealants.				
Source: DKA Planning, 2022.						

Table 4Construction Schedule Assumptions

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

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. Figure 2 illustrates how noise would propagate from the construction site during the demolition and grading phase.



DouglasKim+Associates,LLC Figure 2

**Construction Noise Sound Contours** 

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

Receptor		Maximum Construction Noise Level (dBA L _{eq} )	Existing Ambient Noise Level (dBA L _{eq} )	New Ambient Noise Level (dBA L _{eq} )	Increase (dBA L _{eq} )	Potentially Significant?
1.	Residences–10617 Eastborne Ave.	54.9	52.0	56.7	4.7	No
2.	Residences-10600 Holman Ave.	37.5	54.3	54.4	0.1	No
3.	Residences–1677 Westholme Ave.	54.9	54.3	57.6	3.3	No
4.	Residences-10600 Eastborne Ave.	59.6	57.7	61.8	4.1	No
So	urce: DKA Planning, 2022.					

Table 5Construction Noise Impacts at Off-Site Sensitive Receptors

# Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 260 peak hourly PCE vehicle trips, as summarized in Table 6, during the grading phase, assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 6.2 percent of traffic volumes on Santa Monica Boulevard, which carries about 4,205 vehicles at Westholme Avenue in the morning peak hour of traffic.¹⁵

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

Construction Vehicle Trips (Maximum Hourly)								
Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Santa Monica Blvd. ^e			
Demolition	10	0	94 ^b	104	2.5			

Table 6Construction Vehicle Trips (Maximum Hourly)

¹⁵ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Santa Monica Boulevard at Westholme Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/16971_SANWES100414.pdf, 2010 traffic counts adjusted by one percent growth factor to represent existing conditions.

Site Preparation	5	0	0	5	0.1
Grading	8	0	252°	260	6.2
Trenching	5	0	0	5	0.1
Building Construction	29	17 ^d	0	46	1.1
Architectural Coating	6	0	0	6	0.1

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

^b The project would generate 691 haul trips over a 20-day period with seven-hour work days. 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

^c The project would generate 3,606 haul trips over a 39-day period with seven-hour work days. Assumes a 19.1 PCE. ^d This phase would generate about seven vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE. ^e Percent of existing traffic volumes on Santa Monica Boulevard at Westholme Avenue.

Source: DKA Planning, 2022

#### Operation

#### On-Site Operational Noise

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

#### Mechanical Equipment

The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of large rooftop units suitable for cooling large volumes of a building would be located on the rooftop, almost 52 feet above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.¹⁶

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 most sensitive receptors. Because the residences adjacent to the Project Site are generally twostories in height, there would be no sound path from the HVAC equipment to residences that would be over 30 feet lower than the roof of the Proposed Project. Second, the residential building

¹⁶ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

south of the Project Site would still be about twenty feet lower than the roof-based equipment. Third, 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. A 4'4" 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.

All other mechanical equipment would be fully enclosed within the structure, shielded from outside sources, and would therefore produce minimal noise impacts for off-site sensitive receptors. This includes electrical and mechanical rooms, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the two subterranean basement levels.

# Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Eastborne Avenue. During the peak P.M. hour, up to seven vehicles would generate noise in and out of the garage via the driveway off Eastborne Avenue, with up to five net vehicles using the garage in the peak A.M. hour.¹⁷

Nearby residences across Eastborne Avenue would have a direct line of sight to the driveway, approximately 70 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours would increase ambient noise levels by 0.1 dBA CNEL, below the 3 dBA threshold that the most sensitive humans can detect changes in noise levels. While vehicles entering and exiting the garage may be audible at times at off-site locations, these noise sources are incapable of collectively elevating ambient noise levels by more than 1 dBA CNEL over a 24-hour period, far less than the 5 dBA CNEL threshold of significance for operational noise impacts.

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
Residences – Eastborne Avenue (south side)	32.7	55.7	55.7	<0.1	No
Source: DKA Planning, 2022, using FTA Noise Impact Assessment Spreadsheet.					

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

¹⁷ DKA Planning 2021. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

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

## Outdoor Uses

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

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:
  - Private balconies on all four elevations.
  - Two roof-top decks along the southern portion of the roof facing Eastborne Avenue.

All these areas would be used for passive socializing and recreation. There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.¹⁸

Noise from any socializing and passive recreation would not result in significant noise impacts. Any conversations on the private balconies would be intermittent and sound attenuation would generally be limited, as most balconies would be recessed into the building's façade, shielding noise in three directions. Intermittent passive use of these balconies would not be capable of elevating noise levels at the adjacent residences over a 24-hour period by 5 dBA CNEL or more.

Any noise from passive use of the roof decks would attenuate rapidly and without a line-of-sight to adjacent residences about 30 feet lower in height to the north, east, and west. Residences west of the Project Site would not have a direct line of sight due to

¹⁸ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

the lower height of the four-story building and the 15-foot setback of the roof deck from the western edge of the roof. The presence of the roof edge, parapet, setback of decks from the roof's edge, and a stair bulkhead on the roof would shield any rooftop noise from the sensitive receptors near the Project Site.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Haul trucks would access solid waste from Eastborne 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.¹⁹ Intermittent solid waste management activities would operate during the day, much as they do with the existing seven residences. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.
- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.²⁰ The landscape plan focuses on a modest palette of accent trees and raised planters on the ground level and rooftop that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. As with current landscape maintenance activities, 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.²¹

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

#### 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 72 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025.²² During the peak P.M. hour, up to seven vehicles entering and exiting the development during peak P.M. hour, with five vehicles in the peak A.M. hour.²³ This would represent about 0.1 percent of traffic volumes on Santa Monica

¹⁹ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

²⁰ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

²¹ While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

²² City of Los Angeles, Transportation Study Assessment using City of LA VMT Calculator, v1.3

²³ DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

Boulevard, which carries about 4,205 vehicles at Westholme Avenue in the morning peak hour of traffic.²⁴

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

b. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

#### Less Than Significant Impact.

The Project Site is located about 2.6 miles northeast of the Santa Monica Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

#### Cumulative Impacts

#### Construction

#### On-Site Construction Noise

While the Proposed Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. There are two related projects identified by the City of Los Angeles in the vicinity of the Proposed Project (Figure 3):²⁵

- 1. 10700 Santa Monica Boulevard, located 1,075 feet south of the Project Site.
- 2. 10400 Santa Monica Boulevard, located 1,500 feet south of the Project Site.

However, both potential development are more than 1,000 feet from the Project Site and unlikely to cause any cumulative impacts on local sensitive receptors, as any construction noise would be substantially attenuated by distance and the presence of multiple buildings and structures that would block any sound path.

²⁴ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Santa Monica Boulevard at Westholme Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/16971_SANWES100414.pdf, 2010 traffic counts adjusted by one percent growth factor to represent existing conditions.

²⁵ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, July 2022.



#### Figure 3 Related Projects

As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. 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.

#### 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 Proposed Project would contribute up to 260 PCE vehicles during a peak, would represent about 6.2 percent of traffic volumes on Santa Monica Boulevard, which carries about 4,205 vehicles at

Westholme Avenue in the morning peak hour of traffic.²⁶ Any related projects would have to add 3,945 peak hour vehicles trips to double volumes on Santa Monica. The distance of the two related projects and the scale of those potential developments would not be capable of generating substantial noise from construction-related traffic on local roadways. As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from off-site construction would be less than significant.

# Operation

The Project Site and the local Westside neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The two related projects in the vicinity of the Project Site are residential or mixed-use in nature and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation. The presence of intervening multi-story buildings along Santa Monica Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. However, each project would produce traffic volumes that are capable of generating roadway noise impacts. The potential cumulative noise impacts associated with on-site and off-site noise sources are addressed below.

# 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 Proposed Project. The presence of intervening multi-story buildings along Santa Monica Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

# Off-Site Mobile Noise Sources

²⁶ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Santa Monica Boulevard at Westholme Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/16971_SANWES100414.pdf, 2010 traffic counts adjusted by one percent growth factor to represent existing conditions.

The Project would add up to 72 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025, including up to seven maximum hourly vehicle trips.²⁷ The two closest related projects are more than 1,000 feet from the Project Site and are residential in nature. As such, they would not be capable of generating the 4,133 peak hour vehicle trips on Santa Monica Boulevard that would be necessary to elevate noise levels along this arterial by 3 dBA. 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" 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.

²⁷ City of Los Angeles, Transportation Study Assessment using City of LA VMT Calculator, v1.3. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

# **TECHNICAL APPENDIX**



DouglasKim+Associates,LLC

# AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1



# **Session Report**

8/5/2022

#### **Information Panel**

Name	10600 Holman Ave.		
Comments			
Start Time	8/2/2022 12:17:49 PM		
Stop Time	8/2/2022 12:32:53 PM		
Run Time	00:15:04		
Serial Number	SE40213991		
Device Name	SE40213991		
Model Type	Sound Examiner		
Device Firmware Rev	R.11C		
Company Name			
Description			
Location			
User Name			

#### **Summary Data Panel**

Description	<u>Meter</u>	<u>Value</u>	<b>Description</b>	<u>Meter</u>	Value
Leq	1	54.3 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

#### Logged Data Chart

10600 Holman Ave.: Logged Data Chart



#### Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
----------------------	--------	---------	---------	-------
8/2/2022 12:18:49 PM	92.7	44.3	59	52.8
12:19:49 PM	72.8	43.8	56.3	48.6
12:20:49 PM	73.2	45.8	58.7	52.4
12:21:49 PM	74	44.8	50.7	47.7
12:22:49 PM	69.8	45.4	53.9	47.8
12:23:49 PM	78.6	45.9	58.2	50
12:24:49 PM	75.2	44.1	55.9	48.1
12:25:49 PM	71.4	44.8	59.3	50.3
12:26:49 PM	78.9	43	62.5	50.7
12:27:49 PM	71.1	44.7	60.6	52
12:28:49 PM	82.6	46	69.7	57.2
12:29:49 PM	72.9	46.5	58.9	53.1
12:30:49 PM	85.2	46.4	69.4	60.5
12:31:49 PM	89.3	52.3	68.9	58.8
12:32:49 PM	88.1	44.5	61.9	55.3

### **Session Report**

8/5/2022

### **Information Panel**

Name	10617 Eastborne Ave.
Comments	
Start Time	8/2/2022 11:46:41 AM
Stop Time	8/2/2022 12:01:45 PM
Run Time	00:15:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

### **Summary Data Panel**

Description	<u>Meter</u>	<u>Value</u>	<b>Description</b>	<u>Meter</u>	Value
Leq	1	52 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

### Logged Data Chart

10617 Eastborne Ave.: Logged Data Chart



### Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
8/2/2022 11:47:41 AM	89	50.1	70	55.9
11:48:41 AM	76.2	45.4	55.5	50.5
11:49:41 AM	84.4	45.2	57.3	51.1
11:50:41 AM	74	46.3	50.8	47.3
11:51:41 AM	81.3	46.6	67.5	55.5
11:52:41 AM	65.3	45.7	51.6	48.3
11:53:41 AM	80.5	45.8	64.8	52.6
11:54:41 AM	80.8	45	64.6	52.6
11:55:41 AM	83	45.4	64.4	52.3
11:56:41 AM	76.9	45.2	61.2	50.2
11:57:41 AM	73.9	44.6	59.9	49.7
11:58:41 AM	67.6	43.9	49.7	46.3
11:59:41 AM	78.2	45.8	62	51.4
12:00:41 PM	76.9	45.2	57.3	51
12:01:41 PM	84.4	46.3	67.3	54.8

### **Session Report**

8/5/2022

### **Information Panel**

Name	10600 Eastborne Ave
Comments	
Start Time	8/2/2022 12:02:13 PM
Stop Time	8/2/2022 12:17:16 PM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

### **Summary Data Panel**

Description	<u>Meter</u>	Value	Description	<u>Meter</u>	<u>Value</u>
Leq	1	57.7 dB			
Exchange Rate	1	3 dB	Weighting	1	А
Response	1	SLOW	Bandwidth	1	OFF

### Logged Data Chart

10600 Eastborne Ave: Logged Data Chart



### Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
8/2/2022 12:03:13 PM	91.2	44.6	63.9	54.9
12:04:13 PM	77.3	43.8	61.5	51.4
12:05:13 PM	85.5	43.8	64.3	56.2
12:06:13 PM	84.8	46.4	67.3	56.4
12:07:13 PM	82.3	46.5	67.6	58.4
12:08:13 PM	72.1	43.7	59	50
12:09:13 PM	82.8	41.6	67.1	55.6
12:10:13 PM	84.3	44.2	71.3	61.8
12:11:13 PM	80.8	44.5	62.6	52.9
12:12:13 PM	81.7	47.3	68.1	58.6
12:13:13 PM	86.5	41.2	70.8	57.1
12:14:13 PM	83.3	44.1	67.4	58.2
12:15:13 PM	87.4	45.2	74.3	62.9
12:16:13 PM	97.2	43.1	69.1	57.2
12:17:13 PM	82.2	42	68.2	55.6



DouglasKim+Associates,LLC

### CONSTRUCTION NOISE CALCULATIONS

### Noise emissions of industry sources

Source name	Size m/m²	Reference	Day dB(A)	Level Evening dB(A)	Night dB(A)	Corr Cwall dB	rections CI dB	CT dB
Construction Site	1144 m ²	Lw/unit	109.7	-	-	-	-	-

### **Receiver list**

		Coord	nates	Building		Height	Limit	level	Conflict
No.	Receiver name	X	Y	side	Floor	abv.grd.	Day	Day	Day
		in m	eter			m	dB(A)	dB(A)	dB
1	Residences - 1677 Westholme Av	11367981.17	3769137.97	South eas	GF	82.00	-	54.9	-
2	Residences - 10600 Eastborne Av	11367983.61	3769103.57	North wes	GF GF	79.39	-	59.6 54.7	-
4	Residences, 10600 Holman Ave.	11367965.09	3769180.92	North east	GF	82.81	-	37.5	-

### Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 1677 Westholme Ave.	GF		54.9
Construction Site		-	54.9
Residences - 10600 Eastborne Ave.	GF		59.6
Construction Site		-	59.6
Residences - 10617 Eastborne Ave.	GF		54.7
Construction Site		-	54.7
Residences, 10600 Holman Ave.	GF		37.5
Construction Site		-	37.5





### Construction Noise Impacts



Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 10617 Eastborne Ave.	52.0	54.9	56.7	4.7	No
Residences - 10600 Holman Ave.	54.3	37.5	54.4	0.1	No
Residences - 1677 Westholme Ave.	54.3	54.9	57.6	3.3	No
Residences - 10600 Eastborne Ave.	57.7	59.6	61.8	4.1	No

# OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

<b>Construction Phase</b>	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	94.3	104	2.5%
Site Preparation	5	0		5	0.1%
Grading	7.5	0	252.3	260	6.2%
Trenching	5	0		5	0.1%
<b>Building Construction</b>	28.6	17.1		46	1.1%
Architectural Coatings	5.72	0		5.72	0.1%
Vendor and Haul trips represent h	eavy-duty truck trips w	vith a 19.1 Passenge	er Car Equivalent ap	oplied	

4205 Traffic Volumes on Santa Monica Boulevard and Westholme Avenue



DOUGLASKIM+ASSOCIATES,LLC

### **OPERATIONS NOISE CALCULATIONS**



### Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use Source: ITE Trip Generation Manual , 10th Edition

Land Use Code			22	21		
Setting			Multifamily Ho	using (Mid-Rise)		
Time Period	General Urba	n/Suburban	Dense Mult	i-Use Urban	Center C	ity Core
Trip Type	Weel	kday	Wee	kdav	Wee	kday
# Data Sites	Vehi	icle	Veh	icle	Veh	icle
	8			4	3	
	% of 24-He	our Traffic	% of 24-H	our Traffic	% of 24-H	our Traffic
Time	Entering	Fxiting	Entering	Fxiting	Entering	Fxiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1 2 AM	0.7	0.3	1.2	0.2	2.0	0
1-2 AIVI	0.3	0.2	1.5	0.1	0.4	0
2-5 AIVI	0.2	0.2	0.8	0.5	0.9	0.9
3-4 AIVI	0.4	0.3	0.6	0.3	0.4	0
4-5 AIVI	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AIVI	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3 3	5 1	4 3	7.0	2.2
9-10 PM	5.5	2.5	4.6	3 1	53	4 9
10-11 PM	3.5	1.0	4.0	2.8	7.0	3.1
	3.0	1.5	4.4	2.0	7.0 2 E	3.1 1 2
11-12 AIVI	2.0	1.1	1.5	2.0	5.5	1.5
			Jourly Tring	Average Dautime	Avorago Nighttim	
12.1.444	1.0	0.5		Average Daytime	Average Nighttinit	=
12-1 AIVI	1.0	0.5	0		0	
1-2 AIVI	0.5	0.25	0		0	
2-3 AIVI	0.4	0.2	0		0	
3-4 AM	0.7	0.35	0		0	
4-5 AM	1.1	0.55	0		0	
5-6 AM	3.3	1.65	1		1	
6-7 AM	8.0	4	3		3	
7-8 AM	14.9	7.45	5	5		
8-9 AM	12.3	6.15	4	4		
9-10 AM	8.6	4.3	3	3		
10-11 AM	7.4	3.7	3	3		
11-12 PM	9.0	4.5	3	3		
12-1 PM	9.4	4.7	3	3		
1-2 PM	8.9	4.45	3	3		
2-3 PM	10.8	5.4	4	4		
3-4 PM	11.6	5.8	4	4		
4-5 PM	16.8	8.4	6	6		
5-6 PM	20.3	10.15	7	7		
6-7 PM	15.9	7.95	6	6		
7-8 PM	12.5	63	5	0	Б	
8_9 DM	10 2	5 15	л Л		л Л	
	10.5	2 25				
10-11 DM	/./ 5 5	3.05 7 75	5 7		ວ າ	
	5.5	2.70	2		2	
	3.1	1.55	1		1	
			12	Α	n	
				4	2	

### Federal Transit Administration Noise Impact Assessment Spreadsheet

version: 1/29/2019 

Project: 10605 West Eastborne Avenue sceiver Parameters Receiver: Residences - Eastborne Avenue Land Une Category: Z. Residential Existing Notes (Measured or Generic Value): 86 dBA

Noise Source Parameters
Number of Noise Sources: 1

	Existing Ldn: 56 dBA	
T	otal Project Ldn: 33 dBA	
Total I	Noise Exposure: 56 dBA	2
	Increase: 0 dB	Ξ.
	Impact?: None	
istance to I	mpact Contours	_
listance to I Dist to Mod	mpact Contours Impact Contour (Source 1): 9 ft	_
listance to I Dist to Mod Dist to Sev	mpact Contours Impact Contour (Source 1): 9 ft Impact Contour	-

				<b>loise Im</b> FTA Ma	pact Cr nual, Fig	teria 4-2)			
85	E								_
80	-								_
75	-							_	_
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		-	_				<u> </u>	loderate Imp	act
. 50							_	Severe Impac	1
45									- 1
40	£							75	<u> </u>
	40	40	E	cisting No	ise Expos	ure (dBA)	70	75	0.





Noise Source Pr	rameters	Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	4
		{
	ļ	
Nighttime hre	Ava Number of Autor/br	2
rightanic in s	Arg. Humber, or Automit	
	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
Distance	Distance from Source to Receiver (ft)	70
Adjustments	Noise Barrier?	No
<u></u>		
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		{
	Noise Barrier?	No
	Joint Track/Grossover?	No
	Aerial Structure?	No
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	Noise Barrier?	2
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**Project:** 10605 West Eastborne Avenue **Receiver:** Residences - Eastborne Avenue

				Noise (	Criteria	
Source	Distance	Project Ldn	Existing Ldn	Mod. Impact	Sev. Impact	Impact?
1 Parking Garage	70 ft	32.7 dBA	56 dBA	55 dBA	61 dBA	None
2	50 ft		56 dBA	55 dBA	61 dBA	
3	50 ft		56 dBA	55 dBA	61 dBA	
4	70 ft		56 dBA	55 dBA	61 dBA	
<b>5</b> -	ft		56 dBA	55 dBA	61 dBA	
6	ft		56 dBA	55 dBA	61 dBA	
<b>Combined Sources</b>		33 dBA	56 dBA	55 dBA	61 dBA	None





DouglasKim+Associates,LLC

### TRAFFIC NOISE CALCULATIONS

### WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		ITERIS
PROJECT:		BEVMO RETAIL MARKET TRAFFIC STUDY
DATE:		WEDNESDAY APRIL 14, 2010
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	WESTWOOD BOULEVARD
	E/W	SANTA MONICA BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	56	16	17	234	22	9	140	17	12	318	29	891
715-730	14	77	21	25	270	21	15	179	26	13	351	38	1050
730-745	28	110	34	63	384	73	14	213	28	10	439	37	1433
745-800	15	124	37	18	324	57	21	265	35	19	475	30	1420
800-815	20	126	46	33	310	44	32	260	34	24	514	30	1473
815-830	23	103	51	21	349	27	22	221	36	13	427	21	1314
830-845	22	86	49	46	371	41	24	244	22	21	483	34	1443
845-900	20	116	42	38	328	40	27	243	32	20	469	32	1407
900-915	23	118	64	41	364	46	27	194	25	25	484	30	1441
915-930	18	101	36	28	270	29	25	200	40	22	463	33	1265
930-945	18	101	44	27	296	33	19	195	36	28	416	34	1247
945-1000	18	132	32	48	385	38	21	171	24	27	414	45	1355
HOUR TOTAL	S							-					
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	78	367	108	123	1212	173	59	797	106	54	1583	134	4794
715-815	77	437	138	139	1288	195	82	917	123	66	1779	135	5376
730-830	86	463	168	135	1367	201	89	959	133	66	1855	118	5640
745-845	80	439	183	118	1354	169	99	990	127	77	1899	115	5650
800-900	85	431	188	138	1358	152	105	968	124	78	1893	117	5637
815-815	88	423	206	146	1412	154	100	902	115	79	1863	117	5605
830-930	83	421	191	153	1333	156	103	881	119	88	1899	129	5556
845-945	79	436	186	134	1258	148	98	832	133	95	1832	129	5360
900-1000	77	452	176	144	1315	146	92	760	125	102	1777	142	5308



### WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		ITERIS
PROJECT:		BEVMO RETAIL MARKET TRAFFIC STUDY
DATE:		WEDNESDAY APRIL 14, 2010
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	WESTWOOD BOULEVARD
	E/W	SANTA MONICA BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	49	231	55	65	354	51	28	165	28	39	344	50	1459
315-330	43	243	54	37	345	76	31	167	33	27	349	43	1448
330-345	30	253	39	45	353	66	20	164	41	42	321	56	1430
345-400	37	221	48	51	340	42	34	209	36	34	310	38	1400
400-415	41	260	52	44	348	55	31	207	36	45	370	47	1536
415-430	33	215	39	51	415	51	38	196	35	21	323	30	1447
430-445	35	313	39	54	352	50	29	204	30	31	381	60	1578
445-500	28	322	54	44	385	56	38	236	31	34	341	40	1609
500-515	37	294	43	62	310	45	38	233	36	34	396	63	1591
515-530	34	361	56	76	344	63	42	223	42	36	339	45	1661
530-545	21	259	49	56	331	57	21	200	31	34	365	62	1486
545-600	34	301	37	72	386	64	37	263	29	33	330	63	1649
HOUR TOTAL	S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	159	948	196	198	1392	235	113	705	138	142	1324	187	5737
315-415	151	977	193	177	1386	239	116	747	146	148	1350	184	5814
330-430	141	949	178	191	1456	214	123	776	148	142	1324	171	5813
345-445	146	1009	178	200	1455	198	132	816	137	131	1384	175	5961
400-500	137	1110	184	193	1500	212	136	843	132	131	1415	177	6170
415-515	133	1144	175	211	1462	202	143	869	132	120	1441	193	6225
430-530	134	1290	192	236	1391	214	147	896	139	135	1457	208	6439
445-545	120	1236	202	238	1370	221	139	892	140	138	1441	210	6347
500-600	126	1215	185	266	1371	229	138	919	138	137	1430	233	6387



### City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South East/West

Day:

Hours:

WESTWOOD BOULEVARD SANTA MONICA BOULEVARD Date: APRIL 14, 2010 Weather: SUNNY WED 7-10AM 3-6PM

School Day:	YES	Ι	District: (	)	I/S COI	DE	0	
DUAL-	N/B		S/B		E/B		W/B	
WHEELED	0		0		0		0	
BIKES	0		0		0		0	
BUSES	0		0		0		0	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	326	8.00	205	9.00	568	8.00	520	7.30
PM PK 15 MIN	329	5.45	451	5.15	493	5.00	522	5.45
AM PK HOUR	1216	7.45	717	7.30	2116	8.30	1712	8.15
PM PK HOUR	1195	5.00	1616	4.30	1800	4.30	1905	4.00

### NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	106	797	59	962
8-9	124	968	105	1197
9-10	125	760	92	977
3-4	138	705	113	956
4-5	132	843	136	1111
5-6	138	919	138	1195
TOTAL	763	4992	643	6398

### EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	134	1583	54	1771
8-9	117	1893	78	2088
9-10	142	1777	102	2021
3-4	187	1324	142	1653
4-5	177	1415	131	1723
5-6	233	1430	137	1800
TOTAL	990	9422	644	11056

(Rev Oct 06)

### SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	108	367	78	553
8-9	188	431	85	704
9-10	176	452	77	705
3-4	196	948	159	1303
4-5	184	1110	137	1431
5-6	185	1215	126	1526
				•
TOTAL	1037	4523	662	6222

### WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	173	1212	123	1508
8-9	152	1358	138	1648
9-10	146	1315	144	1605
3-4	235	1392	198	1825
4-5	212	1500	193	1905
5-6	229	1371	266	1866
				•
TOTAL	1147	8148	1062	10357



TOTAL

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
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XING W/L

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Ped	Sch
0	0
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0	0

TOTAL

E-W	Ped
3279	0
3736	0
3626	0
3478	0
3628	0
3666	0
21413	0

XING E/	L
Ped	Sch
0	0
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### TRAFFIC VOLUME ADJUSTMENTS

North/So East/Wes Year Hour Source	uth st	Westholme Av Santa Monica I 2010 7:45-8:45 https://navi	enue Boulevard ) ; gatela.lacity.(	DougLasKir	MHASSOCIATES,LLC	<u>counts/16971</u>	SANWES100414.p	<u>odf</u>
LT TH PT		NB Approach	SB Approach	EB Approach	WB Approach			
Total				2091	1641		1.07%	
	2010	-	-	2.091	1.641			
	2011	-	-	2,112	1.657			
	2012	-	-	2,133	1,674			
	2013	-	-	2,154	1,691			
	2014	-	-	2,176	1,708			
	2015	-	-	2,198	1,725			
	2016	-	-	2,220	1,742			
	2017	-	-	2,242	1,759			
	2018	-	-	2,264	1,777			
	2019	-	-	2,287	1,795			
	2020	-	-	2,310	1,813			
	2021	-	-	2,333	1,831			
	2022	-	-	2,356	1,849		4,205	
		NB Approach	SB Approach	EB Approach	WB Approach			
Auto		-	-	1,813	1,423	6,048,810	82.5%	
MDT		-	-	282	221	940,092	12.8%	
HDT		-	-	8	6	25,348	0.3%	
Buses		-	-	3	2	9,386	0.1%	
MCY		-	-	50	39	167,287	2.3%	
Aux		-	-	43	34	142,856	1.9%	
Total		-	-	2,198	1,725	7,333,779	100.0%	



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### **DEMOLITION ANALYSIS**



### CONSTRUCTION BUILDING DEBRIS

						Truck Capaci	ł	
Materials	Total SF	Height	<b>Cubic Yards</b>	Pounds per Cu	ub Tons	(CY)	<b>Truck Trips</b>	
<b>Construction and Demolition</b>	0			Low	Low			
General Building	7,834	12	3,391	1,000	) 1,695	1	.0 678	
Single Family Residence		12		1,000	-	1	-	
Multi-Family Residence		12		1,000	-	1	-	
Mobile Home				1,000	-	1	-	
Mixed Debris				500	-	1	-	
Vegetative Debris (Hardwoods)				500	-	1	-	
Vegetative Debris (Softwoods)				333		1	-	
Asphalt or concrete (Constructior	3,542	0.5	66	2,400	9 79	1	.0 13	
TOTAL			3,456		1,774	•	691	

Source: Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010
Source (Asphalt or concrete): CalRecycle Solid Waste Cleanup Program Weights and Volumes for Project Estimes; http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm



DOUGLASKIM+ASSOCIATES,LLC

### **GRADING ANALYSIS**



## SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	Q	% Swell	Adjusted CY	<b>Truck Capacity</b>	
	9			(CY)	Truck Trips
Topsoil	500	56%	780	10	156
Clay (Dry)	11,500	50%	17,250	10	3,450
Clay (Damp)		67%		10	
Earth, loam (Dry)		50%		10	
Earth, loam (Damp)		43%		10	
Dry sand		11%		10	
TOTAL	12,000		18,030		3,606

Note: Topsoil considered the top ten inches of soil (Wikipedia)

Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/



DOUGLASKIM+ASSOCIATES,LLC

### CUMULATIVE PROJECTS



### **10605-10613 WEST EASTBORNE AVENUE PROJECT**

**Air Quality Technical Report** 



Prepared by DKA Planning 20445 Prospect Road, Suite C San Jose, CA 95129 October 2023

### AIR QUALITY TECHNICAL REPORT

### Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 10605-10613 West Eastborne Avenue in the City of Los Angeles. The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

### **Regulatory Framework**

### Federal

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

### Table 1 State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃ )	1-hour	0.09 ppm (180 µg/m³)	Non-attainment		
	8-hour	0.070 ppm (137 μg/m³)	N/A ¹	0.070 ppm (137 μg/m ³ )	Non-attainment
Respirable Particulate Matter (PM ₁₀ )	24-hour	50 µg/m³	Non-attainment	150 µg/m³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment		
	1			I	
Fine Particulate Matter (PM _{2.5} )	24-hour			35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³ )	Attainment	35 ppm (40 mg/m ³ )	Maintenance
	8-hour	9.0 ppm (10 mg/m ³ )	Attainment	9 ppm (10 mg/m ³ )	Maintenance
Nitrogen Dioxide (NO ₂ )	1-hour	0.18 ppm (338 µg/m³)	Attainment	100 ppb (188 µg/m³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 μg/m ³ )	Attainment	53 ppb (100 µg/m ³ )	Maintenance
Sulfur Dioxide (SO ₂ )	1-hour	0.25 ppm (655 µg/m³)	Attainment	75 ppb (196 μg/m³)	Attainment
	24-hour	0.04 ppm (105 µg/m³)	Attainment		
Lead (Pb)	30-day average	1.5 µg/m³	Attainment		
	Calendar Quarter			0.15 µg/m ³	Non-attainment
				1	
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m³	Attainment	No Federal Standards	
				•	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 μg/m³)	Unclassified	No Federal Standards	
	1			1	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m³)	N/A	No Federal Standards	
'N/A = not available Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 (www.arb.ca.gov/desig/adm/adm.htm).					

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for  $NO_X$  emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government. such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NOx and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NOx be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies-including advanced exhaust gas after-treatment.

### State

<u>California Clean Air Act.</u> In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA,

areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

<u>Toxic Air Contaminant Identification and Control Act.</u> The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H₂S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

<u>California Air Toxics Program.</u> The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.¹ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among

¹ California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

others.² In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

<u>Assembly Bill 2588 Air Toxics "Hot Spots" Program.</u> The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

<u>Air Quality and Land Use Handbook: A Community Health Perspective.</u> The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.³ CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

<u>Air Quality and Land Use Handbook.</u> CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet

² California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

³ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

<u>California Code of Regulations.</u> The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

### Regional (South Coast Air Quality Management District)

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
• Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

<u>Air Quality Management Plan.</u> The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_x emissions sufficiently to meet the upcoming ozone deadline standards.

The SCAQMD is updating the region's air quality attainment plan to address the "extreme" ozone nonattainment status for the Basin and the severe ozone non-attainment for the Coachella valley. In November 2021, draft control measures were released for public review that focus on strengthening many stationary source controls and addressing new sources like wildfires. The 2022 AQMP will rely on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

<u>Multiple Air Toxics Exposure Study V.</u> To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.⁴ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

# Regional (Southern California Association of Governments)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality

⁴ South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/airquality-studies/health-studies/mates-v

plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.^{5.6} The 2016–2040 RTP/SCS is the transportation and land use component of the region's air quality plan. It recognized that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, it drew a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. While it has since been updated as described in the next paragraph, it remains the transportation plan that is in the applicable air quality plan for the region (i.e., 2016 Air Quality Management Plan).

SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020.⁷ The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

# Local (City of Los Angeles)

<u>City of Los Angeles General Plan Air Quality Element.</u> The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

⁵ Southern California Association of Governments, Final 2016–2040 RTP/SCS.

⁶ California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

⁷ California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

The Air Quality Element includes six key goals:

- **Goal 1**: Good air quality in an environment of continued population growth and healthy economic structure.
- **Goal 2**: Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- **Goal 3:** Efficient management of transportation facilities and system infrastructure using costeffective system management and innovative demand management techniques.
- **Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- **Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- **Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

<u>Clean Up Green Up Ordinance.</u> The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

<u>California Environmental Quality Act.</u> In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

Land Use Compatibility. In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is 1.05 miles east of the northbound mainline of the San Diego Freeway (I-405).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway,

locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

# **Existing Conditions**

# **Pollutants and Effects**

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁸

**Carbon Monoxide (CO).** CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

**Ozone (O₃).** O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides  $(NO_x)$ —both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

**Nitrogen Dioxide (NO₂).** NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

**Sulfur Dioxide (SO₂).** Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in

⁸ South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

**Particulate Matter (PM₁₀ and PM_{2.5})**. The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to  $PM_{10}$  and  $PM_{2.5}$ . Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

**Lead (Pb).** Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

# State-Only Criteria Pollutants

**Visibility-Reducing Particles**. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOx, as well as PM.

**Sulfates (SO**₄²). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

**Hydrogen Sulfide (H₂S).**  $H_2S$  is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing  $H_2S$  at levels above the state standard could result in exposure to a very disagreeable odor.

**Vinyl Chloride.** Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not

a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

# Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.⁹

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer ( $\mu$ m)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1  $\mu$ m). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{10,11}

# Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north

⁹ California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

¹⁰ California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/dieselhealth.htm, last reviewed by CARB April 12, 2016.

¹¹ California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O₃, PM_{2.5}, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

<u>Air Pollution Climatology.</u> The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

<u>Air Monitoring Data.</u> The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2019 through 2021. The one-hour State standard for  $O_3$  was exceeded seven times during this three-year period, while the federal standard was exceeded ten times. CO and NO₂ levels did not exceed the CAAQS from 2019 to 2021 for 1-hour (and 8-hour for CO).

	Maximum Concentrations and Frequencies of Exceedance Standards			
Pollutants and State and Federal Standards	2019	2020	2021	
Ozone (O ₃ )				
Maximum 1-hour Concentration (ppm)	0.086	0.134	0.095	
Days > 0.09 ppm (State 1-hour standard)	0	6	1	
Days > 0.070 ppm (Federal 8-hour standard)	1	8	1	
Carbon Monoxide (CO ₂ )	·			
Maximum 1-hour Concentration (ppm)	1.9	2.0	1.5	
Days > 20 ppm (State 1-hour standard)	0	0	0	
Maximum 8-hour Concentration (ppm)	1.2	1.2	1.0	
Days > 9.0 ppm (State 8-hour standard)	0	0	0	
Nitrogen Dioxide (NO ₂ )	·			
Maximum 1-hour Concentration (ppm)	0.0488	0.0766	0.0606	
Days > 0.18 ppm (State 1-hour standard)	0	0	0	
PM ₁₀				
Maximum 24-hour Concentration (µg/m ³ )	N/A	N/A	N/A	
Days > 50 μg/m ³ (State 24-hour standard)	N/A	N/A	N/A	

#### Table 2 Ambient Air Quality Data

PM _{2.5}			
Maximum 24-hour Concentration (µg/m ³ )	N/A	N/A	N/A
Days > 35 μg/m³ (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide (SO ₂ )			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)N/AN/A			
ppm = parts by volume per million of air.			
μg/m ³ = micrograms per cubic meter.			
N/A = not available at this monitoring station.			
Source: SCAQMD annual monitoring data at Northwest Coastal LA County subreg data-studies/historical-data-by-year) accessed October 7, 2023.	ion (http://www.ac	dmd.gov/home/ai	r-quality/air-quality-

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90024) is approximately 459 in a million.¹² The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the San Diego Freeway 1.05 miles to the west). In general, the risk at the Project Site is higher than 49 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037265601) is located in the 17th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 17 percent of other communities within California.¹³

<u>Sensitive Receptors.</u> Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area in West Los Angeles off the Santa Monica Boulevard commercial corridor. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residences,10671 Eastborne Avenue; five feet west of the Project Site.
- Residences, 1677 Westholme Avenue; five feet east of the Project Site.
- Residences, 10600 Holman Avenue; 20 feet north of the Project Site.

¹² South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=data Source_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed August 5, 2022.

¹³OfficeofEnvironmentalHealthHazardAssessment,https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed August 5, 2022.Assessment,

• Residences, 10600 Eastborne Avenue; 70 feet south of the Project Site

<u>Existing Project Site Emissions.</u> The Project Site is improved with two buildings that house three multifamily residences (2,954 square feet) and four multi-family residences (4,880 square feet).¹⁴ As summarized in Table 3, most existing air quality emissions are associated with the 23 daily weekday vehicle trips traveling to and from the Project Site.¹⁵

	Daily Emissions (Pounds Per Day)			)		
Emissions Source	VOC	NOx	со	SOx	<b>PM</b> 10	PM2.5
Area Sources	0.2	<0.1	0.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.1	0.1	0.5	<0.1	<0.1	<0.1
Regional Total	0.3	0.1	0.9	<0.1	<0.1	<0.1
Source: DKA Planning, 2022 based on CalEEMod 2022.1.1.20 model runs (included in Appendix).						

Table 3	
<b>Existing Daily Operations Emission</b>	s

# **Project Impacts**

# Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.20) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

<u>Construction.</u> Sources of air pollutant emissions associated with construction activities include heavyduty off-road diesel equipment and vehicular traffic to and from the Project construction site. Projectspecific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of

¹⁴ City of Los Angeles, ZIMAS database, accessed August 6, 2022.

¹⁵ City of Los Angeles, Transportation Study Assessment using City of LA VMT Calculator, v1.3

emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.¹⁶ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.¹⁷ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM₁₀, and PM_{2.5} from onsite sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).¹⁸ This is appropriate given the 0.30-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.¹⁹ The LSTs for PM_{2.5} were established in October 2006.²⁰ Updated

¹⁶ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

¹⁷ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

¹⁸ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

¹⁹ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

²⁰ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

LSTs were published on the SCAQMD website on October 21, 2009.²¹ Table 4 presents the significance criteria for both construction and operational emissions.

Critoria Ballutant	Construction Emissions		Operation Emissions	
Criteria Fonutant	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75		55	
Nitrogen Oxides (NOx)	100	103	55	103
Carbon Monoxide (CO)	550	572	550	572
Sulfur Oxides (SOx)	150		150	
Respirable Particulates (PM ₁₀ )	150	4	150	2
Fine Particulates (PM _{2.5} )	55	3	55	1
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Northwest Coastal LA County source receptor area. The SCAQMD has not developed LST values for VOC or SO _X . Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).				

Table 4 SCAQMD Emissions Thresholds

Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019

<u>Operations.</u> CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.²² Details describing the operational emissions of the Project can be found in in the Technical Appendix.

<u>Toxic Air Contaminants Impacts (Construction and Operations).</u> Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

²¹ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

²² South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, <u>CEQA Air Quality</u> <u>Handbook</u>, April 1993, pp. 6-1-6-2).

# **Thresholds of Significance**

#### State CEQA Guidelines Appendix G

Would the Project:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;
- c) Expose sensitive receptors to substantial pollutant concentrations; or
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

#### City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

#### (a) Construction

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

# *(i)* Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

# (ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

#### (iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.
- (iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:²³

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 μg/m³ or 1.0 μg/m³ PM₁₀ averaged over an annual period.
  - (b) Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.²⁴ As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;²⁵ (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.²⁶
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an

²³ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

²⁴ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

²⁵ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

²⁶ South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/defaultsource/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).²⁷

- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24hour threshold of 2.5 μg/m³ or 1.0 μg/m³ PM₁₀ averaged over an annual period.²⁸
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

# (c) Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

• Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:²⁹

• The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.³⁰ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

# (d) Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against

²⁷ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

²⁸ South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds, October 2006.

²⁹ South Coast Air Quality Management District, <u>CEQA Air Quality Handbook</u>, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

³⁰ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:³¹

- Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

<u>Project Design Features.</u> The Project would comply with the update to the 2020 Los Angeles Green Building Code (LAGBC),³² which will build upon and sets higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).³³ Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities along Santa Monica Boulevard and other major transportation corridors. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors who want options to driving cars.

# Analysis of Project Impacts

# a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

³¹ South Coast Air Quality Management District, <u>CEQA Air Quality Handbook</u>, April 1993, p. 12-3.

³² City of Los Angeles Department of Building and Safety: http://ladbs.org/forms-publications/forms/greenbuilding.

³³ California Building Codes: http://www.bsc.ca.gov/Codes.aspx.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

• Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2016-2040 RTP/SCS provides socioeconomic forecast projections of regional population growth.³⁴ The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,³⁵ the Project would add a net residential population of approximately 51 people to the Project Site based on the 21 net dwelling units proposed. The Project's residential population would represent approximately 0.007 percent of the forecasted growth between 2012 and 2040 in the City and would therefore be consistent with the projections in the AQMP.

As of September 3, 2020, the 2020 RTP/SCS is the adopted metropolitan transportation plan for the region. The 2020 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045. The Project's residential population would represent approximately 0.006 percent of the forecasted population growth between 2016 and 2045. When the AQMP is updated in 2022, it will use these growth forecasts as the basis of its attainment plan.

• Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

• To what extent is project development consistent with the land use policies set forth in the AQMP?

³⁴ The current applicable air quality attainment plan for the region is the 2016 AQMP, which is based on the growth assumptions in the 2016 RTP/SCS. As such, the 2016 RTP/SCS was used as the basis for this analysis.

³⁵ Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour  $O_3$  control plan with new commitments for short-term NO_X and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO_X reductions from residential appliances. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as "Medium Residential" in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016 RTP/SCS and 2016 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

# City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a HQTA³⁶, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.³⁷
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or fail transit service with frequencies of 15 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 2 based on the shortest distance between any point on the lot and qualified Major Transit Stops.³⁸
- There is substantial public transit service in the area, including:
  - Metro Line 4 which provides east-west service connecting Downtown Los Angeles with Santa Monica along Santa Monica Boulevard and other major arterials.
  - Santa Monica Big Blue Bus Line 1 that provides east-west service connecting UCLA with Venice along Santa Monica Boulevard and other major arterials.
  - Santa Monica Big Blue Bus Rapid Line 10 that provides east-west service connecting Downtown Los Angeles with Santa Monica along Santa Monica Boulevard and other major arterials.
- Metro Rail will be expanding the D (Purple) Line along Wilshire Boulevard to the Westwood VA Hospital that will provide another transit option for the Project Site.
- The project will provide four short- and 27 long-term bicycle parking spaces on-site.
- Santa Monica Boulevard offers Class II bicycle lanes near the Project Site, while Westholme Avenue is a Class III bicycle route.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in Table 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
<b>Policy 1.3.1.</b> Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
<b>Policy 1.3.2.</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Not Applicable.</b> The Project would not involve use of unpaved roads or parking lots.
<b>Policy 2.1.1.</b> Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve	<b>Consistent.</b> The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for

³⁶ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/fileattachments/la_midcitywestsidescaghqtaeligible.pdf?1605647676

³⁷ Southern California Association of Governments, Sustainability Program homepage, accessed August 4, 2022

³⁸ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

# Table 5Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	residents who can take advantage of public transit and active transportation options. This includes Metro bus Line 4 and Santa Monica Big Blue Bus lines 1 and 10 that run service on Santa Monica Boulevard. Metro is constructing an extension of the D (Purple) Line along Wilshire Boulevard that will provide residents with rail access to the region. The Project also provides four short- and 27 long-term bicycle parking spaces on-site for residents.
<b>Policy 2.1.2.</b> Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	<b>Consistent.</b> Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Proposed Project could help reduce commuting to work through telecommuting.
<b>Policy 2.2.1.</b> Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	<b>Consistent.</b> As the Project Site is classified as a TOC Tier 2 site, the Project would discourage single-occupant vehicle use because of the limited parking (48 spaces) for residents. Residents and visitors can use public transit, including Metro bus Line 4 and Santa Monica Big Blue Bus lines 1 and 10 that run service on Santa Monica Boulevard. Metro is constructing an extension of the D (Purple) Line along Wilshire Boulevard that will provide residents with rail access to the region. The Project also provides four short- and 27 long-term bicycle parking spaces on-site for residents.
<b>Policy 2.2.2.</b> Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> As noted above, the Project Site's TOC Tier 2 status allows the garage to be limited to parking for 48 vehicles. The development would provide transportation options to residents as an option to driving.
<b>Policy 2.2.3.</b> Minimize the use of single- occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	<b>Not Applicable.</b> The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	<b>Consistent.</b> The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Metro bus Line 4 and Santa Monica Big Blue Bus lines 1 and 10 that run service on Santa

# Table 5Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	Monica Boulevard. Metro is constructing an extension of the D (Purple) Line along Wilshire Boulevard that will provide residents with rail access to the region. The Project also provides four short- and 27 long-term bicycle parking spaces on-site for residents.
<b>Policy 4.1.1.</b> Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent.</b> The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent.</b> The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed- use development.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.2.2.</b> Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	<b>Consistent.</b> The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
<b>Policy 4.2.3.</b> Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent.</b> The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including Metro bus Line 4 and Santa Monica Big Blue Bus lines 1 and 10 that run service on Santa Monica Boulevard. Metro is constructing an extension of the D (Purple) Line along Wilshire Boulevard that will provide residents with rail access to the region. The Project also provides four short- and 27 long-term bicycle parking spaces on-site for residents. The Project would also include three electric vehicle charging stations and nine more spaces with conduits and supplies for future charging stations.
<b>Policy 4.2.4.</b> Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent.</b> The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
<b>Policy 4.2.5.</b> Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent.</b> The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro bus Line 4 and Santa Monica Big Blue Bus lines 1 and 10 that run service on Santa Monica Boulevard. Metro is constructing an extension of the D (Purple) Line along Wilshire Boulevard that will provide residents with rail access to the region. The Project also provides four short- and 27 long-term bicycle parking spaces on-site for residents.

# Table 5 Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
<b>Policy 4.3.1.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.3.2.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 5.1.1.</b> Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's water port and airport facilities.
<b>Policy 5.1.2.</b> Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's Water and Power energy plants.
associated air emissions by encouraging waste reduction and recycling.	policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City- certified waste processors.
<b>Policy 5.2.1.</b> Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	<b>Not Applicable.</b> This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections.
<b>Policy 5.3.1.</b> Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include three electric vehicle charging stations and nine more spaces with conduits and supplies for future charging stations.
<b>Policy 6.1.1.</b> Raise awareness through public- information and education programs of the actions that individuals can take to reduce air emissions.	<b>Not Applicable.</b> This policy calls for the City to promote clean air awareness through its public awareness programs.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

# Less Than Significant Impact.

# Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.³⁹

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.20 model and a projected construction schedule of at least 21 months. Table 5 summarizes the estimated construction schedule that was modeled for air quality impacts.

Phase	Duration	Notes	
Demolition	Month 1	Removal of 7,834 square feet of building floor area and 3,542 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic yard capacity trucks.	
Site Preparation	Month 2 (one week)	Grubbing and removal of trees, plants, landscaping, weeds	
Grading	Months 2-3	Approximately 18,030 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 25 miles to landfill in 10-cubic yard capacity trucks.	
Trenching	Month 4-7	Trenching for utilities, including gas, water, electricity, and telecommunications.	
Building Construction	Months 4-21	Footings and Foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.	

Table 6Construction Schedule Assumptions

³⁹ South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

# Table 6Construction Schedule Assumptions

Architectural Coatings	Months 18- 21	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 202	22.	

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

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

# **Regional Emissions**

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would peak during grading activities, where approximately 18,030 cubic yards of soil (including swell factors for topsoil and clay) would be exported from the Project Site to accommodate a one-level subterranean structure. NO_x emissions would primarily result from the use of construction equipment and truck trips.

All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from

day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in Table 7, construction of the Project would produce VOC,  $NO_X$ , CO,  $SO_X$ ,  $PM_{10}$  and  $PM_{2.5}$  emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

### Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.⁴⁰ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

Duny 00	Daily Emissions (Pounds Per Day)						
	Dally Ethissions (rounus rei Day)						
Construction Phase Year	VOC	NOx	СО	SOx	<b>PM</b> 10	<b>PM</b> _{2.5}	
2024	1.3	17.6	13.4	<0.1	4.1	1.9	
2025	3.4	6.3	9.9	<0.1	0.7	0.3	
2026	3.4	5.9	9.7	<0.1	0.6	0.3	
Maximum Regional Total	3.4	17.6	13.4	<0.1	4.1	1.9	
Regional Threshold	75	100	550	150	150	55	
Exceed Threshold?	No	No	No	No	No	No	
Maximum Localized Total	3.3	11.4	10.7	<0.1	2.6	1.5	
Localized Threshold	N/A	103	572	N/A	4	3	
Exceed Threshold?	N/A	No	No	N/A	No	No	

Table 7
Daily Construction Emissions

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

Source: DKA Planning, 2022 based on CalEEMod 2022.1.1.20 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

Maximum on-site daily construction emissions for  $NO_X$ , CO,  $PM_{10}$ , and  $PM_{2.5}$  were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA

⁴⁰ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the west and east of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce  $PM_{10}$  and  $PM_{2.5}$  emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of  $PM_{10}$  and  $PM_{2.5}$  through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

# Operation

Operational emissions of criteria pollutants would come from area and mobile sources. Area sources include hearths, consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 96 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026.⁴¹

As shown in Table 8, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

	Daily Emissions (Pounds Per Day)							
Emissions Source	VOC	NOx	со	SOx	<b>PM</b> 10	<b>PM</b> _{2.5}		
Area Sources	1.1	<0.1	2.0	<0.1	<0.1	<0.1		
Mobile Sources	0.3	0.2	2.0	<0.1	0.4	0.1		
Energy Sources	<0.1	0.1	<0.1	<0.1	<0.1	<0.1		
Regional Total	1.4	0.3	4.1	<0.1	0.4	0.1		
Existing Total	-0.3	-0.1	-0.9	-<0.1	-<0.1	-<0.1		
Net Regional Total	1.1	0.2	3.2	<0.1	0.3	0.1		
<b>Regional Significance Threshold</b>	55	55	550	150	150	55		
Exceed Threshold?	No	No	No	No	No	No		
Net Localized Total	0.9	0.1	1.6	<0.1	0.4	0.1		
Localized Significance Threshold	N/A	103	572	N/A	2	1		
Exceed Threshold?	N/A	No	No	N/A	No	No		

Table 8Daily Operations Emissions

⁴¹ City of Los Angeles, Transportation Study Assessment using City of LA VMT Calculator, v1.3

#### Table 8 Daily Operations Emissions

LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA Source: DKA Planning, 2022 based on CalEEMod 2022.1.1.20 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

# c. Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** There are several sensitive receptors within 1,000 feet of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences,10671 Eastborne Avenue; five feet west of the Project Site.
- Residences, 1677 Westholme Avenue; five feet east of the Project Site.
- Residences, 10600 Holman Avenue; 20 feet north of the Project Site.
- Residences, 10600 Eastborne Avenue; 70 feet south of the Project Site

# Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 7, during construction of the Project, maximum daily localized unmitigated emissions of  $NO_2$ , CO,  $PM_{10}$ , and  $PM_{2.5}$  from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed

to concentrations of TACs over a 30-year period will contract cancer based on the use of standard riskassessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 21 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

# Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).⁴² The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.⁴³ Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.⁴⁴ Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks per day or more than 40 trucks per day be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operation units. In addition, the CARB-mandated

⁴² California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

⁴³ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

⁴⁴ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, autorelated emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would generate 72 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025.⁴⁵ The majority of vehicle-related impacts at the Project Site would come from up to seven vehicles entering and exiting the development during peak PM hours.⁴⁶ This would represent 1.7 percent of the 4,205 vehicles currently using Santa Monica Boulevard at Westholme Avenue in the A.M. peak hour.⁴⁷ When the Project is operational in 2025, 4,333 vehicles would travel on Santa Monica Boulevard this intersection in the peak P.M. hour. Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 43,330 daily vehicle trips, well below the daily traffic volumes that would be needed to generate CO exceedances of the ambient air guality standard.⁴⁸ This contribution to local congestion would not substantially worsen conditions on Santa Monica Boulevard.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions. ⁴⁹ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically

⁴⁵ City of Los Angeles, Transportation Study Assessment using City of LA VMT Calculator, v1.3.

⁴⁶ DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

⁴⁷ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Santa Monica Boulevard at Westholme Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/16971_SANWES100414.pdf, 2010 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴⁸ South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

⁴⁹ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html

hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.⁵⁰ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

# d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

**Less Than Significant Impact.** The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

# Cumulative Impacts

While the Proposed Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. There are two related projects identified by the City of Los Angeles in the vicinity of the Proposed Project (Figure 1):⁵¹

- 1. 10700 Santa Monica Boulevard, located 1,075 feet south of the Project Site.
- 2. 10400 Santa Monica Boulevard, located 1,500 feet south of the Project Site.

However, both potential development are more than 1,000 feet from the Project Site and unlikely to cause any cumulative impacts on local sensitive receptors.

⁵⁰ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

⁵¹ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, January 2022.



Figure 1 Related Projects

# AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

# Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.⁵² Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 7, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for  $PM_{10}$  and  $PM_{2.5}$  that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

# Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

⁵² 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.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

# **TECHNICAL APPENDIX**



DouglasKim+Associates,LLC

# **EXISTING EMISSIONS**

# 10605-10613 West Eastborne Avenue (Existing) Detailed Report

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- 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
- 4.1. Mobile Emissions by Land Use
- 4.1.1. Unmitigated
- 4.2. Energy
- 4.2.1. Electricity Emissions By Land Use Unmitigated
- 4.2.3. Natural Gas Emissions By Land Use Unmitigated
- 4.3. Area Emissions by Source

4.3.2. Unmitigated

- 4.4. Water Emissions by Land Use
- 4.4.2. Unmitigated
- 4.5. Waste Emissions by Land Use
- 4.5.2. Unmitigated
- 4.6. Refrigerant Emissions by Land Use
- 4.6.1. Unmitigated
- 4.7. Offroad Emissions By Equipment Type
- 4.7.1. Unmitigated
- 4.8. Stationary Emissions By Equipment Type
- 4.8.1. Unmitigated
- 4.9. User Defined Emissions By Equipment Type
- 4.9.1. Unmitigated
- 4.10. Soil Carbon Accumulation By Vegetation Type
- 4.10.1. Soil Carbon Accumulation By Vegetation Type Unmitigated
- 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type Unmitigated
- 4.10.3. Avoided and Sequestered Emissions by Species Unmitigated
5. Activity Data

- 5.9. Operational Mobile Sources
- 5.9.1. Unmitigated
- 5.10. Operational Area Sources
- 5.10.1. Hearths
- 5.10.1.1. Unmitigated
- 5.10.2. Architectural Coatings
- 5.10.3. Landscape Equipment
- 5.11. Operational Energy Consumption
- 5.11.1. Unmitigated
- 5.12. Operational Water and Wastewater Consumption
- 5.12.1. Unmitigated
- 5.13. Operational Waste Generation
- 5.13.1. Unmitigated
- 5.14. Operational Refrigeration and Air Conditioning Equipment
- 5.14.1. Unmitigated
- 5.15. Operational Off-Road Equipment

6. Climate Risk Detailed Report 6.4. Climate Risk Reduction Measures 6.3. Adjusted Climate Risk Scores 6.2. Initial Climate Risk Scores 6.1. Climate Risk Summary 5.18. Vegetation 5.17. User Defined 5.16. Stationary Sources 5.18.1. Land Use Change 5.16.2. Process Boilers 5.16.1. Emergency Generators and Fire Pumps 5.15.1. Unmitigated 5.18.2. Sequestration 5.18.1. Biomass Cover Type 5.18.2.1. Unmitigated 5.18.1.1. Unmitigated 5.18.1.1. Unmitigated

- 7. Health and Equity Details
- 7.1. CalEnviroScreen 4.0 Scores
- 7.2. Healthy Places Index Scores
- 7.3. Overall Health & Equity Scores
- 7.4. Health & Equity Measures
- 7.5. Evaluation Scorecard
- 8. User Changes to Default Data

## 1. Basic Project Information

### 1.1. Basic Project Information

Data Field	Value
Project Name	10605-10613 West Eastborne Avenue (Existing)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	10605 Eastborne Ave, Los Angeles, CA 90024, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4312
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

#### 1.2. Land Use Types

Apartments Low Rise	Land Use Subtype
7.00	Size
Dwelling Unit	Unit
0.30	Lot Acreage
7,834	Building Area (sq ft)
3,040	Landscape Area (sq ft)
Ι	Special Landscape Area (sq ft)
21.0	Population
Ι	Description

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

### 2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Average Daily (Max) Summer (Max) Unmit. Unmit. Winter Daily, Unmit. (Max) Daily, Un/Mit. TOG 0.07 0.09 0.13 I ۱ I 0.24 0.26 0.30 ROG I I I NOX 0.09 0.06 0.09 I I I 8 0.48 0.46 0.86 I I I SO2 < 0.005 < 0.005 < 0.005 I I I < 0.005 < 0.005 PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 < 0.005 I I I 0.01 0.02 0.02 I I I 0.03 0.01 0.03 I I I < 0.005 < 0.005 < 0.005 I I I < 0.005 < 0.005 < 0.005 I I I 0.01 0.01 0.01 I I I 1.44 1.44 1.44 I I I 134 174 178 NBCO2 CO2T I I I 176 136 180 I I I CH4 0.16 0.16 0.16 I I I 0.01 0.01 N20 < 0.005 I I I 0.12 0.06 0.39 Я I T I CO2e 141 182 186 I I I

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

2.5. Operations Emissions by Sector, Unmitigated

Unmit. (Max) Annua

0.01

0.04

0.01

0.09

< 0.005

< 0.005

< 0.005

< 0.005

< 0.005

< 0.005

< 0.005

0.24

22.2

22.4

0.03

< 0.005

0.02

23.3

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

Daily, Summer (Max)	Sector	
1	TOG	
I	ROG	
I	NOX	
I	8	y,
I	SO2	
I	PM10E	· · · · · · · · · · · · · · · · · · ·
I	PM10D	00
I	PM10T	0.007.01
I	PM2.5E	
I	PM2.5D	
I	PM2.5T	S
I	BCO2	
I	NBCO2	
I	CO2T	
I	CH4	
I	N20	
I	Д	
I	CO2e	

	Area	Mobile	Annual	Total	Refrig.	Waste	Water	Energy	Area	Mobile	Average Daily	Total	Refrig.	Waste	Water	Energy	Area	Mobile	Daily, Winter (Max)	Total	Refrig.	Waste	Water	Energy	Area	Mobile
	0.01	0.01	I	0.07	I	I	I	< 0.005	0.03	0.04	Ι	0.09	I	I	I	< 0.005	0.00	0.08	I	0.13	I	I	I	< 0.005	0.04	0.09
	0.04	0.01	I	0.24	I	I	I	< 0.005	0.21	0.03	I	0.26	I	I	I	< 0.005	0.18	0.08	I	0.30	I	I	I	< 0.005	0.22	0.08
	< 0.005	< 0.005	I	0.06	I	I	I	0.04	< 0.005	0.02	I	0.09	I	I	I	0.04	0.00	0.05	I	0.09	I	I	I	0.04	< 0.005	0.05
	0.05	0.03	1	0.48	I	I	I	0.02	0.27	0.19	I	0.46	I	I	I	0.02	0.00	0.44	I	0.86	I	I	1	0.02	0.39	0.45
	< 0.005	< 0.005	I	< 0.005	I	I	I	< 0.005	< 0.005	< 0.005	I	< 0.005	I	I	I	< 0.005	0.00	< 0.005	I	< 0.005	I	I	I	< 0.005	< 0.005	< 0.005
	< 0.005	< 0.005	1	< 0.005	I	I	I	< 0.005	< 0.005	< 0.005	I	< 0.005	I	I	I	< 0.005	0.00	< 0.005	I	< 0.005	I	I	I	< 0.005	< 0.005	< 0.005
	I	< 0.005	I	0.01	I	I	I	I	I	0.01	I	0.02	I	I	I	I	I	0.02	I	0.02	I	I	I	I	I	0.02
	< 0.005	< 0.005	I	0.01	I	I	I	< 0.005	< 0.005	0.01	I	0.03	I	I	I	< 0.005	0.00	0.02	I	0.03	I	I	I	< 0.005	< 0.005	0.02
8 / 28	< 0.005	< 0.005	I	< 0.005	I	I	I	< 0.005	< 0.005	< 0.005	I	< 0.005	I	I	I	< 0.005	0.00	< 0.005	I	< 0.005	I	I	I	< 0.005	< 0.005	< 0.005
	I	< 0.005	1	< 0.005	I	I	I	I	I	< 0.005	I	< 0.005	I	I	I	I	I	< 0.005	I	< 0.005	I	I	I	I	I	< 0.005
	< 0.005	< 0.005	1	0.01	I	I	I	< 0.005	< 0.005	< 0.005	I	0.01	I	I	I	< 0.005	0.00	< 0.005	I	0.01	I	I	I	< 0.005	< 0.005	< 0.005
	0.00	I	1	1.44	I	0.94	0.50	I	0.00	I	I	1.44	I	0.94	0.50	I	0.00	I	I	1.44	I	0.94	0.50	I	0.00	I
	0.12	5.18	I	134	I	0.00	3.88	98.2	0.73	31.3	I	174	I	0.00	3.88	98.2	0.00	72.2	I	178	I	0.00	3.88	98.2	1.06	75.3
	0.12	5.18	I	136	I	0.94	4.38	98.2	0.73	31.3	I	176	I	0.94	4.38	98.2	0.00	72.2	I	180	I	0.94	4.38	98.2	1.06	75.3
	< 0.005	< 0.005	I	0.16	I	0.09	0.05	0.01	< 0.005	< 0.005	I	0.16	I	0.09	0.05	0.01	0.00	0.01	I	0.16	I	0.09	0.05	0.01	< 0.005	0.01
	< 0.005	< 0.005	I	< 0.005	l	0.00	< 0.005	< 0.005	< 0.005	< 0.005	I	0.01	I	0.00	< 0.005	< 0.005	0.00	< 0.005	I	0.01	I	0.00	< 0.005	< 0.005	< 0.005	< 0.005
	I	0.01	Ι	0.12	0.06	I	Ι	I	I	0.06	I	0.06	0.06	Ι	I	I	I	0.01	I	0.39	0.06	Ι	Ι	I	I	0.33
	0.12	5.29	I	141	0.06	3.30	6.05	98.6	0.75	32.0	Ι	182	0.06	3.30	6.05	98.6	0.00	73.7	I	186	0.06	3.30	6.05	98.6	1.09	77.0

Total	Refrig.	Waste	Water	Energy
0.01	I	I	1	< 0.005
0.04	I	I	I	< 0.005
0.01	I	I	I	0.01
0.09	I	Ι	I	< 0.005
< 0.005	I	I	I	< 0.005
< 0.005	1	I	1	< 0.005
< 0.005	I	I	I	I
< 0.005	1	I	1	< 0.005
< 0.005	1	I	1	< 0.005
< 0.005	1	I	1	Ι
< 0.005	1	1	1	< 0.005
0.24	1	0.16	0.08	I
22.2	I	0.00	0.64	16.3
22.4	I	0.16	0.73	16.3
0.03	I	0.02	0.01	< 0.005
< 0.005	I	0.00	< 0.005	< 0.005
0.02	0.01	I	1	Ι
23.3	0.01	0.55	1.00	16.3

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

#### 4.2. Energy

## 4.2.1. Electricity Emissions By Land Use - Unmitigated

Total	Apartme nts Low Rise	Annual	Total
I	I	I	I
I	I	I	I
I	I	I	I
I	I	Ι	I
I	I	Ι	I
I	I	I	I
I	I	Ι	I
I	I	Ι	I
I	I	Ι	I
I	I	Ι	I
I	I	I	I
I	I	I	I
7.85	7.85	I	47.4
7.85	7.85	Ι	47.4
< 0.005	< 0.005	I	< 0.005
< 0.005	< 0.005	I	< 0.005
I	I	Ι	I
7.88	7.88	Ι	47.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/dav for daily. ton/yr for annual) and GHGs (lb/dav for daily. MT/yr for annual)

Total	Apartme nts Low Rise	Annual	Total	Apartme nts Low Rise	Daily, Winter (Max)	Total	Apartme nts Low Rise	Daily, Summer (Max)	Land Use
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	TOG
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	ROG
0.01	0.01	I	0.04	0.04	I	0.04	0.04	I	NOX
< 0.005	< 0.005	I	0.02	0.02	I	0.02	0.02	I	8
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	SO2
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	PM10E
I	I	1	I	I	I	I	I	I	PM10D
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	1	PM10T
< 0.005	< 0.005	1	< 0.005	< 0.005	I	< 0.005	< 0.005	I	PM2.5E
I	I	1	Ι	I	I	1	I	I	PM2.5D
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	PM2.5T
I	I	I	I	I	I	I	I	I	BCO2
8.41	8.41	1	50.8	50.8	I	50.8	50.8	I	NBCO2
8.41	8.41	1	50.8	50.8	I	50.8	50.8	I	CO2T
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	CH4
< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005	< 0.005	I	N2O
I	I	I	I	I	I	I	I	I	R
8.43	8.43	I	50.9	50.9	I	50.9	50.9	I	CO2e

### 4.3. Area Emissions by Source

#### 4.3.2. Unmitigated

Hearths	Annual	Total	Architect ural Coatings	Consum er Products	Hearths	Daily, Winter (Max)	Total	Landsca pe Equipme nt	Architect ural Coatings	Consum er Products	Hearths	Daily, Summer (Max)	Source	Criteria
0.00	I	0.00	I	I	0.00	I	0.04	0.04	I	I	0.00	I	TOG	Pollutar
0.00	I	0.18	0.01	0.17	0.00	I	0.22	0.04	0.01	0.17	0.00	I	ROG	ıts (lb/da
0.00	I	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	NOX	ly for dai
0.00	I	0.00	I	I	0.00	I	0.39	0.39	I	I	0.00	I	8	ly, ton/yr
0.00	1	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	SO2	for annu
0.00	1	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	PM10E	ual) and
I	I	1	I	I	I	I	I	I	I	I	I	I	PM10D	GHGs (I
0.00	I	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	PM10T	b/day fo
0.00	I	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	PM2.5E	r daily, N
I	I	I	I	I	I	I	I	I	I	I	I	I	PM2.5D	1T/yr for
0.00	I	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	PM2.5T	annual)
0.00	1	0.00	I	I	0.00	I	0.00	I	I	I	0.00	I	BCO2	
0.00	I	0.00	I	I	0.00	I	1.06	1.06	I	I	0.00	I	NBCO2	
0.00	1	0.00	I	I	0.00	I	1.06	1.06	I	I	0.00	I	CO2T	
0.00	1	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	CH4	
0.00	1	0.00	I	I	0.00	I	< 0.005	< 0.005	I	I	0.00	I	N20	
Ι	I	I	I	I	I	I	I	Ι	I	I	I	I	R	
0.00	Ι	0.00	Ι	Ι	0.00	Ι	1.09	1.09	Ι	I	0.00	I	CO2e	
														Concession of the local division of the loca

Total	Landsca oe Equipme nt	Architect ural Coatings	Consum er Products
0.01	0.01	I	I
0.04	< 0.005	< 0.005	0.03
< 0.005	< 0.005	I	Ι
0.05	0.05	I	I
< 0.005	< 0.005	I	I
< 0.005	< 0.005	I	I
I	I	I	I
< 0.005	< 0.005	I	I
< 0.005	< 0.005	I	I
1	I	I	I
< 0.005	< 0.005	I	I
0.00	I	I	I
0.12	0.12	I	I
0.12	0.12	I	I
< 0.005	< 0.005	I	I
< 0.005	< 0.005	I	I
I	I	I	I
0.12	0.12	I	I

### 4.4. Water Emissions by Land Use

#### 4.4.2. Unmitigated

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

					_ < ⊓			>
	_and Jse	Daily, Summer Max)	Apartme nts _ow Rise	otal	Daily, Vinter Max)	Apartme nts _ow Rise	otal	Annual
ollara	TOG	I	Ι	Ι	Ι	Ι	Ι	I
	ROG	I	I	I	I	I	I	Ι
	NOX	l	l	Ι	I	1	I	I
y,	8	l	I	Ι	I	l	1	I
2	SO2	l	l	Ι	I	l	I	I
uui/ ui	PM10E	I	I	I	I	l	I	I
	PM10D	I	I	I	I	I	I	I
	PM10T	I	I	I	I	I	I	I
. oony,	PM2.5E	I	I	I	I	I	I	I
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	PM2.5D	l	I	I	I	I	1	I
uuu.,	PM2.5T	I	I	I	I	I	1	I
	BCO2	I	0.50	0.50	I	0.50	0.50	I
	NBCO2	I	3.88	3.88	I	3.88	3.88	I
	CO2T	I	4.38	4.38	I	4.38	4.38	I
	CH4	I	0.05	0.05	I	0.05	0.05	I
	N20	I	< 0.005	< 0.005	I	< 0.005	< 0.005	Ι
	π	I	I	Ι	I	I	I	I
	CO2e	I	6.05	6.05	I	6.05	6.05	I
-								

Total	Apartme Low Rise
Ι	I
Ι	I
I	I
I	I
Ι	I
I	I
I	I
Ι	I
Ι	I
I	l
Ι	I
0.08	0.08
0.64	0.64
0.73	0.73
0.01	0.01
< 0.005	< 0.005
Ι	Ι
1.00	1.00

### 4.5. Waste Emissions by Land Use

#### 4.5.2. Unmitigated

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

Total	Apartme nts Low Rise	Annual	Total	Apartme nts Low Rise	Daily, Winter (Max)	Total	Apartme nts Low Rise	Daily, Summer (Max)	Land Use
Ι	Ι	I	I	Ι	I	Ι	I	I	TOG
Ι	I	I	I	I	I	I	I	I	ROG
Ι	I	I	I	I	l	I	I	l	NOX
I	I	I	I	I	I	I	I	l	8
Ι	I	I	I	I	I	1	I	I	SO2
Ι	I	I	I	I	I	I	I	I	PM10E
Ι	I	I	I	I	I	1	I	I	PM10D
Ι	I	I	I	I	I	1	I	I	PM10T
Ι	I	I	I	I	I	I	I	I	PM2.5E
Ι	I	I	I	I	I	I	I	I	PM2.5D
Ι	I	I	I	I	I	I	I	I	PM2.5T
0.16	0.16	I	0.94	0.94	I	0.94	0.94	I	BCO2
0.00	0.00	I	0.00	0.00	I	0.00	0.00	I	NBCO2
0.16	0.16	I	0.94	0.94	I	0.94	0.94	I	CO2T
0.02	0.02	I	0.09	0.09	I	0.09	0.09	I	CH4
0.00	0.00	I	0.00	0.00	I	0.00	0.00	I	N20
Ι	I	I	I	I	I	I	I	I	æ
0.55	0.55	Ι	3.30	3.30	I	3.30	3.30	I	CO2e

## 4.6. Refrigerant Emissions by Land Use

#### 4.6.1. Unmitigated

Total	Apartme nts Low Rise	Annual	Total	Apartme nts Low Rise	Daily, Winter (Max)	Total	Apartme nts Low Rise	Daily, Summer (Max)	Land Use	Criteria
I	I	Ι	Ι	I	I	Ι	I	I	TOG	Pollutan
I	I	I	Ι	I	I	I	I	I	ROG	ed/al) si
I	I	I	I	I	I	I	I	I	NOX	ly tor da
I	I	I	I	l	I	I	I	l	8	iy, ton/yi
I	I	I	I	I	I	I	I	l	SO2	ror ann
I	I	I	I	I	I	I	I	l	PM10E	uai) and
I	I	I	I	I	I	I	I	I	PM10D	) SPHD
I	I	I	I	I	I	I	I	I	PM10T	D/day To
I	I	1	I	I	I	I	I	I	PM2.5E	r dally, N
I	I	1	1	I	I	Ι	I	I	PM2.5D	/I I /yr tor
I	I	I	I	I	I	Ι	I	I	PM2.5T	annuai)
I	I	I	I	I	I	Ι	I	I	BCO2	
I	I	1	I	I	I	I	I	I	NBCO2	
I	I	1	1	I	I	I	I	I	CO2T	
I	I	I	I	I	I	I	I	I	CH4	
I	I	I	I	I	I	I	I	I	N2O	
0.01	0.01	1	0.06	0.06	I	0.06	0.06	I	π	
0.01	0.01	1	0.06	0.06	I	0.06	0.06	Ι	CO2e	

Ś. Dollutanto h 2 ) h 5 י טדט 122 2 ۲ ج 2

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)

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be		qint	
		me	
		5	
		õ	
		R	
		Ğ	ľ
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Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)
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Ι	I	Ι	I	I	I
Ι	I	I	I	I	I
Ι	I	I	I	I	I
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Ι	I	Ι	I	I	I
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## 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

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

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Equipme nt Type	
Ι	Ι	Ι	Ι	Ι	I	TOG	
Ι	Ι	I	Ι	Ι	I	ROG	
I	Ι	I	I	Ι	Ι	NOX	
I	I	I	I	Ι	I	ç	y, ioi i yi
I	I	I	I	Ι	I	SO2	
I	I	I	I	Ι	I	PM10E	iai) ai iu
I	I	I	I	I	Ι	PM10D	
I	I	I	I	I	I	PM10T	D'uay io
I	I	I	I	I	I	PM2.5E	i ualiy, iv
I	I	I	I	I	Ι	PM2.5D	i y ioi
I	I	I	I	I	I	PM2.5T	aiiiuai)
I	I	I	I	I	I	BCO2	
I	I	I	I	I	I	NBCO2	
I	I	I	I	I	I	CO2T	
I	I	I	I	I	I	CH4	
I	I	I	I	Ι	I	N2O	
I	I	Ι	I	I	I	π	
I	I	Ι	I	I	I	CO2e	

## 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Equipme nt Type	Criteria
1	1	1	I	1	I	TOG	Pollutar
I	1	1	l	I	I	ROG	nts (lb/da
1	I	I	l	I	I	NOX	ıy for dai
1	I	I	I	I	I	8	ly, ton/yr
I	I	I	I	I	I	SO2	for annu
1	I	I	I	Ι	I	PM10E	ual) and (
I	I	I	I	Ι	I	PM10D	GHGs (II
1	I	I	I	I	I	PM10T	b/day for
1	1	1	I	I	I	PM2.5E	[.] daily, M
1	1	1	I	1	I	PM2.5D	IT/yr for
I	1	1	I	I	I	PM2.5T	annual)
I	I	I	I	Ι	I	BCO2	
I	I	I	Ι	Ι	I	NBCO2	
I	Ι	I	I	Ι	Ι	CO2T	
I	I	I		Ι	I	CH4	
Ι	I	I	Ι	Ι	Ι	N2O	
Ι	1	1	Ι	Ι	Ι	π	
1	Ι	Ι	I	Ι	I	CO2e	

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)

Summer (Max) Daily, Total Vegetatio TOG I I ROG I I NOX I I 8 I I SO2 I I PM10E I I PM10D I I PM10T I I PM2.5E PM2.5D I I I I PM2.5T I I BCO2 I I NBCO2 I I CO2T I I CH4 I I N20 I I I Я I

Daily, Winter (Max)

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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)

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)	Land Use
I	I	I	I	Ι	I	TOG
I	I	I	I	I	I	ROG
Ι	Ι	I	I	Ι	I	NOX
Ι	Ι	I	I	Ι	I	8
I	Ι	Ι	I	Ι	I	SO2
I	I	I	I	I	I	PM10E
I	Ι	Ι	I	Ι	I	PM10D
I	I	I	I	I	I	PM10T
I	I	I	I	I	I	PM2.5E
I	I	I	I	Ι	I	PM2.5D
I	I	I	I	I	I	PM2.5T
I	I	I	I	I	I	BCO2
Ι	Ι	I	I	Ι	I	NBCO2
I	I	I	I	I	I	CO2T
I	I	Ι	I	Ι	I	CH4
I	I	I	I	I	I	N2O
I	I	I	I	I	I	R
I	Ι	Ι	I	Ι	I	CO2e

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Rei d	Sub	Sec	Sub	Avc	Dai Sur (Ma	Spe	(
move	ototal	quest d	ototal	oided	nmer ax)	ecies	2
I	Ι	I	I	Ι	I	TOG	
I	Ι	I	Ι	Ι	I	ROG	0 10,00
I	I	I	I	I	I	NOX	10.00
I	I	I	I	I	I	8	y,
I	I	I	I	I	I	SO2	5
I	I	I	I	I	I	PM10E	101/ CI 10
I	I	I	I	I	I	PM10D	00/
I	Ι	I	I	Ι	I	PM10T	
I	I	I	I	I	I	PM2.5E	, i co
I	Ι	I	I	Ι	I	PM2.5D	
I	Ι	I	Ι	Ι	I	PM2.5T	G
I	I	I	I	I	I	BCO2	
I	Ι	I	Ι	Ι	I	NBCO2	
I	Ι	I	Ι	Ι	I	CO2T	
I	Ι	I	Ι	Ι	I	CH4	
I	I	I	I	I	I	N2O	
I	1	I	I	1	I	R	
I	Ι	I	Ι	Ι	I	CO2e	

Subtotal	Remove d	Subtotal	Sequest ered	Subtotal	Avoided	Annual	I	Subtotal	Remove d	Subtotal	Sequest ered	Subtotal	Avoided	Daily, Winter (Max)	I	Subtotal
Ι	I	I	Ι	I	I	I	I	I	I	I	I	I	I	I	I	Ι
Ι	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι	Ι	I
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	1
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι
Ι	I	1	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι
I	I	1	I	I	I	I	I	I	I	I	I	I	I	I	I	Ι
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	1
Ι	I	I	I	I	I	I	I	I	Ι	I	Ι	I	I	I	Ι	Ι
Ι	Ι	1	Ι	Ι	I	I	I	I	Ι	I	Ι	I	I	I	I	I
Ι	I	1	Ι	Ι	1	I	I	1	I	1	I	I	1	I	I	Ι
Ι	I	1	I	Ι	I	I	I	I	Ι	I	I	I	I	I	I	Ι
Ι	Ι	1	I	Ι	I	I	I	I	Ι	I	I	I	I	I	I	Ι
Ι	I	1	I	Ι	I	Ι	I	I	I	I	I	I	I	I	I	Ι
Ι	I	I	I	Ι	I	I	I	I	I	I	I	I	I	I	I	Ι
I	I	1	I	I	1	Ι	I	1	I	1	I	I	1	I	I	I
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#### 5. Activity Data

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5.9. Operational Mobile Sources

5.9.1. Unmitigated

18 / 28

Total all Land Uses	Land Use Type
23.0	Trips/Weekday
23.0	Trips/Saturday
23.0	Trips/Sunday
3,598	Trips/Year
85.0	VMT/Weekday
85.0	VMT/Saturday
85.0	VMT/Sunday
13,296	VMT/Year

### 5.10. Operational Area Sources

#### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	7
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

#### 5.10.2. Architectural Coatings

15863.8499999999999	Residential Interior Area Coated (sq ft)
5,288	Residential Exterior Area Coated (sq ft)
0.00	Non-Residential Interior Area Coated (sq ft)
0.00	Non-Residential Exterior Area Coated (sq ft)
I	Parking Area Coated (sq ft)

#### 5.10.3. Landscape Equipment

Season

Unit

Value

Snow Days	day/yr	0.00
Summer Days	day/yr	250

## 5.11. Operational Energy Consumption

#### 5.11.1. Unmitigated

## Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	25,054	069	0.0489	0.0069	158,500

## 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Apartments Low Rise 260,917 52,109	Land Use Indoor Water (gal/year) Outdoor Water (gal/year)	
52,109	Outdoor Water (gal/year)	

## 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use W	/aste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise 1.	.75	3.00

## 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type
Equipment Type
Refrigerant
GWP
Quantity (kg)
<b>Operations Leak Rate</b>
Service Leak Rate
Times Serviced

Apartments Low Rise	Apartments Low Rise
Household refrigerators and/or freezers	Average room A/C & Other residential A/C and heat pumps
R-134a	R-410A
1,430	2,088
0.12	< 0.005
0.60	2.50
0.00	2.50
1.00	10.0

## 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	
Fuel Type	
Engine Tier	
Number per Day	
Hours Per Day	
Horsepower	
Load Factor	

#### 5.16. Stationary Sources

## 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	
Fuel Type	
Number per Day	
Hours per Day	
Hours per Year	
Horsepower	
Load Factor	

#### 5.16.2. Process Boilers

Equipment Type
Fuel Type
Number
Boiler Rating (MMBtu/hr)
Daily Heat Input (MMBtu/day)
Annual Heat Input (MMBtu/yr)

#### 5.17. User Defined

5.18. Vegetation	Equipment Type Fuel Type	

#### 5.18.1. Land Use Change

5.18.1.1. Unmitigated

#### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres		inal Acres
5.18.2. Sequestration			
5.18.2.1. Unmitigated			
Tree Type Number		Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

emissions will continue to rise strongly through 2050 and then plateau around 2100. 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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.68	annual days of extreme heat
Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

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 miles (mi 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

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. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about 3⁄4 an inch of rain, which would be light to moderate rainfall if received over a ful

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 possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft. 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 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

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 possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. 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 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

### 6.2. Initial Climate Risk Scores

N/A	0	0	0	Air Quality
N/A	N/A	N/A	N/A	Snowpack
N/A	N/A	N/A	N/A	Drought
N/A	N/A	N/A	N/A	Flooding
N/A	0	0	0	Wildfire
N/A	0	0	0	Sea Level Rise
N/A	N/A	N/A	N/A	Extreme Precipitation
N/A	0	0	0	Temperature and Extreme Heat
Vulnerability Score	Adaptive Capacity Score	Sensitivity Score	Exposure Score	Climate Hazard

exposure. 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

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 greatest ability to adapt. 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

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	-	-	S
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	-	-	S
Wildfire	1	-	-	S
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A

Air Quality
-
-
-
Ν

exposure. 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

greatest ability to adapt. 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

6.4. Climate Risk Reduction Measures 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.

## 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	57.0
AQ-PM	69.4
AQ-DPM	78.0
Drinking Water	52.7
Lead Risk Housing	41.8
Pesticides	0.00
Toxic Releases	74.2
Traffic	82.8
Effect Indicators	
CleanUp Sites	29.1
Groundwater	22.1
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	0.00
Solid Waste	0.00

Sensitive Population	
Asthma	4.03
Cardio-vascular	25.1
Low Birth Weights	15.4
Socioeconomic Factor Indicators	
Education	0.15
Housing	62.4
Linguistic	35.3
Poverty	27.9
Unemployment	9.72

### 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	75.27268061
Employed	98.93494161
Education	
Bachelor's or higher	91.74900552
High school enrollment	100
Preschool enrollment	12.53689208
Transportation	
Auto Access	36.01950468
Active commuting	82.71525728
Social	
2-parent households	46.01565508
Voting	41.97356602

Neinhhorhood	1
Alcohol availability	40.12575388
Park access	5.82574105
Retail density	33.4813294
Supermarket access	38.91954318
Tree canopy	53.3042474
Housing	
Homeownership	28.66675221
Housing habitability	46.25946362
Low-inc homeowner severe housing cost burden	13.11433338
Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	91.95431798
Health Outcomes	
Insured adults	32.23662261
Arthritis	57.9
Asthma ER Admissions	97.9
High Blood Pressure	34.8
Cancer (excluding skin)	15.0
Asthma	33.3
Coronary Heart Disease	36.7
Chronic Obstructive Pulmonary Disease	34.0
Diagnosed Diabetes	91.2
Life Expectancy at Birth	36.8
Cognitively Disabled	38.1
Physically Disabled	42.3
Heart Attack ER Admissions	75.5
Mental Health Not Good	90.0

Chronic Kidney Disease	79.8
Obesity	88.0
Pedestrian Injuries	64.9
Physical Health Not Good	90.6
Stroke	80.6
Health Risk Behaviors	
Binge Drinking	26.9
Current Smoker	90.9
No Leisure Time for Physical Activity	96.0
Climate Change Exposures	
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	75.0
Elderly	19.6
English Speaking	28.3
Foreign-born	58.2
Outdoor Workers	94.0
Climate Change Adaptive Capacity	
Impervious Surface Cover	18.0
Traffic Density	56.1
Traffic Access	87.4
Other Indices	
Hardship	2.6
Other Decision Support	
2016 Voting	51.7

## 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	17.0
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 and Equity Evaluation Scorecard not completed.

## 8. User Changes to Default Data

ns: Hearths Google Earth	J Use City of Los Angeles ZIMAS and Google Earth for landscaping estimate	en Justification
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DouglasKim+Associates,LLC

#### FUTURE EMISSIONS

# 10605 West Eastborne Avenue (Future) Detailed Report

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- 5.11. Operational Energy Consumption

#### 5.11.1. Unmitigated

- 5.12. Operational Water and Wastewater Consumption
- 5.12.1. Unmitigated
- 5.13. Operational Waste Generation
- 5.13.1. Unmitigated
- 5.14. Operational Refrigeration and Air Conditioning Equipment
- 5.14.1. Unmitigated
- 5.15. Operational Off-Road Equipment
- 5.15.1. Unmitigated
- 5.16. Stationary Sources
- 5.16.1. Emergency Generators and Fire Pumps
- 5.16.2. Process Boilers
- 5.17. User Defined
- 5.18. Vegetation
- 5.18.1. Land Use Change
- 5.18.1.1. Unmitigated
- 5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated
5.18.2. Sequestration
5.18.2.1. Unmitigated
6. Climate Risk Detailed Report
6.1. Climate Risk Summary
6.2. Initial Climate Risk Scores
6.3. Adjusted Climate Risk Scores
6.4. Climate Risk Reduction Measures
7. Health and Equity Details
7.1. CalEnviroScreen 4.0 Scores
7.2. Healthy Places Index Scores
7.4. Health & Equity Measures
7.5. Evaluation Scorecard

8. User Changes to Default Data

7.6. Health & Equity Custom Measures

## 1. Basic Project Information

### 1.1. Basic Project Information

Data Field	Value
Project Name	10605 West Eastborne Avenue (Future)
Construction Start Date	4/1/2024
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	10605 Eastborne Ave, Los Angeles, CA 90024, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4312
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.20

#### 1.2. Land Use Types

	Land Use Subtype
	Size
	Unit
	Lot Acreage
	Building Area (sq ft)
ft)	Landscape Area (sq
Area (sq ft)	Special Landscape
	Population
	Description

Enclosed Parking with Elevator	Apartments Mid Rise
20.0	29.0
Space	Dwelling Unit
0.00	0.30
8,000	37,142
0.00	3,325
I	I
I	85.0
I	Ι

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

### 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

Criteria Polluti	ants (Ib/day tor	dally, ton/yr to	or annual) and	GHGS (Ib/day	tor dally, MIT/y	r tor annual)				
Un/Mit.	ROG	NOX	ĉ	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	I	I	I	I	Ι	Ι	I	I	I	I
Unmit.	1.32	17.6	13.6	0.05	0.60	3.52	4.12	0.56	1.39	1.95
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I
Unmit.	3.42	7.27	10.3	0.01	0.33	0.42	0.71	0.30	0.10	0.39
Average Daily (Max)	I	I	I	I	Ι	Ι	I	I	I	I
Unmit.	0.95	4.91	6.34	0.01	0.19	0.63	0.81	0.17	0.20	0.38
Annual (Max)	1	1	1	I	1	I	I	I	1	Ι
Unmit.	0.17	0.90	1.16	< 0.005	0.03	0.11	0.15	0.03	0.04	0.07

## 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)

Daily - Summer (Max)	Year
Ι	ROG
I	NOX
I	8
I	SO2
I	PM10E
I	PM10D
I	PM10T
I	PM2.5E
I	PM2.5D
I	PM2.5T

## 10605 West Eastborne Avenue (Future) Detailed Report, 10/11/2023

2026	2025	2024	Annual	2026	2025	2024	Average Daily	2026	2025	2024	Daily - Winter (Max)	2025	2024
0.04	0.17	0.09	I	0.20	0.95	0.48	I	3.37	3.42	0.89	I	0.63	1.32
0.07	0.74	0.90	I	0.36	4.04	4.91	I	5.95	6.33	7.27	I	5.40	17.6
0.11	1.16	1.00	I	0.59	6.34	5.49	I	9.72	9.87	10.3	I	8.70	13.6
< 0.005	< 0.005	< 0.005	1	< 0.005	0.01	0.01	I	0.01	0.01	0.01	I	0.01	0.05
< 0.005	0.03	0.03	1	0.01	0.16	0.19	I	0.21	0.25	0.33	I	0.22	0.60
< 0.005	0.05	0.11	1	0.03	0.26	0.63	I	0.42	0.42	0.39	I	0.35	3.52
0.01	0.08	0.15	I	0.04	0.42	0.81	I	0.63	0.66	0.71	I	0.57	4.12
< 0.005	0.03	0.03	I	0.01	0.15	0.17	I	0.20	0.23	0.30	I	0.20	0.56
< 0.005	0.01	0.04	I	0.01	0.06	0.20	I	0.10	0.10	0.09	I	0.08	1.39
< 0.005	0.04	0.07	1	0.02	0.21	0.38	I	0.30	0.33	0.39	I	0.29	1.95

## 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)

	Annual (Max)	Unmit.	Average Daily (Max)	Unmit.	Daily, Winter (Max)	Unmit.	Daily, Summer (Max)	Un/Mit.
	I	1.29	I	1.15	I	1.36	I	ROG
	I	0.29	I	0.27	I	0.27	I	NOX
	I	3.35	I	1.95	I	4.05	I	8
	I	< 0.005	I	< 0.005	I	0.01	I	SO2
9/47	I	0.01	I	0.01	I	0.01	I	PM10E
	Ι	0.40	I	0.41	I	0.41	I	PM10D
	I	0.41	I	0.42	I	0.42	I	PM10T
	I	0.01	I	0.01	I	0.01	I	PM2.5E
	Ι	0.10	I	0.10	I	0.10	I	PM2.5D
	I	0.11	I	0.11	I	0.11	I	PM2.5T
Unmit.								
---------	--							
0.24								
0.05								
0.61								
< 0.005								
< 0.005								
0.07								
0.08								
< 0.005								
0.02								
0.02								

### 2.5. Operations Emissions by Sector, Unmitigated

			, aaa.) a							
Sector	ROG	NOX	0	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	I	Ι	Ι	Ι	Ι	Ι	I	I	Ι	I
Mobile	0.29	0.18	2.03	< 0.005	< 0.005	0.41	0.41	< 0.005	0.10	0.11
Area	1.06	0.02	1.99	< 0.005	< 0.005	I	< 0.005	< 0.005	1	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	I	0.01	0.01	1	0.01
Water	I	1	1	1	1	I	I	1	1	Ι
Waste	I	1	I	Ι	I	I	I	I	1	Ι
Refrig.	I	Ι	Ι	Ι	Ι	Ι	Ι	I	I	Ι
Total	1.36	0.27	4.05	0.01	0.01	0.41	0.42	0.01	0.10	0.11
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I
Mobile	0.29	0.20	1.92	< 0.005	< 0.005	0.41	0.41	< 0.005	0.10	0.11
Area	0.86	0.00	0.00	0.00	0.00	I	0.00	0.00	I	0.00
Energy	< 0.005	0.07	0.03	< 0.005	0.01	I	0.01	0.01	I	0.01
Water	Ι	I	I	I	I	I	I	I	I	Ι
Waste	Ι	I	I	I	I	I	I	I	I	Ι
Refrig.	I	I	I	Ι	I	I	I	I	I	Ι
Total	1.15	0.27	1.95	< 0.005	0.01	0.41	0.42	0.01	0.10	0.11
Average Daily	I	I	I	I	I	I	1	1	I	1
Mobile	0.29	0.20	1.95	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Area	1.00	0.01	1.36	< 0.005	< 0.005	Ι	< 0.005	< 0.005	Ι	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	Ι	0.01	0.01	Ι	0.01
Water	I	1	Ι	Ι	Ι	Ι	Ι	1	1	Ι

Total	Refrig.	Waste	Water	Energy	Area	Mobile	Annual	Total	Refrig.	Waste
0.24	I	I	I	< 0.005	0.18	0.05	Ι	1.29	I	I
0.05	1	1	1	0.01	< 0.005	0.04	1	0.29	I	I
0.61	1	1	I	0.01	0.25	0.36	1	3.35	1	1
< 0.005	1	1	I	< 0.005	< 0.005	< 0.005	1	< 0.005	I	1
< 0.005	1	1	I	< 0.005	< 0.005	< 0.005	1	0.01	Ι	I
0.07	I	I	I	1	I	0.07	1	0.40	I	I
0.08	1	1	Ι	< 0.005	< 0.005	0.07	1	0.41	I	I
< 0.005	I	I	I	< 0.005	< 0.005	< 0.005	1	0.01	I	I
0.02	1	1	1	I	1	0.02	Ι	0.10	1	Ι
0.02	1	1	I	< 0.005	< 0.005	0.02	1	0.11	1	I

### 3. Construction Emissions Details

### 3.1. Demolition (2024) - Unmitigated

			, aiiiaai) aiia		,					
Onsite	l	I	l	I	I	1	l	I	I	I
Daily, Summer (Max)	I	Ι	I	I	I	Ι	I	Ι	Ι	1
Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	I	0.19	0.17	I	0.17
Demolition	I	Ι	Ι	Ι	Ι	1.12	1.12	Ι	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)	I	I	I	I	I	I	I	I	I	
Average Daily	I	I	I	I	I	Ι	I	Ι	I	Ι
Off-Road Equipment	0.03	0.28	0.35	< 0.005	0.01	Ι	0.01	0.01	Ι	0.01
					11/47					

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Daily, Winter (Max)	Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Demolition	Off-Road Equipment	Annual	Onsite truck	Demolition
< 0.005	0.00	< 0.005	I	< 0.005	0.00	< 0.005	I	I	0.06	0.00	0.04	I	I	0.00	I	0.01	I	0.00	I
0.04	0.00	< 0.005	1	0.23	0.00	< 0.005	I	I	3.63	0.00	0.05	I	I	0.00	I	0.05	I	0.00	1
0.01	0.00	0.01	1	0.08	0.00	0.04	I	I	1.35	0.00	0.75	I	1	0.00	I	0.06	1	0.00	I
< 0.005	0.00	0.00	Ι	< 0.005	0.00	0.00	1	I	0.02	0.00	0.00	Ι	I	0.00	1	< 0.005	I	0.00	I
< 0.005	0.00	0.00	1	< 0.005	0.00	0.00	I	I	0.04	0.00	0.00	I	I	0.00	I	< 0.005	1	0.00	I
0.01	0.00	< 0.005	1	0.05	0.00	0.01	I	I	0.79	0.00	0.13	I	I	0.00	0.01	I	I	0.00	0.07
0.01	0.00	< 0.005	1	0.05	0.00	0.01	Ι	I	0.83	0.00	0.13	I	I	0.00	0.01	< 0.005	I	0.00	0.07
< 0.005	0.00	0.00	Ι	< 0.005	0.00	0.00	Ι	I	0.04	0.00	0.00	I	I	0.00	I	< 0.005	I	0.00	1
< 0.005	0.00	< 0.005	1	0.01	0.00	< 0.005	1	I	0.22	0.00	0.03	I	I	0.00	< 0.005	I	1	0.00	0.01
< 0.005	0.00	< 0.005	1	0.02	0.00	< 0.005	1	I	0.25	0.00	0.03	I	I	0.00	< 0.005	< 0.005	1	0.00	0.01

### 3.3. Site Preparation (2024) - Unmitigated

Onsite	Location	Criteria Pollu
I	ROG	ıtants (lb/day fo
I	NOx	or daily, ton/yr f
Ι	C	or annual) and
Ι	SO2	I GHGs (Ib/da)
Ι	PM10E	/ for daily, MT/
Ι	PM10D	yr for annual)
1	PM10T	
I	PM2.5E	
Ι	PM2.5D	
I	PM2.5T	

Daily, Winter (Max)	Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Dust From Material Movement	Off-Road Equipment	Annual	Onsite truck	Dust From Material Movement	Off-Road Equipment	Average Daily	Daily, Winter (Max)	Onsite truck	Dust From Material Movement	Off-Road Equipment	Daily, Summer (Max)
I	0.00	0.00	0.02	Ι	I	0.00	I	< 0.005	I	0.00	1	0.01	I	I	0.00	I	0.50	I
Ι	0.00	0.00	0.02	Ι	I	0.00	1	0.01	I	0.00	1	0.06	I	I	0.00	I	4.60	I
Ι	0.00	0.00	0.38	I	I	0.00	I	0.01	1	0.00	I	0.08	I	I	0.00	I	5.56	I
Ι	0.00	0.00	0.00	I	I	0.00	I	< 0.005	1	0.00	I	< 0.005	I	I	0.00	I	0.01	I
Ι	0.00	0.00	0.00	Ι	I	0.00	I	< 0.005	1	0.00	I	< 0.005	I	I	0.00	I	0.24	I
I	0.00	0.00	0.07	Ι	I	0.00	< 0.005	I	1	0.00	< 0.005	Ι	I	I	0.00	0.21	Ι	I
Ι	0.00	0.00	0.07	Ι	1	0.00	< 0.005	< 0.005	I	0.00	< 0.005	< 0.005	1	I	0.00	0.21	0.24	I
Ι	0.00	0.00	0.00	Ι	I	0.00	1	< 0.005	I	0.00	1	< 0.005	I	I	0.00	I	0.22	I
I	0.00	0.00	0.02	Ι	1	0.00	< 0.005	I	1	0.00	< 0.005	Ι	1	I	0.00	0.02	Ι	I
Ι	0.00	0.00	0.02	Ι	I	0.00	< 0.005	< 0.005	1	0.00	< 0.005	< 0.005	I	I	0.00	0.02	0.22	I

Average Daily	I	I	Ι	I	I	I	I	1	1	I
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
Annual	I	I	I	I	I	I	I	1	1	Ι
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

### 3.5. Grading (2024) - Unmitigated

	BOG				PM10E	PM10D	PMIOT	РМО ЛЕ	рМо дD
Onsite	I	l	I	I	I	I	I	I	
Daily, Summer (Max)	I	I	I	Ι	I	Ι	I	I	1
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	I	0.53	0.49	1
Dust From Material Movement	I	I	I	I	I	2.08	2.08	I	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	<u>.</u>
Daily, Winter (Max)	I	I	I	Ι	I	Ι	I	Ι	I
Average Daily	I	I	1	Ι	I	Ι	1	Ι	Ι
Off-Road Equipment	0.12	1.19	1.12	< 0.005	0.06	I	0.06	0.05	I
Dust From Material Movement	I	I	Ι	Ι	Ι	0.22	0.22	I	0.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0

Annual	I	I	Ι	I	I	ł	I	1	Ι	I
Off-Road Equipment	0.02	0.22	0.20	< 0.005	0.01	I	0.01	0.01	I	0.01
Dust From Material Movement	I	I	I	I	I	0.04	0.04	I	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	I	I	1	1	1	1	1	I	1	1
Daily, Summer (Max)	I	I	I	I	Ι	Ι	I	I	1	Ι
Worker	0.03	0.04	0.57	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	0.10	6.17	2.30	0.03	0.06	1.34	1.40	0.06	0.37	0.43
Daily, Winter (Max)	I	I	I	I	Ι	Ι	I	I	1	Ι
Average Daily	I	I	I	I	I	Ι	I	I	I	
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	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	0.01	0.68	0.24	< 0.005	0.01	0.14	0.14	0.01	0.04	0.04
Annual	I	I	I	I	Ι	Ι	I	I	Ι	
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	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

### 3.7. Building Construction (2024) - Unmitigated

	ALLO (ID) OC IO		a in locity cinc	Ci loo (inci day	ion ouny, ivity					
Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	Ι	I	Ι	Ι	Ι	Ι	Ι	Ι	Ι	Ι

Average Daily	Hauling	Vendor	Worker	Daily, Winter (Max)	Hauling	Vendor	Worker	Daily, Summer (Max)	Offsite	Onsite truck	Off-Road Equipment	Annual	Onsite truck	Off-Road Equipment	Average Daily	Onsite truck	Off-Road Equipment	Daily, Winter (Max)	Onsite truck	Off-Road Equipment	Daily, Summer (Max)
1	0.00	< 0.005	0.11	Ι	0.00	< 0.005	0.11	I	1	0.00	0.04	I	0.00	0.20	I	0.00	0.56	Ι	0.00	0.56	I
1	0.00	0.17	0.14	Ι	0.00	0.17	0.12	I	I	0.00	0.37	I	0.00	2.01	I	0.00	5.60	I	0.00	5.60	I
1	0.00	0.08	1.55	I	0.00	0.08	1.83	I	1	0.00	0.46	I	0.00	2.51	I	0.00	6.98	I	0.00	6.98	I
1	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	0.00	< 0.005	I	0.00	< 0.005	I	0.00	0.01	I	0.00	0.01	I
1	0.00	< 0.005	0.00	Ι	0.00	< 0.005	0.00	I	I	0.00	0.02	I	0.00	0.09	I	0.00	0.26	I	0.00	0.26	I
1	0.00	0.04	0.32	Ι	0.00	0.04	0.32	I	I	0.00	Ι	I	0.00	I	I	0.00	I	I	0.00	I	I
1	0.00	0.04	0.32	Ι	0.00	0.04	0.32	I	I	0.00	0.02	I	0.00	0.09	I	0.00	0.26	I	0.00	0.26	I
Ι	0.00	< 0.005	0.00	Ι	0.00	< 0.005	0.00	I	I	0.00	0.02	I	0.00	0.08	I	0.00	0.23	I	0.00	0.23	I
Ι	0.00	0.01	0.07	Ι	0.00	0.01	0.07	I	1	0.00	Ι	I	0.00	Ι	I	0.00	Ι	Ι	0.00	I	I
Ι	0.00	0.01	0.07	Ι	0.00	0.01	0.07	I	I	0.00	0.02	I	0.00	0.08	I	0.00	0.23	Ι	0.00	0.23	I

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker
0.00	< 0.005	0.01	I	0.00	< 0.005	0.04
0.00	0.01	0.01	I	0.00	0.06	0.05
0.00	0.01	0.11	1	0.00	0.03	0.59
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00
0.00	< 0.005	0.02	I	0.00	0.01	0.11
0.00	< 0.005	0.02	1	0.00	0.01	0.11
0.00	< 0.005	0.00	1	0.00	< 0.005	0.00
0.00	< 0.005	< 0.005	1	0.00	< 0.005	0.03
0.00	< 0.005	< 0.005	Ι	0.00	< 0.005	0.03

### 3.9. Building Construction (2025) - Unmitigated

	its (invider inter	carry, torry i to	a ili uai/ ai u	Ci lus (ib/uay	ior daily, ivit y					
Location	ROG	NOX	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite -	I	I	Ι	Ι	I	1	I	1	1	1
Daily, Summer (Max)		I	I	I	I		I			
Off-Road C Equipment	1.52	5.14	6.94	0.01	0.22		0.22	0.20	I	0.20
Onsite truck 0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter - (Max)		1	I	I	I		1			
Off-Road C Equipment	1.52	5.14	6.94	0.01	0.22		0.22	0.20	I	0.20
Onsite truck C	).00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily -		1	1	1	1	1	1	1	1	
Off-Road C Equipment	.37	3.67	4.96	0.01	0.16		0.16	0.14	I	0.14
Onsite truck	).00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual -		I	I	1	1	1	I	1	1	
Off-Road Equipment	.07	0.67	0.90	< 0.005	0.03		0.03	0.03		0.03

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	1	1	1	Ι	1	I	1	1	I	Ι
Daily, Summer (Max)	I	I	I	I	I	I	I	I	I	I
Worker	0.10	0.11	1.69	0.00	0.00	0.32	0.32	0.00	0.07	0.07
Vendor	< 0.005	0.16	0.08	< 0.005	< 0.005	0.04	0.04	< 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)	I	I	I	I	I	Ι	I	I	Ι	I
Worker	0.10	0.12	1.43	0.00	0.00	0.32	0.32	0.00	0.07	0.07
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 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	I	I	I	I	I	I	I	I	Ι	I
Worker	0.07	0.09	1.07	0.00	0.00	0.22	0.22	0.00	0.05	0.05
Vendor	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	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
Annual	1	I	I	1	I	I	I	I	I	Ι
Worker	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	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

### 3.11. Building Construction (2026) - Unmitigated

ocation ROG NOX CO SO2 PM10E PM	nsite – – – – – – –	valiy, Summer – – – – – – –	Daily, Winter – – – –
CO V	1	1	1
Ο2 P	1	1	
M10E P			
M10D F	-	1	
M10T	1		1
PM2.5E	1	1	I
PM2.5D	I	I	I
PM2.5T	Ι	I	

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Hauling	Vendor	Worker	Daily, Winter (Max)	Daily, Summer (Max)	Offsite	Onsite truck	Off-Road Equipment	Annual	Onsite truck	Off-Road Equipment	Average Daily	Onsite truck	Off-Road Equipment
0.00	< 0.005	< 0.005	I	0.00	< 0.005	0.01	Ι	0.00	< 0.005	0.09	I	I	I	0.00	0.01	I	0.00	0.03	I	0.00	0.49
0.00	< 0.005	< 0.005	I	0.00	0.01	0.01	I	0.00	0.16	0.11	I	I	I	0.00	0.05	I	0.00	0.29	I	0.00	4.81
0.00	< 0.005	0.02	I	0.00	< 0.005	0.08	I	0.00	0.08	1.34	I	I	I	0.00	0.08	I	0.00	0.42	I	0.00	6.91
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	I	0.00	< 0.005	I	0.00	< 0.005	I	0.00	0.01
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	I	0.00	< 0.005	I	0.00	0.01	I	0.00	0.19
0.00	< 0.005	< 0.005	I	0.00	< 0.005	0.02	I	0.00	0.04	0.32	I	I	I	0.00	I	I	0.00	I	I	0.00	I
0.00	< 0.005	< 0.005	I	0.00	< 0.005	0.02	I	0.00	0.04	0.32	I	1	I	0.00	< 0.005	I	0.00	0.01	I	0.00	0.19
0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	0.00	< 0.005	0.00	I	I	I	0.00	< 0.005	I	0.00	0.01	I	0.00	0.17
0.00	< 0.005	< 0.005	I	0.00	< 0.005	< 0.005	I	0.00	0.01	0.07	I	I	I	0.00	I	I	0.00	I	I	0.00	I
0.00	< 0.005	< 0.005	I	0.00	< 0.005	< 0.005	I	0.00	0.01	0.07	I	I	I	0.00	< 0.005	I	0.00	0.01	I	0.00	0.17

3.13. Architectural Coating (2025) - Unmitigated

19/47

10605 W
/est E
astborne /
Avenue
(Future)
Detailed
Report,
10/11/202;

_ocation	ROG	NOX	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	I	I	I	I	I	Ι	I	Ι	1	Ι
Daily, Summer (Max)	I	I	I	I	I	Ι	I	Ι	I	I
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	I	0.03	0.03	I	0.03
Architectural Coatings	2.64	I	I	I	I	I	I	I	I	1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	1	I	1	I	I	I	I	I	1	1
Off-Road Equipment	0.02	0.16	0.21	< 0.005	< 0.005	Ι	< 0.005	< 0.005	I	< 0.005
Architectural Coatings	0.48	I	I	I	I	Ι	I	Ι	1	I
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	I	I	I	I	I	I	Ι	1	I	
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	Ι	< 0.005	< 0.005	1	< 0.005
Architectural Coatings	0.09	I	I	1	I	Ι	I	Ι	1	I
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	I	I	I	I	I	I	Ι	I	I	1
Daily, Summer (Max)	I	Ι	I	I	I	Ι	I	Ι	Ι	I
Daily, Winter (Max)	I	I	I	I	I	Ι	I	Ι	1	I
Norker	0.02	0.02	0.29	0.00	0.00	0.06	0.06	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	I	I	I	I	1	Ι	I	I	I	Ι
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	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	Ι	Ι	Ι	Ι	1	I	1	Ι	I	1
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

### 3.15. Architectural Coating (2026) - Unmitigated

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Criteria Polluti	ants (Ib/day toi	r dally, ton/yr to	or annual) and	GHGS (ID/day	tor daily, MIT/	r tor annual)				
Location	ROG	NOX	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	1	I	1	I	I	I	I	I	1	Ι
Daily, Summer (Max)	I	I	I	I	I	I	I	I	I	I
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	I	0.02	0.02	I	0.02
Architectural Coatings	2.64	I	I	I	I	I	I	I	I	I
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	I	I	I	I	I	I	1	1	I	1
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 0.005
Architectural Coatings	0.16	I	I	I	I	I	I	I	I	I
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	Vendor	Worker	Annual	Hauling	Vendor	Worker	Average Daily	Hauling	Vendor	Worker	Daily, Winter (Max)	Daily, Summer (Max)	Offsite	Onsite truck	Architectural Coatings	Off-Road Equipment	Annual
0.00	0.00	< 0.005	1	0.00	0.00	< 0.005	I	0.00	0.00	0.02	I	I	I	0.00	0.03	< 0.005	1
0.00	0.00	< 0.005	1	0.00	0.00	< 0.005	I	0.00	0.00	0.02	I	I	I	0.00	I	0.01	1
0.00	0.00	< 0.005	1	0.00	0.00	0.02	I	0.00	0.00	0.27	I	I	1	0.00	I	0.01	1
0.00	0.00	0.00	I	0.00	0.00	0.00	1	0.00	0.00	0.00	I	I	I	0.00	I	< 0.005	1
0.00	0.00	0.00	1	0.00	0.00	0.00	1	0.00	0.00	0.00	I	I	I	0.00	I	< 0.005	1
0.00	0.00	< 0.005	I	0.00	0.00	< 0.005	I	0.00	0.00	0.06	I	I	I	0.00	I	I	1
0.00	0.00	< 0.005	1	0.00	0.00	< 0.005	I	0.00	0.00	0.06	I	I	Ι	0.00	I	< 0.005	1
0.00	0.00	0.00	I	0.00	0.00	0.00	1	0.00	0.00	0.00	I	I	I	0.00	I	< 0.005	1
0.00	0.00	< 0.005	1	0.00	0.00	< 0.005	1	0.00	0.00	0.01	I	I	1	0.00	I	I	1
0.00	0.00	< 0.005	1	0.00	0.00	< 0.005	1	0.00	0.00	0.01	I	I	1	0.00	Ι	< 0.005	1

### 3.17. Trenching (2024) - Unmitigated

Location ROG	NOX	8	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite –	 Ι	1	1	1	I	I	Ι	1	Ι
Daily, Summer – (Max)		I	I	I	I	I	I	I	1

Off-Road Equipment	0.21	1.35	1.49	< 0.005	0.07	I	0.07	0.06	I	0.06
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)	Ι	I		I		I	I	Ι	I	1
Off-Road Equipment	0.21	1.35	1.49	< 0.005	0.07	I	0.07	0.06	I	0.06
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	I	Ι	I	Ι	I	I	Ι	I	Ι	Ι
Off-Road Equipment	0.05	0.33	0.36	< 0.005	0.02	I	0.02	0.02	I	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	I	1	1	1	1	I	1	I	I	I
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	I	< 0.005	< 0.005	I	< 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	I	I	I	I	I	I	I	I	I	I
Daily, Summer (Max)	I	I	I	I	Ι	1	I	Ι	Ι	I
Worker	0.01	0.01	0.19	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
Daily, Winter (Max)	I	1	Ι	I	Ι	1	1	Ι	Ι	I
Worker	0.01	0.01	0.16	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	Ι	I	I	I	I	I	I		Ι	I
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	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	Vendor 0.00 0.00	Norker < 0.005 < 0.005	Annual –	Hauling 0.00 0.00
0.00	0.00	0.01	I	0.00
0.00	0.00	0.00	I	0.00
0.00	0.00	0.00	1	0.00
0.00	0.00	< 0.005	1	0.00
0.00	0.00	< 0.005	I	0.00
0.00	0.00	0.00	I	0.00
0.00	0.00	< 0.005	I	0.00
0.00	0.00	< 0.005	Ι	0.00

### 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

#### 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Sriteria Polluta	ants (Ib/day tor	daily, ton/yr to	or annual) and	GHGs (lb/day	tor daily, M1/y	r tor annual)				
Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	I	Ι	Ι	I	I	I	I	I	I	
Apartments Mid Rise	I	Ι	Ι	I	I	I	I	I	I	
Enclosed Parking with Elevator	I	I	I	Ι	I	I	Ι	I	I	I
Total	Ι	Ι	Ι	1	Ι	I	1	Ι	I	I
Daily, Winter (Max)	I	Ι	Ι	I	I	I	I	Ι		
Apartments Mid Rise	I	Ι	Ι	I	I	I	I	I		I

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Total	Enclosed Parking with Elevator	Apartments Mid Rise	Annual	Total	Enclosed Parking with Elevator
I	Ι	I	I	I	I
1	I	I	I	I	I
1	I	I	I	I	I
1	I	I	1	1	I
1	1	I	1	1	I
1	I	I	I	1	I
I	I	I	1	1	I
1	Ι	I	1	1	I
1	I	I	1	1	I
1	I	I	1	1	I

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

	anis (ib/uay ibi	ually, ionity in	n aililuai) ailu	Cillus (ib/uay	ior daily, willy					
Land Use	ROG	NOX	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	I	I	I	Ι	I	I	Ι	I	I	I
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	I	0.01	0.01	I	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	I	0.00
Total	< 0.005	0.07	0.03	< 0.005	0.01	I	0.01	0.01	I	0.01
Daily, Winter (Max)	I	I	I	Ι	I	I	I	I	I	I
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	I	0.01	0.01	I	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	Ι	0.00	0.00	I	0.00
Total	< 0.005	0.07	0.03	< 0.005	0.01	I	0.01	0.01	1	0.01
Annual	Ι	1	1	I	Ι	Ι	Ι	I	I	Ι

Total	Enclosed Parking with Elevator	Apartments Mid Rise
< 0.005	0.00	< 0.005
0.01	0.00	0.01
0.01	0.00	0.01
< 0.005	0.00	< 0.005
< 0.005	0.00	< 0.005
1	I	I
< 0.005	0.00	< 0.005
< 0.005	0.00	< 0.005
I	I	I
< 0.005	0.00	< 0.005

#### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

	Allio (ib/day ioi	daily, to in yr io	n aininai) aina	Cilico (ibiday	101 udiiy, 111 y					
Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	I	I	I	I	I	I	I	I	I	I
Hearths	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	1	0.00
Consumer Products	0.79	I	I	I	I	I	I	I	1	I
Architectural Coatings	0.06	I	I	Ι	Ι	I	I	I	I	I
Landscape Equipment	0.20	0.02	1.99	< 0.005	< 0.005	I	< 0.005	< 0.005		< 0.005
Total	1.06	0.02	1.99	< 0.005	< 0.005	1	< 0.005	< 0.005	1	< 0.005
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I
Hearths	0.00	0.00	0.00	0.00	0.00	I	0.00	0.00	1	0.00
Consumer Products	0.79	I	I	I	I	I	I	I	I	I
Architectural Coatings	0.06	I	I	I	I	I	I	1		I
Total	0.86	0.00	0.00	0.00	0.00	1	0.00	0.00	I	0.00
Annual	Ι	I	I	I	I	I	I	1	I	I

Total	Landscape Equipment	Architectural Coatings	Consumer Products	Hearths
0.18	0.03	0.01	0.15	0.00
< 0.005	< 0.005	I	I	0.00
0.25	0.25	I	I	0.00
< 0.005	< 0.005	I	I	0.00
< 0.005	< 0.005	I	I	0.00
Ι	I	I	I	I
< 0.005	< 0.005	I	I	0.00
< 0.005	< 0.005	I	I	0.00
I	I	I	I	Ι
< 0.005	< 0.005	I	I	0.00

### 4.4. Water Emissions by Land Use

#### 4.4.1. Unmitigated

Land Use Daily, Summer (Max) Apartments Mid Rise Enclosed Parking with Elevator Total Daily, Winter (Max)					I I I I I PM10E	I I I I I I I I I I I I I I I I I I I	PM10T	I I I I I PM2.5E	I I I I I I PM2.5D
Enclosed Parking with Elevator Total	1	1	1	1 1	1	1 1		1 1	
Total	I	1	1	1	I	1	1	I	
Daily, Winter (Max)	I	I	I	I	I	I	I	I	
Apartments Mid Rise	I	I	I	I	I	I	I	I	
Enclosed Parking with Elevator	I	I	I	Ι	I	I	I	Ι	
Total	Ι	I	1	Ι	I	1	I	Ι	
Annual	1	I	1	1	I	1	1	I	

Total	Enclosed Parking with Elevator	Apartments Mid Rise
I	I	ļ
1	I	I
I	I	l
I	I	I
I	I	l
1	I	I
I	I	I
I	I	I
I	I	I
I	I	I

### 4.5. Waste Emissions by Land Use

#### 4.5.1. Unmitigated

Apartments Mid Rise	Annual	Total	Enclosed Parking with Elevator	Apartments Mid Rise	Daily, Winter (Max)	Total	Enclosed Parking with Elevator	Apartments Mid Rise	Daily, Summer (Max)	Land Use
I	Ι	1	Ι	I	I	I	I	I	I	ROG
Ι	I	I	I	I	I	I	I	I	I	NOX
Ι	I	1	I	I	I	Ι	I	I	I	CO
Ι	I	1	I	I	I	Ι	I	I	I	SO2
Ι	I	1	I	I	I	Ι	I	I	I	PM10E
I	Ι	1	Ι	I	I	I	I	I	I	PM10D
I	Ι	1	I	I	I	I	I	I	I	PM10T
Ι	1	1	Ι	Ι	I	Ι	I	Ι	Ι	PM2.5E
I	I	1	I	I	I	I	I	I	I	PM2.5D
Ι	1	1	I	I	I	Ι	I	I	I	PM2.5T

Total	Enclosed Parking with Elevator
Ι	I
Ι	I
I	I
Ι	I
Ι	I
Ι	I
Ι	I
Ι	I
Ι	I
I	I

### 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)

Total	Apartments Mid Rise	Annual	Total	Apartments Mid Rise	Daily, Winter (Max)	Total	Apartments Mid Rise	Daily, Summer (Max)	Land Use
I	I	I	I	I	I	I	I	I	ROG
I	I	I	I	I	I	I	I	I	NOX
I	I	I	I	I	I	I	I	I	CO
I	I	I	I	I	I	I	I	I	SO5
I	I	I	I	I	I	I	I	I	PM10E
I	I	I	I	I	I	I	I	I	PM10D
I	I	I	I	I	I	I	I	I	PM10T
I	I	I	I	I	I	Ι	I	I	PM2.5E
I	I	I	1	I	I	1	I	I	PM2.5D
I	I	1	I	I	I	I	I	I	PM2.5T

### 4.7. Offroad Emissions By Equipment Type

#### 4.7.1. Unmitigated

Equipment Type	Criteria Polluta
ROG	ints (lb/day fo
NOX	r daily, ton/yr fc
CO	or annual) and
SO2	GHGs (lb/day
PM10E	for daily, MT/y
PM10D	vr for annual)

SO2 PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T	
PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T	SO2
PM10D PM10T PM2.5E PM2.5D PM2.5T	PM10E
PM10T PM2.5E PM2.5D PM2.5T	PM10D
PM2.5E PM2.5D PM2.5T	PM10T
PM2.5D PM2.5T	PM2.5E
PM2.5T	PM2.5D
	PM2.5T

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)
1	I	I	I	I	I
1	1	I	I	I	I
1	1	1	I	1	I
1	1	1	I	1	I
I	I	I	I	I	I
1	1	1	I	1	I
1	1	1	I	1	I
1	1	I	I	I	I
1	1	1	I	1	I
1	1	1	I	1	I

### 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

# Criteria Pollutants (lb/dav for daily, ton/vr for annual) and GHGs (lb/dav for daily. MT/vr for annual)

	Equip	Daily, (Max)	Total	Daily, (Max)	Total	Annua	
	nent Type	Summer		Ninter		_	
זוויס (וטיטמץ וטו	ROG	I	Ι	I	I	I	
	NOX	I	I	I	I	I	
	ĉ	I	I	I	1	Ι	
Ci Co (ib/day	SO2	I	I	I	I	Ι	
	PM10E	I	I	I	I	I	
יוטי מווועמו)	PM10D	I	Ι	I	I	Ι	
	PM10T	I	Ι	I	I	I	
	PM2.5E	I	Ι	I	I	Ι	
K.	PM2.5D	I	I	I	I	Ι	
U.	PM2.5T	I	I	Ι	I	I	

### 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

#### . . 212/21 h ) --• 2 2010 ÷ 2

Equipment Type	Criteria Polluta
ROG	ants (Ib/day toi
NOX	daily, ton/yr to
8	or annual) and
SO2	I GHGS (ID/da)
PM10E	y tor dally, MT/y
PM10D	yr tor annual)
PM10T	
PM2.5E	
PM2.5D	
PM2.5T	

Total	Annual	Total	Daily, Winter (Max)	Total	Daily, Summer (Max)
Ι	I	I	I	Ι	I
1	I	I	I	I	I
1	1	1	I	1	I
1	1	1	I	1	I
I	I	I	I	I	I
1	1	I	I	I	I
1	I	I	I	I	I
1	1	1	1	I	I
1	1	1	1	I	I
1	1	1	1	I	I

### 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)	I	I	I	I	I	I	I	I	I	I
Total	Ι	I	I	Ι	Ι	Ι	I	Ι	Ι	Ι
Daily, Winter (Max)	I	I	I	I	I	I	I	I	I	I
Total	Ι	I	I	Ι	I	Ι	Ι	Ι	Ι	Ι
Annual	Ι	I	Ι	Ι	Ι	Ι	I	Ι	Ι	Ι
Total	I	I	I	I	I	I	I	I	I	I

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

					···· ··· · · · · · · · · · · · · · · ·					
Land Use	ROG	NOX	8	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	I	I	I	I	I	I	Ι	I	I	I
Total	I	I	I	I	I	Ι	I	Ι	Ι	Ι

Total	Annual	Total	Daily, Winter (Max)
I	1	I	I
I	I	I	I
I	I	I	I
I	l	1	l
I	I	1	I
Ι	I	I	I
I	Ι	I	I
I	1	1	I
I	I	I	I
I	I	I	Ι

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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annual) and GHGs (lb/day for daily, MT/yr for annua

Annual	I	Subtotal	Removed	Subtotal	Sequestered	Subtotal	Avoided	Daily, Winter (Max)	1	Subtotal	Removed	Subtotal	Sequestered	Subtotal	Avoided	Daily, Summei (Max)	Species
l	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I		ROG
I	1		1		I	1	1	I	1		1	1	1	1	1	1	NOX
I	1	1	1	1	1	1	1	I	I	1	1	I	I	1	1	I	8
Ι	1	I	I	I	I	I	I	I	1	1	I	I	I	I	I	I	SO2
Ι	1	I	1	I	1	1	1	I	I	1	1	1	1	1	1	I	PM10E
1	1	I	1	I	1	1	1	1	1	I	1	1	I	1	1	I	PM10D
1	1	1	1	1	1	1	1	I	1	1	1	I	I	1	1	I	PM10T
I	1	I	1	I	I	1	1	I	I	1	1	I	I	1	I	I	PM2.5E
I	1	1	1	1	1	1	1	I	1	1	1	1	1	1	1	I	PM2.5D
1	I	I	I	I	1	1	1	I	I	I	1	I	I	1	1	I	PM2.5T

1	Subtotal	Removed	Subtotal	Sequestered	Subtotal	Avoided
1	I	I	I	I	I	I
1	1	1	1	I	I	I
1	1	1	1	1	1	1
1	1	1	1	1	1	1
1	I	I	I	I	I	I
1	I	I	I	I	I	I
1	I	I	I	I	I	I
1	I	I	I	I	I	I
1	1	1	1	1	1	1
1	1	1	1	1	1	1

#### 5. Activity Data

#### 5.1. Construction Schedule

Phase Name Demolition	Phase Type Demolition	Start Date 4/1/2024	End Date 4/30/2024	Days Per Week	Work Days per Phase 22.0	Phase Description
Site Preparation	Site Preparation	5/1/2024	5/7/2024	5.00	5.00	Ι
Grading	Grading	5/8/2024	6/30/2024	5.00	38.0	I
<b>Building Construction</b>	<b>Building Construction</b>	7/1/2024	1/31/2026	5.00	415	I
Architectural Coating	Architectural Coating	10/1/2025	1/31/2026	5.00	88.0	1
Trenching	Trenching	7/1/2024	10/31/2024	5.00	89.0	I

#### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Demolition	Demolition	Phase Name
Rubber Tired Dozers	Concrete/Industrial Saws	Equipment Type
Diesel	Diesel	Fuel Type
Average	Average	Engine Tier
1.00	1.00	Number per Day
1.00	8.00	Hours Per Day
367	33.0	Horsepower
0.40	0.73	Load Factor

Demolition	Tractors/Loaders/Backh oes	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/Backh oes	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/Backh oes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
<b>Building Construction</b>	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	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	1	1	1	I
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	1	10.2	HHDT, MHDT
Demolition	Hauling	34.0	25.0	HHDT
Demolition	Onsite truck	1	1	HHDT
Site Preparation	1	1	1	1
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	1	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	1	I	HHDT
Grading	1	Ι	I	I
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	1	10.2	HHDT, MHDT
Grading	Hauling	57.8	25.0	HHDT
Grading	Onsite truck	1	1	HHDT
Building Construction	1	1	1	1
Building Construction	Worker	24.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	4.41	10.2	HHDT, MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	1	1	HHDT
Architectural Coating	1	Ι	1	1
Architectural Coating	Worker	4.85	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	I	10.2	ННОТ,МНОТ
Architectural Coating	Hauling	0.00	20.0	ННОТ
Architectural Coating	Onsite truck	1	I	HHDT
Trenching	1	1	1	1
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	1	10.2	ННОТ, МНОТ
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	I	I	HHDT

#### 5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Architectural Coating	Phase Name
75,213	Residential Interior Area Coated (sq ft)
25,071	Residential Exterior Area Coated (sq ft)
0.00	Non-Residential Interior Area Coated (sq ft)
0.00	Non-Residential Exterior Area Coated (sq ft)
Ι	Parking Area Coated (sq ft)

#### 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,774	1
Site Preparation	I	1	2.50	0.00	1
Grading	1	18,030	28.5	0.00	I

### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	N	61%	61%
Water Demolished Area	2	36%	36%

#### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	1	0%
Enclosed Parking with Elevator	0.00	100%

# 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

	2024	Year
	0.00	kWh per Year
36 / 47	069	CO2
	0.05	CH4
	0.01	N2O

2026	2025
0.00	0.00
690	069
0.05	0.05
0.01	0.01

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Total all Land Uses	Land Use Type
96.0	Trips/Weekday
96.0	Trips/Saturday
96.0	Trips/Sunday
35,040	Trips/Year
573	VMT/Weekday
573	VMT/Saturday
573	VMT/Sunday
209,145	VMT/Year

#### 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	O
Electric Fireplaces	O
No Fireplaces	29
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

#### 5.10.2. Architectural Coatings

#### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

### 5.11. Operational Energy Consumption

#### 5.11.1. Unmitigated

# Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	95,221	690	0.0489	0.0069	287,835
Enclosed Parking with Elevator	29,531	069	0.0489	0.0069	0.00

### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,080,940	56,994
Enclosed Parking with Elevator	0.00	0.00

### 5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	21.2	1
Enclosed Parking with Elevator	0.00	1

# 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

ъ	ъ	
vpartments Mid Rise	vpartments Mid Rise	and Use Type
Household refrigerators and/or freezers	Average room A/C & Other residential A/C and heat pumps	Equipment Type
R-134a	R-410A	Refrigerant
1,430	2,088	GWP
0.12	< 0.005	Quantity (kg)
0.60	2.50	<b>Operations Leak Rate</b>
0.00	2.50	Service Leak Rate
1.00	10.0	Times Serviced

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	
Fuel Type	
Engine Tier	
Number per Day	
Hours Per Day	
Horsepower	
Load Factor	

#### 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

5 16 2 Process Boiler	Equipment Type
ň	Fuel Type
	Number per Day
	Hours per Day
	Hours per Year
	Horsepower
	Load Factor

#### 0.10.2. FIOCESS DUILEIS

Equipment Type	
Fuel Type	
Number	
Boiler Rating (MMBtu/hr)	
Daily Heat Input (MMBtu/day)	
Annual Heat Input (MMBtu/yr)	

#### 5.17. User Defined

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Equipment Type	Fuel Type	
5.18. Vegetation		
5.18.1. Land Use Change		
5.18.1.1. Unmitigated		
Vegetation Land Use Type Vegetation Soil Type	Initial Acres	Final Acres
5.18.1. Biomass Cover Type		
5.18.1.1. Unmitigated		
Biomass Cover Type Initial Acres	Final Acres	
5.18.2. Sequestration		
5.18.2.1. Unmitigated		
Tree Type Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
6. Climate Risk Detailed Report		

#### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.68	annual days of extreme heat

Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	1	meters of inundation depth
Wildfire	0.00	annual hectares burned

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 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

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. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about 34 an inch of rain, which would be light to moderate rainfall if received over a full

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events 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 (Radke et al., 2017, CEC-500-2017-008), and consider

possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. 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 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 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

#### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	-	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	-	0	0	N/A
Wildfire	-	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

exposure. 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

greatest ability to adapt. 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

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	-	-	-	N
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	-	-1	-	N
Wildfire	-	-	-	N
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	N

exposure. 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

greatest ability to adapt. 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

6.4. Climate Risk Reduction Measures 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.

### 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

The maximum calculations a new a new a man score (i.e., greater than so) reflects a higher politicity	וו טוועפון כטווואמופע וט טווופן כפוואטא וומכוא ווווופ אומני.
Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	7.0
AQ-PM	19.4
AQ-DPM	8.0
Drinking Water	12.7
Lead Risk Housing	1.8
Pesticides	2.00

Toxic Releases	74.2
Traffic	82.8
Effect Indicators	I
CleanUp Sites	29.1
Groundwater	22.1
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	
Asthma	4.03
Cardio-vascular	25.1
Low Birth Weights	15.4
Socioeconomic Factor Indicators	
Education	0.15
Housing	62.4
Linguistic	35.3
Poverty	27.9
Unemployment	9.72

### 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	75.27268061
Employed	98.93494161
Median HI	38.66418581
Education	

Bachelor's or higher	91.74900552
High school enrollment	100
Preschool enrollment	12.53689208
Transportation	
Auto Access	36.01950468
Active commuting	82.71525728
Social	
2-parent households	46.01565508
Voting	41.97356602
Neighborhood	
Alcohol availability	40.12575388
Park access	5.82574105
Retail density	93.4813294
Supermarket access	38.91954318
Tree canopy	53.3042474
Housing	
Homeownership	28.66675221
Housing habitability	46.25946362
Low-inc homeowner severe housing cost burden	13.11433338
Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	91.95431798
Health Outcomes	
Insured adults	92.23662261
Arthritis	57.9
Asthma ER Admissions	97.9
High Blood Pressure	64.8
Cancer (excluding skin)	15.0

A _ AL	>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>
	83.0
Diagnosed Diabetes	91.2
Life Expectancy at Birth	96.8
Cognitively Disabled	38.1
Physically Disabled	42.3
Heart Attack ER Admissions	75.5
Mental Health Not Good	90.0
Chronic Kidney Disease	79.8
Obesity	88.0
Pedestrian Injuries	64.9
Physical Health Not Good	90.6
Stroke	80.6
Health Risk Behaviors	
Binge Drinking	26.9
Current Smoker	90.9
No Leisure Time for Physical Activity	96.0
Climate Change Exposures	
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	75.0
Elderly	19.6
English Speaking	28.3
Foreign-born	58.2
Outdoor Workers	94.0
Climate Change Adaptive Capacity	
Impervious Surface Cover	18.0
--------------------------	------
Traffic Density	56.1
Traffic Access	87.4
Other Indices	
Hardship	2.6
Other Decision Support	
2016 Voting	51.7

# 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	17.0
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

Land Use	Project plans
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	I
Construction: Trips and VMT	Developer information, assumes 10 CY haul truck capacity
Operations: Hearths	Project plans



DOUGLASKIM+ASSOCIATES,LLC

# MATES V TOXIC EMISSIONS OVERVIEW





DOUGLASKIM+ASSOCIATES,LLC

# CALENVIROSCREEN 4.0 OUTPUT





A CONTRACTOR OF THE

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report (<u>CP-4068</u>) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

# Property Address: 10605-10613 1/2 W Eastborne Avenue

Date of Field Visit: _____

Does the property contain any of the following protected trees or shrubs?

- **Yes** (Mark any that apply below)
  - □ Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
  - □ Southern California Black Walnut (*Juglans californica*)
  - □ Western Sycamore (*Platanus racemosa*)
  - □ California Bay (Umbellularia californica)
  - □ Mexican Elderberry (Sambucus mexicana)
  - □ Toyon (*Heteromeles arbutifolia*)
- ☑ No

Does the property contain any street trees in the adjacent public right-of-way?

### □ Yes ☑ No

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

□ Yes ☑ No

Does the project occur within the Coastal Zone and contain any of the following trees?

□ **Yes** (Mark any that apply below)

- □ Blue Gum Eucalyptus (Eucalyptus globulus)
- □ Red River Gum Eucalyptus (Eucalyptus camaldulensis)
- □ Other Eucalyptus species

☑ No

Have any trees or shrubs been removed in the last two years?

Yes No No

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

Yes 

If Yes, provide permit information:

### Tree Expert Credentials (if applicable)

Name of Tree Expert: _____

Mark which of the following gualifications apply:

- Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- Registered consulting arborist with the American Society of Consulting Arborists

Certification/License No.:

### **Owner's Declaration**

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (F	Print) David	Honards	Ediy	Hanasalo
Owner Signature	Ma	2	A	

Date 9/27/23

Los Angeles City Planning | CP-4067 [7.13.2023]



January 13, 2023

**Urban Forestry Division Department of City Planning** City of Los Angeles CA 90012

### re: Tentative Tract Map No. 4677 10605 – 10613 W. Eastborne Ave., Los Angeles, CA 90024

To Whom It May Concern:

In accordance with Tentative Tract map number 4677, I hereby certify that there are NO trees on the subject site.

Regards,

Dan Delle, ASLA PLA # 6642

Partner





### TRANSPORTATION STUDY ASSESSMENT

### DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

**RELATED CODE SECTION:** Los Angeles Municipal Code Section 16.05 and various code sections.

**PURPOSE:** The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

### GENERAL INFORMATION

- Administrative: <u>Prior</u> to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area <u>may be required to</u> <u>pay a traffic impact assessment fee</u> regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <u>http://ladot.lacity.org</u>.
- > A transportation study is not needed for the following project applications:
  - o Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - o Tenant improvement within an existing shopping center for change of tenants
  - o Any project only installing a parking lot or parking structure
  - Time extension
  - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

### SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- □ Copy of Department of City Planning Application (<u>CP-7771.1</u>).
- □ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- □ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- □ Copy of project-specific VMT Calculator analysis results.

### TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see <u>this map</u> for geographical reference):

**Metro** 213-972-8482 100 S. Main St, 9th Floor Los Angeles, CA 90012 West LA 213-485-1062 7166 W. Manchester Blvd Los Angeles, CA 90045 **Valley** 818-374-4699 6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401

### 1. **PROJECT INFORMATION**

Case Number:
Address: 10605-10613 1/2 W Eastborne Avenue
Project Description:
Seeking Existing Use Credit (will be calculated by LADOT): Yes No Not sure
Applicant Name: Matthew Hayden - Hayden Planning
Applicant E-mail:
Planning Staff Initials: Date:

### 2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹			
	96					
Proposed ¹						
Total trips ¹ : 96						
a. Does	the proposed project involve a discretionary action?	?	Yes 🛛 No 🗆			
b. Would	b. Would the proposed project generate 250 or more daily vehicle trips ² ? Yes D No Z					
c. If the p numbe	project is replacing an existing number of residentia or of residential units, is the proposed project locate	I units with a smaller d within one-half mil	e			
of a he	of a heavy rail, light rail, or bus rapid transit station ³ ? Yes D No Z					
If YES to a. and b. or c., or to all of the above, the Project must be referred to LADOT for further						
assessment. Verified by: Planning Staff Name: Kovan Fulton Phone: 213-978-1210						
	Signature: Date: 11/1/23					

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

²To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's <u>VMT Calculator User Guide</u> and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

³ Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

### TO BE COMPLETED BY LADOT

### 3. PROJECT INFORMATION

	Land Use (list all) Siz	ze / Unit	Daily T	rips
Proposed				
Troposed				
	Tota	al new trips:		
Existing				
LAIStillig				
	Total e.	xisting trips:		
	Net Increase / Decre	ase (+ or - )		
a. Is the	project a single retail use that is less than 50,000 square f	eet?	Yes □	No □
b. Would	the project generate a net increase of 250 or more daily v	vehicle trips?	Yes □	No 🗆
c. Would	the project generate a net increase of 500 or more daily w	ehicle trips?	Yes □	No 🗆

b.	Would the project generate a net increase of 250 or more daily vehicle trips?	Yes 🗆	No 🗆
C.	Would the project generate a net increase of 500 or more daily vehicle trips?	Yes □	No 🗆
d.	Would the project result in a net increase in daily VMT?	Yes □	No 🗆

d.	Would the	project resul	t in a net increas	e in daily VMT?	
----	-----------	---------------	--------------------	-----------------	--

If the project is replacing an existing number of residential units with a smaller		
number of residential units, is the proposed project located within one-half mile		
of a heavy rail, light rail, or bus rapid transit station?	Yes □	No 🗆
	If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station?	If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? <b>Yes</b>

f.	Does the project trigger Site Plan Review (LAMC 16.05)?	Yes 🗆	No 🗆
----	---------------------------------------------------------	-------	------

- **g.** Project size:
  - i. Would the project generate a net increase of 1,000 or more daily vehicle trips?
  - Yes D No D ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes □ No 🗆
  - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes D No D

### VMT Analysis (CEQA Review)

If YES to a. and NO to e. a VMT analysis is NOT required.

If **YES** to both **b**. and **d**.; <u>or</u> to **e**. a VMT analysis **is** required.

### Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required. If YES to f. and either g.i., g.ii., or g.iii., an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4.	Specific Plan with Trip Fee or TDM Requirements:	Yes □	No 🗆
	Fee Calculation Estimate:		
	VMT Analysis Required (Question b. satisfied):	Yes □	No 🗆
	Access, Safety, and Circulation Evaluation Required (Question c. satisfied):	Yes □	No 🗆
	Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied):	Yes □	No 🗆
	Prepared by DOT Staff Name: Phone:		
	Signature: Date:		

# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



## Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

# Project: 10605 Eastborne Housing Scenario: Apartments Image: Comparison of the state of

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

• Yes

• No

Existing Land Use				
Land Use Type	Value	e Unit		
Housing   Multi-Family	<b>▼</b> 7	DU		
Housing   Multi-Family	7	DU		
Click here to add a single custom land use type Proposed Project Land Use Type	e (will be included t Land U Value	d in the above l SE 9 Unit	list)	
Housing   Affordable Housing - Family	<b>▼</b> 4	DU	- <b></b>	
Housing   Multi-Family Housing   Affordable Housing - Family	25 4	DU 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	
23	96	
Daily Vehicle Trips	Daily Vehicle Trips	
138	573	
Daily VMT	Daily VMT	
Tier 1 Screen	ning Criteria	
Project will have less reside to existing residential units mile of a fixed-rail station.	ntial units compa & is within one-h	ned half
Tier 2 Screer	ning Criteria	
The net increase in daily trips < 250 trips		73 Net Daily Trips
The net increase in daily VMT $\leq 0$		435 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.		0.000 ksf
The proposed proje	ct is not requir /T analysis.	ed to



# EXHIBIT E PUBLIC CORRESPONDENCE



Kevin Fulton <kevin.fulton@lacity.org>

### 10605 Eastborne Ave: CPC-2023-6883-CU-DB-DRB-SPP-HCA Information

**Matthew Hayden** <matthew@haydenplanning.com> To: Kevin Fulton <kevin.fulton@lacity.org> Fri, Feb 2, 2024 at 5:24 PM

Kevin,

Please attached/below information for the Eastborne project.

Outreach – a copy of the project application materials/plans we sent to the Neighborhood Council but no response from them was provided. We attended the 12/6/23 public hearing were comments from neighbors were provided. We've provided the following feedback on their comments:

- 1. The applicant understands the neighbors concerns about parking. The subject property is eligible for reduced parking under AB 2097, which has no minimum parking requirement for the project. The applicant has considered the situation and maintains their proposed parking plan will be adequate for the development. The subject property is located near transit at the intersection of Westwood Boulevard and Santa Monica Boulevard, which is served by Metro Route 12 and Route 4 and offers transportation alternatives. Also, the project provides all required bicycle parking. With regard to automobiles, the project provides a reasonable amount of parking spaces for the 29 units at 38 spaces in 2 subterranean levels. The applicant believes this balance is sufficient to meet tenant requirements.
- 2. The applicant understands the neighbors concerns about demolition. At present, the applicant is not aware of any pest issues on the subject property. However, the applicant will work with the neighbors to advise of the project schedule, including demolition, so people are aware of activities. The applicant will also provide contact information for communications. Finally, the applicant will inspect for termites prior to demolition.

Project Plans – please see updated plans, with edits made to address the PVP Comments as follows:

- 1. Project transformer a 3-ft area of decomposed granite surrounding the vault.
- 2. The street tree in front of the vault was removed to comply with DWP requirements.
- 3. The Westwood Design Review Board had reviewed the project design previously and the design was maintained for compliance with their approval. Thus, windows in the stairwell at the front were not changed.
- 4. The parkway is 7-ft and the sidewalk is 5-ft, 6-in. Information was added to the plans. This will provide the 6-ft needed for the Plantanus Hispanica street trees.
- 5. The northwest corner planter was changed to a regular planter (not LID) for the proposed tree planting.

Let me know if you have any questions/need anything else.

Thanks as always.

Matthew

Matthew Hayden

Hayden Planning

PLEASE NOTE OUR NEW ADDRESS

13101 W. Washington Boulevard, #401

Los Angeles, CA 90066

Ph. 310-614-2964

Em. matthew@haydenplanning.com

### 2 attachments

10605 Eastborne_Plans R.pdf 8703K

10605 Eastborne_Landscape R 3.pdf