DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 8, 2024
Time: After 8:30 a.m.
Place: Los Angeles City Hall
200 N. Spring Street, Room 340
Los Angeles, CA 90012

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

Public Hearing: May 7, 2024
Appeal Status: Density Bonus Off-menu waiver is not further appealable. Density Bonus On-menu incentives and Conditional Use are appealable to City Council
Expiration Date: August 8, 2024
Multiple Approval: Yes

Case No.: CPC-2024-0026-CU-DB-PHP-HCA
CEQA No.: ENV-2024-0027-CE
Incidental Case: N/A
Council No.: 11 – Park
Plan Area: Palms – Mar Vista – Del Rey
Specific Plan: Los Angeles Coastal Transportation Corridor
Certified NC: Mar Vista
General Plan Land Use Designation: Medium Residential
Zone: R3-1

Applicant: Kamran & Behrouz Nahid, Mitchell Partners LLC
Representative: Jesi Harris, Brian Silveira & Associates

PROJECT LOCATION: **12747 Mitchell Avenue**

PROPOSED PROJECT: The project involves the demolition of existing improvements and the construction, use, and maintenance of a new six-story, 19,112 square-foot residential building containing 19-units, of which four (4) units will be set aside for Very Low Income households. The project proposes a maximum height of 67 feet and 9 inches and 19 vehicular parking spaces within one subterranean and ground floor level.

REQUESTED ACTIONS:

1. Pursuant to CEQA Guidelines Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than the maximum permitted by LAMC Section 12.22-A,25; and

3. Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 19 dwelling units, of which 4 units, or 40 percent of the base density, will be set aside for Very Low Income households, requesting the following On-Menu Incentives and Waivers of Development Standards:

a. An On-Menu Incentive to allow a 33 percent increase in the allowed Floor Area Ratio to allow 19,112 square feet of floor area in lieu of the 14,331 square feet otherwise permitted;

b. An On-Menu Incentive to allow a 20 percent decrease in the required north side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

c. An On-Menu Incentive to allow a 20 percent decrease in the required south side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

d. A Waiver of Development Standards to permit a 22-foot, 9-inch increase in height to allow a maximum building height of 67 feet and 9 inches in lieu of the 45 feet otherwise allowed;

e. A Waiver of Development Standards to permit the provision of 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required; and

f. A Waiver of Development Standards to permit the provision of 11 compact parking stalls and 8 standard stalls in lieu of 1 standard parking space per dwelling unit.

RECOMMENDED ACTIONS:

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

2. **Approve** a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25;

3. **Approve** a Density Bonus for a housing development project consisting of 19 dwelling units, of which 4 units will be set aside for Very Low Income households and with the following Incentives and Waivers of Development Standards:

    a. An On-Menu Incentive to allow a 33 percent increase in the allowed Floor Area Ratio to allow 19,112 square feet of floor area in lieu of the 14,331 square feet otherwise permitted;

    b. An On-Menu Incentive to allow a 20 percent decrease in the required north side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

    c. An On-Menu Incentive to allow a 20 percent decrease in the required south side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

    d. A Waiver of Development Standards to permit a 22-foot, 9-inch increase in height to allow a maximum building height of 67 feet and 9 inches in lieu of the 45 feet otherwise allowed;

    e. A Waiver of Development Standards to permit the provision of 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required; and

    f. A Waiver of Development Standards to permit the provision of 11 compact parking stalls and 8 standard stalls in lieu of 1 standard parking space per dwelling unit.

4. **Adopt** the attached Conditions of Approval; and

5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

Esther Ahn
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to 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 involves the demolition of existing improvements and the construction, use, and maintenance of a new six-story, 19,112 square-foot residential building containing 19-units, of which four (4) units will be set aside for Very Low Income households. The project proposes a maximum height of 67 feet and 9 inches and 19 vehicular parking spaces within one subterranean level and the ground floor level.

The proposed development, as depicted in Figure 1 below, has been configured with a total of 19 dwelling units consisting of 6 two-bedroom units and 13 one-bedroom units. Based upon this arrangement, 20 standard-sized parking spaces would be required; however, due to numerous physical constraints of the site, the project proposes to provide 19 residential parking spaces which include 11 compact parking stalls and 8 standard stalls. Of the 19 parking spaces provided, 10 parking spaces are proposed to be in tandem positions. All parking would be provided within the ground level and one subterranean level in manner which is fully screened from public view. Vehicular ingress and egress would occur off one driveway on Mitchell Avenue and one driveway (downward ramp) on the rear alley. Several parking spaces would also be accessible directly from the rear alley (5 tandem parking spaces). The driveway proposed in the front of the building would be located on the far south, adjacent to the transformer. The primary pedestrian entrances would be located on the far north side, accessible from both the alley and public street (Mitchell Avenue). There are two staircases and an elevator, inside the main lobby, which lead to the residential units in the upper floors. These staircases and elevators would all be accessible via a gated pathway to the north, away from the vehicular driveways. The project also proposes to provide 24 long-term bicycle parking spaces within the underground parking level and 10 short-term bicycle spaces in front of the building, near the public right-of-way.

Figure 1. *Rendering of proposed development seen from Mitchell Avenue.*

The subject property has a designated front yard facing Mitchell Avenue and a rear yard fronting a 15- to 20-foot alley. The proposed project would observe a 15-foot front yard setback and a 15-foot rear yard setback (measured from the center of the alley). The project would observe a 7.2-foot setback for both the northern and southern side yard setbacks.

The proposed building would rise to a maximum height of 67 feet and 9 inches (six stories) and encompass a total floor area of 19,112 square feet which equates to a 4.0 to 1 FAR. Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 2,050 square feet of open space. The project provides approximately 2,447 square feet of open space, including 1,997 square feet of common open space within the roof deck and at least 450 square feet of open space within private balconies. There are three street trees along Mitchell Avenue, two of which will be retained and protected in place and one which will be removed and replaced to accommodate the transformer staging area. Development of the project would require the removal of one non-protected tree which would be replaced with 4 new trees planted on-site.

PROJECT BACKGROUND

Project Site

The project site consists of a single interior lot, which is rectangular shaped and encompasses a total (gross) lot area of approximately 7,475 square feet. The subject property features 50 feet of street frontage along the east side of Mitchell Avenue and a depth of approximately 142 feet, backing onto an Alley in the rear, as shown in Figure 2 below. The site is currently developed with one free-standing single-family home and one quadruplex, for a total of 5 units, along with a surface parking area in the rear. These structures are proposed to be demolished as part of the project.

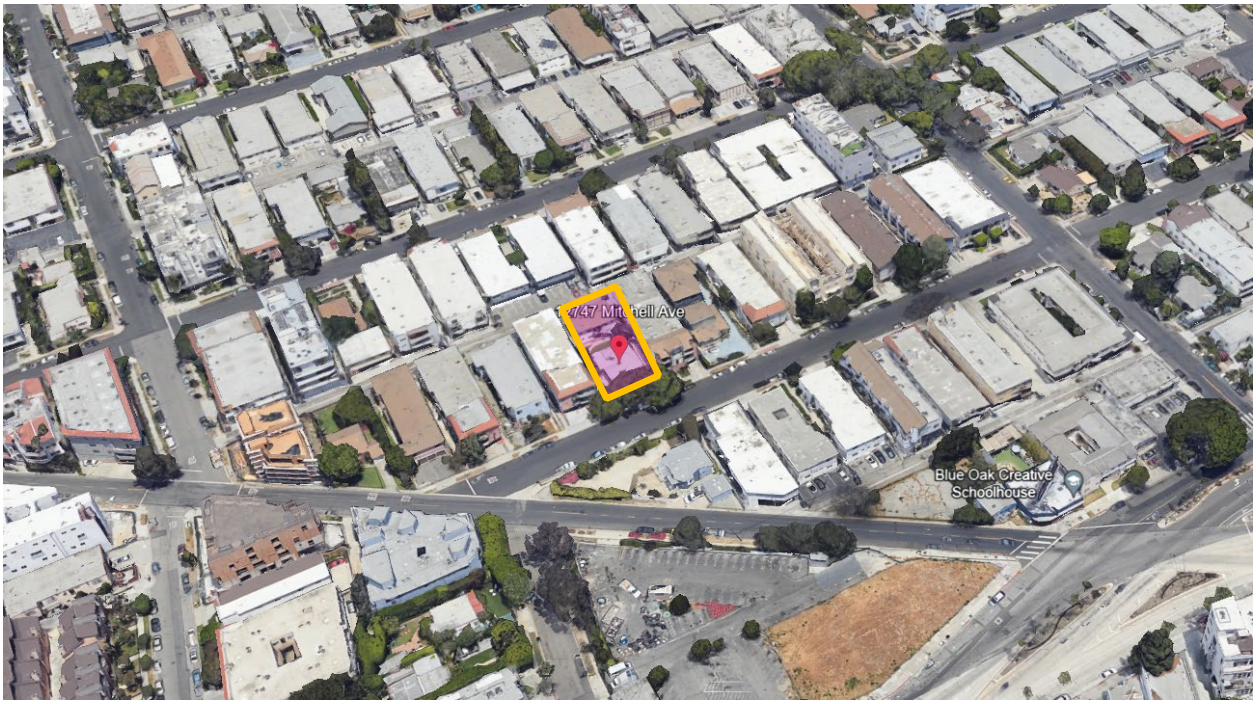


Figure 2. *Project site (outlined in orange) and surrounding area.*

General Plan Land Use Designation and Zoning

The project site is located in the Palms – Mar Vista – Del Rey Community Plan area which is one of the 35 Community Plans which together form the Land Use Element of the General Plan. The Palms – Mar Vista – Del Rey Community Plan designates the subject property for Medium Residential land uses with corresponding zones of R3 and R3(PV). The project site is zoned R3-1 and is thus consistent with the existing land use designation. The site is located within the Los Angeles Coastal Transportation Corridor Specific Plan (ZI-1874) which assigns conditions based on the number of trips created by a project and a Transportation Impact Assessment fee to fund

various regional transportation improvements, as determined by the Los Angeles Department of Transportation. The subject property is also located within a Transit Priority Area in the City of Los Angeles (ZI-2452) and Housing Element Inventory of Sites (ZI-2512). The subject property is not located within any other Specific Plan areas and is not subject to any community design overlays or interim control ordinances.

Surrounding Properties

The project site is located in a substantially urbanized and developed area, surrounded by a variety of uses and zoning designations, as shown below in Figure 3. All immediately adjoining properties are zoned R3-1 and are developed with multi-family residential buildings generally ranging from one to four stories in height. Venice Boulevard, a major thoroughfare and commercial corridor, is several blocks to the north. Properties to the south, past Beethoven Street, are zoned R1V2 and [Q]PF-1XL as they are developed with single-family neighborhoods and Venice High School. Properties to the north, along Centinela Avenue, there is a variety of zoning designations, including R1V2, P-1, M1-1, C2-1 and PF-1XL, which accommodate residential uses, a lumber yard, commercial uses, and an elementary school. The Mar Vista Farmers' Market occurs along the intersection of Grand View Boulevard and Venice Boulevard. The Mar Vista Public Library is located along the intersection of Inglewood Boulevard and Venice Boulevard. Approximately one block west is the City boundary which separates the City of Los Angeles and Culver City.

Figure 3. *Zoning and land uses of project site and surrounding area.*

Streets and Circulation

Mitchell Avenue, adjoining the subject property to the north, is a designated Local Street – Standard, dedicated to a right-of-way width of 60 feet and improved with concrete curb, gutter, and sidewalk.

A north-south Alley, adjoining the subject property to the east, has a variable right-of-way width of 15 feet and 20 feet and is improved with asphalt roadway and gutter.

Relevant Cases

Subject Property

Ordinance No. 158,533 – Pursuant to Case No. 22211 and, subsequently, Ordinance No. 158,533, a 15-foot Building Line was adopted by the City Council and became effective on May 22, 1969.

Surrounding Properties

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

Case No. CPC-2022-7482-DB-HCA – On January 18, 2024, the City Planning Commission approved a new five-story, 56-foot mixed-use project consisting of 34 dwelling units and 2,100 square feet of ground floor commercial use. The proposed project totaled 28,490 square feet of floor area with a FAR of 3:1, located at 12701-12711 West Washington Place.

Case No. ZA-2021-9385-ZV-DB-VHCA – On April 7, 2023, the Zoning Administrator approved a Zone Variance to allow commercial parking and related vehicle access in the R3 zone for commercial uses located in the city of Culver City and a Density Bonus Compliance Review for a housing development comprised of 40 dwelling units with two on-menu incentives, located at 3984-3988 South Meier Street and 12740-12750 West Zanja Street within the R3-1 Zone.

Case No. CPC-2021-10394-CU-DB-HCA-PHP – On October 27, 2022, the City Planning Commission approved a new six-story residential building composed of 15 dwelling units and totaling approximately 19,047 square feet of floor area, resulting in a FAR of 3.99 to 1. The project is located at 12735-12737 West Mitchell Avenue.

REQUESTED ACTIONS

The applicant is requesting a Density Bonus with incentives and waivers of certain development standards to facilitate the development of the proposed project. The applicant's request includes a Conditional Use to allow for a density increase of up to 90 percent in exchange for additional dwelling units being set aside for Very Low Income household occupancy (40 percent of the base density). The requested Density Bonus includes three On-Menu incentives for reduced side yard setbacks and increased Floor Area Ratio (FAR), along with three Waivers of Development Standards for increased building height and relief from parking requirements. As such, Staff has subsequently recommended that the project be approved with the requested Conditional Use and the incentives and waivers as follows:

a. An on-menu incentive to allow a 33 percent increase in the allowed Floor Area Ratio to allow 19,112 square feet of floor area in lieu of the 14,331 square feet otherwise permitted;

b. An on-menu incentive to allow a 20 percent decrease in the required north side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

c. An on-menu incentive to allow a 20 percent decrease in the required south side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

d. A waiver of development standards to permit a 22-foot, 9-inch increase in height to allow a maximum building height of 67 feet and 9 inches in lieu of the 45 feet otherwise allowed;

e. A waiver of development standards to permit the provision of 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required; and

f. A waiver of development standards to permit the provision of 11 compact parking stalls and 8 standard stalls in lieu of 1 standard parking space per dwelling unit.

As detailed in the Findings, the incentives and waiver are required to provide for affordable housing costs. Code requirements for the height, floor area ratio, and setbacks would have the effect of physically precluding construction of the proposed project. The incentives will accommodate the construction of affordable units in the 19-unit residential development.

Density Bonus / Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22 A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives and waivers allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The subject property is zoned R3-1, which limits density to one dwelling unit per 800 square feet of lot area. The subject property has a gross lot area of 7,475 square feet and, as such, the permitted base density on the subject property is 10 units.[1] In exchange for setting aside at least 11 percent of the base units for Very Low Income household occupancy, the applicant is entitled to a maximum 35 percent by-right density bonus to allow for 14 dwelling units. The Applicant is seeking an additional 55 percent density bonus (or a total of 90 percent density bonus) through a Conditional Use to allow for the proposed 19 dwelling units to be built on the site. The proposed project would include 4 dwelling units, or 40 percent of the base units, being set aside for Very Low Income households.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Any project that requests a density bonus increase beyond 35 percent uses the existing set-aside charts located in LAMC Section 12.24-U,26. It states, pursuant to a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very

[1] Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	**Maximum Density Bonus Permitted (Based on Base Density)**
*5 %**	*20 %**
*6 %**	*22.2 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*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%
24%	67.5%
25%	70%
**Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*	

For the subject property, a 35 percent by-right density bonus would allow for 14 units (equal to an increase of 4 units beyond the 10-unit base density) to be constructed on the project site. As illustrated in Table 1 above, 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 is seeking an additional 55 percent density bonus (for a total of a 90 percent density bonus from the base density) through a Conditional Use to allow for a total of 19 dwelling units, representing an increase of 9 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 90 percent density bonus, as shown in the pattern established in Table 1, the project must set aside at least 33 percent of the base density, equal to 4 units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in two (2) affordable units and the Conditional Use request results in an additional two (2) units for a total of 4 affordable units.

Incentives

Pursuant to the LAMC and California Government Code Section 65915, the applicant is entitled to three incentives in exchange for reserving a minimum of 15 percent of the base density for Very Low Income households. The proposed project will set aside 4 units, which is equal to approximately 40 percent of the base number of units, for Very Low Income households. Accordingly, Staff has recommended that the project be granted three incentives as follows:

a. **Increased Floor Area Ratio** – The subject property is zoned R3-1. The property's underlying zoning and designation of Height District No. 1 permit a maximum FAR or 3 to 1, equal to a maximum of 14,331 square feet of total building area. Staff recommends that an On-Menu incentive be granted to allow a maximum FAR of 4.0 to 1, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25(g), to allow for the project which proposes a total of 19,112 square feet of floor area.

b. **Reduced (Northern) Side Yard** – The R3 Zone requires a minimum 9-foot north side yard for the proposed development pursuant to LAMC Section 12.10-C,3. Pursuant to LAMC Section 12.22-A,25(g), the Applicant requests an On-Menu incentive to permit a 20 percent reduction of the north side yard setback to provide a minimum 7.2-foot front yard in lieu of the 9 feet otherwise required.

c. **Reduced (Southern) Side Yard** – The R3 Zone requires a minimum 9-foot south side yard for the proposed development pursuant to LAMC Section 12.10-C,3. Pursuant to LAMC Section 12.22-A,25(g), the Applicant requests an On-Menu incentive to permit a 20 percent reduction of the south side yard setback to provide a minimum 7.2-foot side yard in lieu of the 9 feet otherwise required.

Waiver of Development Standards

In addition to the three recommended incentives, staff has recommended that the project be granted three Waivers of Development Standards, as follows:

a. **Increased Height** – The subject property's R3-1 Zone permits a maximum height of 45 feet for a residential development. The project site is substantially surrounded by similarly R3 zoned properties and not adjacent to any R1-zoned properties and thus transitional height does not apply. The proposed development rises to a maximum height of 67 feet and 9 inches. The project requires relief from overall building height in order to facilitate its development. As such, Staff recommends that a waiver be granted to permit an increase in building height up to 67 feet and 9 inches in lieu of the 45 feet otherwise required.

b. **Reduced Parking** – The project's proposed 19 units within the R3-1 Zone would require a minimum of 20 parking spaces which are all individually accessible. Due to the physical constraints of the site, the project proposes to provide 19 parking spaces among which 10 parking spaces would be in tandem positions. As such, Staff recommends that a waiver be granted to permit the provision of 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required.

c. **Compact Parking Stalls** – The project's proposed 19 units within the R3-1 Zone would require a minimum of 20 standard-sized parking spaces. Due to the physical constraints of the site, the project proposes to provide 19 parking spaces (described above) of which 11 are compact parking stalls and the remaining 8 are standard-sized parking stalls. As such, Staff recommends that a waiver be granted to permit the provision of 11 compact

parking stalls and 8 standard stalls in lieu of the one standard space per dwelling unit otherwise required.

Housing Replacement

Pursuant to Government Code Section 65915(c)(3) and State Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application for a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form or rent or price control; or occupied by Low or Very Low Income households. Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated December 5, 2023, the replacement requirement consists of one (1) unit restricted to Very Low Income Households. The project will comply with this requirement in addition to all other applicable requirements to the satisfaction of LAHD.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer virtually on May 7, 2023, at 1:00 p.m. A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on April 16, 2024. The resulting comments and suggestions, detailed in the following section, Issues and Considerations, focus primarily on safety and accessibility for pedestrians.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with PVP, at the public hearing held on April 16, 2024, or in discussions with the applicant.

Many of the concerns raised during several design review sessions involved the lack of a distinct residential lobby and a ground-floor experience that is not welcoming for pedestrians. The design on the proposed project did not have an easily readable entrance, leading to suggestions to redesign and relocate the pedestrian entrance to a more visible and well-lit area, enhance the address identification signage, and ensure compliance with ADA standards to accommodate individuals with disabilities. Suggestions were also raised to redesign the lobby area to create a distinct and secure entry point while incorporating features such as gates, security cameras, and proper lighting to enhance security and prevent trespassing.

In response to these comments, the Applicant team committed to providing ornamental lighting over the front pedestrian entrance with prominent, thoughtful illumination at the gateway, down the pedestrian pathway along the southern side yard, and also up the stairway which leads to the second story building entrance. The ground floor pedestrian entrance is surrounded by landscaping on both sides, including a camphor tree and spiderwort in the raised planter bed in front of the garage and desert spoon shrubs flanking the foot path for an inviting and engaging pedestrian portal. The pedestrian entry was intentionally located far away from the vehicular

entrance, in accordance with the Citywide Design Guidelines. Address identification signage would be provided in a location and manner clearly visible from the public right-of-way. The Applicant confirmed that the project has completed the Disabled Access Plan Check process with LADBS and is in compliance with ADA standards. Regarding the proposed lobby, the Applicant committed to incorporating a Luxor One delivery system into the lobby in order to facilitate its use as a residential receiving room. Resident packages would be safe and accessible in the locker system near the elevator where building tenants can most safely and conveniently transport their delivery packages from the ground floor to their respective units. The project will provide security cameras in the lobby. Relocating the lobby at the front of the building, however, could not be accommodated given the amount of parking provided. There was strong sentiment from the Mar Vista Community Council's PLUM Committee and General Board, among other members of the public, complimenting the amount of parking being provided. The Applicant stated, though, that the parking spaces will be leased using an "unbundled" model and that the property owner is amenable to reprogramming some of the parking areas should it be found that the parking is not being sufficiently utilized.

Secondary concerns raised by the Urban Design Studio and PVP members involved a desire to see a comprehensive waste management plan that includes designated storage areas for trash and recycling bins away from the entrance and public areas, as well as a desire to explore alternative locations or arrangements for the LADWP transformer vault which is proposed in the front yard of the building. The Applicant team responded that the project would provide waste disposal areas in the ground floor garage where the trash receptacle is located at the rear of the garage along the alley and the recycling receptacle is located just inside the front of the garage near the stairway entrance. They stated that the City's Sanitations and Environment (LA San) Division implements a waste management plan known as Solid Waste Integrated Resources Plan (SWIRP), a long-term zero-waste plan that applies to solid waste generated and disposed of within Los Angeles. The proposed project would participate in this comprehensive waste management plan which is already implemented by the City. Regarding the LADWP transformer, there are no other suitable locations, given the various requirements by the Fire Department and Building and Safety, and providing multiple transformers or installing a transformer underground would be cost prohibitive for the project and would preclude the provision of its affordable and bonus units.

PROJECT SUSTAINABILITY FEATURES

As shown in the attached plans (Exhibit A), the project will provide the required number of Electric Vehicle (EV) parking per the Building Code based upon the total number of parking spaces which equates to 6 EV Ready parking spaces and 2 EV Capable parking spaces. The project will also be utilizing Energy Star appliances to implement energy efficiency in lieu of solar panel installation. Additionally, only drought-tolerant tree species are proposed for landscaping throughout the project.

CONCLUSION

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

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,25 and 12.24-U,26 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density.** The project shall be limited to a maximum density of 19 dwelling units, inclusive of restricted affordable units.

3. **Affordable Units.**

    a. A minimum of 4 dwelling units, equal to a minimum of 40 percent of the base density, shall be designated as Restricted Affordable Units and reserved for Very Low Income households, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2), to meet the requirements of the requests herein.

    b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 40 percent of the site's base density units (4 units) available to Very Low Income households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of LAHD, and in consideration of the project's SB 8 Determination, dated December 5, 2023. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

5. **Incentives.**

    a. **Floor Area Ratio (FAR).** A maximum Floor Area Ratio (FAR) of 4.0 to 1 may be permitted in lieu of the 3 to 1 otherwise permitted by the R3-1 Zone.

    b. **Side Yard (North).** The project may be permitted a 20 percent reduction in the required northern side yard setback to provide a minimum side yard setback of 7.2 feet in lieu of the nine (9) feet otherwise required by the R3-1 Zone.

    c. **Side Yard (South).** The project may be permitted a 20 percent reduction in the required southern side yard setback to provide a minimum side yard setback of 7.2 feet in lieu of the nine (9) feet otherwise required by the R3-1 Zone.

6. **Waivers of Development Standards.**

   a. **Height.** The project may have a maximum height of 67 feet in lieu of the 45 feet otherwise permitted by the R3-1 Zone, including portions of the building that are within 50 feet of an R1 zoned lot. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1, and to the satisfaction of the Los Angeles Department of Building and Safety.

   b. **Parking**. The project may provide 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required.

   c. **Parking Stalls**. The project may provide 11 compact parking stalls and 8 standard stalls in lieu of the one standard space per dwelling unit otherwise required.

7. **Parking.**

   a. **Bicycle Parking**. Residential bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.

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

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

9. **Construction Generators.** The project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

10. **Circulation.** The applicant shall submit a parking area and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.

11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

12. **Solar Energy Infrastructure.** 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.

13. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

14. **Lighting**. Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

15. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be

screened with landscaping and/or materials consistent with the building façade on all exposed sides.

Administrative Conditions

16. **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 "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

17. **Notations on Plans.** Plans submitted to the Department of Building 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.

18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

19. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

20. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

22. **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.

23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to

the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

25. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

26. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

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

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

Applicant shall do all of the following:

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

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out 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.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus / Affordable Housing Incentives Compliance Findings

1. **Pursuant to Section 12.22-A,25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

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

   The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost 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.

   Based on the set-aside of 40 percent of the base density for Very Low Income households, the applicant is entitled to three incentives under both Government Code Section 65915 and the LAMC. Accordingly, the three (3) requests for increased floor area, a reduced northern side yard setback, and a reduced southern side yard qualify as the proposed development incentives. The three requested incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

   Floor Area Ratio

   The subject property is zoned R3-1. The property's residential zoning and designation of Height District No. 1 permit a maximum FAR or 3 to 1, equal to a maximum of 74,100 square feet of total building area. The applicant is requesting an on-menu incentive to allow a 35 percent increase in FAR, resulting in a maximum FAR of 4.05 to 1, to accommodate the project which proposes a total of 94,579 square feet of floor area.

   The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs. Furthermore, the incentive would enable the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This incentive supports the applicant's decision to set aside 11 dwelling units for Very Low Income households for 55 years.

   Side Yard (North)

   The R3 Zone requires a minimum 9-foot northern side yard for the proposed development pursuant to LAMC Section 12.10-C,3. The applicant requests an on-menu incentive to

allow a 20 percent reduction in the minimum required side yard, resulting in a 7.2-foot northern side yard setback, to accommodate the proposed project.

As proposed, the reduced northern side yard will allow for the construction of affordable residential units. This incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased.

Side Yard (South)

The R3 Zone requires a minimum 9-foot southern side yard for the proposed development pursuant to LAMC Section 12.10-C,3. The applicant requests an on-menu incentive to allow a 20 percent reduction in the minimum required side yard, resulting in a 7.2-foot southern side yard setback, to accommodate the proposed project.

As proposed, the reduced southern side yard will allow for the construction of affordable residential units. This incentive will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased.

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

A project that qualifies for a density bonus or an incentive 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)).

Height

The subject property's R3-1 Zone under Height District No. 1 permits a maximum height of 45 feet for a residential development. The subject property is also within 50 feet of an R1 zoned lot. The applicant is requesting a waiver of development standards to allow for a 22-foot increase in height for a maximum building height of 67 feet, including for portions of the building that are within 50 feet of the R1 zoned lot.

As proposed, the granting of this waiver will allow for the construction of the affordable residential units given the quantity of units allowed under the density bonus and the building size granted under the three (3) requested on-menu incentives for increased FAR, a reduced northern side yard setback, and a reduced southern side yard setback. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Parking

The project's proposed 19 units within the R3-1 Zone would require a minimum of 20 parking spaces which are all individually accessible. Due to the physical constraints of the site, the project proposes to provide 19 parking spaces among which 10 parking spaces would be in tandem positions. As proposed, the granting of this waiver will allow for the

construction of the proposed units, including the affordable residential units, particularly due to the narrow site conditions. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Compact Parking Stalls

The project's proposed 19 units within the R3-1 Zone would require a minimum of 20 standard-sized parking spaces. Due to the physical constraints of the site, the project proposes to provide 19 parking spaces (described above) of which 11 are compact parking stalls and the remaining 8 are standard-sized parking stalls. While the parking spaces could be located above-ground, this scenario would limit the amount of project space available for residential units. As proposed, the granting of this waiver will allow for the construction of the proposed project, including the four (4) restricted affordable units. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

c. ***The incentives or waivers will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there 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.***

There is no substantial evidence in the record that the proposed density bonus will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. 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 property is not located on a substandard street in a Hillside area and is not located in a Methane Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

c. **The incentives/waivers are contrary to state or federal law.**

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

Conditional Use Findings

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

   The proposed project consists of the demolition of existing improvements and the construction, use, and maintenance of a new six-story, 19,112 square-foot residential building containing 19-units, of which four (4) units will be set aside for Very Low Income households. The project proposes a maximum height of 67 feet and 9 inches and 19 vehicular parking spaces within one subterranean level and the ground floor level. The project site is currently developed with a free-standing single-family residence and quadruplex along with associated surface parking in the rear. These existing improvements will be demolished for the development of the proposed project. The project will improve the existing aging site by redeveloping the site and replacing the older buildings with a modern residential building featuring extensive glazing and varied architectural materials. In particular, the proposed building is designed with architectural features that aid its integration into the surrounding neighborhood. Native, drought-resistant landscaping and abundant short-term bicycle parking in the front setback obscure the at-grade parking and frame the primary entryway to maintain a pedestrian-oriented experience as a resident or visitor approaches the building from Mitchell Avenue. Furthermore, the at-grade parking level is designed with clear coat tongue-in-groove cedar siding along its frontage, helping to integrate it with the rest of the building's architectural materials. Front-facing balconies across the entirety of the residential levels, contribute to the building's neighborhood-level character by giving it a front porch feel. With ten short-term and twenty-four long-term bicycle parking spaces planned, the project coalesces with the planned and existing bicycle and public transit facilities along Venice Blvd, Washington Blvd, and Centinela Ave as well as the neighborhood-serving uses along Washington Blvd and Washington Place. Therefore, the project will both help alleviate the city's housing shortage while utilizing best practice design principles to enhance the physical environment.

   In addition, as a Density Bonus development, the project will both provide much needed housing in general to the area, as well as restricted affordable housing units which will serve the neediest segments of the population from across the region. The requested increase in residential density directly enables and supports the provision of additional restricted affordable housing units. Therefore, the project will provide an essential and beneficial service to the community, City, and entire region.

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

   The proposed project consists of the demolition of existing improvements and the construction, use, and maintenance of a new six-story, 19,112 square-foot residential building containing 19-units, of which four (4) units will be set aside for Very Low Income households. The project proposes a maximum height of 67 feet and 9 inches and 19 vehicular parking spaces within one subterranean level and the ground floor level.

   The project site is located in a substantially urbanized and developed area, surrounded by a variety of uses and zoning designations. All immediately adjoining properties are zoned R3-1 and are developed with multi-family residential buildings generally ranging from one to four stories in height. Venice Boulevard, a major thoroughfare and commercial corridor, is several blocks to the north. Properties to the south, past Beethoven Street, are zoned R1V2 and [Q]PF-1XL as they are developed with single-family neighborhoods and Venice High School. Properties to the north, along Centinela Avenue, there is a variety of zoning designations, including R1V2, P-1, M1-1, C2-1 and PF-1XL, which accommodate residential uses, a lumber yard, commercial uses, and an elementary school. The Mar Vista Farmers' Market occurs

along the intersection of Grand View Boulevard and Venice Boulevard. The Mar Vista Public Library is located along the intersection of Inglewood Boulevard and Venice Boulevard. Approximately one block west is the City boundary which separates the City of Los Angeles and Culver City. Given the diverse mix of uses and planned land uses in the surrounding area, construction of the housing development will serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The street-facing frontage features extensive landscaping and lighting elements to engage pedestrians along Mitchell Avenue and the adjacent alley. Well-designed landscaping will create a pleasing transition from the pedestrian realm of the sidewalk to the façade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

Except for the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The proposed building's thoughtful design and activated ground-floor façade along Mitchell Avenue will complement the surrounding multi-family residential uses, while landscaped buffer areas provide additional setbacks and minimize potential impacts on adjacent properties. Therefore, 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.

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

The project site is located within the Palms – Mar Vista – Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses with corresponding zones of R3 and R3(PV). The project site is zoned R3-1 and is thus consistent with the existing land use designation. The project is also located within the Los Angeles Coastal Transportation Corridor Specific Plan, which prescribes transportation improvements and related fees and is thus subject to any such additional requirements. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay.

With the exception of the requests herein, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the requirements of the underlying zone. The project proposes a residential development on a site designated for such uses. The requested Incentives are permissible by the provisions of Density Bonus law, and the project will comply with all other applicable provisions of the zoning code.

The project is also consistent with the following goal and objectives of the Community Plan:

GOAL 1: "A safe, secure and high quality residential environment for all community residents."

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 of the existing residents and projected population of the Plan area to the year 2010."

Policy 1-1.1: Provide for adequate multi-family residential development.

Objective 1-2: “To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.”

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.

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

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goal and objective of the Framework Element:

GOAL 4A: “AN EQUITABLE DISTRUBTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY.”

Objective 4.1: “Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population...”

The Housing Element of the General Plan (2021-2029) will be implemented by the recommended action herein. The Housing Element is the City’s blueprint for meeting housing and growth challenges. It identifies the City’s housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: 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 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City’s General Plan.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing.

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

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

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 1.3:1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

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

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

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 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

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

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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

Policy 5.2: "Support ways to reduce vehicle miles traveled (VMT) per capita."

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

The project proposes a new multi-family development, consisting of 19 dwelling units with 4 units set aside for Very Low Income Households, that will provide much-needed housing, including affordable housing. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those at all income levels. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located in proximity to Venice Boulevard and Grand View Boulevard, a major arterial intersection in the region that is well-served by diverse commercial and institutional uses as well as public transportation. Thus, by locating higher-density development along major transit corridors and by providing residential units located close to commercial services and jobs, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to include automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future. The project has also been conditioned to provide solar infrastructure or similar energy efficient measures. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable Community Plan, and the applicable specific plan.

In addition to the above findings set forth in Section 12.24 E of the LAMC, the City Planning Commission shall find, in accordance with Section 12.24.U.26, that:

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

In November 2021, the Los Angeles City Council adopted the 2021-2029 Housing Element. City Planning subsequently released proposed targeted amendments to the Housing Element for public comment. In June 2022, the full City Council adopted the targeted amendments. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. Further, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The Housing Element identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation

of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. The project is consistent with and implements the affordable housing provisions of the Housing Element with the addition of 4 units set as side for Very Low Income Households with the approval of the proposed project. The proposed project will replace an existing free-standing home and quadruplex with associated surface parking with a multi-family residential development consisting of 19 residential dwelling units, which reserves 40-percent of the 10-base density, resulting in 4 units, for Very Low Income Households. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

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.**

The subject property is zoned R3-1, which limits density to one dwelling unit per 800 square feet of lot area. The subject property has a gross lot area of 7,475 square feet and, as such, the permitted base density on the subject property is 10 units. In exchange for setting aside at least 11 percent of the base units for Very Low Income household occupancy, the applicant is entitled to a maximum 35 percent by-right density bonus to allow for 14 dwelling units. The Applicant is seeking an additional 55 percent density bonus (or a total of 90 percent density bonus) through a Conditional Use to allow for the proposed 19 dwelling units to be built on the site. The proposed project would include 4 dwelling units, or 40 percent of the base units, being set aside for Very Low Income households.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)

*26 %**	*72.5 %**
*27 %**	*75 %**
*28 %**	*77.5 %**
*29 %**	*80 %**
*30 %**	*82.5 %**
*31 %**	*85 %**
*32 %**	*87.5 %**
33 %	90 %
** Extended version of existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*	

For the subject property, a 35 percent by-right density bonus would allow for 14 units (equal to an increase of 4 units beyond the 10-unit base density) to be constructed on the project site. As illustrated in Table 1 above, 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 is seeking an additional 55 percent density bonus (for a total of a 90 percent density bonus from the base density) through a Conditional Use to allow for a total of 19 dwelling units, representing an increase of 9 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 90 percent density bonus, as shown in the pattern established in Table 1, the project must set aside at least 33 percent of the base density, equal to 4 units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in two (2) affordable units and the Conditional Use request results in an additional two (2) units for a total of 4 affordable units.

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

   The project proposes the demolition of a single-family residence and quadruplex with associated surface parking areas. As stated in the project's SB8 Letter dated December 5, 2023, the project is required to provide 1 replacement unit restricted to Very Low Income Households. The project will meet this requirement and also provide an additional 3 units restricted to Very Low Income Household occupancy. Thus, the project will meet any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

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 LAMC.**

   The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Housing and Community Investment Department, and 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 (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved

by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD signoffs for building permits.

The project will result in 19 new dwelling units, with 4 units set aside as affordable units for Very Low Income households. All residents of the proposed project will have access to all common and open space amenities within the building. The restricted units will comply with affordability requirements in the Guidelines set for the by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Environmental Findings

10. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

11. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas of minimal flood hazard.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2024-0026-CU-DB-PHP-HCA was held virtually by the Hearing Officer virtually on May 7, 2024, at 1:00 p.m. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decisionmaker of the case.

There were approximately 4 people in attendance, including two (2) of the applicant's representatives. Additionally, there were 2 written correspondences received outside of the public hearing which are included in Exhibit D. The testimonies and comments are summarized below.

- The project Representative, Jesi Harris, made a presentation reviewing the requested entitlements and Density Bonus incentives. They stated that the project team was able to work with the existing tenants early on to explain SB8 and other rights related to their right to return. Three out of the four proposed affordable units are replacement units where former tenants will have the right to return.

- Jesi Harris and Brian Silveira provided renderings of the project depicted during both daytime and nighttime. They explained that the front of the building has been updated since their initial outreach to now include an expanded planter and pedestrian entryway and an additional tree. They stated that the project would include a smart delivery system in the residential lobby for safety and convenience for the residents. They explained that there are various transit amenities in proximity to the project site and that drought-resistant landscaping would be used throughout the site.

- Jesi Harris and Brian Silveira stated that the applicable Community Plan is being updated and its draft shows that the bonus height planned for the site would be 6 stories with a bonus FAR of 4:0 to 1 which both align with the project request. They stated that Mar Vista has very little multi-family zoning (mostly single family) so it is very important to provide affordable units where possible. They stated that the project is in a "highest resource area" and that extensive outreach has been conducted with the Mar Vista Community Council among others.

- Jennifer Galespee, a resident of the neighborhood, stated concerns of the building height particularly regarding seismic safety. They wanted to ensure that there was no earthquake hazard which might lead to the building toppling over.

- Gale Kindberg, a nearby neighbor, asked a question about the rooftop/outdoor space because rooftop open spaces have caused noise impacts previously.

- In response to the two (2) public comments made during the hearing. Jesi Harris and Brian Silveira responded that seismic hazards are addressed by a Geotechnical report by a certified engineer who has tested the soil and considered the fault line in assessing earthquake risk. The report concluded that the soil conditions are safe and that the structural elements would be reviewed by LADBS for compliance before any permits are issued. In addition, the Representatives stated that the proposed roof deck is partitioned by planters into smaller sections to minimize potential noise impacts due to large gatherings.

- Outside of the public hearing, staff received a total of 2 written correspondences. One letter was on behalf of the Mar Vista Community Council which expressed support for the project while the other was from a neighbor expressing concern. Copies of all written correspondences are included in Exhibit D of this recommendation report.

EXHIBIT A

Plans

Site Plan, Floor Plans, Elevations, Landscape Plan, and Renderings

12747 MITCHELL AVE

PROJECT DIRECTORY

OWNER

NAME: MITCHELL PARTNERS, LLC
ADDRESS: 12747-12749 MITCHELL AVE
LOS ANGELES, CA 90066
PHONE #:

ARCHITECT

NAME: BREAKFORM DESIGN
ADDRESS: 127 ARENA STREET
EL SEGUNDO, CA 90245
PHONE #: 310-233-3700

SOIL ENGINEER

NAME: BYER GEOTECHNICAL, INC.
ADDRESS: 1461 EAST CHEVY CHASE DRIVE, SUITE 200, GLENDALE, CA 91206
PHONE #: 818-549-9959

LAND SURVEYOR

NAME: NICK KAZEM, INC.
ADDRESS: 4966 TOPANGA CYN. BLVD. WOODLAND HILLS, CA 91364
PHONE #: 818-999-9890

STRUCTURAL ENGINEER

NAME: MASOUD DEJBAN, INC. STRUCTURAL ENGINEERS
ADDRESS: 17200 VENTURA BLVD., SUITE 213-A, ENCINO, CA 91316
PHONE #: 818-784-5571

CIVIL ENGINEER

NAME: OBANDO & ASSOCIATES
ADDRESS: 3101 OCEAN PARK BLVD. STE 100 PMB 122 SANTA MONICA, CA 90405
PHONE #: 310-821-7555

MEP ENGINEER

NAME: MNS ENGINEERING
ADDRESS: 1600 SAWTELLE BLVD.,300 LOS ANGELES, CA, 90025
PHONE #: 310-445-8474

IRRIGATION

NAME: VELOCITY IRRIGATION COMPANY INC.
ADDRESS: 36686 HARVEST WAY WILDOMAR, CA 92595
PHONE #: 951-312-4466

VICINITY MAP

CODE

BUILDING CODE:	2022 LABC, (TITLE 24, PART 2.5) BASED ON THE 2018 IRC (INCLUDES ACCESSIBILITY)
STRUCTURAL:	2022 LABC, VOL 2 (TITLE 24, PART 2, VOL 2) BASED ON THE 2018 IBC WITH ASCE 7-16
MECHANICAL CODE:	2022 CA MECHANICAL CODE, (TITLE 24, PART 4) BASED ON THE 2018 UNIFORM MECHANICAL CODE
PLUMBING CODE:	2022 CA PLUMBING CODE (TITLE 24, PART 5) BASED ON THE 2018 UNIFORM PLUMBING CODE
ELECTRICAL CODE:	2022 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON THE 2017 NATIONAL ELECTRIC CODE
ENERGY CODE:	2022 CA ENERGY CODE (TITLE 24, PART 6) 2023 L.A. CITY GREEN BUILDING CODE

PROJECT INFORMATION

PROJECT SUMMARY:	NEW 19 UNITS APARTMENT SIX STORY BUILDING WITH GROUND FLOOR AND SUBTERRANEAN PARKING.
PROJECT ADDRESS:	12747 MITCHELL AVE LOS ANGELES, CA 90066
LOT SIZE:	50' x 141.97' (Per Parcel Map)
LOT AREA:	7,100.3 SF (Per Assessor)
ASSESSOR'S PARCEL #:	4236019024
TRACT:	DELMAR
BLOCK:	NONE
LOT:	188
ZONING:	R3-1
HILLSIDE AREA:	NO
METHANE HAZARD SITE:	NO
VERY HIGH FIRE HAZARD SEVERITY ZONE:	NO
FIRE DISTRICT NO.1:	NO
HEIGHT PROPOSED:	ZONING: 67' - 9" BUILDING: 66' - 0"
TYPE OF CONSTRUCTION:	TYPE I-A & III-A
OCCUPANCY GROUP:	R2 & S-2
ZONING AREA:	19,112 SF
BUILDING AREA:	30,313 SF
SCHOOL FEE AREA:	20,103 SF
FAR:	4.00:1
FIRE ALARM:	MANUAL ALARM SYSTEM
FIRE SPRINKLER:	NFPA -13 REQ'D (PERMIT TO BE SECURED PRIOR TO INSTALLATION. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING PRIOR TO INSTALLATION)
	ALL ELECTRIC BUILDING

THE PROJECT IS PRIVATELY FUNDED NOT RECEIVING TAX CREDIT INCENTIVE, NOT A PUBLIC HOUSING

ACTION REQUEST

1. CODE SECTION FROM WHICH RELIEF IS REQUESTED: CODE SECTION WHICH AUTHORIZES RELIEF: 12.24 U 26

A CONDITIONAL USE PERMIT PURSUANT TO LAMC 12.24 U 26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LAMC SECTION 12.22 A 25; IN CONJUNCTION WITH THE CONSTRUCTION, USE, AND MAINTENANCE OF 19 FOR-RENT DWELLING UNITS IN LIEU OF THE 10 DWELLING UNITS OTHERWISE PERMITTED BY LAMC 12.22 A 25; WITH 4 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24 F:

● ON-MENU INCENTIVES:

○ PERMIT UP TO A 33% INCREASE IN THE ALLOWED FLOOR AREA RATIO TO ALLOW 19,112 SQUARE FEET OF FLOOR AREA IN LIEU OF THE 14,331 SQUARE FEET PERMITTED PURSUANT TO LAMC 12.21.1 A 1.

○ PERMIT A 20% DECREASE IN REQUIRED NORTH SIDE YARD SETBACK TO ALLOW A 7.2-FOOT SETBACK IN LIEU OF THE 9 FEET REQUIRED PURSUANT TO LAMC 12.10 C.2.

○ PERMIT A 20% DECREASE IN REQUIRED SOUTH SIDE YARD SETBACK TO ALLOW A 7.2-FOOT SETBACK IN LIEU OF THE 9 FEET REQUIRED PURSUANT TO LAMC 12.10 C.2.

● WAIVERS OF DEVELOPMENT STANDARDS:

○ PERMIT A 22-FOOT, 9-INCH INCREASE IN HEIGHT TO 67 FEET AND 9 INCHES IN LIEU OF THE MAXIMUM 45-FOOT HEIGHT ALLOWED IN THE R3-1 ZONE PURSUANT TO LAMC 12.21.1.

○ PERMIT THE PROVISION OF 19 PARKING SPACES, WITH TEN SPACES IN TANDEM POSITIONS, IN LIEU OF THE 20 ACCESSIBLE PARKING SPACES REQUIRED PURSUANT TO LAMC 12.22 A.25.(D)(1) AND 12.21 A 4.

○ PERMIT THE PROVISION OF ELEVEN COMPACT PARKING STALLS AND EIGHT STANDARD STALLS IN LIEU OF ONE STANDARD SPACE PER DWELLING UNIT REQUIRED PURSUANT TO LAMC 12.21. A.5.C.

F.A.R. PROVIDED VS. ALLOWED

PROVIDED		ALLOWED	
TOTAL RESIDENTIAL FLOOR AREA:	19,112 SF	TOTAL LOT AREA:	7,100.3 SF
(BUILDABLE LOT AREA = 4,777 SF)		BUILDABLE AREA:	4,777 SF
(F.A.R.) x 4,777 SF = 19,112 SF		F.A.R. ALLOWED:	3:1
F.A.R. PROVIDED:	4.00:1	(3) x 4,777 SF = 14,331 SF	
TOTAL PROVIDED:	**19,112 SF**	**TOTAL ALLOWED:**	**14,331 SF**

RESIDENTIAL DENSITY PROVIDED VS. ALLOWED

PROVIDED		ALLOWED	
DWELLING UNITS	19 UNITS	7,100.3 SF + (1/2 ALLEY 7.5 x 50)	
MARKET RATE:	15 UNITS	/ 800 SF (PER R3) = 9.34 →	9 UNITS
VERY LOW INCOME (40%):	4 UNITS		
DENSITY BONUS 40% VLI :	107.5%		
207.5% X 10 = 20.75 →	21 UNITS		
TOTAL PROVIDED:	**19 UNITS**	**TOTAL ALLOWED:**	**9 UNITS**

PARKING PROVIDED VS. REQUIRED

PROVIDED		REQUIRED	
TENANT PARKING:		PER 12.22. A.25. (Parking Option 1)	
STANDARD:	7 SPACES	1 SPACE PER 1BR UNIT (13 UNIT)	13 SPACES
ADA:	1 SPACE	1.5 SPACES PER 2BR UNIT (6 UNITS)	9 SPACES
COMPACT:	11 SPACES	10% PARKING REDUCTION	
GUEST:	NOT REQUIRED/ NOT PROVIDED	BY BICYCLE ORD.	-2 SPACES
TOTAL PROVIDED:	**19 SPACES**	**TOTAL REQUIRED:**	**20 SPACES**

BICYCLE PARKING PROVIDED VS. REQUIRED

PROVIDED		REQUIRED	
LONG TERM BICYCLE PARKING:	24 SPACES	LONG TERM BICYCLE PARKING:	
SHORT TERM BICYCLE PARKING:	2 SPACES	RESIDENTIAL: 1 / UNIT	19 SPACES
		SHORT TERM BICYCLE PARKING:	
		RESIDENTIAL: 1 / 10 UNITS (MIN. 2)	2 SPACES
TOTAL LONG TERM PROVIDED:	**24 SPACES**	**TOTAL LONG TERM REQUIRED:**	**19 SPACES**
TOTAL SHORT TERM PROVIDED:	**2 SPACES**	**TOTAL SHORT TERM REQUIRED:**	**2 SPACES**

OPEN SPACE PROVIDED VS. REQUIRED

PROVIDED		REQUIRED	
COMMON OPEN SPACE:	1,997 SF	13 UNIT @ < 3 HABITABLE ROOMS (100 SF) (19 UNIT)(100)	1,300 SF
PRIVATE OPEN SPACE TOWARDS CALCULATION BASED ON ZONING CODE 12.21 G:	450 SF	6 UNITS @ 3 HABITABLE ROOMS (125 SF) (UNITS)(125 SF) =	750 SF
TOTAL PROVIDED OPEN SPACE:	**2,447 SF**	**TOTAL REQUIRED OPEN SPACE:**	**2,050 SF**

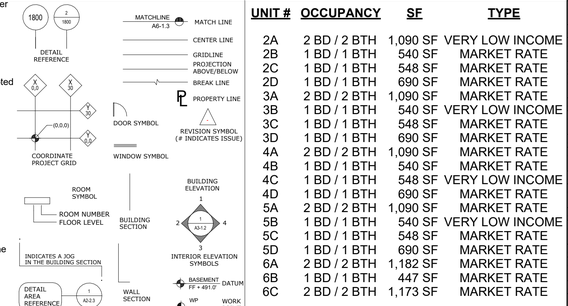
YARD SETBACKS PROVIDED VS. REQUIRED

YARD	PROVIDED	REQUIRED
MITCHELL AVE	15' - 0" @ ALL LEVELS	15' - 0" @ ALL LEVELS
ALLEY	15' - 0" FROM CENTER OF ALLEY @ ALL LEVELS	15' - 0" FROM CENTER OF ALLEY @ ALL LEVELS
NORTH SIDE YARD	7.2' @ ALL LEVELS	9' - 0" @ ALL LEVELS
SOUTH SIDE YARD	7.2' @ ALL LEVELS	9' - 0" @ ALL LEVELS

ABREVIATIONS & SYMBOLS

&	And	BLKG	Blocking	D	Deep, Depth	EXP	Expansion	GALV	Galvinized	JT	Joint	N	North
<	Angle	BM	Beam	DBL	Double	EXPO	Exposed	G.B.	Grab Bar			N.I.C.	Not in Contract
@	At	BOT	Bottom	DET	Detail	EXT	Exterior	G.I.	Galvanized Iron	KIT	Kitchen	NO	Number
C_L	Centerline	BR	Bedroom	D.F.	Drinking Fountain			GL	Glass, Glazing			NOM	Nominal
⌀	Diameter or Round	BSMT	Basement	DIA	Diameter	F.A.	Fire Alarm	GND	Ground	LAM	Laminate	N.S.	No Scale
⊥	Perpendicular	B.U.R.	Built Up Roofing	DIM	Dimension	F.D.	Floor Drain	GR	Grade	LAV	Lavatory	N.T.S.	Not to Scale
#	Number			DISP	Dispenser	FDN	Foundation	GYP	Gypsum	L.F.	Lineal Foot		
(E)	Existing	CAB	Cabinet	DN	Down	F.E.	Fire Extinguisher			L.H.	Left Hand	O/	Over
		CARP	Carpet	D.O.	Door Opening	F.E.C.	Fire Extinguisher Cab	H	High	LKR	Locker	OA	Overall
AB	Anchor Bolt	C.B.	Catch Basin	DR	Door	F.G.	Finish Grade	H.B.	Hose Bib	L.R.	Living Room	OBSC	Obscure
A/C	Air Conditioning	CEM	Cement	DS	Downspout	F.H.C.	Fire Hose Cabinet	H.C.	Hollow Core	LT	Light	O.C.	On Center
A.C.	Asphaltic Concrete	CER	Ceramic	D.S.P.	Dry Standpipe	FIN	Finish	HCP	Handicapped	LVR	Louver	O.D.	Outside Diameter
ACT	Acoustical Tile	C.I.	Cast Iron	DWG	Drawing	FLASH	Flashing	HDWR	Hardware			O.F.D.	Overflow Drain
ACOUS	Acoustical	CLG	Ceiling	DWR	Drawer	FLR	Floor	HDWD	Hardwood	MATL	Material	OFF	Office
ADJ	Adjustable	CLO	Closet			FLUOR	Fluorescent	H.M.	Hollow Metal	MAX	Maximum	O.H.	Overhang
A.F.F.	Above Finish Floor	CLR	Clear	E	East	F.O.C.	Face of Concrete	HORIZ	Horizontal	M.B.	Machine Ball	OVHD	Overhead
ALT	Alter or Alternate	CMU	Concrete Masonry Unit	EA	Each	F.O.F.	Face of Finish	HR	Hour	MECH	Mechanical	OPNG	Opening
ALUM	Aluminum	CNTR	Counter	EJ	Expansion Joint	F.O.M.	Face of Masonry	HT	Height	MEMB	Membrane	OPP	Opposite
ANOD	Anodized	COL	Column	EL	Elevation	F.O.S.	Face of Stud	HVAC	Heating, Ventilation and Air Conditioning	MET	Metal		
A.P.	Access Panel	CONC	Concrete	ELEC	Electrical	FPRF	Fireproof			MFR	Manufacture	PC	Piece
APPROX	Approximate	CONN	Connection	ELEV	Elevation	FR	Frame	H.W.	Hot Water	MH	Manhole	P.D.	Planter Drain
ARCH	Architectural	CONST	Construction	EMER	Emergency	FS	Full Size			MIN	Minimum	PL	Plate
ASPH	Asphalt	CONT	Continuous	ENCL	Enclosure	FT	Foot, Feet	I.D.	Inside Diameter	MIR	Mirror	P.L.	Property Line
		CONTR	Contractor	E.O.S.	Edge of Slab	FTG	Footing	INCL	Including	MISC	Miscellaneous	PLMG	Plumbing
BD	Board	CORR	Corridor	EQ	Equal	FURR	Furring, Furred	INSUL	Insulation	M.O.	Masonry Opening	PLAM	Plastic Laminate
BITUM	Bituminous	C.T.	Ceramic Tile	EQUIP	Equipment	FUT	Future	INT	Interior	M.R.	Moisture Resistant	PLAS	Plaster
BLDG	Building	CTR	Center	E.W.	Each Way					MTD	Mounted	PLYWD	Plywood
BLK	Block	CTSK	Countersunk	E.W.C.	Electric Water Cooler	GA	Gauge	JAN	Janitor	MUL	Mullion	PR	Pair
		C.W.	Cold Water	EXIST	Existing			JST	Joist			PT	Paint

SIM	Similar	T.P.D.	Toilet Paper Dispenser
SLDG	Siding	T.S.	Top of Steel
SPEC	Specification	TV	Television
SQ	Square	T.O.W.	Top of Wall
S.S.	Stainless Steel	TYP	Typical
SSK	Service Sink		
STD	Standard	UNF	Unfinished
STL	Steel	U.O.N.	Unless Otherwise Noted
STOR	Storage	UR	Urinal
STRC	Structrual		
SUSP	Suspended	VERT	Vertical
SW	Switch	VEST	Vestibule
SYM	Symmetrical	V.I.F.	Verifiy in Field
SYS	System	VOL	Volume
T	Tread	W	West
T.B.	Towel Bar	W/	With
T&G	Tongue and Groove	W.H.	Water Heater
T.O.C.	Top of Curb	W/O	Without
T.O.D.	Top of Drain	W.C.	Water Closet
TEL	Telephone	WD	Wood
TEMP	Tempered, Temperature	WP	Waterproof
TER	Terrazzo	WPM	Waterproof Membrane
THK	Thick, Thickness	WSCT	Wainscot
THR	Threshold	W.S.P.	Wet Standpipe
TOIL	Toilet	WT	Weight
T.O.P.	Top of Pavement		
T.O.S.	Top of Slab		
T.P.D.	Toilet Paper Dispenser		



RESIDENTIAL UNITS

UNIT #	OCCUPANCY	SF	TYPE
2A	2 BD / 2 BTH	1,090 SF	VERY LOW INCOME
2B	1 BD / 1 BTH	540 SF	MARKET RATE
2C	1 BD / 1 BTH	548 SF	MARKET RATE
2D	1 BD / 1 BTH	690 SF	MARKET RATE
3A	2 BD / 2 BTH	1,090 SF	MARKET RATE
3B	1 BD / 1 BTH	540 SF	VERY LOW INCOME
3C	1 BD / 1 BTH	548 SF	MARKET RATE
3D	1 BD / 1 BTH	690 SF	MARKET RATE
4A	2 BD / 2 BTH	1,090 SF	MARKET RATE
4B	1 BD / 1 BTH	540 SF	MARKET RATE
4C	1 BD / 1 BTH	548 SF	VERY LOW INCOME
4D	1 BD / 1 BTH	690 SF	MARKET RATE
5A	2 BD / 2 BTH	1,090 SF	MARKET RATE
5B	1 BD / 1 BTH	540 SF	VERY LOW INCOME
5C	1 BD / 1 BTH	548 SF	MARKET RATE
5D	1 BD / 1 BTH	690 SF	MARKET RATE
6A	2 BD / 2 BTH	1,182 SF	MARKET RATE
6B	1 BD / 1 BTH	447 SF	MARKET RATE
6C	2 BD / 2 BTH	1,173 SF	MARKET RATE

SHEET INDEX

breakformdesign
127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

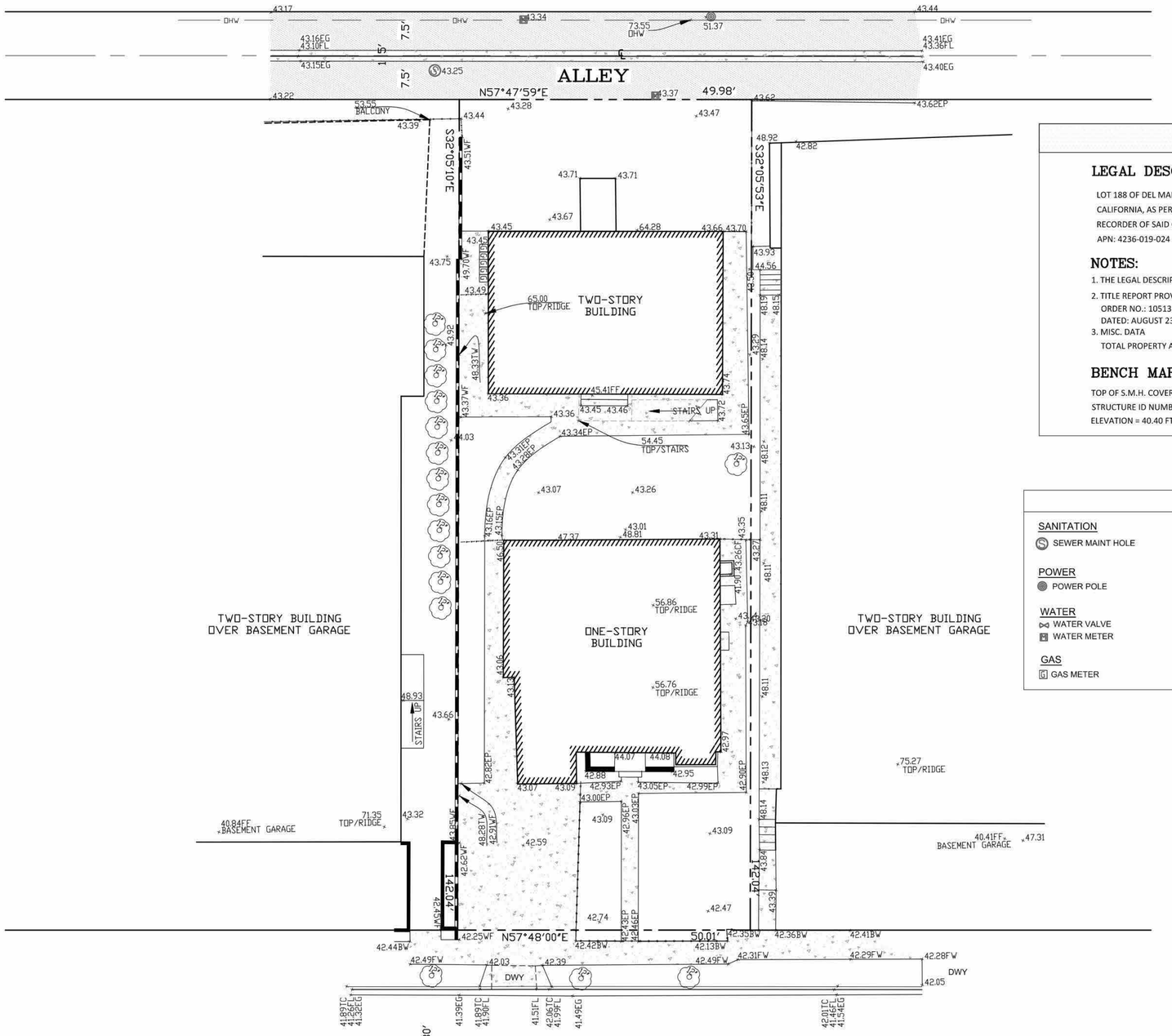
Revision Schedule

Revision Number	Revision Date

COVER

DRAWN JV
CHECKED BD
DATE 3/7/2024 5:07:27 PM
SCALE
JOB # 23-A001

A0.00



NOTES

LEGAL DESCRIPTION:

LOT 188 OF DEL MAR TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 76 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 4236-019-024

NOTES:

1. THE LEGAL DESCRIPTION, BOUNDARIES AND EASEMENT SHOWN HEREON ARE PER RECORD DATA.
2. TITLE REPORT PROVIDENT TITLE COMPANY
   ORDER NO.: 10513235
   DATED: AUGUST 23, 2021
3. MISC. DATA
   TOTAL PROPERTY AREA: 7,101 SQ.FT.

BENCH MARK:

TOP OF S.M.H. COVER @ INTERSECTION OF MOORE ST AND ZANJA ST
STRUCTURE ID NUMBER 53413127 PER CITY OF L.A.
ELEVATION = 40.40 FT

LEGEND

SANITATION
- SEWER MAINT HOLE

POWER
- POWER POLE

WATER
- WATER VALVE
- WATER METER

GAS
- GAS METER

MISCELLANEOUS
- SPOT ELEVATION
- WOOD FENCE
- CHAIN LINK FENCE
- WROUGHT IRON FENCE
- RETAINING BLOCK WALL
- FREE STAND BLOCK WALL
- BOUNDARY LINE
- TREE- SIZE IN INCHES
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT

ABBREVIATIONS

TC	TOP OF CURB
EG	EDGE OF GUTTER
FL	FLOW LINE
CF	CURB FACE
℄	CENTERLINE
EP	EDGE OF PAVEMENT
TW	TOP OF WALL
WF	WALL FACE
BW	BACK OF WALK
FW	FRONT OF WALK
DWY	DRIVEWAY

PREPARED BY:
NICK KAZEM, INC.
4966 TOPANGA CYN. BLVD.,
WOODLAND HILLS, CA 91364
(818) 999-9890

NICK KAZEMI L.S. NO. 7022 EXP. 6-30-2024

PREPARED FOR:
AMIR SAFAEI
(949) 280-6731

REV. NO	DATE	REVISION	BY:	APP.
SCALE 1"= 10'	CHK'D BY	APPROVED BY: R.C.E. NO.	DATE 9-19-2021	DWG. NO. 4015-ARCH

ARCHITECTURAL SURVEY

FOR
12747 MITCHELL AVE. LOS ANGELES, CALIFORNIA 90066

SHEET 1 OF 1 SHEET

breakformdesign
127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

EXISTING SITE SURVEY

DRAWN JV
CHECKED BD
DATE 3/7/2024 4:56:57 PM
SCALE
JOB # 23-A001

A0.02

TABLE 3—ATTACHMENT OF SARNAFIL G410 OR SIKAPLAN ADHERED PVC ROOFING MEMBRANES FOR WIND UPLIFT CAPACITY

SYSTEM NO.	SUBSTRATE	INSULATION[2,3] Type	INSULATION[2,3] Attachment	COVERBOARD Type	COVERBOARD Attachment	SARNAFIL PVC MEMBRANE	ALLOWABLE WIND UPLIFT CAPACITY (PSF)
1	Steel, min. 22 gage	Min. 1.5-inch-thick polyisocyanurate Atlas ACFoam II	Loosely laid	5/8-inch DensDeck Prime	Sarnafasteners and Sarnaplates at 1 fastener per 2 sq. ft.	G410 membrane adhered to the cover board with Sarnacol 2170 adhesive applied to the membrane and board at 1.5 gal./100 sq. ft.	60
2	Steel, min. 22 gage	Min. 1.5-inch-thick polyisocyanurate Atlas ACFoam II	Loosely laid	5/8-inch DensDeck Prime	Sarnafasteners and Sarnaplates at 1 fastener per 2 sq. ft.	G410 Feltback membrane or Sikaplan Adhered Feltback membrane adhered to the cover board with Sarnacol 2121 adhesive applied to the cover board at 0.75 gal/100 sq. ft.	53
3	Concrete[1]	Johns Manville E'NRGY-2 3, Rmax Multi-Max FA-3, Atlas ACFoam II, and Hunter Panels H-Shield	Adhered to primed concrete with hot asphalt applied at 25 lbs./100 sq. ft.	1/4-inch DensDeck	Adhered to primed concrete with hot asphalt applied at 25 lbs./100 sq. ft.	G410 membrane or Sikaplan Adhered membrane adhered to the cover board with Sarnacol 2170 adhesive applied to the membrane and board at 1.5 gal./100 sq. ft. G410 Feltback adhered to the cover board with Sarnacol 2170 or Sarnacol 2170VC applied to the cover board at 2 gal/100 sq. ft., or Sarnacol 2121 adhesive applied to the cover board at 0.75 gal/100 sq. ft.	233
4	Concrete[1]	Johns Manville E'NRGY 3, Rmax Multi-Max FA-3, Atlas ACFoam II, and Hunter Panels H-Shield	Adhered to primed concrete with hot asphalt applied at 25 lbs./100 sq. ft.	---	---	G410 membrane or Sikaplan Adhered membrane adhered to the insulation with Sarnacol 2170 or Sarnacol 2170VC adhesive applied to the membrane and insulation at 1.5 gal./100 sq. ft., or Sarnacol 2121 adhesive applied to the membrane and insulation at 0.75 gal/100 sq. ft.	233
5	Steel, min. 22 gage	Min. 1.5-inch-thick Polyisocyanurate Atlas ACFoam II	Loosely laid	1/2-inch DensDeck Prime	Sarnafasteners and Sarnaplate with 1 fastener per 1 sq. ft.	G410 Feltback membrane or Sikaplan Adhered Feltback membrane adhered to the coverboard with Sanacol OM Feltback Membrane Adhesive or Sarnacol AD Feltback Membrane Adhesive applied to the board with 0.5-inch wide ribbons at 12" o.c.	120
6	Steel, min. 22 gage	Min. 1.5-inch-thick Polyisocyanurate Atlas ACFoam II	Sarnafasteners and Sarnaplate with 1 fastener per 2 sq. ft.	--	--	G410 Feltback membrane or Sikaplan Adhered Feltback membrane adhered with Sanacol OM Feltback Membrane Adhesive or Sarnacol AD adhesive applied to the board with 0.5-inch wide ribbons at 12" o.c.	45
7	Concrete[1]	Min. 1.5-inch-thick Polyisocyanurate Atlas ACFoam II	Sarnafasteners and Sarnaplate with 1 fastener per 2 sq. ft.	--	--	G410 Feltback membrane or Sikaplan Adhered Feltback adhered with Sanacol OM Feltback Membrane Adhesive or Sarnacol AD Feltback Membrane Adhesive applied to the board with 0.5-inch wide ribbons at 12" o.c.	45

TABLE 3—ATTACHMENT OF SARNAFIL G410 OR SIKAPLAN ADHERED PVC ROOFING MEMBRANES FOR WIND UPLIFT CAPACITY (Continued)

SYSTEM NO.	SUBSTRATE	INSULATION[2,3] Type	INSULATION[2,3] Attachment	COVERBOARD Type	COVERBOARD Attachment	SARNAFIL PVC MEMBRANE	ALLOWABLE WIND UPLIFT CAPACITY (PSF)
8	Concrete[1]	--	--	--	--	G410 Feltback membrane or Sikaplan Adhered Feltback membrane adhered to the deck with Sanacol OM Feltback Membrane Adhesive or Sarnacol AD Feltback Membrane Adhesive applied to the board with 0.5-inch wide ribbons at 12" o.c.	120
9	Concrete[1]	--	--	--	--	G410 Feltback membrane or Sikaplan Adhered Feltback membrane adhered to the deck with Sanacol OM Feltback Membrane Adhesive or Sarnacol AD Feltback Membrane Adhesive applied to the substrate with 0.5-inch wide ribbons at 4" o.c.	445
10	Steel, min 22 gage	Polyisocyanurate, Rmax Multi-Max FA, tapered Thermaroof FA-3 Ultra-Max, Atlas ACFoam II, AC Foam III, AC Foam III Tapered, Hunter Panels H-Shield, H-Shield CG, H-Shield CG Tapered, Sarnatherm, Sarnatherm CG, Sarnatherm a, Sarnatherm a CG, Sarnather r, Sarnatherm r CG	Sarnafasteners and Sarnaplates at 1 fastener per 2 sq. ft.	Sarnatherm Roofboard H, Sarnatherm Roofboard A-III, Securock Glass-mat Roof Board, Dens Deck Prime, DEXcell AF Glass Mat Roof Board	Adhered with Sanacol OM or Sarnacol AD adhesive applied to the board with 0.5" wide ribbons at 12" o.c.	G410 SAM self-adhered to the cover board	45
11	Concrete[1]	Polyisocyanurate, Rmax Multi-Max FA, tapered Thermaroof FA-3 Ultra-Max, Atlas ACFoam II, AC Foam III, AC Foam III Tapered, Hunter Panels H-Shield, H-Shield CG, H-Shield CG Tapered, Sarnatherm, Sarnatherm CG, Sarnatherm a, Sarnatherm a CG, Sarnather r, Sarnatherm r CG	Adhered with Sanacol OM adhesive applied to the board with 0.5" wide ribbons at 12" o.c.	Sarnatherm Roofboard H, Sarnatherm Roofboard A-III, Securock Glass-mat Roof Board, Dens Deck Prime	Adhered with Sanacol OM adhesive applied to the board with 0.5" wide ribbons at 12" o.c.	G410 SAM self-adhered to the cover board	83
12	Concrete[1]	Polyisocyanurate, Rmax Multi-Max FA, tapered Thermaroof FA-3 Ultra-Max, Atlas ACFoam II, AC Foam III, AC Foam III Tapered, Hunter Panels H-Shield, H-Shield CG, H-Shield CG Tapered, Sarnatherm, Sarnatherm CG, Sarnatherm a, Sarnatherm a CG, Sarnather r, Sarnatherm r CG	Adhered with Sanacol OM adhesive applied to the board with 0.5" wide ribbons at 12" o.c.	Sarnatherm Roofboard A-III, ACFoam III HD Coverboard, Dens Deck Prime, DEXcell FA Glass Mat Roof Board, DEXcell Glass Mat Roof Board	Adhered with Sanacol OM adhesive applied to the board with 0.5" wide ribbons at 12" o.c.	G410 SAM self-adhered to the cover board	90

TABLE 3—ATTACHMENT OF SARNAFIL G410 OR SIKAPLAN ADHERED PVC ROOFING MEMBRANES FOR WIND UPLIFT CAPACITY (Continued)

SYSTEM NO.	SUBSTRATE	INSULATION[2,3] Type	INSULATION[2,3] Attachment	COVERBOARD Type	COVERBOARD Attachment	SARNAFIL PVC MEMBRANE	ALLOWABLE WIND UPLIFT CAPACITY (PSF)
13	Poured Gypsum over Concrete	Sarnatherm and Sarnatherm a	Adhered with Sarnacol 2163 or Sarnacol AD Board Adhesive, applied with 0.5" wide ribbons at 12" o.c.	Minimum 0.25-inch DensDeck Prime	Adhered with Sarnacol 2163 or Sarnacol AD Board Adhesive, applied with 0.5" wide ribbons at 12" o.c.	G410, S327 membrane or Sikaplan Adhered membrane adhered to the cover board with Sarnacol 2170 or Sarnacol 2170 VC adhesive applied to the membrane backside at 0.75 gal/100 sq.ft. and cover board at 0.75 gal./100 sq. ft. or Sarnacol 2121 applied to cover board at 0.75 gal./100 sq.ft. G410 Feltback, S327 Feltback or Sikaplan Adhered Feltback adhered to the cover board with Sarnacol 2170 or Sarnacol 2170VC applied in two coats to the cover board at a total application rate of 2 gal/100 sq. ft., or Sarnacol 2121 adhesive applied to the cover board at 2.0 gal/100 sq. ft.	257.5

For **SI:** 1 inch = 25.4 mm, 1 lbf/in² = 6.89 kPa, 1 lbf/ft2 = 47.9 Pa; 1 gal/sq = 407mL/m².

[1]Concrete must have a minimum compressive strength of 2500 psi.
[2]All foam plastic insulation must be UL-classified foam plastic for roofing systems, and must be limited to a maximum thickness in accordance with Section 5.4.
[3]Polyisocyanurate foam plastic insulation board must comply with ASTM C1289. Extruded polystyrene (XPS) and expanded polystyrene (EPS) foam plastic insulation boards must comply with ASTM C578.

TABLE 4—TYPICAL MEMBRANE THICKNESSES AND WEIGHTS

MEMBRANE	THICKNESS (mil)	ACTUAL DIMENSION (inch)	WEIGHT WITH FELT BACKING (psf)	WEIGHT WITHOUT FELT BACKING (psf)
G410, S327	48	0.048	0.375	0.312
G410, S327	60	0.059	0.453	0.390
G410, S327	72	0.071	0.530	0.467
G410, S327	80	0.079	0.582	0.582
G410 SAM	60	0.059	NA	0.445
G410 SAM	72	0.071	NA	0.533
G410 SAM	80	0.079	NA	0.595
G410 Textured, S327 Textured	60	0.059	NA	0.390
G410 Textured, S327 Textured	72	0.072	NA	0.467
G410 Textured, S327 Textured	80	0.079	NA	0.562
Sikaplan Fastened 45, Sikaplan Adhered 45	45	0.045	0.341	0.278
Sikaplan Fastened 60, Sikaplan Adhered 60	60	0.054	0.411	0.348

For **SI:** 1 inch = 25.4 mm; 1 psf = 47.88 Pa.

ES ICC EVALUATION SERVICE®

ICC-ES Evaluation Report — ESR-1157 LABC and LARC Supplement

Reissued September 2023
This report is subject to renewal September 2025.

www.icc-es.org | (800) 423-6587 | (562) 699-0543 *A Subsidiary of the International Code Council®*

DIVISION: 07 00 00—THERMAL AND MOISTURE PROTECTION
Section: 07 54 00—Thermoplastic Membrane Roofing
Section: 07 54 19—Polyvinyl-Chloride Roofing

REPORT HOLDER:

SIKA SARNAFIL, INC.

EVALUATION SUBJECT:

SARNAFIL S327, G410, G410 SAM, SIKAPLAN FASTENED AND SIKAPLAN ADHERED SINGLE-PLY ROOFING SYSTEMS

1.0 REPORT PURPOSE AND SCOPE

Purpose:

The purpose of this evaluation report supplement is to indicate that Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems, described in ICC-ES evaluation report ESR-1157, have also been evaluated for compliance with the codes noted below as adopted by the Los Angeles Department of Building and Safety (LADBS).

Applicable code editions:

- 2020 *City of Los Angeles Building Code* (LABC)
- 2020 *City of Los Angeles Residential Code* (LARC)

2.0 CONCLUSIONS

The Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems, described in Sections 2.0 through 7.0 of the evaluation report ESR-1157, comply with the LABC Chapter 15 and LARC Chapter 9, and are subjected to the conditions of use described in this supplement.

3.0 CONDITIONS OF USE

The Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems, described in this evaluation report must comply with all of the following conditions:

- All applicable sections in the evaluation report ESR-1157.
- The design, installation, conditions of use and identification are in accordance with the 2018 *International Building Code®* (IBC) and 2018 *International Residential Code®* (IRC) provisions noted in the evaluation report ESR-1157.
- The design, installation and inspection are in accordance with additional requirements of LABC Chapters 16 and 17 or LARC Chapter 3, as applicable.
- The Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems must not be installed over existing wood shakes or wood shingles in accordance with LABC Section 1511.
- The installation of the Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems must comply with City of Los Angeles Information Bulletin P/BC 2020-16, "Dwellings in High Wind Velocity Areas (HWA)".
- Reroofing applications must comply with Sections 4.5 of the evaluation report ESR-1157 and LABC Section 1511 or LARC Section R908, as applicable. Where spaced sheathing exists, a minimum of 15/32-inch-thick (11.9 mm) plywood shall be installed prior to roofing installations.
- Where moderate or heavy foot traffic occurs for maintenance of equipment, the roof covering shall be adequately protected.
- The Building Inspector shall be notified 24 hours in advance prior to installation of the roof membranes.

This supplement expires concurrently with the evaluation report, reissued September 2023.

ES ICC EVALUATION SERVICE®

ICC-ES Evaluation Report — ESR-1157 CBC and CRC Supplement

Reissued September 2023
This report is subject to renewal September 2025.

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DIVISION: 07 00 00—THERMAL AND MOISTURE PROTECTION
Section: 07 54 00—Thermoplastic Membrane Roofing
Section: 07 54 19—Polyvinyl-Chloride Roofing

REPORT HOLDER:

SIKA SARNAFIL, INC.

EVALUATION SUBJECT:

SARNAFIL S327, G410, G410 SAM, SIKAPLAN FASTENED AND SIKAPLAN ADHERED SINGLE-PLY ROOFING SYSTEMS

1.0 REPORT PURPOSE AND SCOPE

Purpose:

The purpose of this evaluation report supplement is to indicate that Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems, described in ICC-ES evaluation report ESR-1157, have also been evaluated for compliance with the codes noted below.

Applicable code editions:

- 2019 *California Building Code* (CBC)

For evaluation of applicable chapters adopted by the California Office of Statewide Health Planning and Development (OSHPD) AKA: California Department of Health Care Access and Information (HCAI) and the Division of State Architect (DSA), see Sections 2.1.1 and 2.1.2 below.

- 2019 *California Residential Code* (CRC)

2.0 CONCLUSIONS

2.1 CBC:

The Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems, described in Sections 2.0 through 7.0 of the evaluation report ESR-1157, comply with CBC Chapter 15, provided the design and installation are in accordance with the 2018 *International Building Code®* (IBC) provisions noted in the evaluation report and the additional requirements of CBC Chapters 15, 16 and 26, as applicable.

2.1.1 OSHPD: The applicable OSHPD Sections of the CBC are beyond the scope of this supplement.

2.1.2 DSA: The applicable DSA Sections of the CBC are beyond the scope of this supplement.

2.2 CRC:

The Sarnafil S327, G410, G410 SAM, Sikaplan Fastened and Sikaplan Adhered Single-Ply Roofing Systems, described in Sections 2.0 through 7.0 of the evaluation report ESR-1157, comply with CRC Chapter 9, provided the design and installation are in accordance with the 2018 *International Residential Code®* (IRC) provisions noted in the evaluation report and the additional requirements of CRC Chapter 9, as applicable

This supplement expires concurrently with the evaluation report, reissued September 2023.

CITY OF LOS ANGELES
CALIFORNIA

SOPREMA, Inc.
310 Quadral Drive
Wadsworth, Ohio 44281

Attention: Glen N. Bestor
(330) 331-3070

Local Represenative: Freddy Riofrio
(203) 262-9245

RESEARCH REPORT: RR 25908
(CSI # 07560)

Expires: May, 1, 2020
Issued Date: April 1, 2018
Code: 2017 LABC

GENERAL APPROVAL – Renewal and Clerical Modification -Soprema ALSAN RS 230 Field and RS 260 LO Field Liquid Applied Roof Covering System.

DETAILS

ALSAN RS 230 Field liquid applied roof covering system:

Deck: Concrete deck with maximum1-inch per foot slope.
Primer: ALSAN RS 276 primer applied at the rate of 1.0 gallon per 100 ft².
Base Coat: ALSAN RS 230 Field applied at the rate of 3.91 gallon per 100 ft².
Reinforcement: While the base coat of ALSAN RS 230 Field is wet, a layer of non-woven, needle punched polyester reinforcement fabric is applied and rolled so that the air bubbles are removed.
Top Coat: ALSAN RS 230 Field applied at the rate of 1.95 gallon per 100 ft².

ALSAN RS 260 LO Field liquid applied roof covering system:

Deck: Concrete deck with maximum 1-1/2-inch per foot slope.
Primer: ALSAN RS 276 primer applied at the rate of 1.0 gallon per 100 ft².
Base Coat: ALSAN RS 260 LO Field applied at the rate of 3.91 gallon per 100 ft².
Reinforcement: While the base coat of ALSAN RS 260 LO Field is wet, a layer of non-woven, needle punched polyester reinforcement fabric is applied and rolled so that the air bubbles are removed.
Top Coat: ALSAN RS 260 LO Field applied at the rate of 1.95 gallon per 100 ft².

Soprema, Inc.
RE: Soprema Alsan RS 230 Field and RS 260 LO Field Liquid Applied Roof Covering System.

The roof covering systems described above are approved as Class A roof coverings subject to the following conditions:

1. The roofing materials shall be delivered to the job site in sealed containers identified by the manufacturer's name and product designation.
2. Application of the components shall be on a concrete deck in accordance with the manufacturer's instructions consistent with the description and requirements herein. (A copy shall be available at the job site).

DISCUSSION

The clerical modification is to update the report to the 2017 Los Angeles City Building Code and to update the contact person and phone number.

The report is in compliance with the 2017 Los Angeles City Building Code.

The approval was based on tests in accordance with ICC Evaluation Services Acceptance Criteria for Membrane Roof Covering Systems (AC 75)

Addressee to whom this Research Report is issued is responsible for providing copies of it, complete with any attachments indicated, to architects, engineers and builders using items approved herein in design or construction which must be approved by Department of Building and Safety Engineers and Inspectors.

This general approval of an equivalent alternate to the Code is only valid where an engineer and/or inspector of this Department has determined that all conditions of this approval have been met in the project in which it is to be used.

QUAN NGHIEM, Chief
Engineering Research Section
201 N. Figueroa St., Room 880
Los Angeles, CA 90012
Phone- 213-202-9812
Fax- 213-202-9943

DE
RR25908
TLB1800073
R03/26/18
1505/1507.15

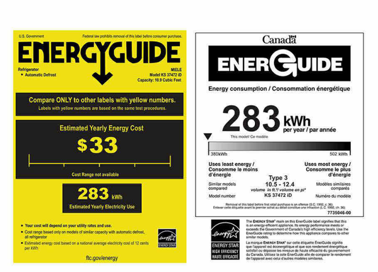
PerfectCool Refrigerator
KS 37472 iD

Miele

SPECIFICATIONS	
KS 37472 iD — Item 36374722USA	- Right Hinged (Convertible)
Overall Unit Width	22" (559 mm)
Overall Unit Height	69¹¹/₁₆" (1770 mm)
Overall Unit Depth	21⁷/₁₆" (544 mm)
Niche	
Minimum Cabinet Opening Width	22¹/₁₆" (560 mm)
Minimum Cabinet Opening Height	69³/₄" (1772 mm)
Minimum Cabinet Opening Depth	21⁵/₈" (550 mm)
Interior Volume	
Fresh Food Volume	10.88 cu-ft (308 L)
Electrical	
Electrical Requirements - Volts/Amps	110V / 120V, 60Hz, 15A (single) 110V / 120V, 60Hz, 20A (2 Individual units installed side-by-side, using a Duplex outlet)
Power Cord - Plug and length	Yes - NEMA 5-15 plug, 6' 6" (2 m)
Custom Panel	**Refer to manual for further detail**
Maximum Panel Weight	50.7 lbs (23 kg)
Maximum Panel Thickness	3/4" (19 mm)
Minimum Panel Thickness	5/8" (16 mm)
Shipping	
Shipping Weight	166.5 lbs
Shiipping Dimensions	24¹/₂" W x 73¹⁵/₁₆" H x 22⁵/₈" D
Support	
Call Miele	800.843.7231
Miele Website	www.mieleusa.com
20/20 Link	2020technologies.com

Features:

- Miele PerfectCool Series
- FlexiLight - Shelf mounted LED lighting
- PerfectFresh Drawers
- Self Close Storage Drawers
- Soft Close Hinges
- Easy Sensor Controls
- Bottle Rack
- Comfort Clean Shelves (dishwasher safe)
- Bottle Fins
- Sabbath Mode



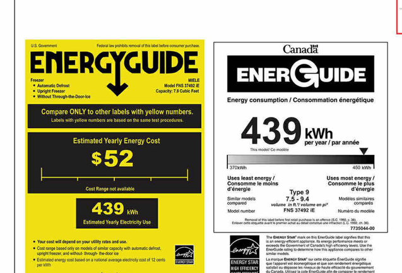
PerfectCool Freezer
FNS 37492 iE

Miele

SPECIFICATIONS	
FNS 37492 iE — Item 37374921USA	- Left Hinged (convertible)
Overall Unit Width	22" (559 mm)
Overall Unit Height	69¹¹/₁₆" (1770 mm)
Overall Unit Depth	21¹/₂" (545 mm)
Niche	
Minimum Cabinet Opening Width	22¹/₁₆" (560 mm)
Minimum Cabinet Opening Height	69³/₄" (1772 mm)
Minimum Cabinet Opening Depth	21⁵/₈" (550 mm)
Interior Volume	
Freezer Volume	7.8 cu-ft (221 L)
Plumbing	
Water Supply Requirements	Connect to a cold water supply only. Must be connected to a shut-off valve. The water shut-off valve must be accessible after installation. The water pressure must be between 22 psi (1.5 bar) and may not exceed 87 psi (6 bar). If the pressure is higher than 87 psi (6 bar), a pressure reducing valve must be installed.
Water Connection Line	Unit comes with a male 3/4" BPT connection on back of unit. The connection parts included with the appliance permit the con-nection of various water lines (including 1/4" compression fitting). Water line is not included.
Electrical	
Electrical Requirements - Volts/Amps	110V / 120V, 60Hz, 15A (single) 110V / 120V, 60Hz, 20A (2 Individual units installed side-by-side, using a Duplex outlet)
Power Cord - Plug and length	Yes - NEMA 5-15 plug, 6' 6" (2 m)
Custom Panel	**Refer to manual for further detail**
Maximum Panel Weight	50.7 lbs (23 kg)
Maximum Panel Thickness	3/4" (19 mm)
Minimum Panel Thickness	5/8" (16 mm)
Shipping	
Shipping Weight	175.5 lbs (79 kg)
Shiipping Dimensions	24¹/₂" W x 72" H x 22¹/₂" D
Support	
Call Miele	800.843.7231
Miele Website	www.mieleusa.com
20/20 Link	2020technologies.com

Features:

- Miele PerfectCool Series
- Perfect Fresh
- Soft Close Hinges
- Easy Sensor Controls
- Plumbed IceMaker
- Sabbath Mode
- Side by Side unit with KS 37472 iD
- Single temperature zone
- NoFrost



Whirlpool

Whirlpool WDT730PAHV
Fully Integrated Dishwasher
◆Sensor Cycle ◆Fan Dry ◆Adjustable Upper Rack

color: **black stainless steel**

quick **specs**

Dimensions
Width: 23 7/8 Inch
Depth: 24 1/2 Inch
Height: 34 1/2 Inch

Features
Control Type: Digital
Control Style: Fully Integrated

Wash Features
Cycles: 5

Product Information
Brand: Whirlpool
Model: WDT730PAHV
Appearance
Type: Built In
Color: Black Stainless Steel
Accepts Panels: No
Dimensions
Width: 23 7/8 Inch
Depth: 24 1/2 Inch
Height: 34 1/2 Inch

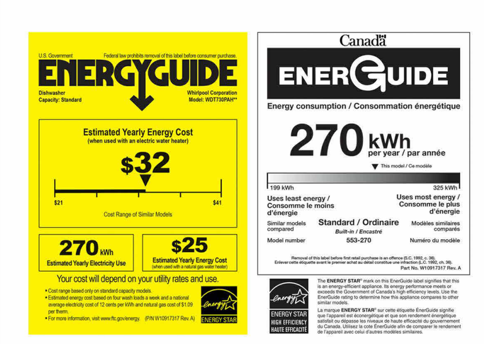
From the Manufacturer

Fully Integrated Dishwasher with Sensor Cycle

This fully integrated dishwasher by Whirlpool features a sensor cycle which automatically selects the right wash and dry settings for your load by using two separate sensors to measure temperature, soil level and load size once during the pre-wash and once during the wash cycle. Get cabinet-dry dishes straight from the dishwasher with a fan to push out moist air while helping pull in fresh, dry air. The adjustable upper rack allows you to manually raise or lower the upper rack two inches to better fit tall items. If you're in a rush, select the 1-Hour Wash option to get your dishes clean in about half the normal time. Ensure that your dishes are sanitized with the Sani Rinse option which sanitizes dishes by eliminating 99.99% of food and bacteria.

About Whirlpool

At Whirlpool, advanced performance means getting great results while using less water and energy. Whirlpool is dedicated to making guesswork a thing of the past. Every detail is attended to. Every machine is designed to help you manage your home precisely the way you want- easier, faster and smarter.



Features
Capacity: 15 Place Settings
Control Type: Digital
Electronic Display: Yes
Control Style: Fully Integrated
Child Lock: Yes
Adjustable Upper Rack: Yes
Fold-Down Tines: Yes
Rack Material: Nylon
Cutlery Tray: No
Tall Tub: Yes
Stainless Steel Interior: No
Number of Spray Arms: 3
Rinse Aid Dispenser: Yes
Water Filtration: Yes
Water Heating: Yes
WiFi Connected: No
Wash Features
Cycles: 5
Delay Start: Yes
Dry Type: Both
Hard Food Disposer: No
High Temperature Wash: Yes
NSF Certified Rinse: No
Quick Wash Setting: No
China/Crystal Setting: No
Sensor Clean: Yes
Heavy Duty Wash: Yes
Sound Level: 51 dB
Technical Details
Star-K Certified: No
Energy Star Rated: Yes
CEE Rating: Tier I
ADA Compliant: No
Approved for Outdoor Use: No
Amps: 20
Voltage: 120 Volts
GTIN
UPC: 883049451381

Specifications | Features | Rebates | Reviews

Specifications

Overview	
Place Settings:	15
Decibel Level dBA:	51
Tub Material:	Plastic
Rack Material:	Nylon
Upper Adjustable Rack:	Yes
Water Filtration System:	Removable Filter
ADA Compliant:	No
Control Type:	Manual
Control Location:	Hidden
CEE Tier:	Tier I
Number of Racks:	2
Dishwasher Cycle Selections:	5 (Sensor Wash, Heavy, Normal, 1-Hour Wash, Soak & Clean)
Dishwasher Option Selections:	5 (1-24 Hour Delay, Control Lock, Sani Rinse®, Hi Temp Wash, Heated Dry)
Upper Rack Extras:	1-Plastic Cup Shelf
Lower Rack Extras:	No
Silverware Basket Type:	Split & Fit™
Cycle Status Indicator:	Yes
Soil Sensor:	Yes
Cycle Memory:	Yes
Certifications	
ENERGY STAR®:	Yes
Electrical Specifications	
Volts:	120V
Frequency:	60Hz
Amps:	15 or 20A
Warranty	
Parts & Labor:	1 Year
Dimensions & Weights	
Width:	23 7/8"
Depth:	24 1/2"
Height:	34 1/2"
Maximum Height:	34 1/2"
Minimum Height:	33 1/2"
Depth With Door Open 90°:	49 1/2"
Gross Weight:	66 Lbs.
Net Weight:	55 Lbs.

TSTPHA01, CÔR® 5
TSTWHA01 CÔR® 5C
RESIDENTIAL THERMOSTATS

côr® THERMOSTAT

Owner's Manual

ENERGY EFFICIENT, AT A TOUCH OF A BUTTON

Designed to be as smart and smart looking as any of the other electronics in your home, your new Côr 5 or Côr 5C thermostat offers programming options to fit your lifestyle. This unique state-of-the-art technology makes it easier than ever for you to keep your home comfortable. This manual will show you how easy it is to enjoy the newest experience in home comfort.

The Côr 5C thermostat model is a Wi-Fi connected device and can be remotely controlled by the free mobile app*. The Côr 5 series thermostats 7-day, 5/2-day, 1-day programmable, wall-mounted and low-voltage controls. They have no need for batteries to store user-configured settings in memory. During power loss its internal memory saves settings for an unlimited time, and the clock continues to run for at least 12 hours.

When using the Côr thermostat programmable schedule you can customize your home's comfort for times you are home, sleeping or want to save energy while you're away with different heating and cooling setpoints and times. You can set your schedule for 4 periods per day or 2 periods per day. Programming the days of the week is simple and flexible. The Côr Thermostat features Touch-N-Go® on the thermostat and in the mobile app* for quick and easy temperature change without changing programming schedules.

* On an Android device go to the Play Store or on an Apple device go to the App Store. Search and Download the "Côr 5C/7C Thermostat" app. Thermostat must be connected to the internet and connected to a user account.

Pb

OPERATING THE THERMOSTAT

Using the thermostat to turn the heating and cooling system off

Here's how to use the thermostat to turn the heating and cooling system off or switch between the system modes.

1. Touch the HEAT/COOL button repeatability until the desired option has the applicable icon over the text at the top of the screen. (Aux Heat, Heat, Cool, Auto or Off). Not all names may be available based on the heating and cooling equipment installed.
2. After 10 seconds of inactivity the screen will return to the Home Screen accepting the mode selected, or press DONE to exit to Home Screen. See instruction for air circulation fan feature under Advanced Programming.

Using the fan button on the Home Screen

The fan distributes the heated or cooled air throughout your home for a more even temperature in all spaces. You can set the thermostat so that the fan runs only during your heating and cooling cycles (auto mode), or run continuously (On).

1. Touch FAN. The current fan mode will be displayed. If you wish to toggle between ON or AUTO use the Up/Dn arrows.
2. After 10 seconds of inactivity the screen will return to the Home Screen accepting the Fan mode selected, or press DONE to exit to Home Screen. See instruction for air circulation fan feature under Advanced Programming.

Using Auxiliary Heat (heat pump systems only)

Auxiliary Heat is useful when the heat pump system can't keep up with demand. Systems with heat pumps automatically use auxiliary heat when it's too cold outside to heat the house without additional help. The display indicator for this is at the top of the screen with the text "aux heat" and a flame above the words when actively heating.

You can manually turn on the aux heat but you will want to avoid using Auxiliary Heat exclusively, because electric resistance heat is the most expensive option.

If you have a Hybrid heat system and the auxiliary heat is a gas furnace then it will be desirable to run auxiliary heat below a specific outdoor temperature due to energy cost preferences. Your dealer will have setup your system for Hybrid Heat with the best auxiliary heat settings. And of course, if you suspect a problem with your heat pump, call your heating and cooling dealer immediately.

Setting your thermostat to Auxiliary Heat

1. Touch HEAT/COOL button until there is a flame over "aux heat" at the top of the screen.
2. After 10 seconds of inactivity the screen will return to the Home Screen accepting the Aux Heat Mode, or press DONE to exit to Home Screen.

FCC:

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

—Reorient or relocate the receiving antenna.
—Increase the separation between the equipment and receiver.
—Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
—Consult the dealer or an experienced radio/TV technician for help.

To comply with FCC/IC RF exposure limits for general population / uncontrolled exposure, the antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-located or operating in conjunction with any other antenna or transmitter.

Pour se conformer aux limites d'exposition RF FCC et IC pour la population générale / l'exposition incontrôlée, l'antenne utilisée pour cet émetteur doit être installée pour assurer une distance de séparation d'au moins 20 cm de toutes les personnes et ne doit pas être co-localisée ou fonctionner conjointement avec toute autre antenne ou émetteur.

This Device complies with Industry Canada License-exempt RSS standard(s). Operation is subject to the following two conditions: 1) this device may not cause interference, and 2) this device must accept any interference, including interference that may cause undesired operation of the device.

Cet appareil est conforme avec Industrie Canada, exempts de licence standard RSS (s). Son fonctionnement est soumis aux deux conditions suivantes: 1) ce dispositif ne peut pas causer d'interférences, et 2) ce dispositif doit accepter toute interférence, y compris les interférences qui peuvent causer un mauvais fonctionnement de l'appareil.

Technical Data Sheet

DERBIBRITE®

Modified Bitumen Waterproofing Membrane with a Unique Reflective Surfacing

ADVANTAGES

- Premium 3.5 mm (140 mil) Class A Fire Resistant Modified Bitumen Roofing Membrane that combines Derbigum's proven performance with a highly reflective white acrylic surface.
- Rigorously tested, Derbibrite exceeds Energy Star, Cool Roof Rating Council approved and contributes to LEED certification
- Manufactured with a fiberglass/polyester reinforcement that allows the acrylic to saturate and form an extremely tight molecular structure creating an impenetrable surface resistant to light oils, animals fats and fungus.
- May be used as both a roofing and flashing membrane
- Derbibrite is applied with PERMASTIC Cold Adhesive

TECHNICAL CHARACTERISTICS

ASTM Requirements Test Methods D5147/D6223-01 — DERBIBRITE Results*

CHARACTERISTIC	TESTED	ASTM MACHINE DIRECTION	ASTM CROSS DIRECTION	RESULTS MACHINE DIRECTION	RESULTS CROSS DIRECTION	UNITS
Tensile Strength	0 °F	150	150	131	131	lbf/in
	73 °F	65	65	99	102	lbf/in
Elongation	0 °F	3.0	3.0	6.0	6.1	%
	73 °F	3.0	3.0	11.1	8.5	%
Tear Resistance	73 °F	120	120	156	156	lbf
Dimensional Stability		1	1	0.05	0.05	%

CHARACTERISTIC	ASTM	INITIAL	AGED	RESULTS INITIAL	RESULTS AGED	UNITS
Cold Flex	D6223	0	0	-21	-20	°C

CHARACTERISTIC	ASTM	MINIMUM	DERBIBRITE MINIMUM	UNITS
Compound Stability		275	300	°F
MIT		NA	5	%
Fire Resistance	E180 & UL790	PASS/FAIL	Class A rated to 2" slope	
Fungus Resistance	G21	PASS/FAIL	0 (no growth of fungi)	

* All values shown are nominal and subject to normal manufacturing tolerances. Tested initially within 24 hours and again aged 28 days.

PRODUCT INFORMATION

CHARACTERISTIC	U.S. CUSTOMARY	METRIC
Thickness	140 mil	3.5 mm
Length	33 ft 6 in	10.2 m
Width	39 3/8 in	1.0 m
Weight	94 lb	42.6 kg
Net Coverage	100 sq ft	9.2 sq m

ENERGY AND ENVIRONMENT*

CHARACTERISTIC	ASTM	INITIAL	3-YEAR
Reflectivity	C1549	≥0.76	≥0.68
Emissivity	E1371	≥0.81	≥0.83
Solar Reflective Index	E1980	93	81

* All values shown are nominal and subject to normal manufacturing tolerances.

PACKAGING & STORAGE

Packaged 20 rolls per pallet. Rolls should be stored on end, on raised platforms protected from the weather.

SDS available on request: (800) 727-9872 www.derbigum.us

DERBIGUM®

4800 Blue Parkway, Kansas City, MO 64130 | PHONE: 800.727.9872 | FAX: 816.924.1542 | WEBSITE: www.derbigum.us | EMAIL: info@derbigum.us

WALLRACK™
Specifications

CycleSafe® SECURE BICYCLE PARKING

Cycle-Safe's Product Line

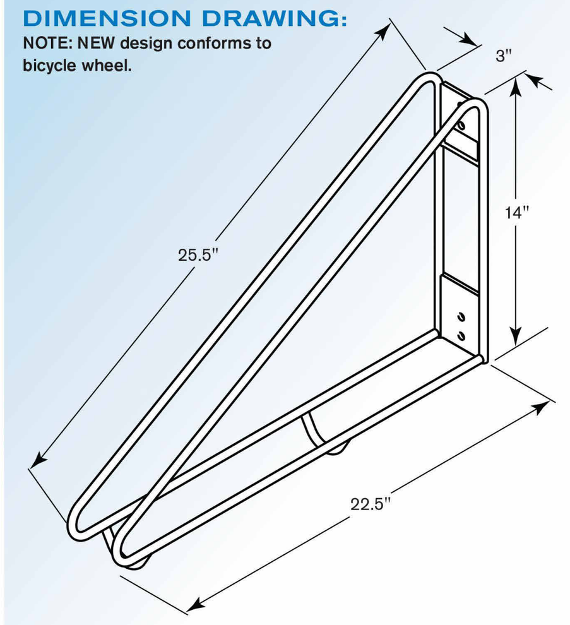
LOCKERS
The ProPark® bicycle locker from Cycle-Safe is an attractive, pad-mounted modular system that's easy to install, requires minimal maintenance, and provides the ultimate in bicycle security.

CYCLEPORT SHELTERS
A modular bicycle shelter system which features a composite canopy with a tubular frame in contemporary design. May be specified with a variety of side walls and bike racks for weather protected short term use.

U2 RACKS
Cycle-Safe's "inverted U" type bike racks are the leading edge in technology for bike rack parking and offer the best of short-term cycle parking. The inverted U-rack design for two bicycles is widely regarded as the recommended standard for modern bicycles.

VINTAGE RACKS
Vintage Racks by Cycle-Safe are a novel blend of the old and the new. They capture the charm of traditional ornamental bicycle standards. Vintage Racks were developed in response to urban planners' efforts to recreate historic streetscapes as counterpoints to the hustle and bustle of the modern world.

DIMENSION DRAWING:
NOTE: NEW design conforms to bicycle wheel.



U-Lock compatible to secure bike and frame

Product: CycleSafe WallRack part# 17502
Capacity: Holds 1 bike
Material: Heavy duty 3/8" wire frame
Finish: Durable polyester powdercoat finish, Red, Blue, Black or Silver, Stainless Steel upon request
Mounting: Wood (furnished): 2 - 5/16" lag wood screws, 12" O.C. Concrete/Block: 5/16" lag shield upon request

ORDER INFORMATION:

- WallRack part# 17502 (R)red, (BL)blue, (BK)black, (S)silver)
- Stainless Steel WallRack part# 17503
- Extra Mounting lag screw part# 17505
- Concrete lag shield part# 17504
- 45° Angle bracket kit part# 17513

Ships 1 per box, lag screws and shields included.

Contact us for more information

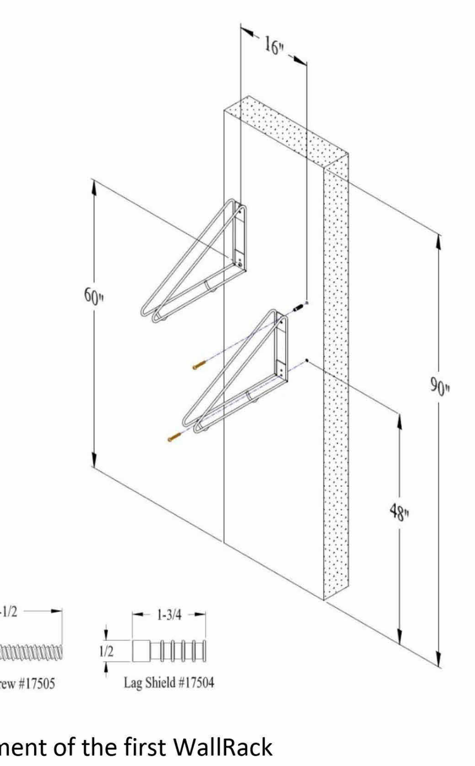
CycleSafe® SECURE BICYCLE PARKING
PH 616.954.9977 FAX 616-954-0290
888.950.6531 CYCLESAFE.COM INFO@CYCLESAFE.COM

LR4.1.01
Rev. 8.24.1

2. Concrete Wall Installation:

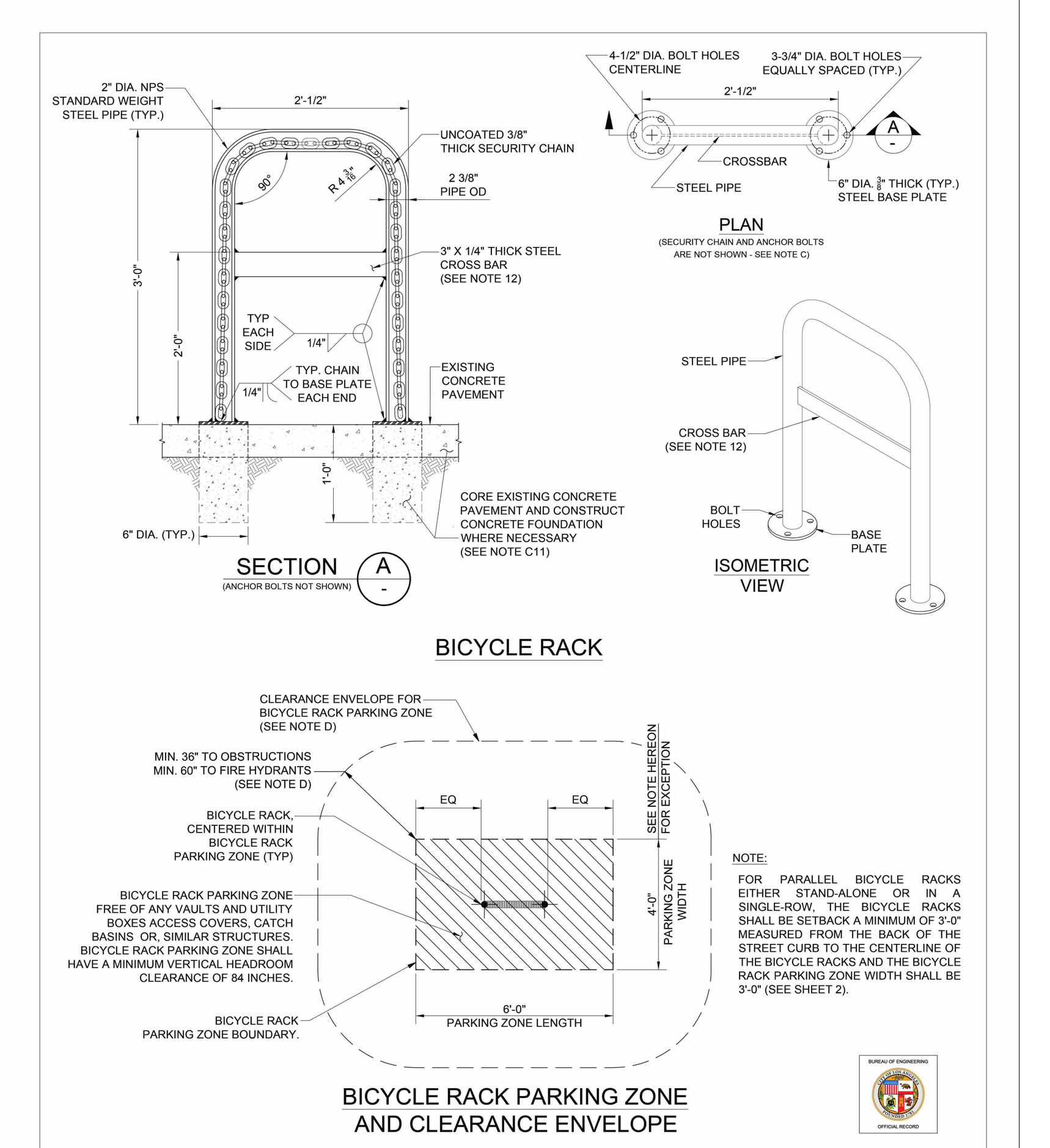
A. Tools & Fasteners

- 3/8" Impact Drill
- 1/2" x 3" Long Carbide Drill Bit
- T-30 Torx Bit
- (2) 5/16" Lag Shields Part #17504 {Included}
- (2) 5/16" x 2-1/2" Long Lag Screws Part #17505 {Included}
- Flat Head Screw Driver Bit
- Pencil
- Hammer
- Tape Measure
- Concrete Adhesive
- Blue Line or Laser Level



B. Installation:

a) Locate center of bottom hole placement of the first WallRack
b) Snap a line with the Blue Line or Laser and make a mark with pencil at approximately 60" from the floor to the first mounting hole position
c) Hold rack straight and center hole over mark position, the bottom hole and mark the upper hole at 12" center to center, which would be the 1st hole down from the top
d) Remove rack and drill approximately 2-1/2" deep into concrete with 1/2" x 4" Drill Bit on center
e) Squirt in some Concrete Adhesive in both holes
f) Insert the (2) Lag Shields #17504 into the holes and tap flush with the hammer
g) Align the rack with the holes and Sleeves and insert the (2) Lag Screws #17505 using the T-30 Torx Driver and tighten
h) Next offset the bottom rack hole down by 12" vertical and over 16" center-to-center horizontal, yielding approx. 48" from the rack bottom hole to the floor
i) Repeat steps "c" thru "g" completing on set of racks
j) Repeat steps "a" thru "i" as necessary to complete the wall installation using a Blue Line or Laser Level



NOTE:
FOR PARALLEL BICYCLE RACKS EITHER STAND-ALONE OR IN A SINGLE-ROW, THE BICYCLE RACKS SHALL BE SETBACK A MINIMUM OF 3'-0" MEASURED FROM THE BACK OF THE STREET CURB TO THE CENTERLINE OF THE BICYCLE RACKS AND THE BICYCLE RACK PARKING ZONE WIDTH SHALL BE 3'-0" (SEE SHEET 2).

NOT TO SCALE

BUREAU OF ENGINEERING | DEPARTMENT OF PUBLIC WORKS | CITY OF LOS ANGELES

BICYCLE RACK — STANDARD PLAN S - 671-1

PREPARED: MATIAS FARFAN, BUREAU OF ENGINEERING
CHECKED: RAFFI MASSABKI, BUREAU OF ENGINEERING; PAULINE CHAN, CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)
SUBMITTED: EDWARD ARRINGTON, S.E., ENGINEER OF DESIGN; KENNETH R. REDD, P.E., DEPUTY CITY ENGINEER
APPROVED: GARY LEE MOORE, P.E., CITY ENGINEER 05/17/2019
SUPERSEDES: S-671-0 | REFERENCES: S-470
VAULT INDEX NUMBER: B-4783
SHEET 1 OF 4 SHEETS

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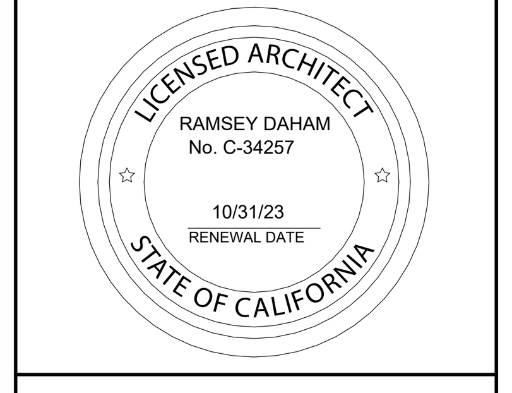
[o] 310.322.3700



12747 MITCHELL AVE

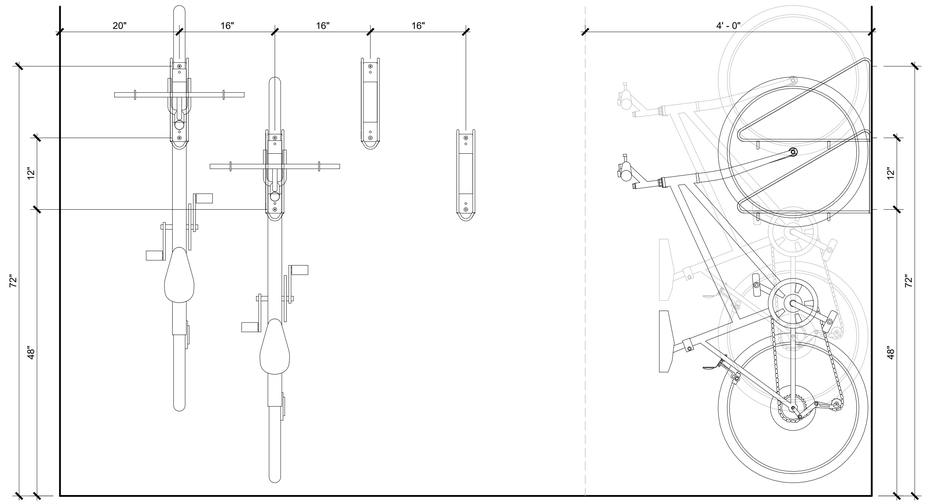
Revision Schedule

Revision Number	Revision Date

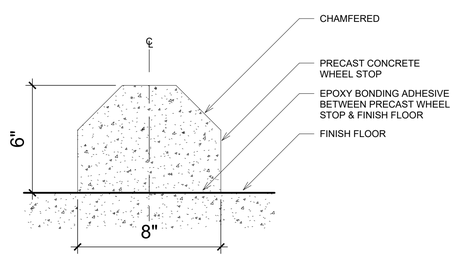
SPECS / RESEARCH REPORTS

DRAWN: JV
CHECKED: BD
DATE: 3/7/2024 4:57:02 PM
SCALE:
JOB #: 23-A001

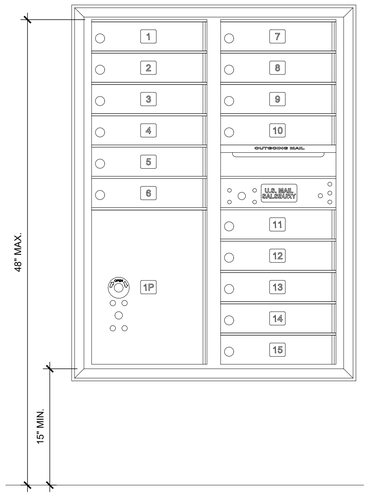
A0.05 C



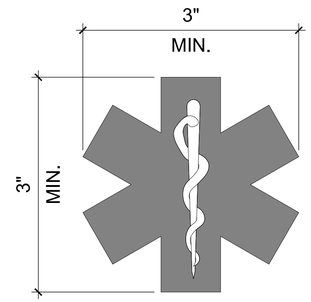
DETAIL - BICYCLE PARKING LONG TERM WALL RACK
1" = 1'-0" | 3



DETAIL - WHEEL STOP
3" = 1'-0" | 8



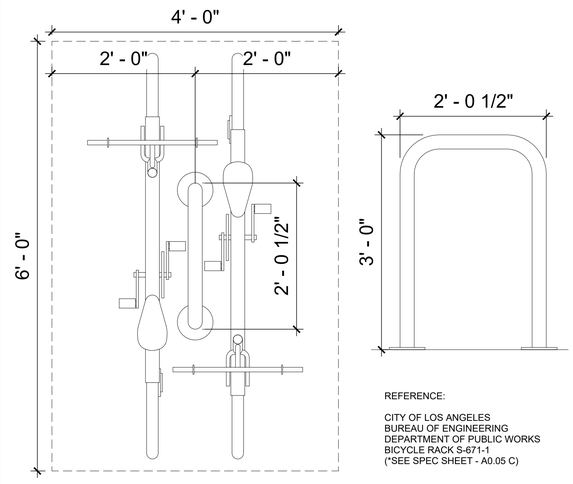
MAILBOX
1 1/2" = 1'-0" | 7



NOTE:

INTERNATIONAL SYMBOL FOR MEDICAL SERVICES (STAR OF LIFE). THE SYMBOL SHALL NOT BE LESS THAN 3 INCHES HIGH & SHALL BE PLACED INSIDE OF THE HOISTWAY DOOR FRAME.

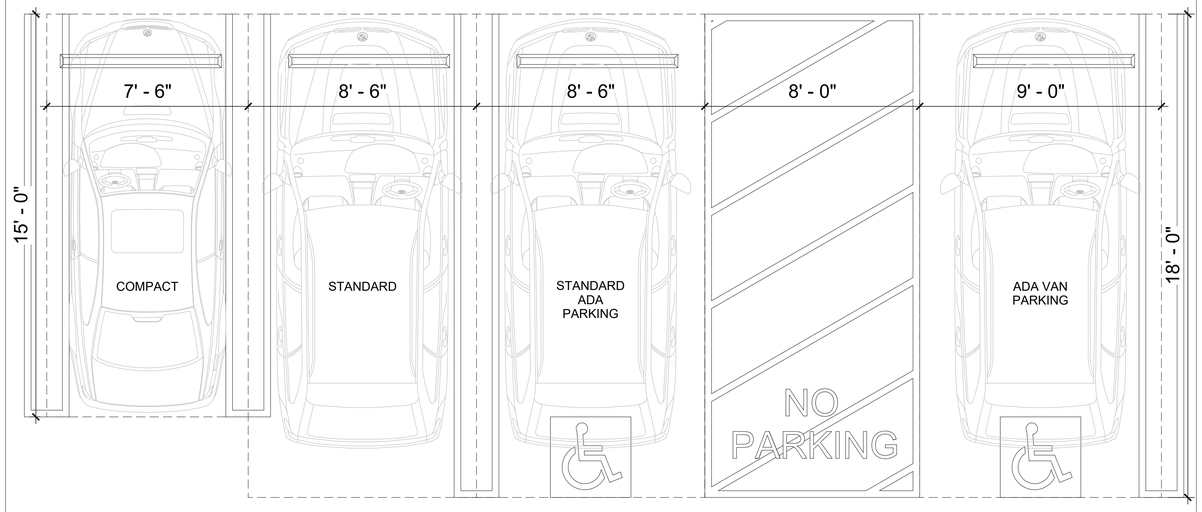
DETAIL - MEDICAL SERVICES SYMBOL
12" = 1'-0" | 5



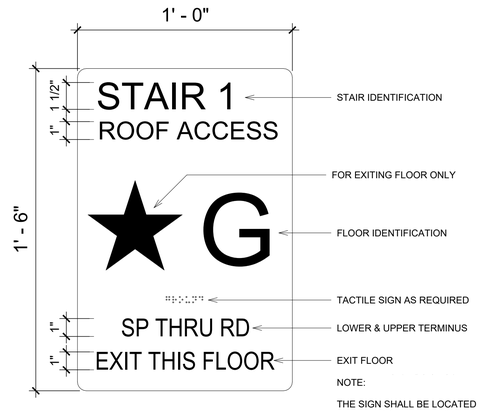
REFERENCE:

CITY OF LOS ANGELES
BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
BICYCLE RACK S-671-1
(*SEE SPEC SHEET - A0.05 C)

DETAIL - BICYCLE PARKING SHORT TERM TYP.
1" = 1'-0" | 2



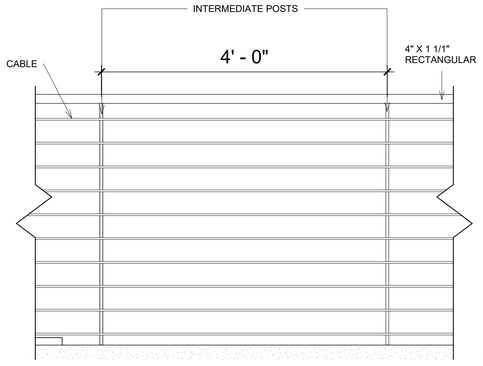
DETAIL - TYPICAL PARKING
3/8" = 1'-0" | 6



NOTE:

THE SIGN SHALL BE LOCATED 5 FEET ABOVE THE FLOOR LANDING IN A POSITION THAT IS READILY VISIBLE WHEN THE DOOR IS IN THE OPEN AND CLOSED POSITIONS.

DETAIL - FLOOR I.D. SIGN TYP.
3" = 1'-0" | 4



DETAIL - CABLE GUARDRAIL
1" = 1'-0" | 1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

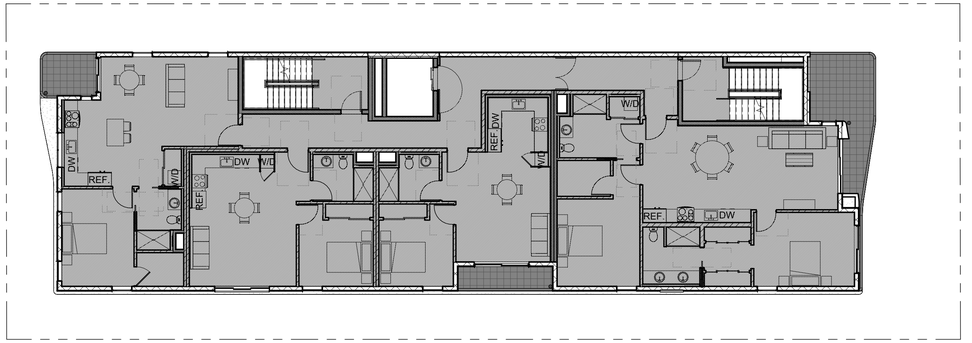
Revision Number	Revision Date

GENERAL DETAILS

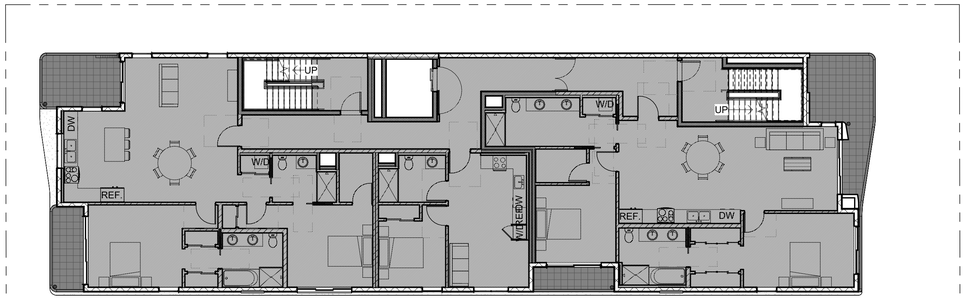
DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:04 PM
SCALE	As indicated
JOB #	23-A001

A0.11 C

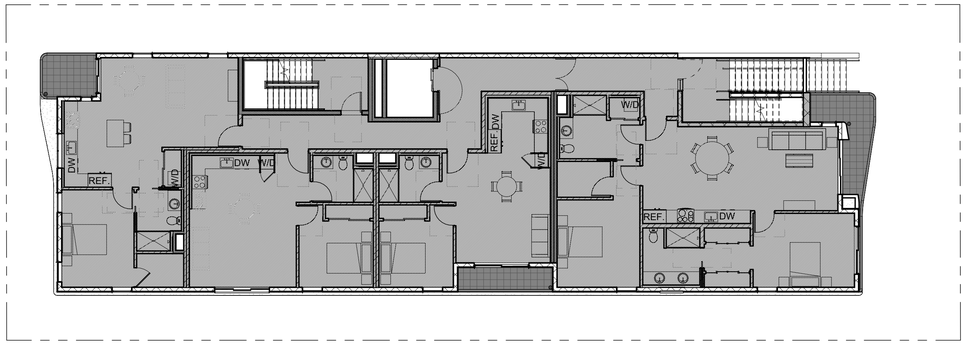
ZONING CODE FLOOR AREA	
SUBTERRANEAN FLOOR - COVERED	N/A N/A
FIRST FLOOR - COVERED	30 SF N/A
SECOND FLOOR - COVERED	3,562 SF 198 SF
THIRD FLOOR - COVERED	3,569 SF 257 SF
FOURTH FLOOR - COVERED	3,569 SF 257 SF
FIFTH FLOOR - COVERED	3,569 SF 257 SF
SIXTH FLOOR - COVERED	3,489 SF 355 SF
TOTAL PROVIDED	**19,112 SF**



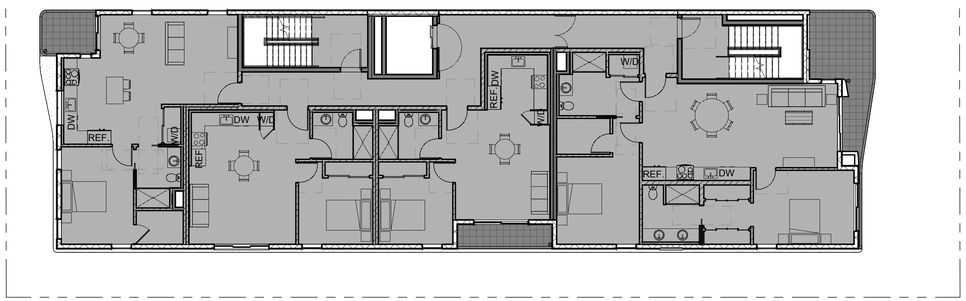
ZONING CODE - THIRD FLOOR
3/32" = 1'-0" 4



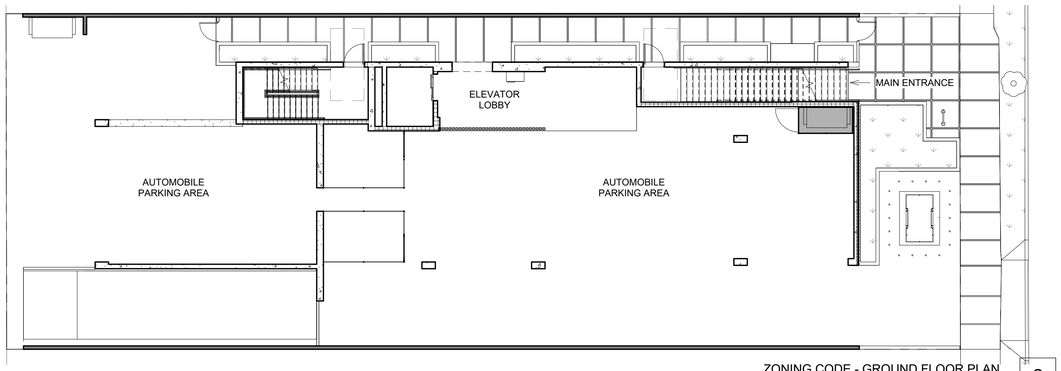
ZONING CODE - SIXTH FLOOR
3/32" = 1'-0" 7



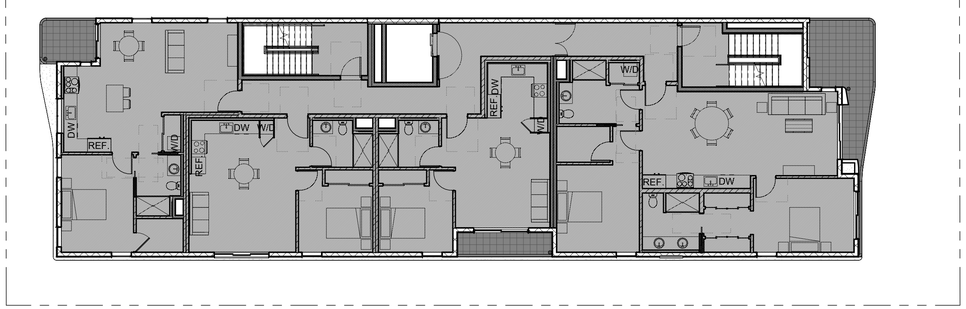
ZONING CODE - SECOND FLOOR PLAN
3/32" = 1'-0" 3



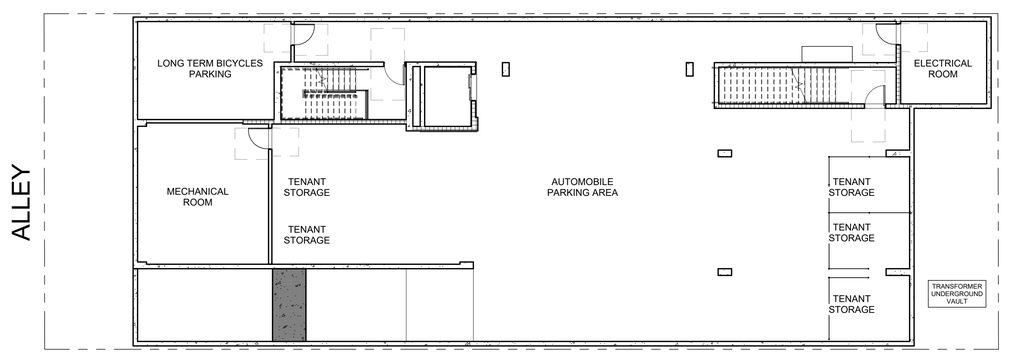
ZONING CODE - FIFTH FLOOR
3/32" = 1'-0" 6



ZONING CODE - GROUND FLOOR PLAN
3/32" = 1'-0" 2



ZONING CODE - FOURTH FLOOR
3/32" = 1'-0" 5



ZONING CODE - SUBTERRANEAN PARKING
3/32" = 1'-0" 1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

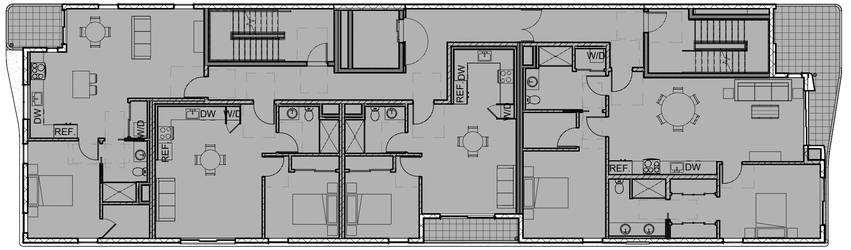
Revision Number	Revision Date

AREA CALCULATION ZONING

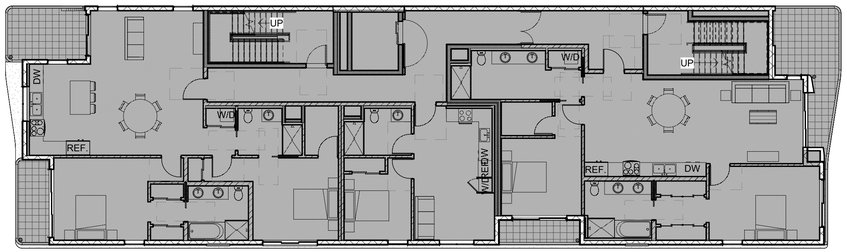
DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:09 PM
SCALE	As indicated
JOB #	23-A001

A0.14 A

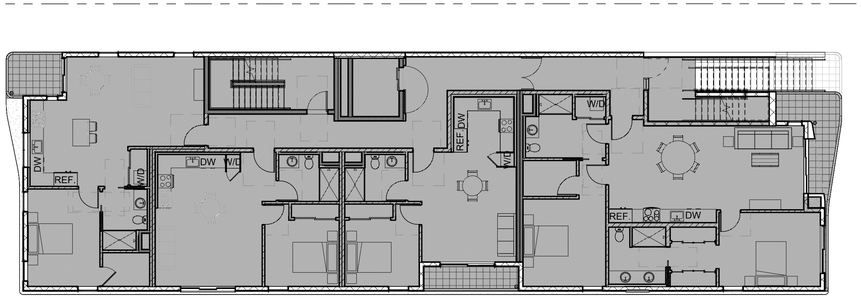
BUILDING CODE FLOOR AREA			
TYPE OF CONSTRUCTION	LEVEL	AREA	MAX. ALLOWABLE AREA
I - A	SUBTERRANEAN FLOOR	5,523 SF	UNLIMITED
I - A	FIRST FLOOR	4,420 SF	
	SUBTOTAL	**9,943 SF**	
III - A	SECOND FLOOR	3,971 SF	72,000 SF
III - A	THIRD FLOOR	4,096 SF	
III - A	FOURTH FLOOR	4,096 SF	
III - A	FIFTH FLOOR	4,096 SF	
III - A	SIXTH FLOOR	4,111 SF	
	SUBTOTAL	**20,188 SF**	
	TOTAL PROVIDED	**30,313 SF**	



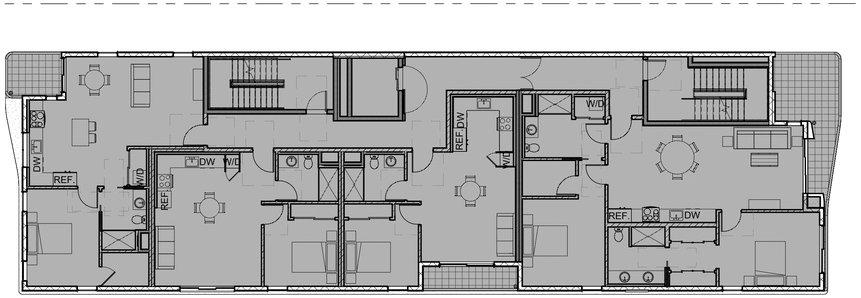
BUILDING CODE - THIRD FLOOR
3/32" = 1'-0" 4



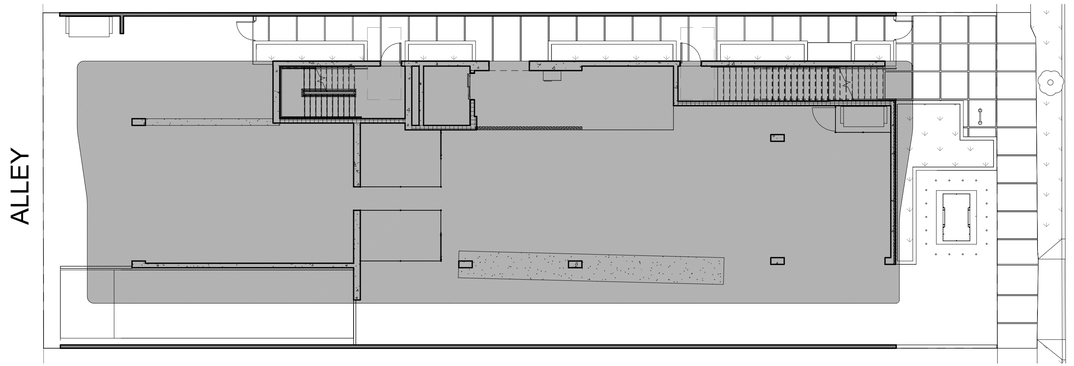
BUILDING CODE - SIXTH FLOOR
3/32" = 1'-0" 7



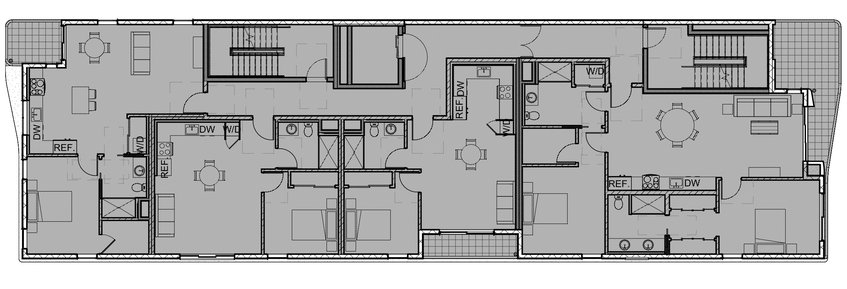
BUILDING CODE - SECOND FLOOR PLAN
3/32" = 1'-0" 3



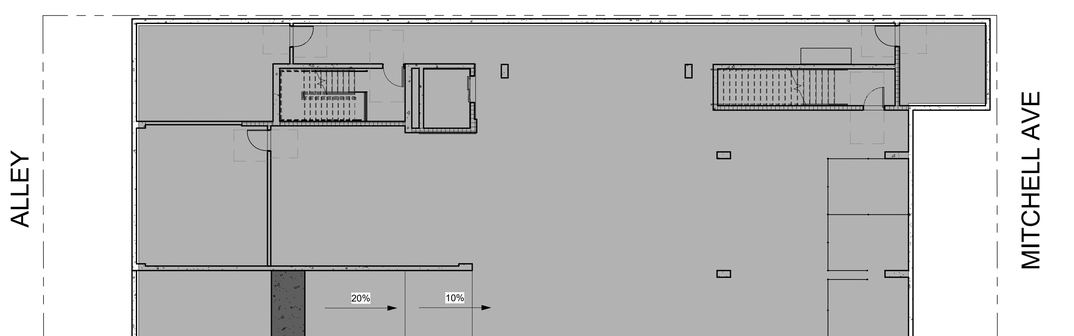
BUILDING CODE - FIFTH FLOOR
3/32" = 1'-0" 6



BUILDING CODE - GROUND FLOOR PLAN
3/32" = 1'-0" 2



BUILDING CODE - FOURTH FLOOR
3/32" = 1'-0" 5



BUILDING CODE - SUBTERRANEAN PARKING
3/32" = 1'-0" 1

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127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

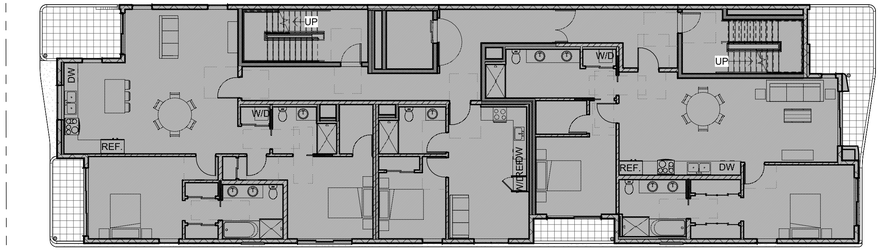
Revision Number	Revision Date

AREA CALCULATION BUILDING

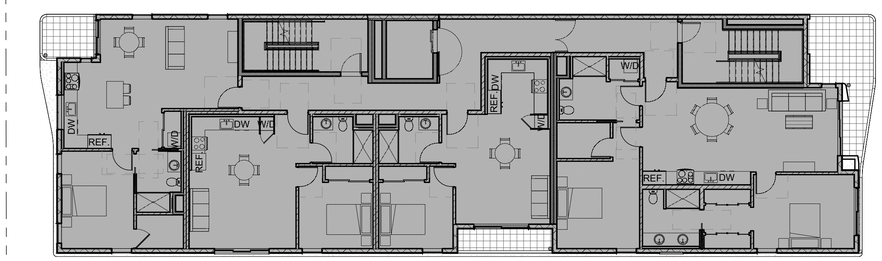
DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:14 PM
SCALE	As indicated
JOB #	23-A001

A0.14 B

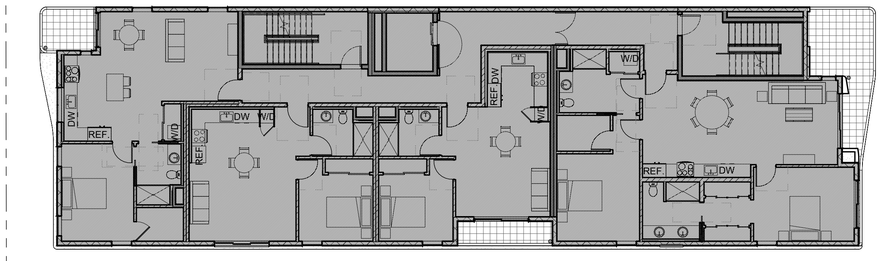
SCHOOL FEES FLOOR AREA	
SUBTERRANEAN PARKING	N/A
GROUND FLOOR	N/A
SECOND FLOOR	3,949 SF
THIRD FLOOR	4,059 SF
FOURTH FLOOR	4,059 SF
FIFTH FLOOR	4,059 SF
SIXTH FLOOR	3,977 SF
TOTAL	**20,103 SF**



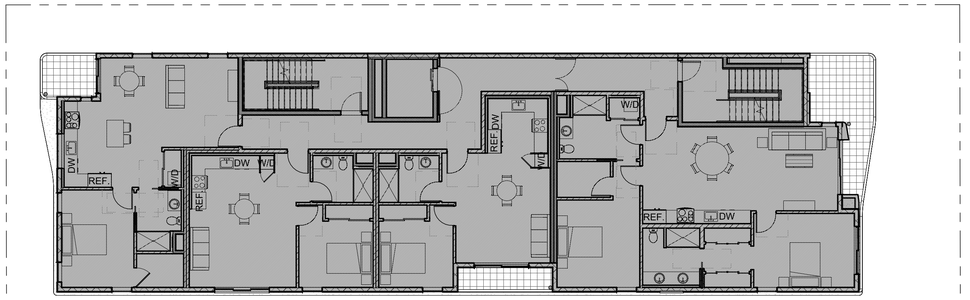
SCHOOL FEES - SIXTH FLOOR
3/32" = 1'-0" 7



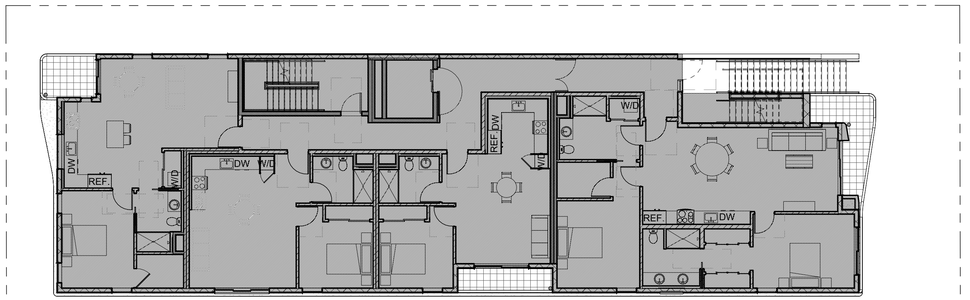
SCHOOL FEES - FIFTH FLOOR
3/32" = 1'-0" 6



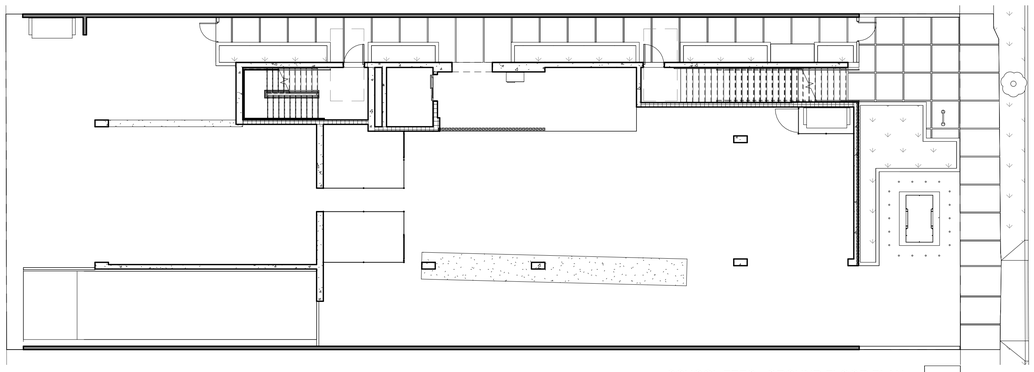
SCHOOL FEES - FOURTH FLOOR
3/32" = 1'-0" 5



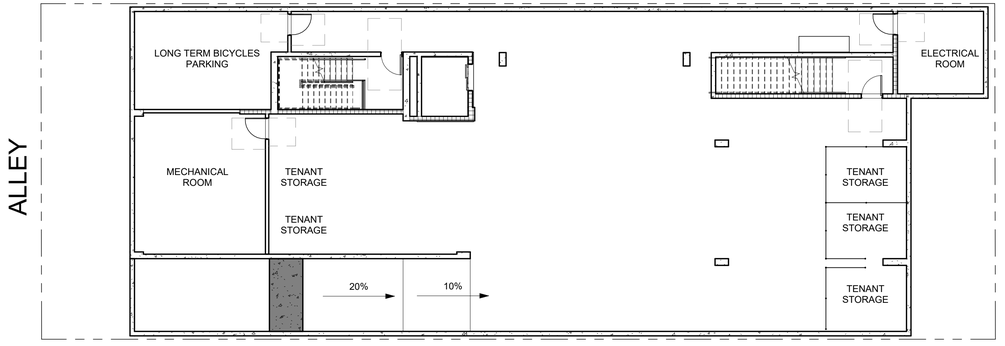
SCHOOL FEES - THIRD FLOOR
3/32" = 1'-0" 4



SCHOOL FEES - SECOND FLOOR PLAN
3/32" = 1'-0" 3



SCHOOL FEES - GROUND FLOOR PLAN
3/32" = 1'-0" 2



SCHOOL FEES - SUBTERRANEAN PARKING
3/32" = 1'-0" 1

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[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
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12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

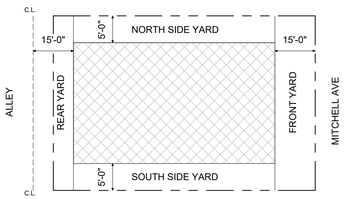
AREA CALCULATION SCHOOL FEE

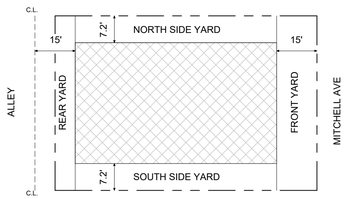
DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:19 PM
SCALE	3/32" = 1'-0"
JOB #	23-A001

A0.14 C

F.A.R. CALCULATIONS	
SUBTERRANEAN FLOOR	N/A
- COVERED	N/A
FIRST FLOOR	30 SF
- COVERED	N/A
SECOND FLOOR	3,562 SF
- COVERED	198 SF
THIRD FLOOR	3,569 SF
- COVERED	257 SF
FOURTH FLOOR	3,569 SF
- COVERED	257 SF
FIFTH FLOOR	3,569 SF
- COVERED	257 SF
SIXTH FLOOR	3,489 SF
- COVERED	355 SF
TOTAL PROVIDED	**19,112 SF**

F.A.R. DIAGRAM



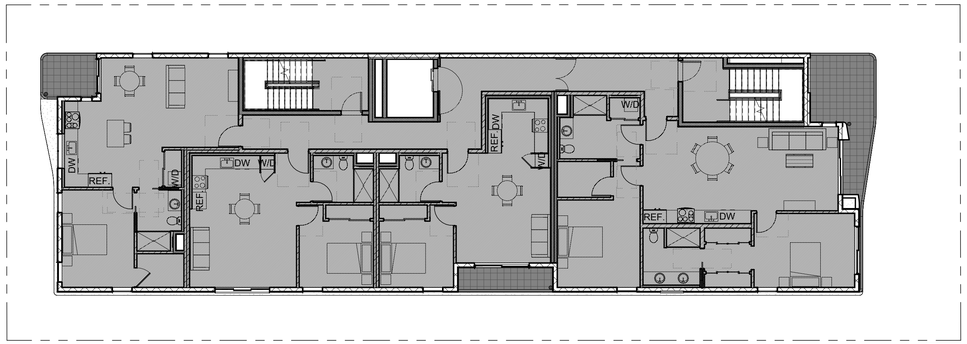


ALLOWED

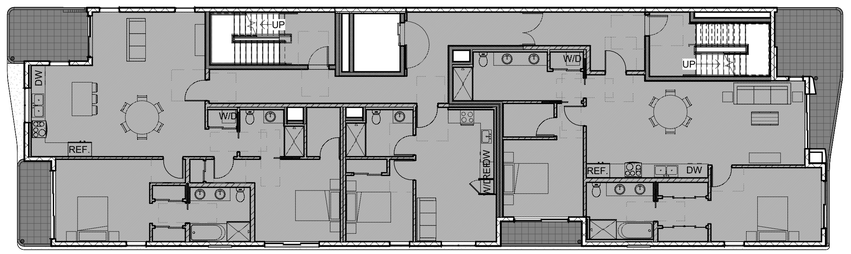
- LOT AREA:	7,100.3 S.F.
- BUILDABLE AREA:	4,777 S.F.
- (3) x 4,777 SF =	**14,331 S.F.**
- F.A.R. ALLOWED:	3:1

PROVIDED

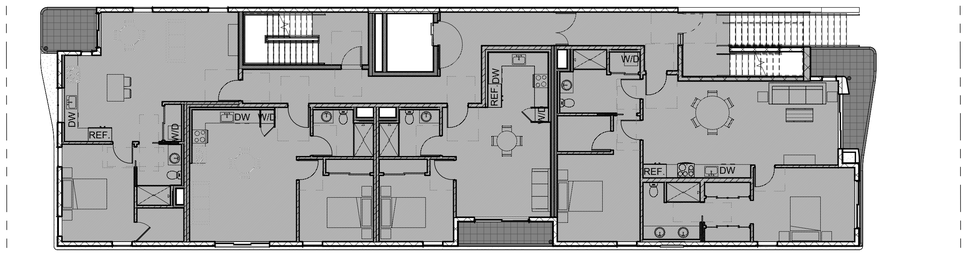
- LOT AREA:	7,100.3 S.F.
- BUILDABLE AREA:	4,777 S.F.
- (F.A.R.) x 4,777 SF =	**19,112 S.F.**
- F.A.R. PROVIDED:	4.00:1



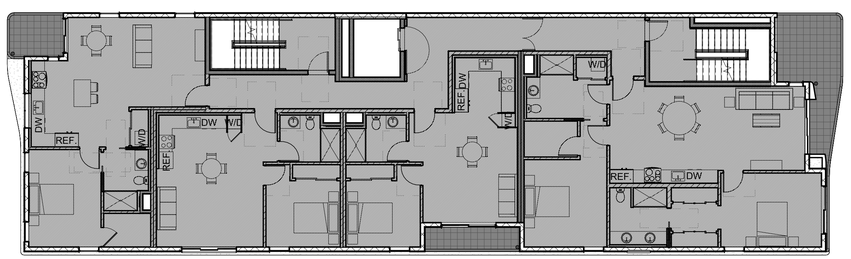
F.A.R. - THIRD FLOOR
3/32" = 1'-0" 4



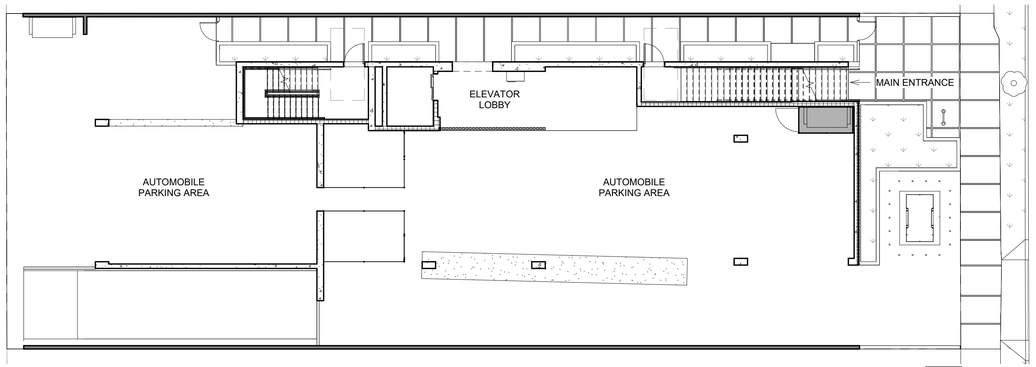
F.A.R. - SIXTH FLOOR
3/32" = 1'-0" 7



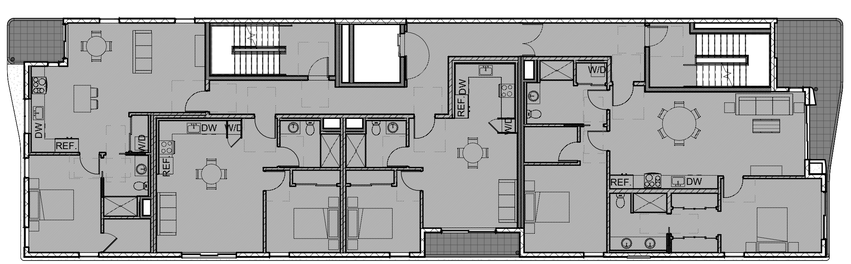
F.A.R. - SECOND FLOOR PLAN
3/32" = 1'-0" 3



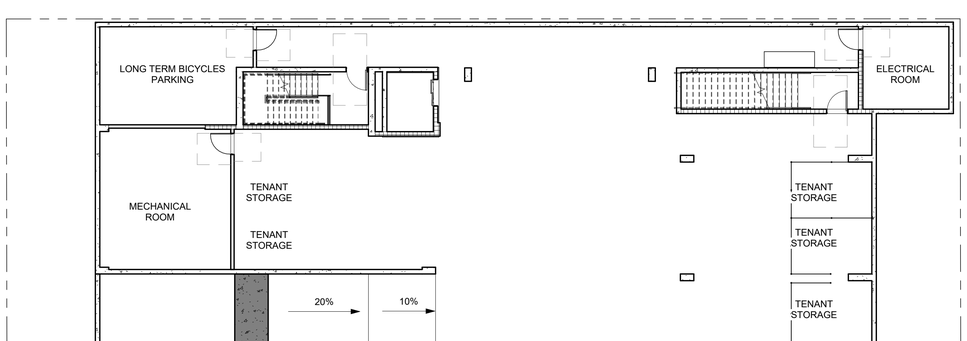
F.A.R. - FIFTH FLOOR
3/32" = 1'-0" 6



F.A.R. - GROUND FLOOR PLAN
3/32" = 1'-0" 2



F.A.R. - FOURTH FLOOR
3/32" = 1'-0" 5



F.A.R. - SUBTERRANEAN PARKING
3/32" = 1'-0" 1

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[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

AREA CALCULATION F.A.R.

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:24 PM
SCALE	As indicated
JOB #	23-A001

A0.14 D

OPEN SPACE PROVIDED VS. REQUIRED

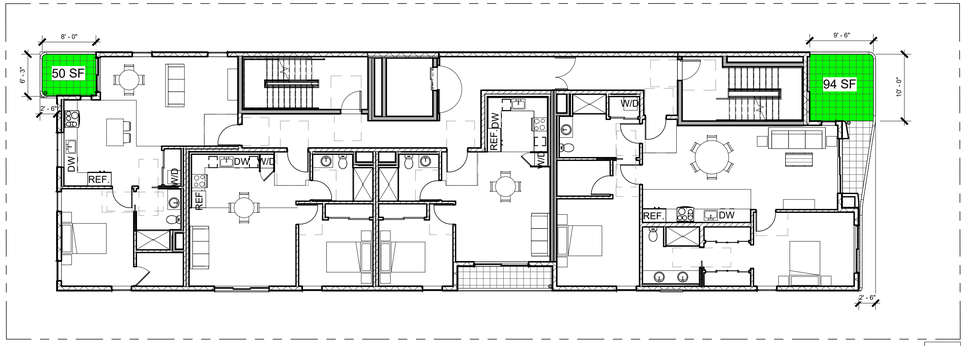
PROVIDED		REQUIRED	
COMMON OPEN SPACE:	1,997 SF	13 UNITS @ < 3 HABITABLE ROOMS (100 S.F.) (19 UNITS)(100 S.F.) =	1,300 SF
MAX 50 SF PRIVATE OPEN SPACE COUNTED TOWARDS CALCULATION BASED ON ZONING CODE 12.21 G 2 (b) (2):	450 SF	6 UNITS @ 3 HABITABLE ROOMS (125 S.F.) (0 UNITS)(125 S.F.) =	750 SF
TOTAL PROVIDED OPEN SPACE:	2,447 SF	TOTAL REQUIRED OPEN SPACE:	2,050 SF

COMMON OPEN SPACE TREE COUNT

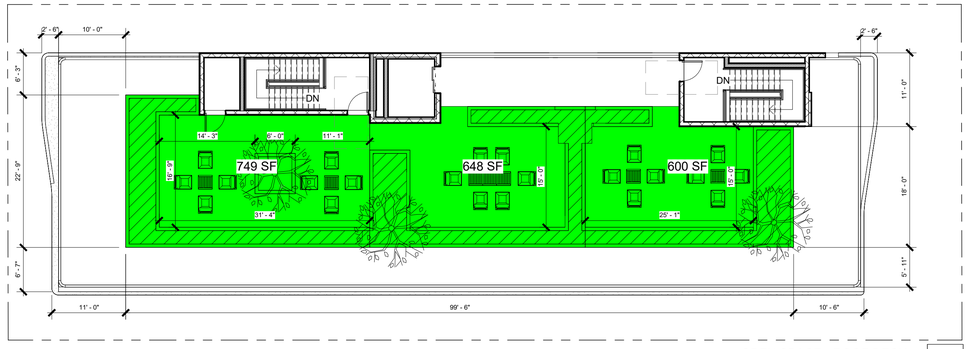
PROVIDED		REQUIRED	
ON SITE	4 TREE	1 TREE PER EVERY 4 UNITS (24" BOX TREES REQUIRED PER LAMC 12.21 G.A(3))	
ON SIDEWALK (1 STREET TREE WILL BE REMOVED FOR TRANSFORMER STAGING AREA)	1 TREES	19 UNITS / 4 =	4.75 TREES
TOTAL	**5 TREES**	**TOTAL**	**5 TREES**

PLANTED COMMON OPEN SPACE PER LAMC 12.21 G.A(3)

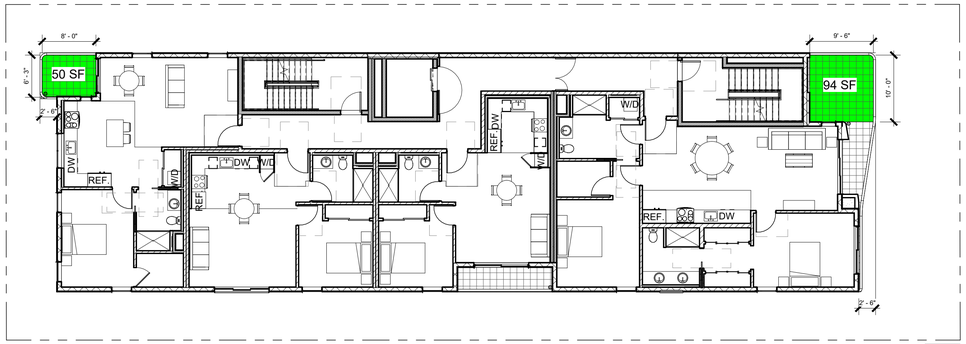
COMMON OPEN SPACE PROVIDED	25 % REQUIRED	PROVIDED
1,940 SF	485 SF	513 SF



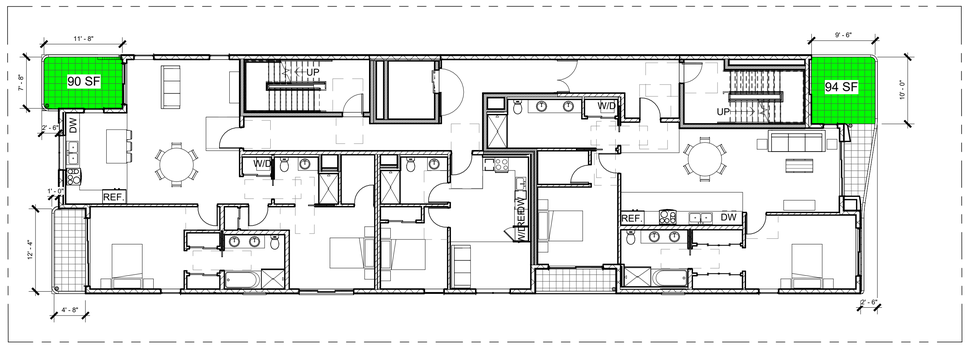
OPEN SPACE - FOURTH FLOOR
3/32" = 1'-0" 4



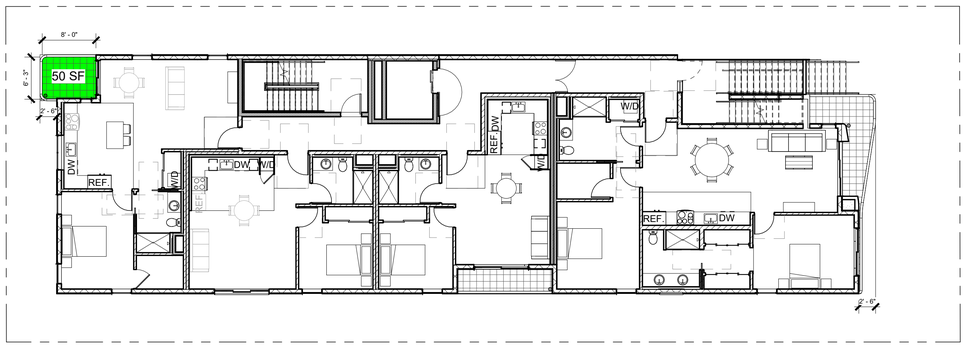
OPEN SPACE - ROOF DECK
3/32" = 1'-0" 7



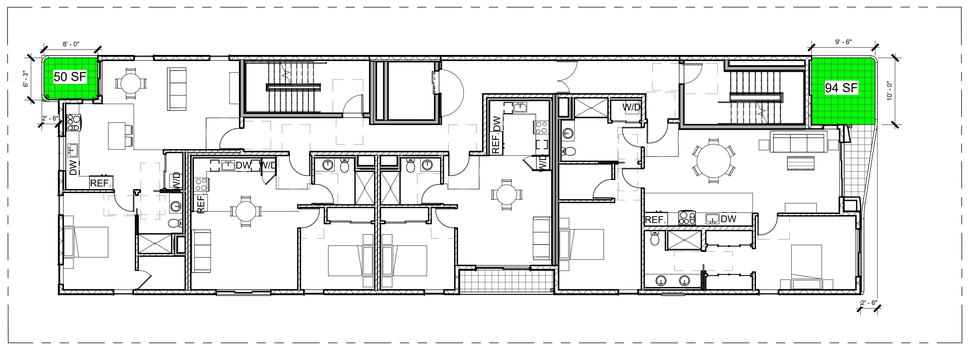
OPEN SPACE - THIRD FLOOR
3/32" = 1'-0" 3



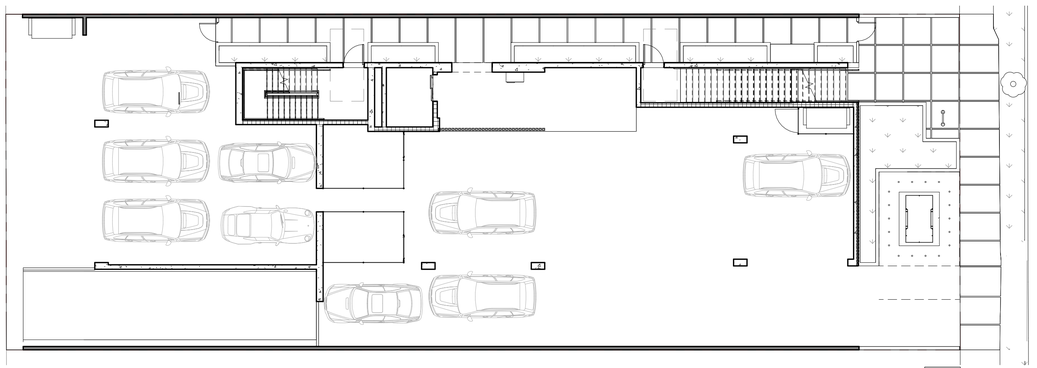
OPEN SPACE - SIXTH FLOOR
3/32" = 1'-0" 6



OPEN SPACE - SECOND FLOOR PLAN
3/32" = 1'-0" 2



OPEN SPACE - FIFTH FLOOR
3/32" = 1'-0" 5



OPEN SPACE - GROUND FLOOR PLAN
3/32" = 1'-0" 1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

AREA CALCULATION OPEN SPACE

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:29 PM
SCALE	3/32" = 1'-0"
JOB #	23-A001

A0.14 E

WEEKDAY | DURANTE LA SEMANA

WILSHIRE BLVD/BUNDY DR TO MARINA DEL REY

SAATAIR & WILSHIRE (E)	OLYMPIC & 26TH (26TH ST/BERGAMOT STATION) (B)	20TH & PICO (SANTA MONICA COLLEGE) (C)	VENICE & BEETHOVEN (D)	LINCOLN & MINDANAO (A)
7:10	7:18	7:22	7:34	7:44
7:35	7:43	7:48	8:00	8:11
8:00	8:08	8:13	8:25	8:36
8:25	8:33	8:38	8:50	9:01
8:50	8:59	9:04	9:16	9:28
9:15	9:24	9:29	9:41	9:53
9:40	9:49	9:54	10:06	10:18
10:05	10:14	10:19	10:31	10:43
10:30	10:39	10:44	10:56	11:08
10:55	11:04	11:09	11:21	11:33
11:20	11:29	11:34	11:46	11:58
11:45	11:54	11:59	**12:11**	**12:23**
12:10	**12:19**	**12:24**	**12:36**	**12:48**
12:35	**12:44**	**12:49**	**1:01**	**1:13**
1:00	**1:09**	**1:14**	**1:26**	**1:38**
1:25	**1:35**	**1:40**	**1:54**	**2:07**
1:50	**2:00**	**2:05**	**2:19**	**2:32**
2:15	**2:26**	**2:31**	**2:48**	**3:02**
2:40	**2:51**	**2:56**	**3:13**	**3:27**
3:10	**3:21**	**3:26**	**3:45**	**4:00**
3:35	**3:47**	**3:52**	**4:14**	**4:30**
4:05	**4:17**	**4:22**	**4:44**	**5:00**
4:35	**4:47**	**4:52**	**5:19**	**5:35**
5:05	**5:17**	**5:22**	**5:54**	**6:11**
5:35	**5:47**	**5:52**	**6:19**	**6:34**
6:05	**6:17**	**6:22**	**6:49**	**7:04**

ROUTE 15 DOES NOT OPERATE ON WEEKENDS OR THE FOLLOWING HOLIDAYS:
LA RUTA 15 NO OPERA LOS FINES DE SEMANA, NI EN LOS SIGUIENTES DÍAS FESTIVOS:

NEW YEAR'S EVE
PRESIDENTS' DAY
LABOR DAY
CHRISTMAS EVE
NEW YEAR'S DAY
MEMORIAL DAY
THANKSGIVING DAY
CHRISTMAS
MARTIN LUTHER KING JR. DAY
INDEPENDENCE DAY
DAY AFTER THANKSGIVING

BE AWARE!
See something,
say something.
Help keep the bus safe for
you and all passengers.
Report any suspicious activity
to the operator or dial 911.

ALL PM TIMES IN BOLD

EFFECTIVE DATE: JANUARY 15, 2023

ROUTE 16

WEEKDAY | DURANTE LA SEMANA

MARINA DEL REY TO WILSHIRE BLVD/BUNDY DR

LINCOLN & MINDANAO (A)	VENICE & BEETHOVEN (D)	20TH & PICO (SANTA MONICA COLLEGE) (C)	OLYMPIC & 26TH (26TH ST/BERGAMOT STATION) (B)	SAATAIR & WILSHIRE (E)
6:20	6:30	6:40	6:44	6:53
6:45	6:55	7:05	7:09	7:18
7:10	7:21	7:32	7:36	7:46
7:35	7:47	7:59	8:04	8:15
8:00	8:12	8:24	8:29	8:40
8:25	8:37	8:49	8:54	9:05
8:50	9:02	9:14	9:19	9:30
9:15	9:26	9:37	9:43	9:53
9:40	9:50	10:00	10:05	10:16
10:05	10:15	10:25	10:30	10:41
10:30	10:40	10:50	10:55	11:06
10:55	11:05	11:15	11:20	11:31
11:20	11:30	11:40	11:45	11:56
11:45	11:55	**12:05**	**12:10**	**12:21**
12:10	**12:20**	**12:30**	**12:35**	**12:46**
12:35	**12:45**	**12:55**	**1:00**	**1:11**
1:00	**1:10**	**1:20**	**1:25**	**1:36**
1:25	**1:35**	**1:45**	**1:50**	**2:01**
1:50	**2:00**	**2:10**	**2:15**	**2:26**
2:18	**2:29**	**2:39**	**2:44**	**2:57**
2:45	**2:56**	**3:06**	**3:11**	**3:24**
3:15	**3:26**	**3:36**	**3:41**	**3:54**
3:45	**3:56**	**4:06**	**4:11**	**4:24**
4:15	**4:26**	**4:36**	**4:41**	**4:54**
4:45	**4:56**	**5:06**	**5:11**	**5:24**
5:15	**5:26**	**5:36**	**5:41**	**5:54**
5:50	**6:00**	**6:10**	**6:14**	**6:25**
6:25	**6:35**	**6:45**	**6:49**	**7:00**

ROUTE 15 DOES NOT OPERATE ON WEEKENDS OR THE FOLLOWING HOLIDAYS:
LA RUTA 15 NO OPERA LOS FINES DE SEMANA, NI EN LOS SIGUIENTES DÍAS FESTIVOS:

NEW YEAR'S EVE
PRESIDENTS' DAY
LABOR DAY
CHRISTMAS EVE
NEW YEAR'S DAY
MEMORIAL DAY
THANKSGIVING DAY
CHRISTMAS
MARTIN LUTHER KING JR. DAY
INDEPENDENCE DAY
DAY AFTER THANKSGIVING

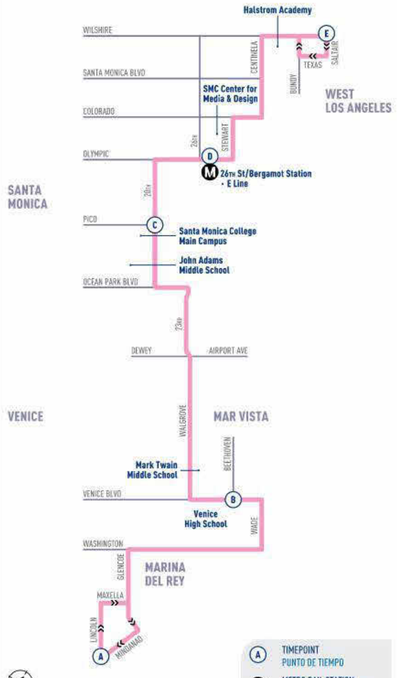
ALL PM TIMES IN BOLD

EFFECTIVE DATE: JANUARY 15, 2023

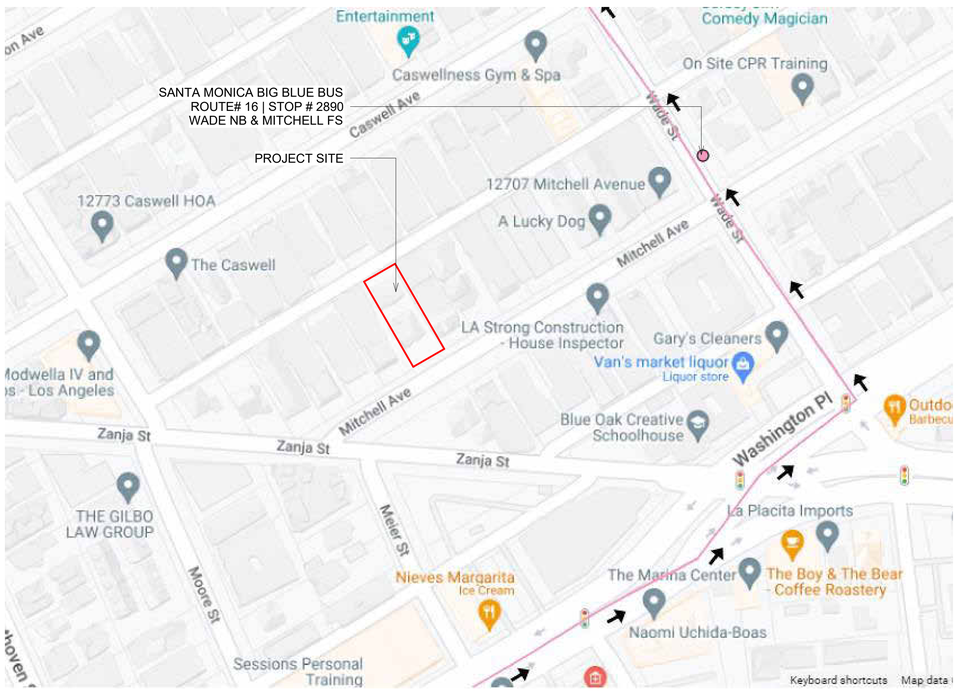
ROUTE 16

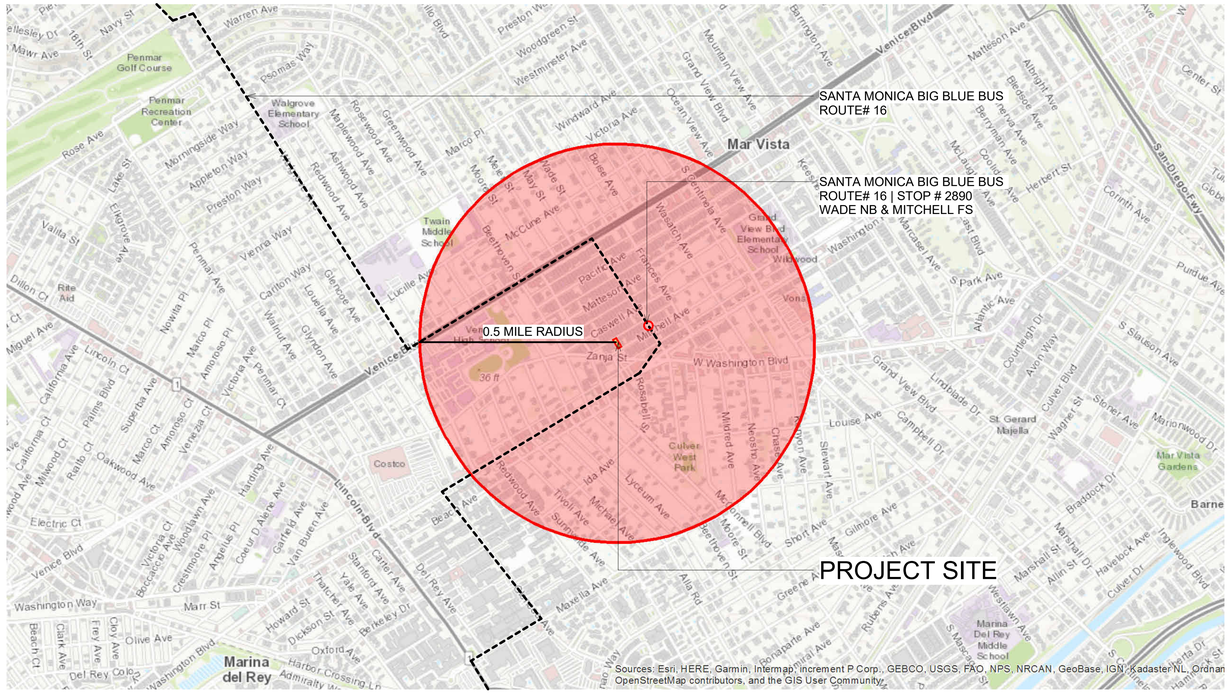
MARINA DEL REY – WILSHIRE BLVD/BUNDY DR 16

MONDAY-FRIDAY SERVICE ONLY
SERVICIO SÓLO DE LUNES A VIERNES



EFFECTIVE DATE: JANUARY 15, 2023





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127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

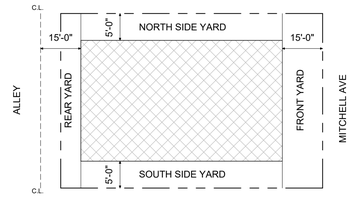
Revision Number	Revision Date

PUBLIC TRANSPORTATION

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:30 PM
SCALE	
JOB #	23-A001

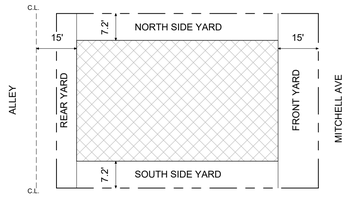
A0.15

F.A.R. DIAGRAM



ALLOWED

- LOT AREA:	7,100.3 S.F.
- BUILDABLE AREA:	4,777 S.F.
- (3) x 4,777 SF =	**14,331 S.F.**
- F.A.R. ALLOWED:	3:1



PROVIDED

- LOT AREA:	7,100.3 S.F.
- BUILDABLE AREA:	4,777 S.F.
- (F.A.R.) x 4,777 SF =	**19,112 S.F.**
- F.A.R. PROVIDED:	4.00:1

1. CODE SECTION FROM WHICH RELIEF IS REQUESTED: CODE SECTION WHICH AUTHORIZES RELIEF: 12.24 U 26

A CONDITIONAL USE PERMIT PURSUANT TO LAMC 12.24 U 26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LAMC SECTION 12.22 A 25; IN CONJUNCTION WITH THE CONSTRUCTION, USE, AND MAINTENANCE OF 19 FOR-RENT DWELLING UNITS IN LIEU OF THE 10 DWELLING UNITS OTHERWISE PERMITTED BY LAMC 12.22 A 25; WITH 4 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24F:

- **ON MENU INCENTIVES:**
  - PERMIT UP TO A 33% INCREASE IN THE ALLOWED FLOOR AREA RATIO TO ALLOW 19,112 SQUARE FEET OF FLOOR AREA IN LIEU OF THE 14,331 SQUARE FEET PERMITTED PURSUANT TO LAMC 12.21.1 A 1.
  - PERMIT A 20% DECREASE IN REQUIRED NORTH SIDE YARD SETBACK TO ALLOW A 7.2-FOOT SETBACK IN LIEU OF THE 9 FEET REQUIRED PURSUANT TO LAMC 12.10 C.2.
  - PERMIT A 20% DECREASE IN REQUIRED SOUTH SIDE YARD SETBACK TO ALLOW A 7.2-FOOT SETBACK IN LIEU OF THE 9 FEET REQUIRED PURSUANT TO LAMC 12.10 C.2.

- **WAIVERS OF DEVELOPMENT STANDARDS:**
  - PERMIT A 22-FOOT, 9-INCH INCREASE IN HEIGHT TO 67 FEET AND 9 INCHES IN LIEU OF THE MAXIMUM 45-FOOT HEIGHT ALLOWED IN THE R3-1 ZONE PURSUANT TO LAMC 12.21.1.
  - PERMIT THE PROVISION OF 19 PARKING SPACES, WITH TEN SPACES IN TANDEM POSITIONS, IN LIEU OF THE 20 ACCESSIBLE PARKING SPACES REQUIRED PURSUANT TO LAMC 12.22 A.25.(D)(1) AND 12.21 A 4.
  - PERMIT THE PROVISION OF TEN COMPACT PARKING STALLS AND NINE STANDARD STALLS IN LIEU OF ONE STANDARD SPACE PER DWELLING UNIT REQUIRED PURSUANT TO LAMC 12.21. A.5.C.

COMMON OPEN SPACE TREE COUNT			
PROVIDED		REQUIRED	
ON SITE	4 TREE	1 TREE PER EVERY 4 UNITS (24" BOX TREES REQUIRED PER LAMC 12.21 G.A(3))	
ON SIDEWALK (1 STREET TREE WILL BE REMOVED FOR TRANSFORMER STAGING AREA)	1 TREES	19 UNITS / 4 =	4.75 TREES
TOTAL	**5 TREES**	**TOTAL**	**5 TREES**

PLANTED COMMON OPEN SPACE PER LAMC 12.21 G.A(3)		
COMMON OPEN SPACE PROVIDED	25 % REQUIRED	PROVIDED
1,940 SF	485 SF	513 SF

FLOOR PLAN LEGEND

X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
	1 HR	XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
	2 HR	X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
CM	CARBON MONOXIDE		PROPERTY LINE
	EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)		ACCESSIBLE ROUTE
10	NFPA - 14, CLASS - I STANDPIPE		HOSE BIB
	ILLUMINATED EXIT SIGN	T	THERMOSTAT (SEE SPECS A0.05 C)
	6' - 0" BLOCK WALL		EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	3' - 6" BLOCK WALL		INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	BLOCK WALL		INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)

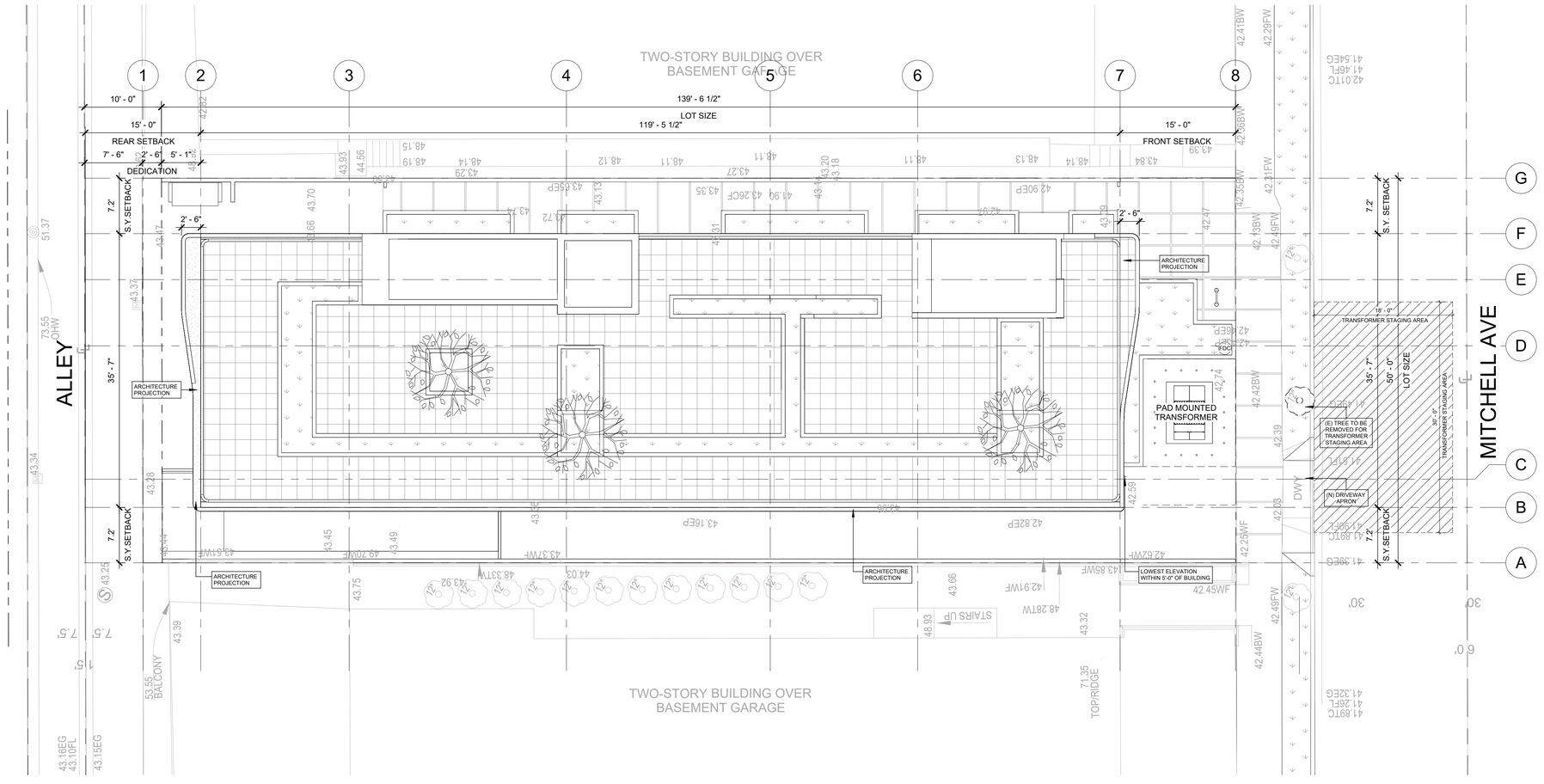
MB	MASTER BEDROOM	**PWR**	POWDER ROOM
BD	BEDROOM	**CL**	CLOSET
MBA	MASTER BATHROOM	**WIC**	WALK IN CLOSET
BA	BATHROOM	**LR**	LAUNDRY ROOM
LR	LIVING ROOM	**BC**	BALCONY
KI	KITCHEN	**EN**	ENTRY
DR	DINING ROOM		

NOTES:

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5
2. FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.
3. DOWNSPOUT(S) DISCHARGING INTO BMP'S
4. ALL DOWNSPOUTS TO DRAIN TO PROPOSED BMP
5. FANS SHALL BE ENERGY START COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
6. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

A-PERMIT NOTE:

1. DRIVEWAY CANNOT BE RELOCATED IN ORDER TO SAVE TREE



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RAMSEY DAHAM
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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED SITE PLAN

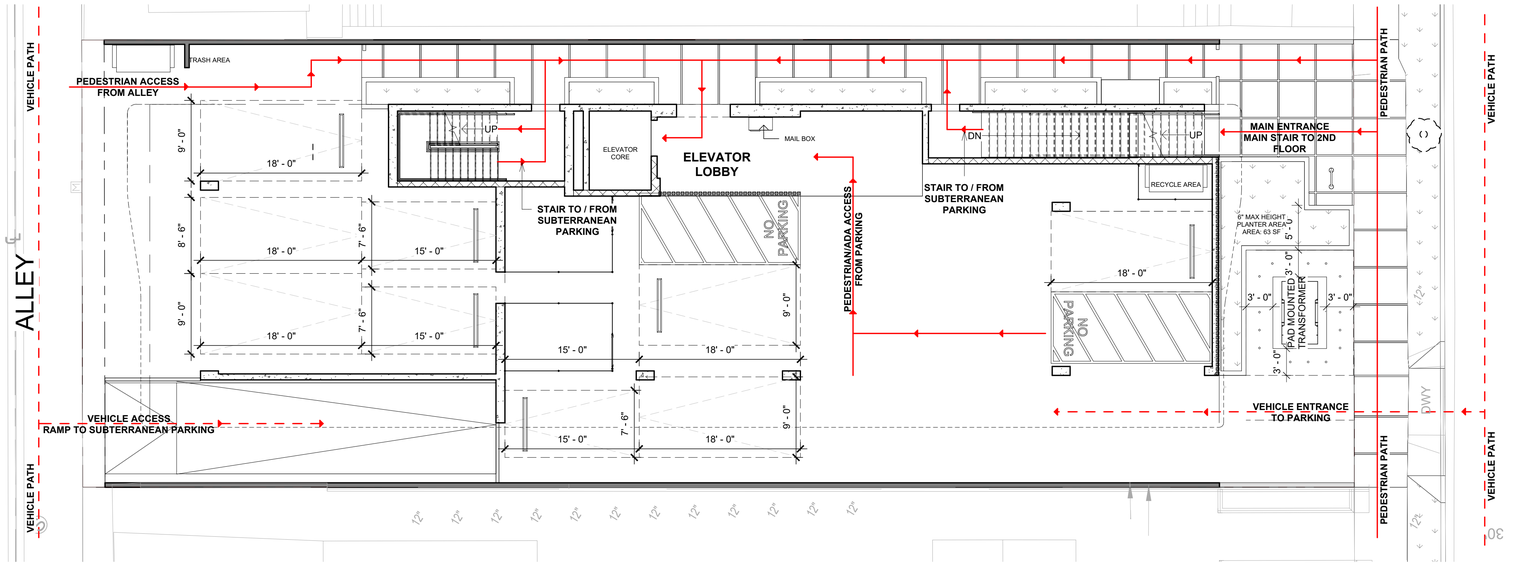
DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:32 PM
SCALE	As indicated
JOB #	23-A001

N

PROPOSED SITE PLAN
1/8" = 1'-0"

1

A1.00



ACCESSIBLE PATH DIAGRAM
1/8" = 1'-0"
2

FLOOR PLAN LEGEND

X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
	1 HR	XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
	2 HR	X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
CM	CARBON MONOXIDE		PROPERTY LINE
	EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)		ACCESSIBLE ROUTE
	NFPA - 14, CLASS - I STANDPIPE		HOSE BIB
	ILLUMINATED EXIT SIGN	T	THERMOSTAT (SEE SPECS A0.05 C)
	6' - 0" BLOCK WALL		EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	3' - 6" BLOCK WALL		INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	BLOCK WALL		INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
MB	MASTER BEDROOM	PWR	POWDER ROOM
BD	BEDROOM	CL	CLOSET
MBA	MASTER BATHROOM	WIC	WALK IN CLOSET
BA	BATHROOM	LR	LAUNDRY ROOM
LR	LIVING ROOM	BC	BALCONY
KI	KITCHEN	EN	ENTRY
DR	DINING ROOM		

NOTES:

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5
2. FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.
3. DOWNSPOUT(S) DISCHARGING INTO BMP'S
4. ALL DOWNSPOUTS TO DRAIN TO PROPOSED BMP
5. FANS SHALL BE ENERGY START COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
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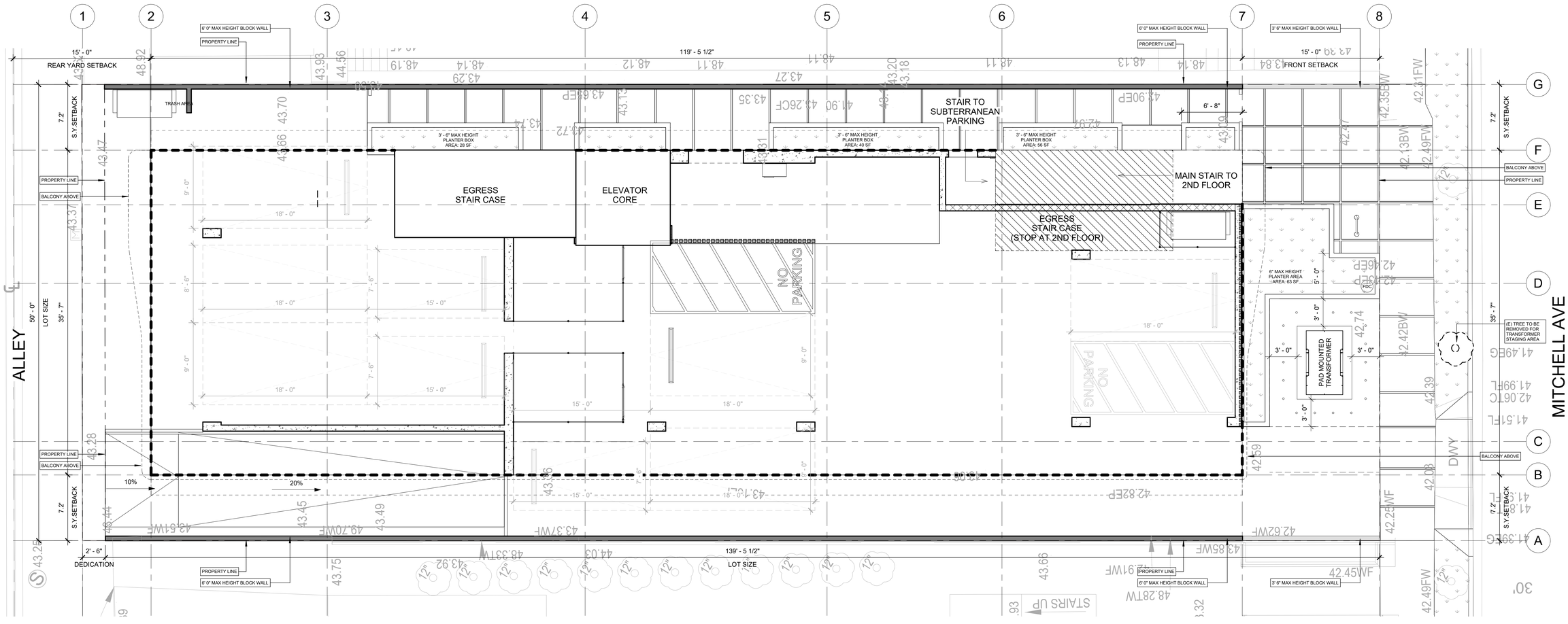

PROPOSED PLOT PLAN
3/16" = 1'-0"
1

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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED PLOT PLAN

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:33 PM
SCALE	As indicated
JOB #	23-A001

A1.01

EV PARKING: LESS THAN 20 DWELLING UNITS
(Per Green Code 4.106.4.2.1)

DEFINITIONS:

EV READY: PARKING SPACES EQUIPED WITH LOW POWER LEVEL 2 EV CHARGING RECEPTACLES.

EV CAPABLE (EVCS): PARKING SPACES CAPABLE OF SUPPORTING FUTURE LEVEL 2 EVSE.

EV CHARGER: PARKING SPACES EQUIPED WITH LEVEL 2 EVSE. (NOT REQUIRED IN MULTI FAMILY WITH LESS THAN 20 UNITS)

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

REQUIRED EV: (TOTAL PARKING SPACES: 19)

TOTAL **NON-ADA** PARKING SPACES: 18

TOTAL EV SPACES = 18 x 30% = 5.4 → 6

EV READY = 18 x 25% = 4.5 → 5

EV CAPABLE = 1

TOTAL **ADA** PARKING SPACES: 1 (Per table 5.106.5.3.3)

TOTAL EV SPACES = 1 x 30% = 0.3 → 1

EV READY = 1 x 25% = 0.25 → 1

EV CAPABLE = 1 VAN ACCESSIBLE (Per Table 11B-228.3.2.1)

PROVIDED EV SPACES:

EV READY = 6 SPACES (9'x18' STALLS)

EV CAPABLE = 2 SPACES (9'x18" STALL W/ 1 STALL HAS 8' WIDE AISLE)

KEYNOTE LEGEND

1. LONG TERM BICYCLE PARKING *SEE 7/A0.11 D FOR DETAIL TOTAL: 24 SPACES
2. SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 5 RACKS X 2 = 10 SPACES
3. STANDARD PARKING SPACE
4. COMPACT PARKING SPACE
5. ADA PARKING SPACE WITH 8' LOADING
6. EVCS PARKING SPACE WITH 8' LOADING
7. ACCESSIBLE PATH
8. DRIVEWAY
9. FIRST FLOOR ENTRY
10. EGRESS STAIR
11. ELEVATOR
12. ELEVATOR MECH. ROOM
13. MECH. CHASE
14. ELECTRIC METERS
15. GAS METERS
16. UNIT MAIL BOXES
17. TRASH / RECYCLING
18. STAIRWAY IDENTIFICATION SIGN
19. UNAUTHORIZED VEHICLES SIGN ADA VAN PARKING SIGN
20. IRRIGATION CONTROLLER

ASSEMBLY TYPES

WALLS

- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- B-3 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

FLOOR PLAN LEGEND

X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
1 HR		XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
2 HR		X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
CM	CARBON MONOXIDE		PROPERTY LINE
	EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)		ACCESSIBLE ROUTE
VD	NFPA - 14, CLASS - I STANDPIPE		HOSE BIB
	ILLUMINATED EXIT SIGN	T	THERMOSTAT (SEE SPECS A0.05 C)
	6' - 0" BLOCK WALL		EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	3' - 6" BLOCK WALL		INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	BLOCK WALL		INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)

MB	MASTER BEDROOM	**PWR**	POWDER ROOM
BD	BEDROOM	**CL**	CLOSET
MBA	MASTER BATHROOM	**WIC**	WALK IN CLOSET
BA	BATHROOM	**LR**	LAUNDRY ROOM
LR	LIVING ROOM	**BC**	BALCONY
KI	KITCHEN	**EN**	ENTRY
DR	DINING ROOM		

NOTES:

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5
2. FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.
3. DOWNSPOUT(S) DISCHARGING INTO BMP'S
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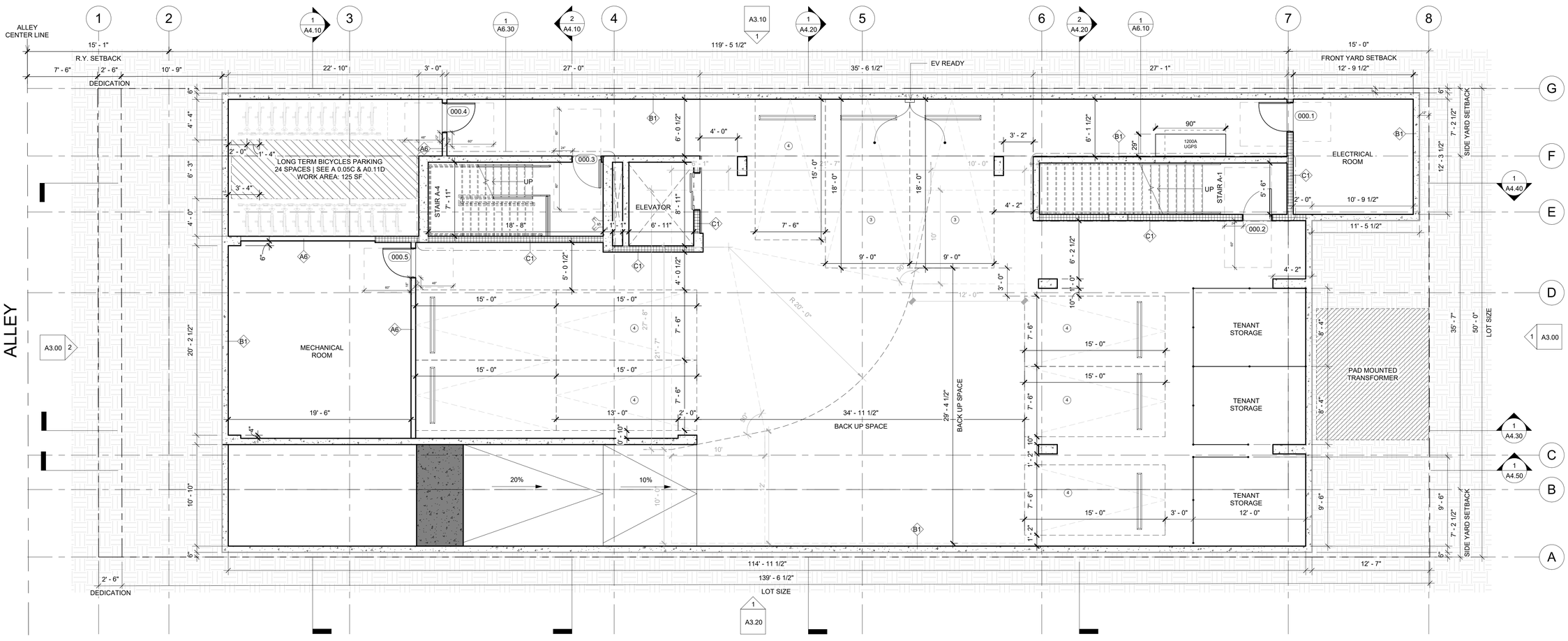

SUBTERRANEAN PARKING
3/16" = 1'-0"

1

A2.00

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LICENSED ARCHITECT
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12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:34 PM
SCALE	As indicated
JOB #	23-A001

EV PARKING: LESS THAN 20 DWELLING UNITS
(Per Green Code 4.106.4.2.1)

DEFINITIONS:

EV READY: PARKING SPACES EQUIPED WITH LOW POWER LEVEL 2 EV CHARGING RECEPTACLES.

EV CAPABLE (EVCS): PARKING SPACES CAPABLE OF SUPPORTING FUTURE LEVEL 2 EVSE.

EV CHARGER: PARKING SPACES EQUIPED WITH LEVEL 2 EVSE. (NOT REQUIRED IN MULTI FAMILY WITH LESS THAN 20 UNITS)

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

REQUIRED EV: (TOTAL PARKING SPACES: 19)

TOTAL **NON-ADA** PARKING SPACES: 18

TOTAL EV SPACES = 18 x 30% = 5.4 → 6

EV READY = 18 x 25% = 4.5 → 5

EV CAPABLE = 1

TOTAL **ADA** PARKING SPACES: 1 (Per table 5.106.5.3.3)

TOTAL EV SPACES = 1 x 30% = 0.3 → 1

EV READY = 1 x 25% = 0.25 → 1

EV CAPABLE = 1 VAN ACCESSIBLE (Per Table 11B-228.3.2.1)

PROVIDED EV SPACES:

EV READY = 6 SPACES (9'x18' STALLS)

EV CAPABLE = 2 SPACES (9'x18" STALL W/ 1 STALL HAS 8' WIDE AISLE)

KEYNOTE LEGEND

1. LONG TERM BICYCLE PARKING *SEE 7/A0.11 D FOR DETAIL TOTAL: 24 SPACES
2. SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 5 RACKS X 2 = 10 SPACES
3. STANDARD PARKING SPACE
4. COMPACT PARKING SPACE
5. ADA PARKING SPACE WITH 8' LOADING
6. EVCS PARKING SPACE WITH 8' LOADING
7. ACCESSIBLE PATH
8. DRIVEWAY
9. FIRST FLOOR ENTRY
10. EGRESS STAIR
11. ELEVATOR
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20. IRRIGATION CONTROLLER

ASSEMBLY TYPES

WALLS

- A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 CONCRETE WALL (12/A0.10 A)
- B2 CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 CMU BLOCK WALL (4/A0.10 B)
- C2 CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
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- B-3 WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

FLOOR PLAN LEGEND

X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
1 HR		XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
2 HR		X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
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NOTES:

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5
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4. ALL DOWNSPOUTS TO DRAIN TO PROPOSED BMP
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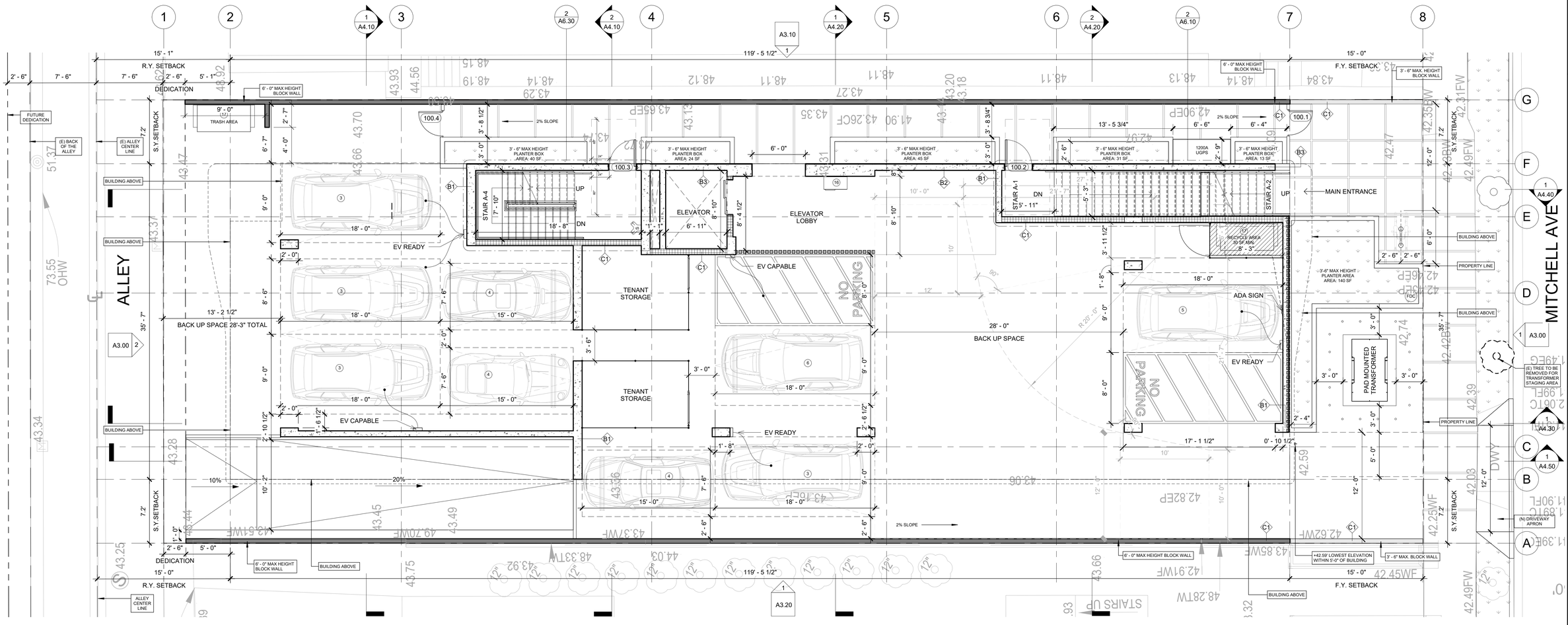

GROUND FLOOR
3/16" = 1'-0"

1

A2.10

breakformdesign
127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:35 PM
SCALE	As indicated
JOB #	23-A001

EV PARKING: LESS THAN 20 DWELLING UNITS
(Per Green Code 4.106.4.2.1)

DEFINITIONS:

EV READY: PARKING SPACES EQUIPED WITH LOW POWER LEVEL 2 EV CHARGING RECEPTACLES.

EV CAPABLE (EVCS): PARKING SPACES CAPABLE OF SUPPORTING FUTURE LEVEL 2 EVSE.

EV CHARGER: PARKING SPACES EQUIPED WITH LEVEL 2 EVSE. (NOT REQUIRED IN MULTI FAMILY WITH LESS THAN 20 UNITS)

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

REQUIRED EV: (TOTAL PARKING SPACES: 19)

TOTAL **NON-ADA** PARKING SPACES: 18

TOTAL EV SPACES = 18 x 30% = 5.4 → 6

EV READY = 18 x 25% = 4.5 → 5

EV CAPABLE = 1

TOTAL **ADA** PARKING SPACES: 1 (Per table 5.106.5.3.3)

TOTAL EV SPACES = 1 x 30% = 0.3 → 1

EV READY = 1 x 25% = 0.25 → 1

EV CAPABLE = 1 VAN ACCESSIBLE (Per Table 11B-228.3.2.1)

PROVIDED EV SPACES:

EV READY = 6 SPACES (9'x18' STALLS)

EV CAPABLE = 2 SPACES (9'x18" STALL W/ 1 STALL HAS 8' WIDE AISLE)

KEYNOTE LEGEND

1. LONG TERM BICYCLE PARKING *SEE 7/A0.11 D FOR DETAIL TOTAL: 24 SPACES
2. SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 5 RACKS X 2 = 10 SPACES
3. STANDARD PARKING SPACE
4. COMPACT PARKING SPACE
5. ADA PARKING SPACE WITH 8' LOADING
6. EVCS PARKING SPACE WITH 8' LOADING
7. ACCESSIBLE PATH
8. DRIVEWAY
9. FIRST FLOOR ENTRY
10. EGRESS STAIR
11. ELEVATOR
12. ELEVATOR MECH. ROOM
13. MECH. CHASE
14. ELECTRIC METERS
15. GAS METERS
16. UNIT MAIL BOXES
17. TRASH / RECYCLING
18. STAIRWAY IDENTIFICATION SIGN
19. UNAUTHORIZED VEHICLES SIGN ADA VAN PARKING SIGN
20. IRRIGATION CONTROLLER

ASSEMBLY TYPES

WALLS

- A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
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- B3 CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 CMU BLOCK WALL (4/A0.10 B)
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FLOORS

- A-1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
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- B-2 WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- B-1 WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

FLOOR PLAN LEGEND

X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
	1 HR	XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
	2 HR	X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
CM	CARBON MONOXIDE		PROPERTY LINE
	EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)		ACCESSIBLE ROUTE
XO	NFPA - 14, CLASS - I STANDPIPE		HOSE BIB
	ILLUMINATED EXIT SIGN	T	THERMOSTAT (SEE SPECS A0.05 C)
	6' - 0" BLOCK WALL		EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	3' - 6" BLOCK WALL		INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
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MB	MASTER BEDROOM	**PWR**	POWDER ROOM
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MBA	MASTER BATHROOM	**WIC**	WALK IN CLOSET
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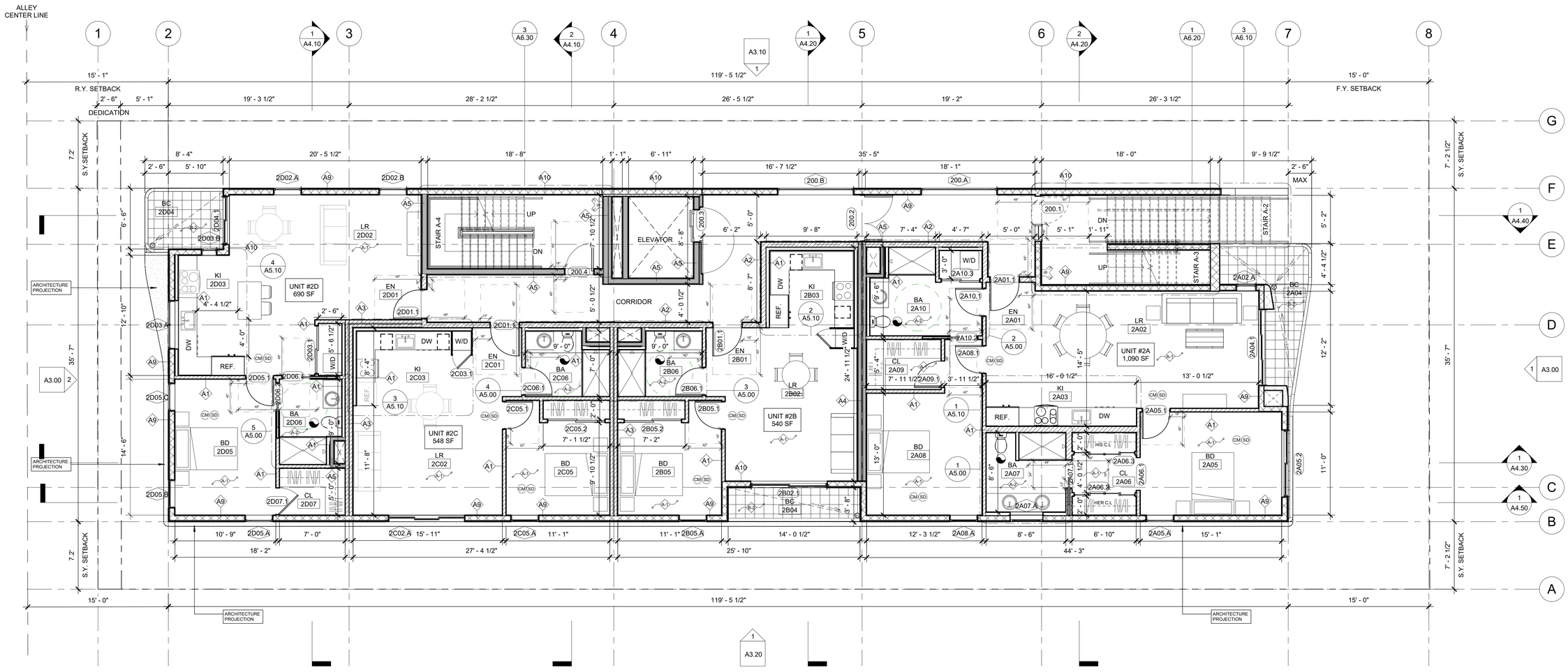

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SECOND FLOOR
3/16" = 1'-0"

1

A2.20

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REQUIRED EV: (TOTAL PARKING SPACES: 19)

TOTAL **NON-ADA** PARKING SPACES: 18

TOTAL EV SPACES = 18 x 30% = 5.4 → 6

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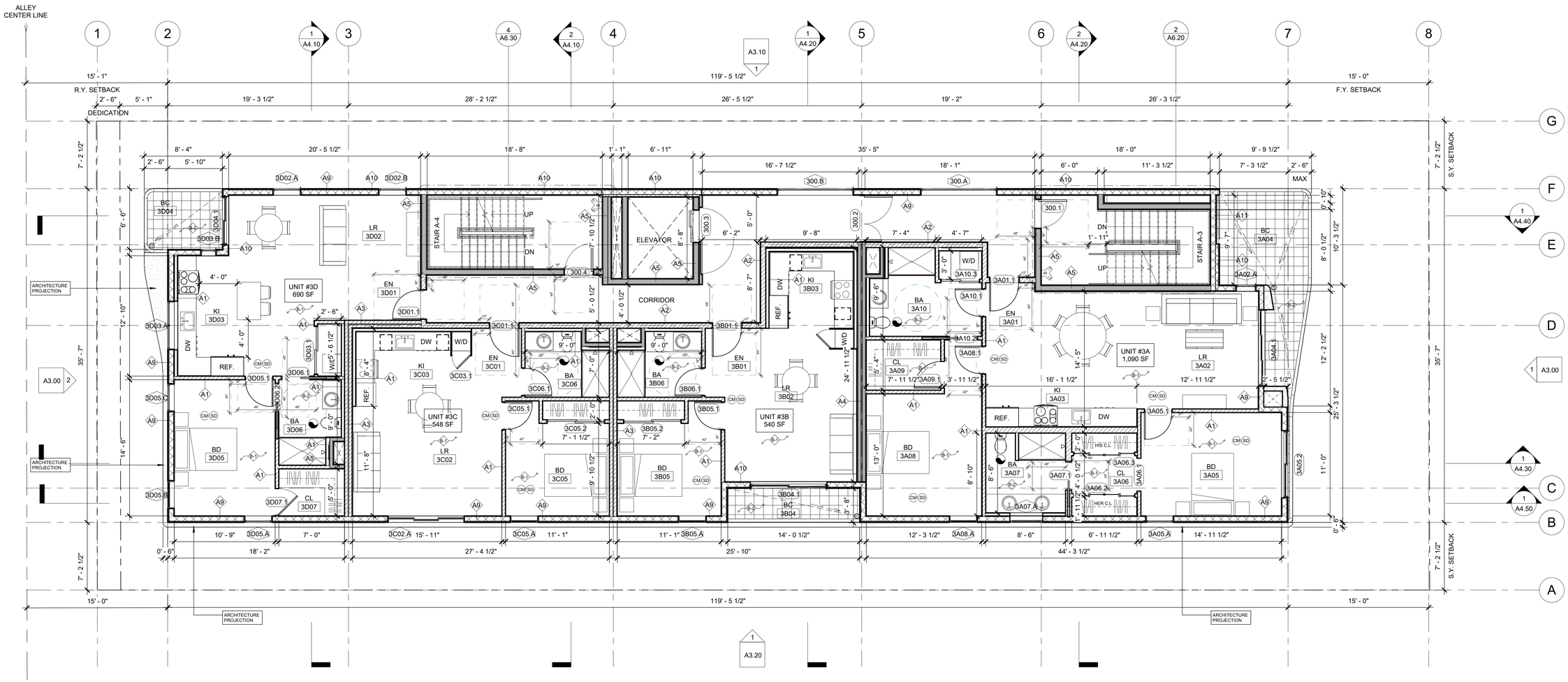

THIRD FLOOR PLAN
3/16" = 1'-0"

1

A2.30

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LICENSED ARCHITECT
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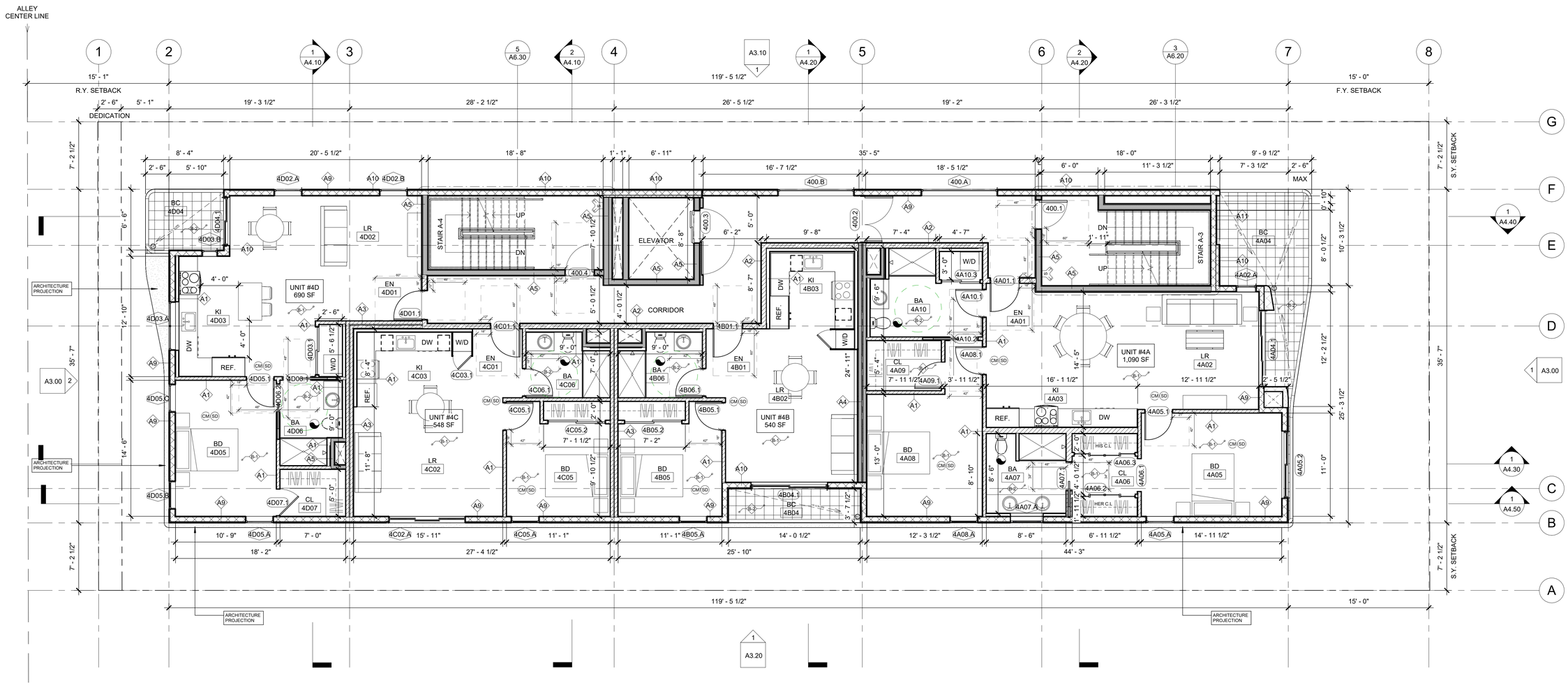

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1 | A2.40

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TOTAL EV SPACES = 1 x 30% = 0.3 → 1

EV READY = 1 x 25% = 0.25 → 1

EV CAPABLE = 1 VAN ACCESSIBLE (Per Table 11B-228.3.2.1)

PROVIDED EV SPACES:

EV READY = 6 SPACES (9'x18' STALLS)

EV CAPABLE = 2 SPACES (9'x18" STALL W/ 1 STALL HAS 8' WIDE AISLE)

KEYNOTE LEGEND

1. LONG TERM BICYCLE PARKING *SEE 7/A0.11 D FOR DETAIL TOTAL: 24 SPACES
2. SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 5 RACKS X 2 = 10 SPACES
3. STANDARD PARKING SPACE
4. COMPACT PARKING SPACE
5. ADA PARKING SPACE WITH 8' LOADING
6. EVCS PARKING SPACE WITH 8' LOADING
7. ACCESSIBLE PATH
8. DRIVEWAY
9. FIRST FLOOR ENTRY
10. EGRESS STAIR
11. ELEVATOR
12. ELEVATOR MECH. ROOM
13. MECH. CHASE
14. ELECTRIC METERS
15. GAS METERS
16. UNIT MAIL BOXES
17. TRASH / RECYCLING
18. STAIRWAY IDENTIFICATION SIGN
19. UNAUTHORIZED VEHICLES SIGN ADA VAN PARKING SIGN
20. IRRIGATION CONTROLLER

ASSEMBLY TYPES

WALLS

- A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 CONCRETE WALL (12/A0.10 A)
- B2 CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 CMU BLOCK WALL (4/A0.10 B)
- C2 CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- B-3 WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-4 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-5 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

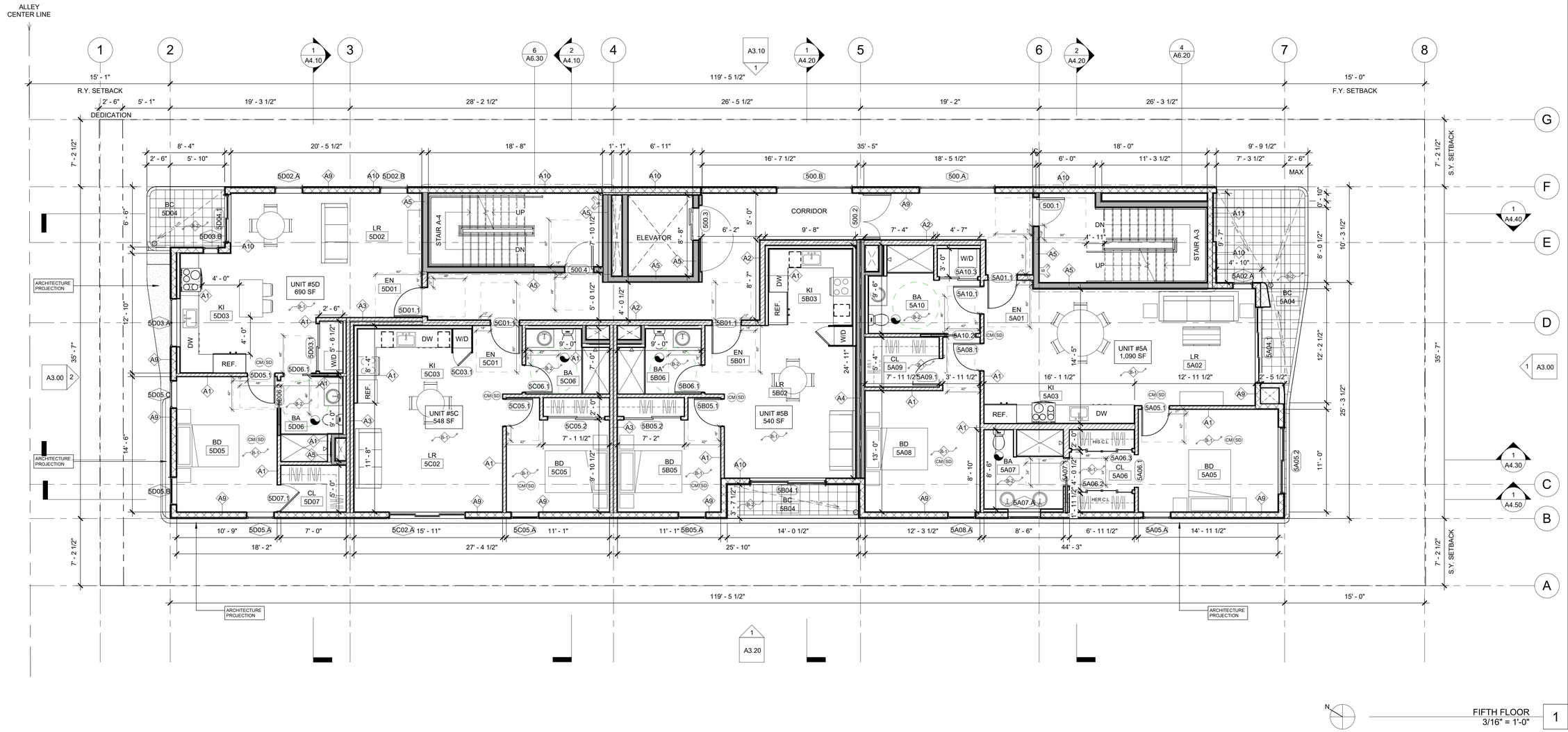
FLOOR PLAN LEGEND

- FLOOR TYPE
- 1 HR
- 2 HR
- SD SMOKE DETECTOR
- CM CARBON MONOXIDE
- EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)
- NFPA - 14, CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- 6' - 0" BLOCK WALL
- 3' - 6" BLOCK WALL
- BLOCK WALL
- X WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
- XXX DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
- X WALL TYPE
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- HOSE BIB
- T THERMOSTAT (SEE SPECS A0.05 C)
- EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)

MB	MASTER BEDROOM	**PWR**	POWDER ROOM
BD	BEDROOM	**CL**	CLOSET
MBA	MASTER BATHROOM	**WIC**	WALK IN CLOSET
BA	BATHROOM	**LR**	LAUNDRY ROOM
LR	LIVING ROOM	**BC**	BALCONY
KI	KITCHEN	**EN**	ENTRY
DR	DINING ROOM		

NOTES:

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5
2. FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.
3. DOWNSPOUT(S) DISCHARGING INTO BMP'S
4. ALL DOWNSPOUTS TO DRAIN TO PROPOSED BMP
5. FANS SHALL BE ENERGY START COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
6. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.



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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:45 PM
SCALE	As indicated
JOB #	23-A001

N

FIFTH FLOOR
3/16" = 1'-0"

1

A2.50

EV PARKING: LESS THAN 20 DWELLING UNITS
(Per Green Code 4.106.4.2.1)

DEFINITIONS:

EV READY: PARKING SPACES EQUIPED WITH LOW POWER LEVEL 2 EV CHARGING RECEPTACLES.

EV CAPABLE (EVCS): PARKING SPACES CAPABLE OF SUPPORTING FUTURE LEVEL 2 EVSE.

EV CHARGER: PARKING SPACES EQUIPED WITH LEVEL 2 EVSE. (NOT REQUIRED IN MULTI FAMILY WITH LESS THAN 20 UNITS)

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

REQUIRED EV: (TOTAL PARKING SPACES: 19)

TOTAL **NON-ADA** PARKING SPACES: 18

TOTAL EV SPACES = 18 x 30% = 5.4 → 6

EV READY = 18 x 25% = 4.5 → 5

EV CAPABLE = 1

TOTAL **ADA** PARKING SPACES: 1 (Per table 5.106.5.3.3)

TOTAL EV SPACES = 1 x 30% = 0.3 → 1

EV READY = 1 x 25% = 0.25 → 1

EV CAPABLE = 1 VAN ACCESSIBLE (Per Table 11B-228.3.2.1)

PROVIDED EV SPACES:

EV READY = 6 SPACES (9'x18' STALLS)

EV CAPABLE = 2 SPACES (9'x18" STALL W/ 1 STALL HAS 8' WIDE AISLE)

KEYNOTE LEGEND

1. LONG TERM BICYCLE PARKING *SEE 7/A0.11 D FOR DETAIL TOTAL: 24 SPACES
2. SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 5 RACKS X 2 = 10 SPACES
3. STANDARD PARKING SPACE
4. COMPACT PARKING SPACE
5. ADA PARKING SPACE WITH 8' LOADING
6. EVCS PARKING SPACE WITH 8' LOADING
7. ACCESSIBLE PATH
8. DRIVEWAY
9. FIRST FLOOR ENTRY
10. EGRESS STAIR
11. ELEVATOR
12. ELEVATOR MECH. ROOM
13. MECH. CHASE
14. ELECTRIC METERS
15. GAS METERS
16. UNIT MAIL BOXES
17. TRASH / RECYCLING
18. STAIRWAY IDENTIFICATION SIGN
19. UNAUTHORIZED VEHICLES SIGN ADA VAN PARKING SIGN
20. IRRIGATION CONTROLLER

ASSEMBLY TYPES

WALLS

- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- B-3 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-4 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-5 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

FLOOR PLAN LEGEND

X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
	1 HR	XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
	2 HR	X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
CM	CARBON MONOXIDE		PROPERTY LINE
	EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)		ACCESSIBLE ROUTE
10	NFPA - 14, CLASS - I STANDPIPE		HOSE BIB
	ILLUMINATED EXIT SIGN	T	THERMOSTAT (SEE SPECS A0.05 C)
	6' - 0" BLOCK WALL		EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	3' - 6" BLOCK WALL		INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	BLOCK WALL		INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
MB	MASTER BEDROOM	**PWR**	POWDER ROOM
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MBA	MASTER BATHROOM	**WIC**	WALK IN CLOSET
BA	BATHROOM	**LR**	LAUNDRY ROOM
LR	LIVING ROOM	**BC**	BALCONY
KI	KITCHEN	**EN**	ENTRY
DR	DINING ROOM		

NOTES:

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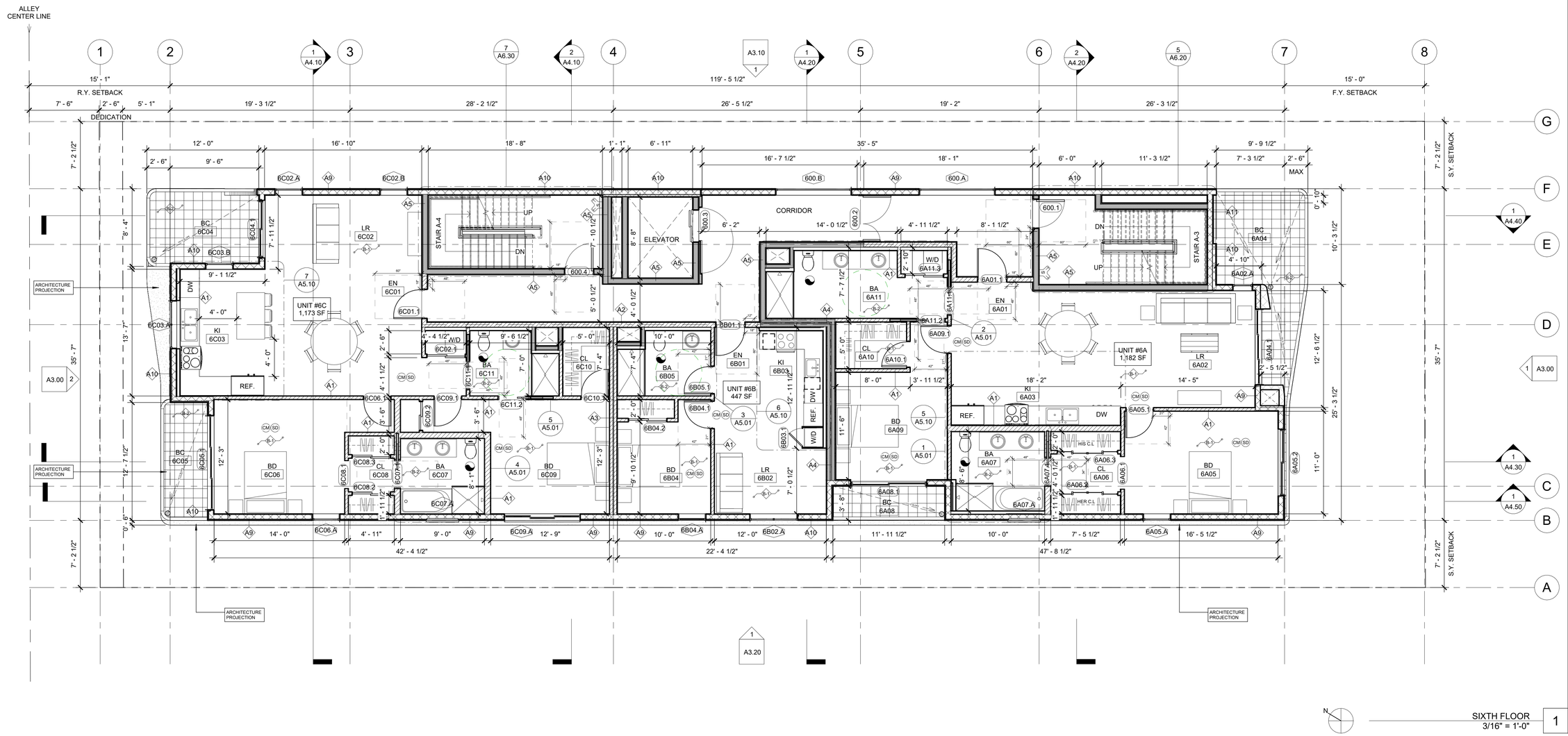

SIXTH FLOOR
3/16" = 1'-0"

1

A2.60

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:48 PM
SCALE	As indicated
JOB #	23-A001

KEYNOTE LEGEND

1. LONG TERM BICYCLE PARKING *SEE 7/A0.11 D FOR DETAIL TOTAL: 24 SPACES
2. SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 5 RACKS X 2 = 10 SPACES
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ASSEMBLY TYPES

WALLS

- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
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- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- R-1 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- R-2 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- R-3 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

FLOOR PLAN LEGEND

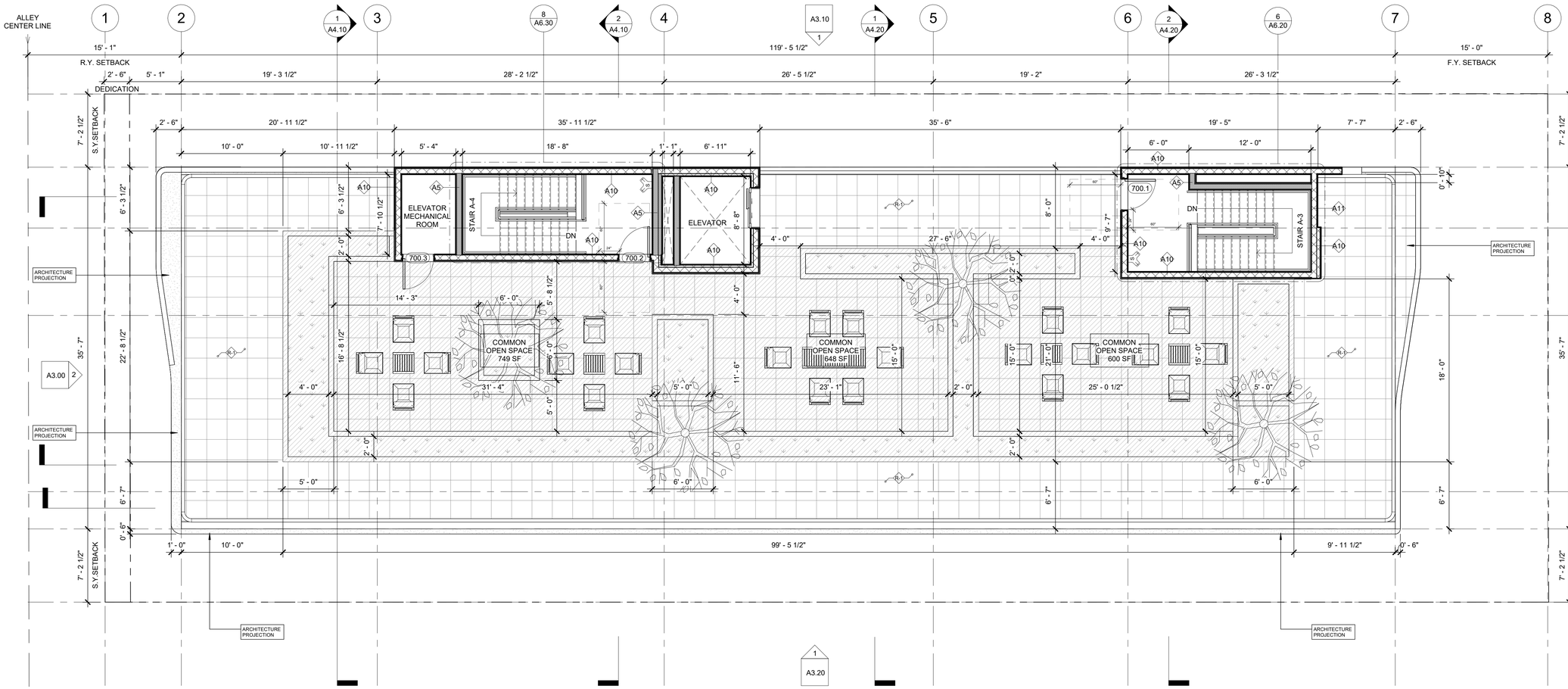
X	FLOOR TYPE	X	WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
	1 HR	XXX	DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
	2 HR	X	WALL TYPE
SD	SMOKE DETECTOR	X'-X"	ELEVATION MARKER
CM	CARBON MONOXIDE		PROPERTY LINE
	EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)		ACCESSIBLE ROUTE
40	NFPA - 14, CLASS - I STANDPIPE		HOSE BIB
	ILLUMINATED EXIT SIGN	T	THERMOSTAT (SEE SPECS A0.05 C)
	6' - 0" BLOCK WALL		EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	3' - 6" BLOCK WALL		INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
	BLOCK WALL		INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)

MB	MASTER BEDROOM	**PWR**	POWDER ROOM
BD	BEDROOM	**CL**	CLOSET
MBA	MASTER BATHROOM	**WIC**	WALK IN CLOSET
BA	BATHROOM	**LR**	LAUNDRY ROOM
LR	LIVING ROOM	**BC**	BALCONY
KI	KITCHEN	**EN**	ENTRY
DR	DINING ROOM		

NOTES:

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5
2. FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.
3. DOWNSPOUT(S) DISCHARGING INTO BMP'S
4. ALL DOWNSPOUTS TO DRAIN TO PROPOSED BMP
5. FANS SHALL BE ENERGY START COMPLIANT AND BE DUCTED TO TERMINATE TO THE

LABC 503.1.4 OCCUPIED ROOFS ING
A ROOF LEVEL OR PORTION THEREOF SHALL BE PERMITTED TO BE USED AS AN OCCUPIED TEM, ROOF PROVIDED THE OCCUPANCY OF THE ROOF IS AN OCCUPANCY THAT IS PERMITTED BY TABLE 504.4 FOR THE STORY IMMEDIATELY BELOW THE ROOF. THE AREA OF THE OCCUPIED ROOFS SHALL NOT BE INCLUDED IN THE BUILDING AREA AS REGULATED BY SECTION 506.



N

ROOF DECK
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:51 PM
SCALE	As indicated
JOB #	23-A001

A2.70

WALL TAG

A10 B3 C1
B4 A11 C2
A6 A9 B2
B1

MATERIAL

- METAL PANELS
- CEDAR T+G 1x6 (CLEAR VERTICAL GRAIN W/ CLEAR COAT)
- STUCCO (WHITE) SEE A0.05 F FOR SPECS
- CONCRETE

ELEVATION LEGEND

- PROPERTY LINE (PL)
- XXX WINDOW TAG
- XXX DOOR TAG
- X'-X" ELEVATION MARKER

NOTE:
1. PROVIDE ANTI-GRAFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIROR WALLS AND DOORS. 6306

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12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:57:57 PM
SCALE	As indicated
JOB #	23-A001

A3.00

WALL TAG

A10 B3 C1
B4 A11 C2
A6 A9 B2
B1

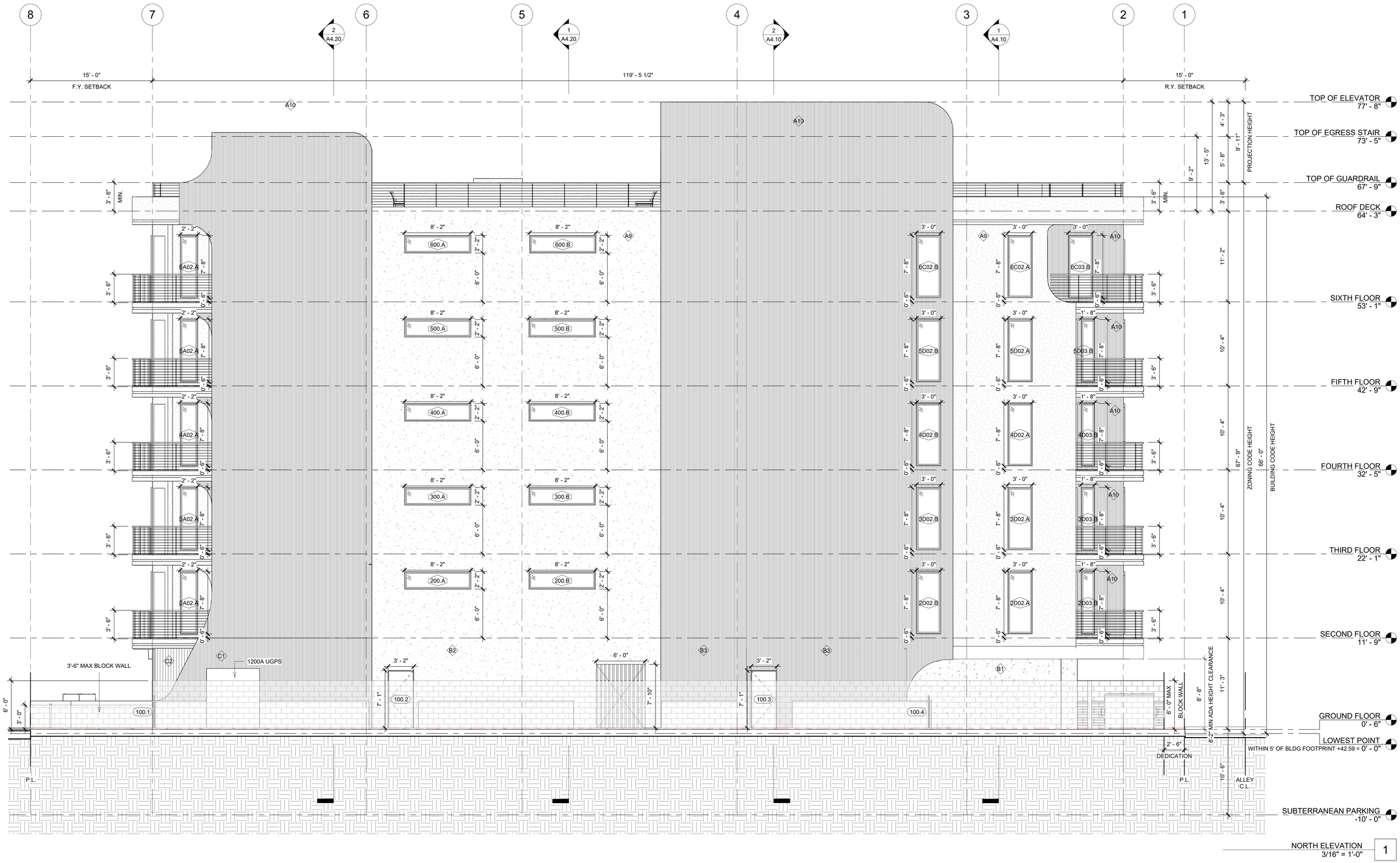
MATERIAL

- METAL PANELS
- CEDAR T+G 1x6 (CLEAR VERTICAL GRAIN W/ CLEAR COAT)
- STUCCO (WHITE) SEE A0.05 F FOR SPECS
- CONCRETE

ELEVATION LEGEND

- PROPERTY LINE (PL)
- XXX WINDOW TAG
- XXX DOOR TAG
- X'-X" ELEVATION MARKER

NOTE:
1. PROVIDE ANTI-GRAFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIROR WALLS AND DOORS. 6306



NORTH ELEVATION
3/16" = 1'-0"

1

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12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:00 PM
SCALE	As indicated
JOB #	23-A001

A3.10

WALL TAG

A10 B3 C1
B4 A11 C2
A6 A9 B2
B1

MATERIAL

- METAL PANELS
- CEDAR T+G 1x6 (CLEAR VERTICAL GRAIN W/ CLEAR COAT)
- STUCCO (WHITE) SEE A0.05 F FOR SPECS
- CONCRETE

ELEVATION LEGEND

- PROPERTY LINE (PL)
- XXX WINDOW TAG
- XXX DOOR TAG
- X'-X" ELEVATION MARKER

NOTE:
1. PROVIDE ANTI-GRAFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIROR WALLS AND DOORS. 6306

SOUTH ELEVATION
3/16" = 1'-0"

1

A3.20

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12747 MITCHELL AVE

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ELEVATIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:04 PM
SCALE	As indicated
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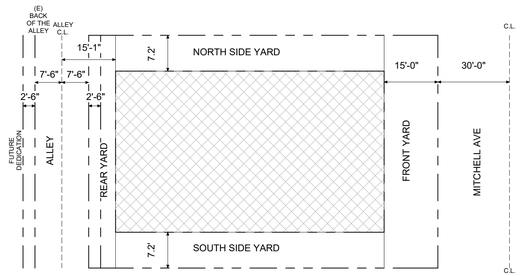
FIRE SEPARATION DISTANCE DIAGRAM



SOUTH ELEVATION - OPENING ANALYSIS
3/32" = 1'-0" 2

MAXIMUM UNPROTECTED / PROTECTED OPENINGS ALLOWED = 25% OPEN

6TH FLOOR OPENING AREA = 261.88 SF / WALL AREA = 1,312 SF = 19.96% OPEN

5TH FLOOR OPENING AREA = 293.39 SF / WALL AREA = 1,234.24 SF = 23.77% OPEN

4TH FLOOR OPENING AREA = 293.39 SF / WALL AREA = 1,234.24 SF = 23.77% OPEN

3RD FLOOR OPENING AREA = 293.39 SF / WALL AREA = 1,234.24 SF = 23.77% OPEN

2ND FLOOR OPENING AREA = 293.39 SF / WALL AREA = 1,234.24 SF = 23.77% OPEN

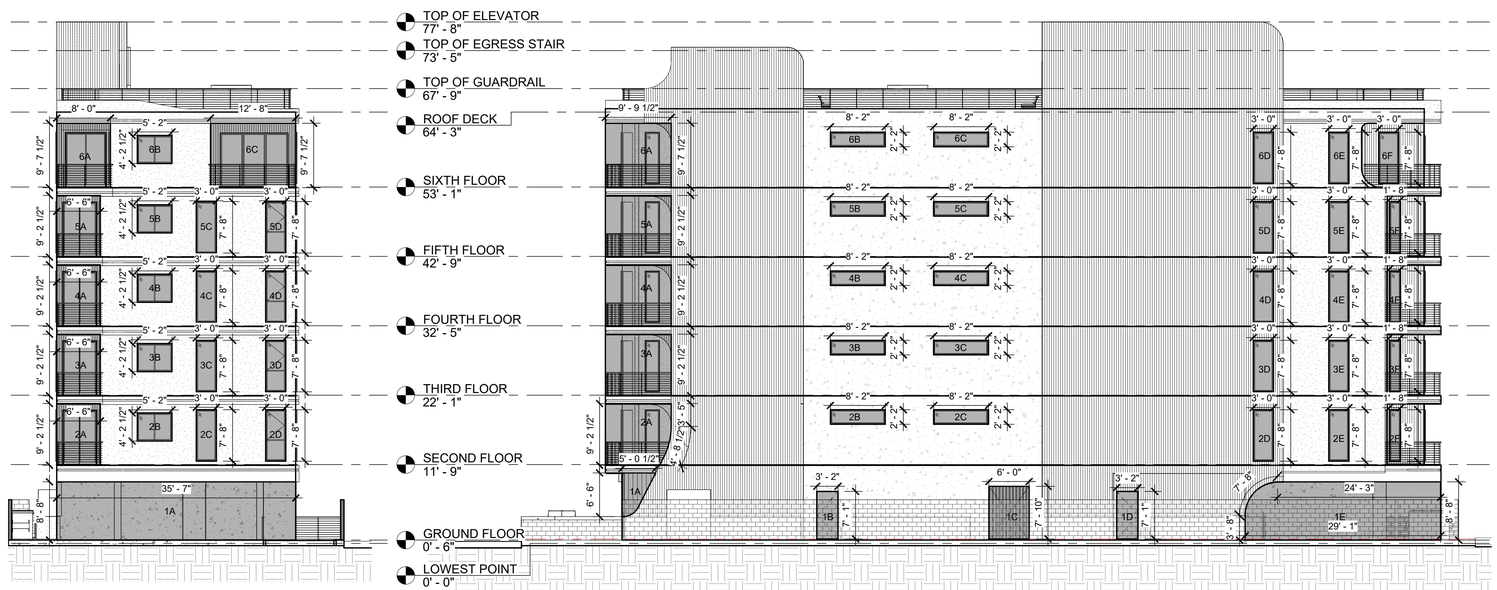
1ST FLOOR OPENING AREA = 1,039.50 SF / WALL AREA = 1,343.05 SF = 77.40% OPEN

(PARKING GARAGE OPENING PROTECTED BY WATER CURTAIN PER MODIFICATION REQUEST)

OPENINGS

6A:	23.00 SF	5A:	23.00 SF	4A:	23.00 SF
6B:	7.00 SF	5B:	42.19 SF	4B:	42.19 SF
6C:	42.19 SF	5C:	23.00 SF	4C:	23.00 SF
6D:	23.00 SF	5D:	23.00 SF	4D:	23.00 SF
6E:	21.64 SF	5E:	129.20 SF	4E:	129.20 SF
6F:	115.05 SF	5F:	23.00 SF	4F:	23.00 SF
6G:	7.00 SF	5G:	7.00 SF	4G:	7.00 SF
6H:	23.00 SF	5H:	23.00 SF	4H:	23.00 SF

3A:	23.00 SF	2A:	23.00 SF	1A:	1,194.42 SF
3B:	42.19 SF	2B:	42.19 SF		
3C:	23.00 SF	2C:	23.00 SF		
3D:	23.00 SF	2D:	23.00 SF		
3E:	129.20 SF	2E:	129.20 SF		
3F:	23.00 SF	2F:	23.00 SF		
3G:	7.00 SF	2G:	7.00 SF		
3H:	23.00 SF	2H:	23.00 SF		



WEST ELEVATION - OPENING ANALYSIS
3/32" = 1'-0" 3

MAXIMUM UNPROTECTED / PROTECTED OPENINGS ALLOWED = 75% OPEN

6TH FLOOR OPENING AREA = 220.22 SF / WALL AREA = 401.62 SF = 54.83% OPEN

5TH FLOOR OPENING AREA = 127.36 SF / WALL AREA = 368.21 SF = 34.59% OPEN

4TH FLOOR OPENING AREA = 127.36 SF / WALL AREA = 368.21 SF = 34.59% OPEN

3RD FLOOR OPENING AREA = 127.36 SF / WALL AREA = 368.21 SF = 34.59% OPEN

2ND FLOOR OPENING AREA = 127.36 SF / WALL AREA = 368.21 SF = 34.59% OPEN

1ST FLOOR OPENING AREA = 309.00 SF / WALL AREA = 397 SF = 78% OPEN

(PARKING GARAGE OPENING PROTECTED BY WATER CURTAIN PER MODIFICATION REQUEST)

OPENINGS

6A:	76.83 SF	5A:	59.72 SF	4A:	59.72 SF
6B:	21.64 SF	5B:	21.64 SF	4B:	21.64 SF
6C:	121.75 SF	5C:	23.00 SF	4C:	23.00 SF
		5D:	23.00 SF	4D:	23.00 SF

3A:	59.72 SF	2A:	59.72 SF	1A:	309.00 SF
3B:	21.64 SF	2B:	21.64 SF		
3C:	23.00 SF	2C:	23.00 SF		
3D:	23.00 SF	2D:	23.00 SF		

NORTH ELEVATION - OPENING ANALYSIS
3/32" = 1'-0" 1

MAXIMUM UNPROTECTED / PROTECTED OPENINGS ALLOWED = 25% OPEN

6TH FLOOR OPENING AREA = 198.55 SF / WALL AREA = 1,435.35 SF = 13.83% OPEN

5TH FLOOR OPENING AREA = 184.25 SF / WALL AREA = 1,362.29 SF = 13.52% OPEN

4TH FLOOR OPENING AREA = 184.25 SF / WALL AREA = 1,362.29 SF = 13.52% OPEN

3RD FLOOR OPENING AREA = 184.25 SF / WALL AREA = 1,362.29 SF = 13.52% OPEN

2ND FLOOR OPENING AREA = 184.25 SF / WALL AREA = 1,362.29 SF = 13.52% OPEN

1ST FLOOR OPENING AREA = 360.20 SF / WALL AREA = 1,362.29 SF = 26.44% OPEN

(PARKING GARAGE OPENING PROTECTED BY WATER CURTAIN PER MODIFICATION REQUEST)

OPENINGS

6A:	94.17 SF	5A:	90.09 SF	4A:	90.09 SF
6B:	17.69 SF	5B:	17.69 SF	4B:	17.69 SF
6C:	17.69 SF	5C:	17.69 SF	4C:	17.69 SF
6D:	23.00 SF	5D:	23.00 SF	4D:	23.00 SF
6E:	23.00 SF	5E:	23.00 SF	4E:	23.00 SF
6F:	23.00 SF	5F:	12.78 SF	4F:	12.78 SF

3A:	90.09 SF	2A:	86.73 SF	1A:	21.49 SF
3B:	17.69 SF	2B:	17.69 SF	1B:	22.43 SF
3C:	17.69 SF	2C:	17.69 SF	1C:	47.00 SF
3D:	23.00 SF	2D:	23.00 SF	1D:	22.43 SF
3E:	23.00 SF	2E:	23.00 SF	1E:	246.85 SF
3F:	12.78 SF	2F:	12.78 SF		

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

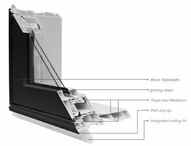
Revision Number	Revision Date

OPENING ANALYSIS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:14 PM
SCALE	As indicated
JOB #	23-A001

A3.30

MATERIAL LEGEND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COLORTEK LIGHT LACE EXTERIOR STUCCO 6	COLORTEK SMOOTHCOAT EXTERIOR STUCCO 5	COLORTEK SMOOTHCOAT EXTERIOR STUCCO 4	CORUGATED METAL PANELS 3	CEDAR T+G 1x6 2	EXTERIOR WINDOWS / DOORS 1

ELEVATION LEGEND

- DARK GREY SIDING
- 1x4 CEDAR T+G SIDING
- SMOOTH STUCCO
- ROUGH STUCCO
- BLACK FLASHING
- PROPERTY LINE (PL)
- 1 HR
- 2 HR
- X — WINDOW TAG
- XXX — DOOR TAG
- X'-X" — ELEVATION MARKER

WEST ELEVATION 3/16" = 1'-0" — 2

EAST ELEVATION 3/16" = 1'-0" — 1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

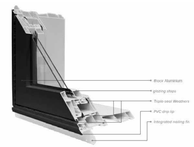
Revision Number	Revision Date

ELEVATIONS COLOR/MATERIAL

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:22 PM
SCALE	As indicated
JOB #	23-A001

A3.40

MATERIAL LEGEND

					
- MANUFACTURER: OMEGA OR SIMILAR - COLOR:10 OMEGA WHITE - TEXTURE: ROUGH	- MANUFACTURER: OMEGA OR SIMILAR - COLOR: 240 JET GREY - TEXTURE: SMOOTH	- MANUFACTURER: OMEGA OR SIMILAR - COLOR: 10 OMEGA WHITE - TEXTURE: SMOOTH	- MANUFACTURER: ATAS OR SIMILAR -PROFILE: METAFOR - COLOR: SATIN BLACK	- COLOR: CLEAR COAT - ORIENTATION: HORIZONTAL & VERTICAL	- MANUFACTURER: ALL WEATHER WINDOWS & DOORS - COLOR: BLACK - TYPE: ARCHITECTURAL ALUMINUM (SERIES 6000)
COLORTEK LIGHT LACE EXTERIOR STUCCO 6	COLORTEK SMOOTHCOAT EXTERIOR STUCCO 5	COLORTEK SMOOTHCOAT EXTERIOR STUCCO 4	CORUGATED METAL PANELS 3	CEDAR T+G 1x6 2	EXTERIOR WINDOWS / DOORS 1

ELEVATION LEGEND

- DARK GREY SIDING
- 1x4 CEDAR T+G SIDING
- SMOOTH STUCCO
- ROUGH STUCCO
- BLACK FLASHING
- PROPERTY LINE (PL)
- 1 HR
- 2 HR
- X — WINDOW TAG
- XXX — DOOR TAG
- X'-X" — ELEVATION MARKER

NORTH ELEVATION
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

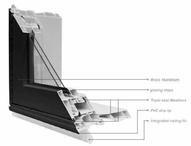
Revision Number	Revision Date

ELEVATIONS COLOR/MATERIAL

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:27 PM
SCALE	As indicated
JOB #	23-A001

A3.50

MATERIAL LEGEND

					
- MANUFACTURER: OMEGA OR SIMILAR - COLOR:10 OMEGA WHITE - TEXTURE: ROUGH	- MANUFACTURER: OMEGA OR SIMILAR - COLOR: 240 JET GREY - TEXTURE: SMOOTH	- MANUFACTURER: OMEGA OR SIMILAR - COLOR: 10 OMEGA WHITE - TEXTURE: SMOOTH	- MANUFACTURER: ATAS OR SIMILAR -PROFILE: METAFOR - COLOR: SATIN BLACK	- COLOR: CLEAR COAT - ORIENTATION: HORIZONTAL & VERTICAL	- MANUFACTURER: ALL WEATHER WINDOWS & DOORS - COLOR: BLACK - TYPE: ARCHITECTURAL ALUMINUM (SERIES 6000)
COLORTEK LIGHT LACE EXTERIOR STUCCO 6	COLORTEK SMOOTHCOAT EXTERIOR STUCCO 5	COLORTEK SMOOTHCOAT EXTERIOR STUCCO 4	CORUGATED METAL PANELS 3	CEDAR T+G 1x6 2	EXTERIOR WINDOWS / DOORS 1

ELEVATION LEGEND

- DARK GREY SIDING
- 1x4 CEDAR T+G SIDING
- SMOOTH STUCCO
- ROUGH STUCCO
- BLACK FLASHING
- PROPERTY LINE (PL)
- 1 HR
- 2 HR
- X — WINDOW TAG
- XXX — DOOR TAG
- X'-X" — ELEVATION MARKER

SOUTH ELEVATION
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
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12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

ELEVATIONS COLOR/MATERIAL

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:32 PM
SCALE	As indicated
JOB #	23-A001

A3.60

ASSEMBLY TYPES

WALLS

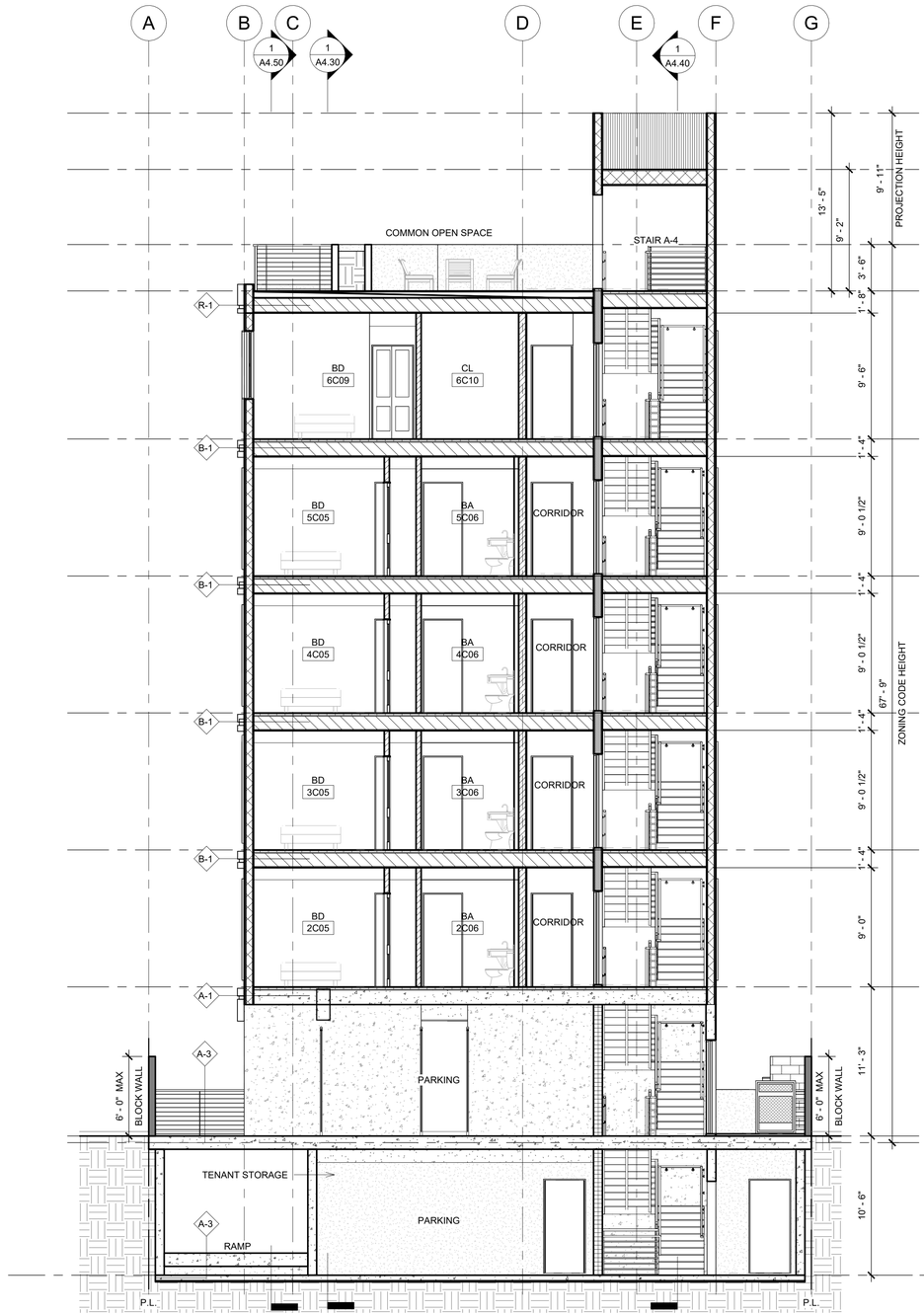
- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- R-1 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

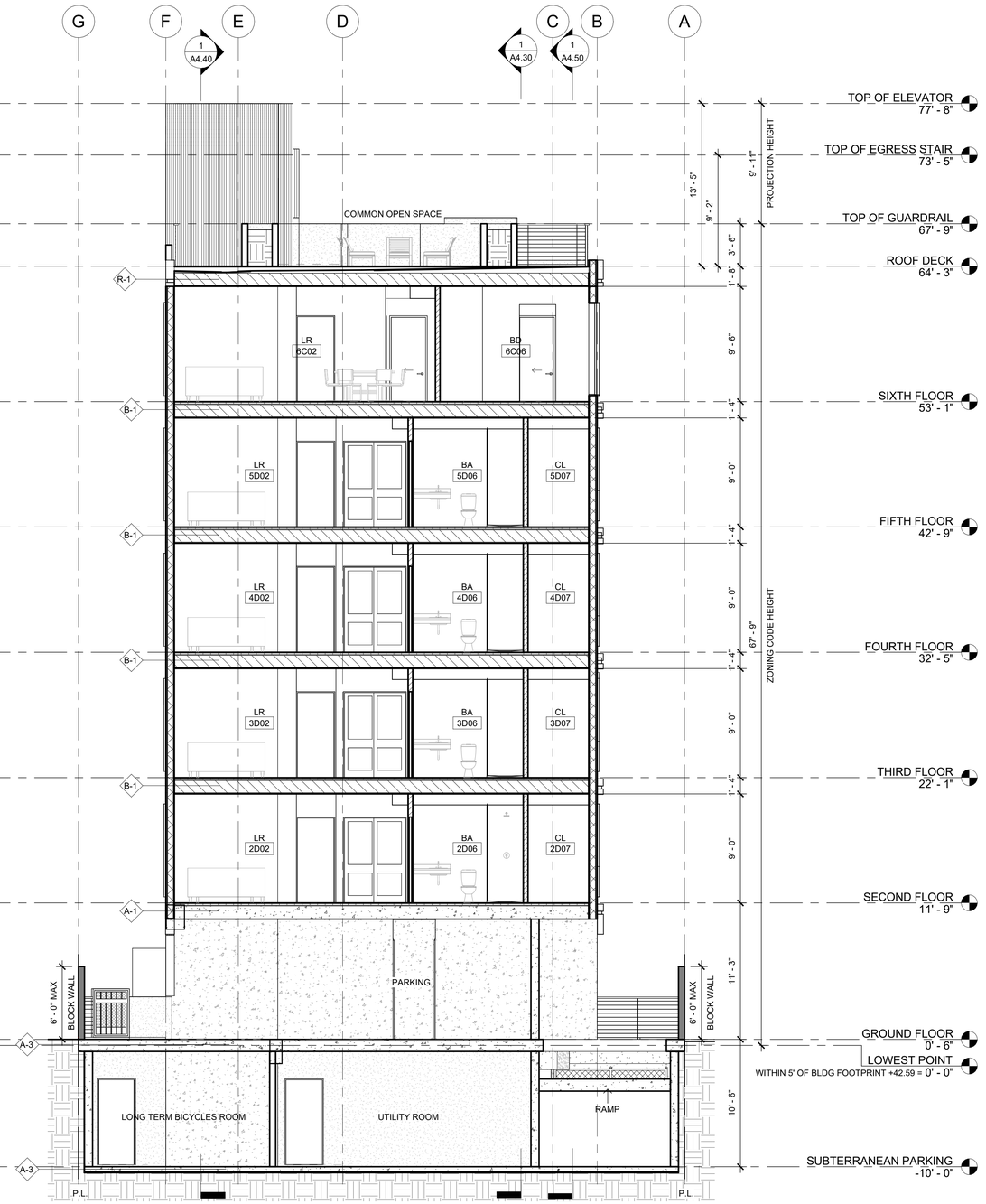
SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" — ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE
- WOOD JOIST FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)
- CONCRETE FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)



Section 2
3/16" = 1'-0"

2



Section 1
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
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STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:37 PM
SCALE	As indicated
JOB #	23-A001

A4.10

ASSEMBLY TYPES

WALLS

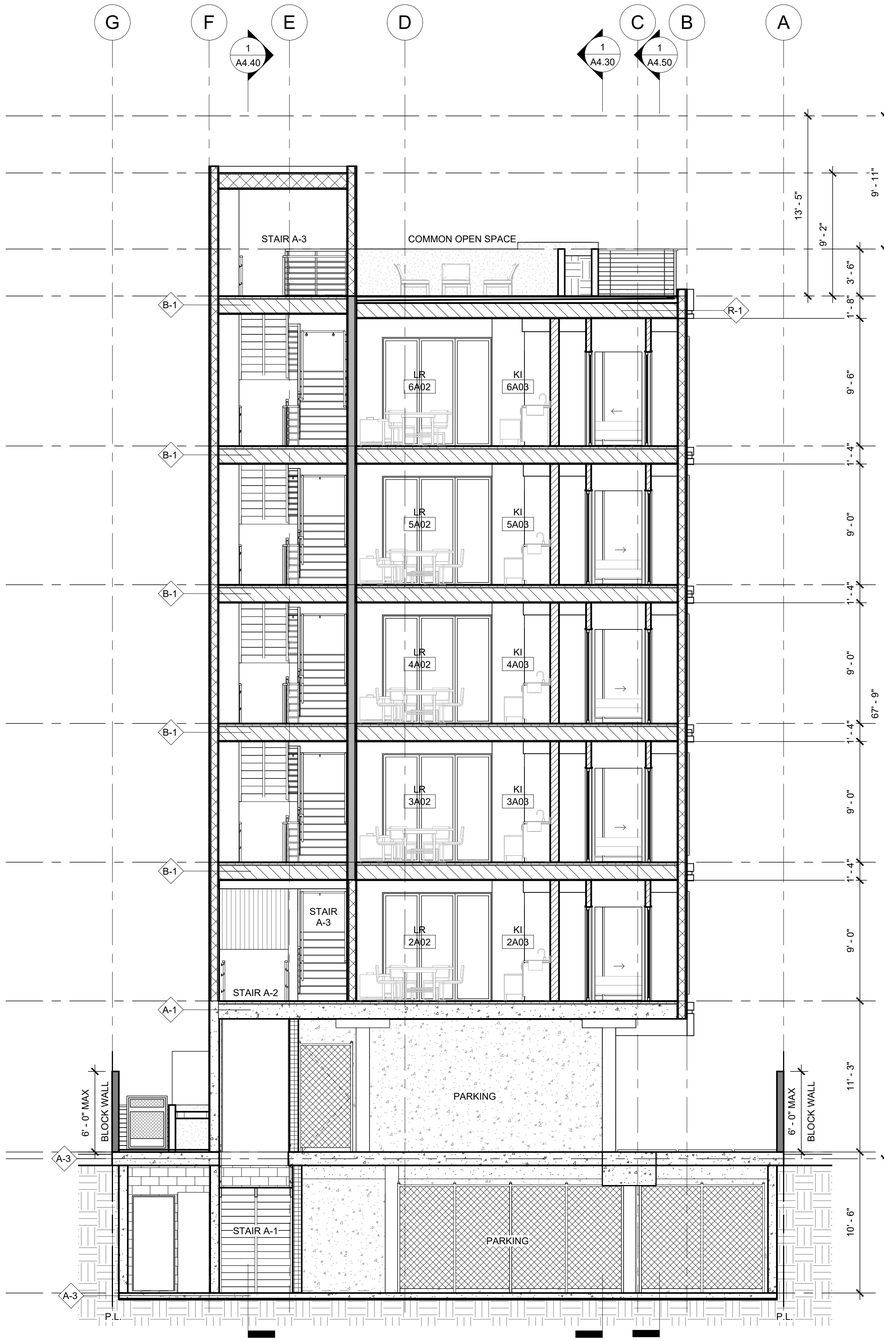
- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- R-1 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

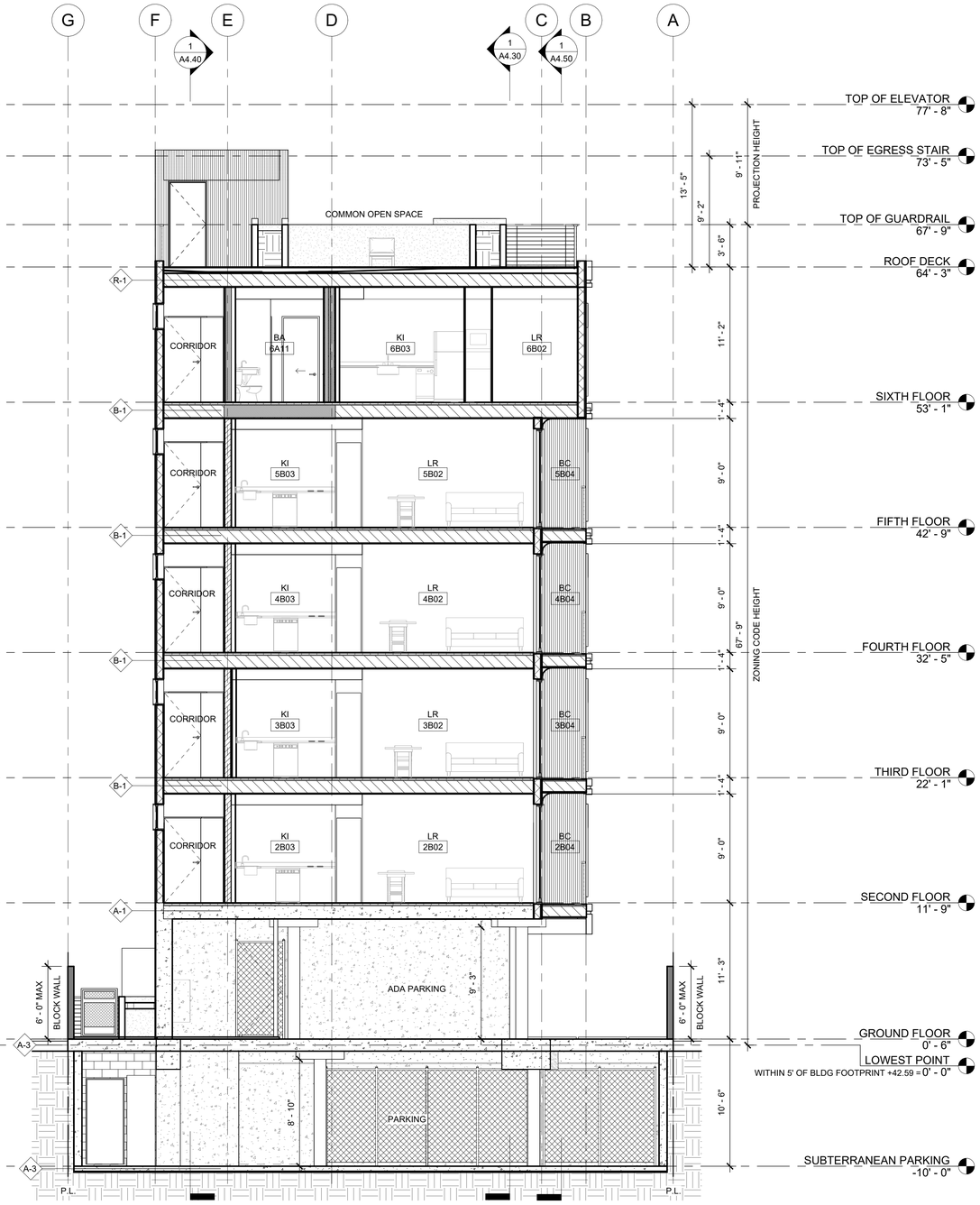
SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" — ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE
- WOOD JOIST FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)
- CONCRETE FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)



Section 4
3/16" = 1'-0"

2



Section 3
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:40 PM
SCALE	As indicated
JOB #	23-A001

A4.20

ASSEMBLY TYPES

WALLS

- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- R-1 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" — ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE
- WOOD JOIST FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)
- CONCRETE FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)

Section 5
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:43 PM
SCALE	As indicated
JOB #	23-A001

A4.30

ASSEMBLY TYPES

WALLS

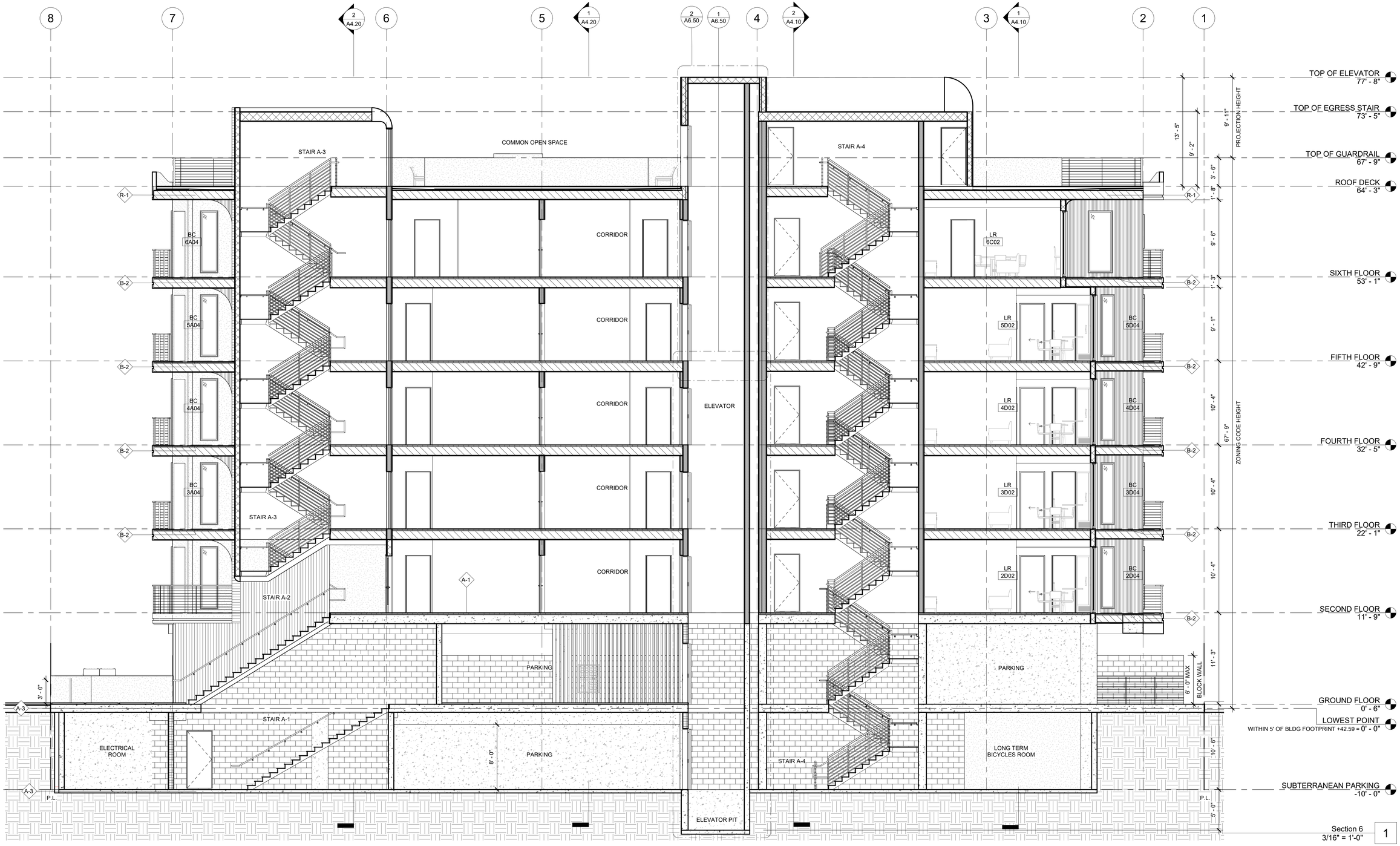
- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
- A7 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10A)
- A8 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10A)
- A9 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
- A10 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
- A11 — 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G(11/A0.10 A)
- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
- B3 — CONCRETE WALL W/ GFRC PANELS(2/A0.10 B)
- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
- C1 — CMU BLOCK WALL (4/A0.10 B)
- C2 — CMU BLOCK WALL W/ 1x4 CEDAR T+G (6/A0.10 B)

FLOORS

- A-1 — CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- A-2 — CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- A-3 — CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- B-1 — WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- B-2 — WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- R-1 — WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)
- B-3 — 2HR WOOD JOIST PER STRC. W/ WOOD FINISH (7/A0.10 C)
- B-4 — 2HR WOOD JOIST PER STRC. W/ TILE FINISH (8/A0.10 C)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" — ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE
- WOOD JOIST FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)
- CONCRETE FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)



Section 6
3/16" = 1'-0"

1

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[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:46 PM
SCALE	As indicated
JOB #	23-A001

A4.40

ASSEMBLY TYPES

WALLS

- A1 — 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 — 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 — 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 — 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 — 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 — 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
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- B1 — CONCRETE WALL (12/A0.10 A)
- B2 — CONCRETE WALL W/ STUCCO (1/A0.10 B)
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- B4 — CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
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FLOORS

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SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" — ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE
- WOOD JOIST FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)
- CONCRETE FLOOR (SEE FLOOR PLAN FOR FLOOR FINISHED TYPE)

Section 7
3/16" = 1'-0"

1

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No. C-34257
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SCALE	As indicated
JOB #	23-A001

A4.50

PLANTING NOTES

1. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.

2. ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.

3. CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.

4. CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.

5. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.

6. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.

7. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.

8. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.

9. ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

10. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.

11. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.

12. GROUNDCOVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUNDCOVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.

13. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIEABILITY TO RELOCATE THE MATERIALS.

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

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

B. SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.

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 LANDSCAPE AND IRRIGATION INSTALLATION."

14. ALL PLANTING AREAS SHALL BE LOOSENED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

15. FOR ALL TREES AND SHURB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
SITE SOIL - 6 PARTS BY VOLUME
ORGANIC AMENDMENT - 4 PARTS BY VOLUME
SOIL CONDITIONER / FERTILIZER 10-10-10-1LB. PER C.Y. OF MIX
IRON SULFATE - 2 LBS. PER C.Y.OF MIX

16. TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE..

17. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

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

19. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

20. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH..

DATE_____ SIGNED_____

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

IRRIGATION NOTES

1. CONTRACTOR IS TO AUGMENT EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTRUCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

2. ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.

3. SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS: 6" FOR LAWN, LOW GROUNDCOVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.

4. LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.

5. CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATIONTHAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.

6. 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 OR PHASE.

7. SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)

8. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TRESS AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

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

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

STATEMENTS AND CERTIFICATION

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

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

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

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

PLANTING LEGEND

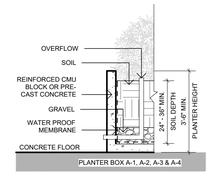
SYMBOL	QTY.	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	1	35'	30'	CINNAMOMUM CAMPHORA / CAMPHOR TREE	NO	MEDIUM	0.4	1
	1	15'- 25'	N/A	CERCIS OCCIDENTALIS / WESTERN REDBUD	NO	LOW	0.3	1
	21	12"	6" - 9"	DASYLIRION SPP. / DESERT SPOON	NO	VERY LOW	0.2	1
	34	36" - 48"	24" - 36"	TRADESCANTIA PALLIDA / SPIDERWORT	NO	MEDIUM	0.4	1

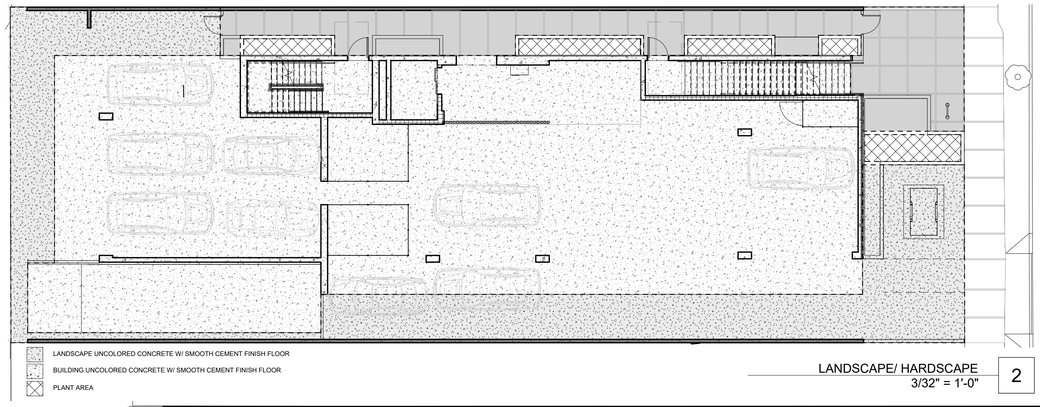
HARDSCAPE	
IMPERVIOUS	
- LANDSCAPE CONCRETE FLOOR	1,506 S.F.(21.94%)
- BUILDING CONCRETE FLOOR	4,538 S.F.(66.10%)
PERVIOUS	821 S.F.(11.96%)
TOTAL	6,865 S.F. (100%)

LANDSCAPE	
TURF AREA	0 S.F.
PLANT AREA	180 S.F.
TOTAL	180 S.F.

PLANTER BOX SIZE

PLANTER BOX	SIZE	HEIGHT	SOIL DEPTH
(A-1)	PER PLAN	1' - 0"	24" TO 42"
(A-2)	PER PLAN	3' - 6"	24" TO 36"
(A-2)	PER PLAN	3' - 6"	24" TO 36"



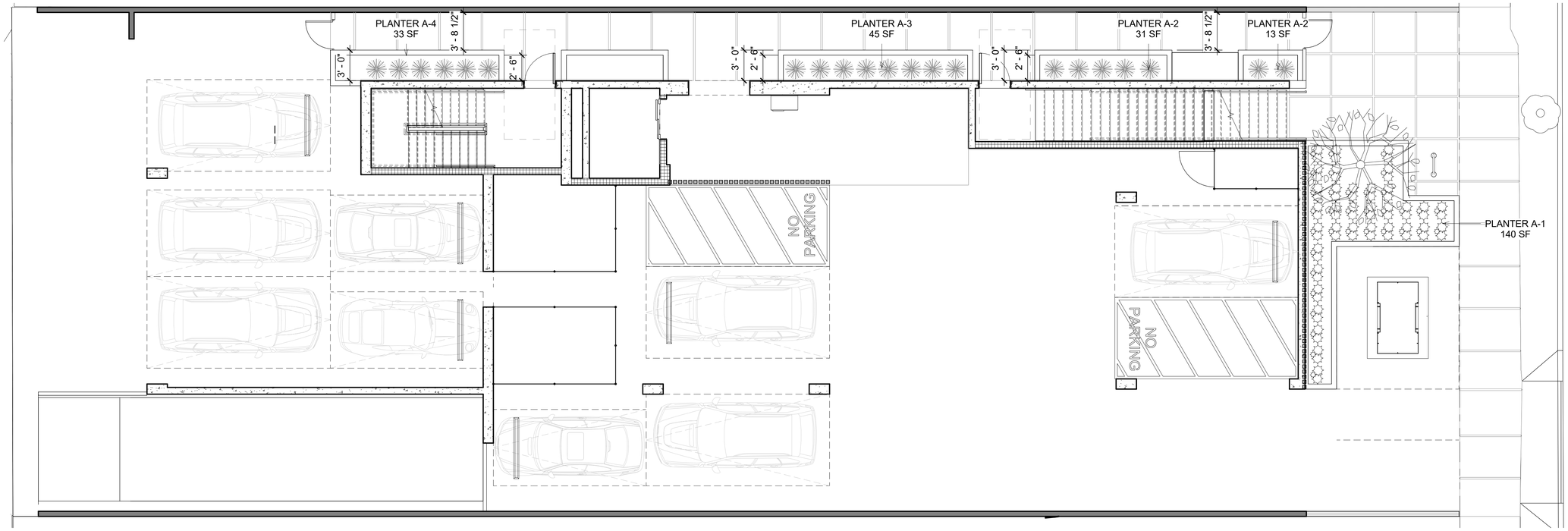


LANDSCAPE/ HARDSCAPE
3/32" = 1'-0"
2

CINNAMOMUM CAMPHORA / CAMPHOR TREE

DASYLIRION SPP. / DESERT SPOON

TRADESCANTIA PALLIDA / SPIDERWORT



GROUND FLOOR PLAN - LANDSCAPE
3/16" = 1'-0"
1

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[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
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Revision Schedule

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LANDSCAPE PLAN

DRAWN	JV
CHECKED	Checker
DATE	3/7/2024 4:58:52 PM
SCALE	As indicated
JOB #	23-A001

L1.00

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DATE_____ SIGNED_____

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4. LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.

5. CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATIONTHAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.

6. 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 OR PHASE.

7. SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)

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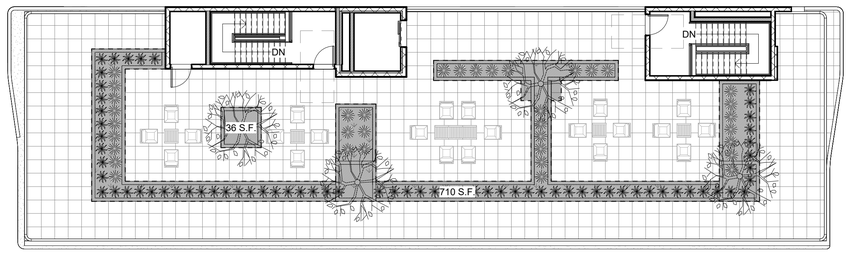
3. A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

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



ROOF DECK - LANDSCAPE PLAN DIAGRAM
3/32" = 1'-0" 2

PLANTING LEGEND

SYMBOL	QTY.	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	3	15'- 25'	N/A	CERCIS OCCIDENTALIS / WESTERN REDBUD	NO	LOW	0.3	1
	65	2'-3'	12"	SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE	NO	LOW	0.3	1
	40	12"	6" - 9"	DASYLIRION SPP. / DESERT SPOON	NO	VERY LOW	0.2	1

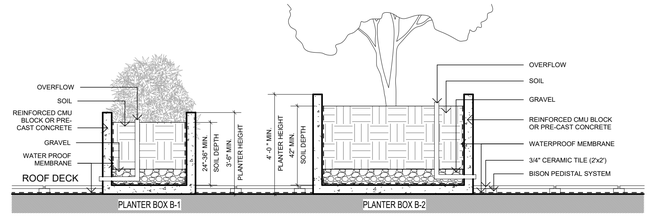
COMMON OPEN SPACE: 749 SF + 648 SF + 600 SF = 1,997 SF

REQUIRED PLANTING AREA: 25% OF THE COMMON OPEN SPACE = 499 SF

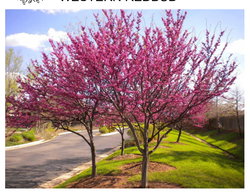
PROVIDED PLANTING AREA: 710 SF + 36 SF = 746 SF

PLANTER BOX SIZE

PLANTER BOX	WIDE	LENGTH	HEIGHT	SOIL DEPTH
(B-1)	2' - 8"		3' - 6"	36"
(B-2)	6' - 0"	6' - 0"	4' - 0"	42"

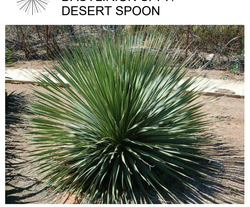


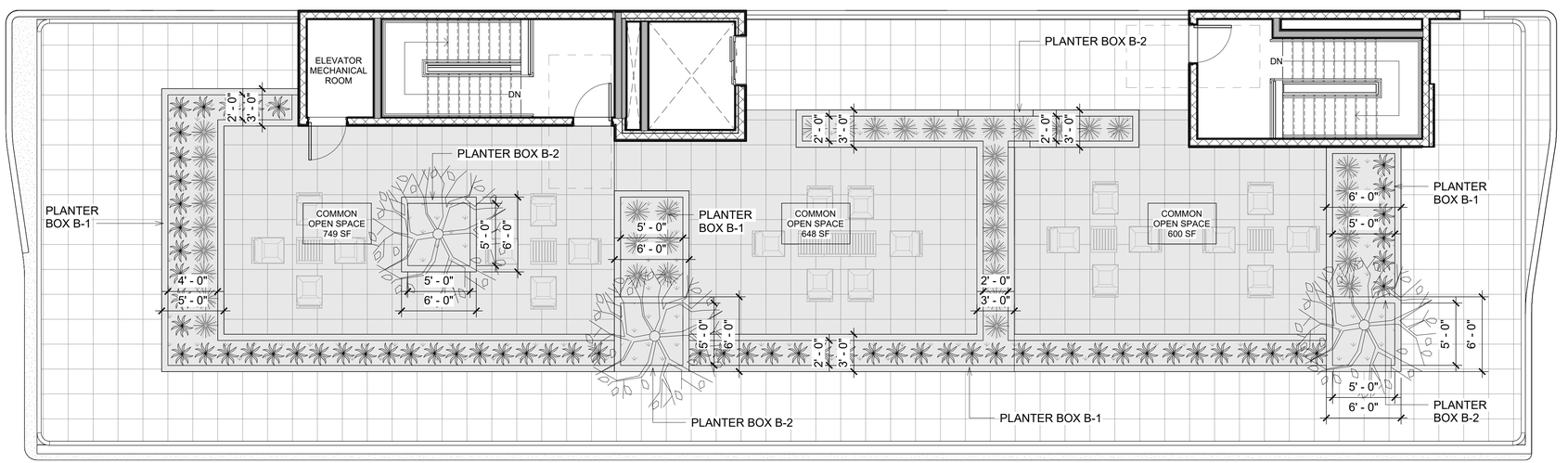
CERCIS OCCIDENTALIS / WESTERN REDBUD



SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE

DASYLIRION SPP. / DESERT SPOON





ROOF DECK - LANDSCAPE
3/16" = 1'-0" 1

breakformdesign
127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

12747 MITCHELL AVE

Revision Schedule

Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN	JV
CHECKED	BD
DATE	3/7/2024 4:58:57 PM
SCALE	As indicated
JOB #	23-A001

L1.10

EXHIBIT B

Maps

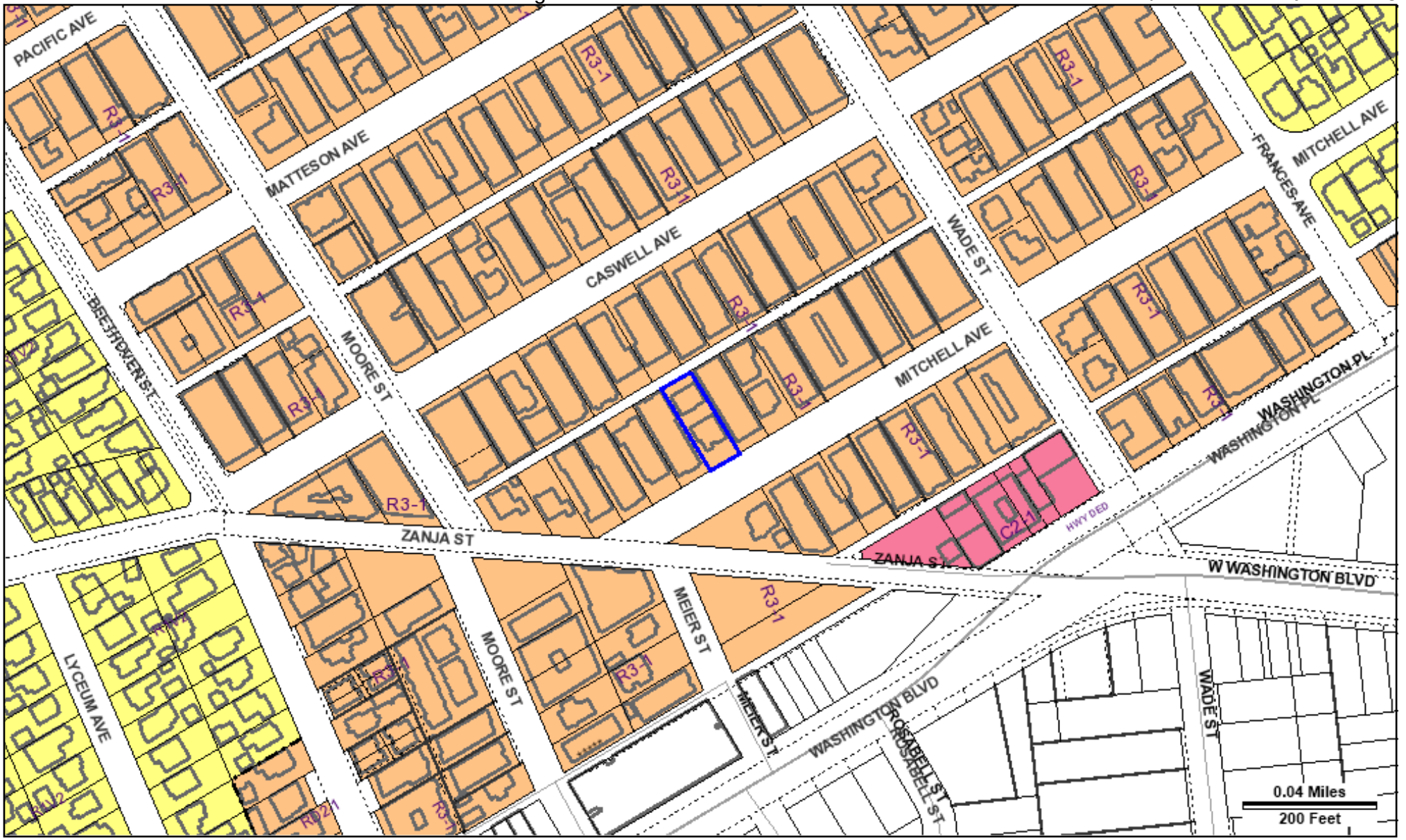
Vicinity Map
Radius Map
Zoning Map

ZIMAS PUBLIC

Generalized Zoning

12/12/2023

City of Los Angeles
Department of City Planning



Address: 12747 1-4 W MITCHELL AVE
APN: 4236019024
PIN #: 111B153 1141

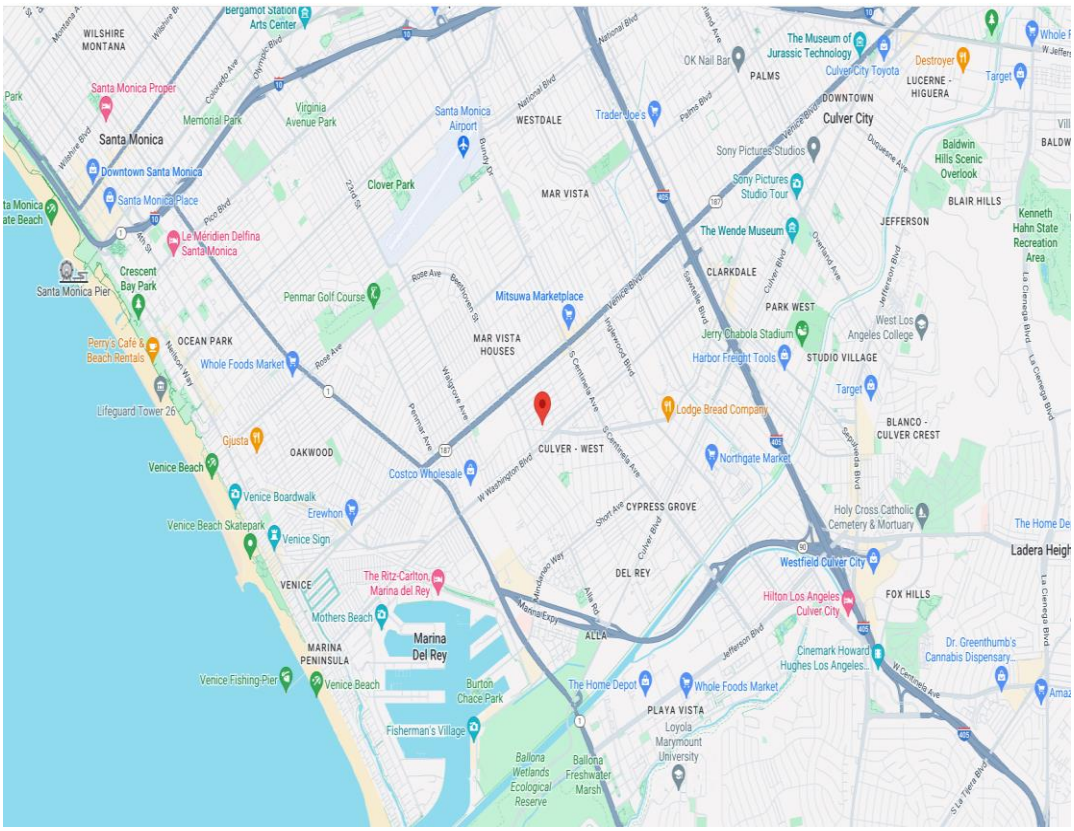
Tract: DEL MAR
Block: None
Lot: 188
Arb: None

Zoning: R3-1
General Plan: Medium Residential

N
W
E
S

Vicinity Map

12747 - 49 Mitchell Ave



12747-12749 W Mitchell Ave

Photo Exhibit and Index Map

1	Current property frontage showing existing free-standing residential unit.

2	Current property frontage showing existing free-standing residential unit.

3

Current property curb cut and driveway for free-standing residential structure

4

Four-unit residential structure at rear of property

5

Eastern-facing view of four-unit residential structure

6

Rear view of four-unit residential structure

7

Slightly eastern-facing view of four-unit residential structure

8

West-facing view from property frontage

9

East-facing view from property frontage

6
7
5
4
2
1
9
3
8

EXHIBIT C

Environmental Documents

(ENV-2024-0027-CE)

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

CATEGORICAL EXEMPTION – CLASS 32

12747 Mitchell Avenue Project

Case Number: ENV-2024-0027-CE
Related Case Numbers: CPC-2024-0026-CU-DB-PHP-HCA

Project Location: 12747 Mitchell Avenue

Community Plan Area: Palms – Mar Vista – Del Rey Community Plan

Council District: 11 – Park

Project Description: The project involves the demolition of existing improvements and the construction, use, and maintenance of a new six-story, 19,112 square-foot residential building containing 19-units, of which four (4) units will be set aside for Very Low Income households. The project proposes a maximum height of 67 feet and 9 inches and 19 vehicular parking spaces within one subterranean and ground floor level. In order to permit development of the Project, the City would require approval of the following discretionary actions: (1) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than the maximum permitted by LAMC Section 12.22-A,25; (2) Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 19 dwelling units, of which 4 units, or 40 percent of the base density, will be set aside for Very Low Income households, requesting the following On-Menu Incentives and Waivers of Development Standards: a) An On-Menu Incentive to allow a 33 percent increase in the allowed Floor Area Ratio to allow 19,112 square feet of floor area in lieu of the 14,331 square feet otherwise permitted; b) An On-Menu Incentive to allow a 20 percent decrease in the required north side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required; c) An On-Menu Incentive to allow a 20 percent decrease in the required south side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required; d) A Waiver of Development Standards to permit a 22-foot, 9-inch increase in height to allow a maximum building height of 67 feet and 9 inches in lieu of the 45 feet otherwise allowed; e) A Waiver of Development Standards to permit the provision of 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required; and f) A Waiver of Development Standards to permit the provision of 11 compact parking stalls and 8 standard stalls in lieu of 1 standard parking space per dwelling unit. Site preparation and grading would involve approximately 2,109 cubic yards of cut and fill.

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

PREPARED BY:
Brian Silveira & Associates

APPLICANT:
Kamran & Behrouz Nahid, Mitchell Partners LLC

August 2024

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-0027-CE

The City of Los Angeles determined based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The 12747 Mitchell Avenue Project (the "Project") is for the demolition of existing improvements and the construction, use, and maintenance of a new six-story, 19,112 square-foot residential building containing 19-units, of which four (4) units will be set aside for Very Low Income households. The project proposes a maximum height of 67 feet and 9 inches and 19 vehicular parking spaces within one subterranean and ground floor level. As a housing development project and a project which is characterized as in-fill development, the Project qualifies for the Class 32 Categorical Exemption.

The Project requires the following:

1. Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 19 dwelling units, of which 4 units, or 40 percent of the base density, will be set aside for Very Low Income households, requesting the following On-Menu Incentives and Waivers of Development Standards:

    a. An On-Menu Incentive to allow a 33 percent increase in the allowed Floor Area Ratio to allow 19,112 square feet of floor area in lieu of the 14,331 square feet otherwise permitted;

    b. An On-Menu Incentive to allow a 20 percent decrease in the required north side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

    c. An On-Menu Incentive to allow a 20 percent decrease in the required south side yard setback to allow a 7.2-foot setback in lieu of the 9 feet otherwise required;

    d. A Waiver of Development Standards to permit a 22-foot, 9-inch increase in height to allow a maximum building height of 67 feet and 9 inches in lieu of the 45 feet otherwise allowed;

e. A Waiver of Development Standards to permit the provision of 19 parking spaces, with 10 spaces in tandem positions, in lieu of the 20 accessible parking spaces otherwise required; and

f. A Waiver of Development Standards to permit the provision of 11 compact parking stalls and 8 standard stalls in lieu of 1 standard parking space per dwelling unit.

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than the maximum permitted by LAMC Section 12.22-A,25.

Implementation of the California Environmental Quality Act

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The project meets the conditions for a Class 32 Exemption found in CEQA Guidelines, Section 15332 (In-Fill Development Projects), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

Conditions for a Class 32 Exemption

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

1) 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;
2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
3) The project site has no value as habitat for endangered, rare, or threatened species;
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
5) The site can be adequately served by all required utilities and public services.

The Project is located within the Palms – Mar Vista – Del Rey Community Plan which designates the subject property for Medium Residential land uses with corresponding zones of R3 and R3(PV). The subject property is located in the R3 Zone. The Project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The Project site is wholly within the City of Los Angeles, on a site that is approximately 7,475 square feet, or 0.17 acres, in size All immediately adjoining properties are zoned R3-1 and are developed with multi-family residential buildings generally ranging from one to four stories in height. The site is currently developed with one free-standing single-family home and one quadruplex, for a total of 5 units, along with a surface parking area in the rear, and is surrounded by urban development and therefore is not, and has no value as a habitat for endangered, rare

or threatened species. No street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171.

The Project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the Project will not have significant impacts on noise and water. The Project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- The Project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

- A Noise Impact Analysis dated August 31, 2023, was prepared by Brian Silveira & Associates, for the proposed project indicating that construction and operation activities associated with the development of the proposed Project will result in less than significant impacts.

- An Air Quality Technical Memorandum dated August 31, 2023, was prepared by Brian Silveira & Associates, for the proposed Project indicating construction and operation emissions associated with the proposed Project will not result in significant air quality impacts.

- A Geotechnical Engineering Exploration Report dated June 1, 2023, was prepared by Byer Geotechnical, Inc, for the proposed Project to evaluate the nature, distribution, engineering properties, and geologic structure of the earth materials underlying the site. The report concluded that the proposed structures is feasible provided the advice and recommendations contained in the report are included in the plans and are implemented during construction.

- The proposed Project would not result in significant transportation impacts. Correspondence with LADOT, dated March 5, 2024, is included in the case file.

- The proposed Project would not result in significant impacts to water quality.

- The proposed Project will not result in the removal of any protected trees.

The Project site will be adequately served by all public utilities and services given that the construction of a 19-unit multi-family development be on a site which has been previously developed and is consistent with the General Plan. Therefore, the Project meets all the Criteria for the Class 32.

Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The Project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Three related projects located with 500 feet were identified and based on the analyses the analyses provided in the *Appendices*, the Project would not result in significant cumulative impacts. The Project would not reasonably result in a significant effect on the environment due to unusual circumstances. The Project is not located near a State Scenic Highway. Furthermore, according to Envirostor and GeoTracker, the State of California's database of Hazardous Waste Sites and Water Resources Control Board, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. The Project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

Memorandum

Date: August 31, 2023

To: City of Los Angeles, Department of Planning

Subject: Assessment of 12747-12749 Mitchell Avenue Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development

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Brian Silveira & Associates drafted this assessment for the City of Los Angeles as the lead agency. This assessment evaluates whether the proposed 12747 Mitchell Avenue Project (project) located in the City of Los Angeles (City) qualifies for a Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA) as eligible infill development.

CEQA defines categorical exemptions for various types of projects the Secretary of the Resources Agency of the State of California has determined would not have a significant effect on the environment, and therefore are not subject to further environmental review under CEQA. The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. The class consists of environmentally benign infill projects consistent with local general plan and zoning requirements.

Pursuant to Section 15332 of the State CEQA Guidelines, for a project to be eligible for a Categorical Exemption as Class 32 In-fill Development, a project must meet the following conditions, or criteria:

Criteria

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
b) The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.
c) The project site has no value as habitat for endangered, rare or threatened species.
d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e) The site can be adequately served by all required utilities and public services.
f) In addition, projects seeking this Categorical Exemption cannot fall under certain specified exceptions, as follows.

Exceptions

a) Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. The project site is not in a location subject to this consideration.
b) The project and successive projects of the same type in the same place will result in cumulative impacts.
c) There are unusual circumstances creating the reasonable possibility of significant effects.
d) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.
e) The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes or clean-up problems.
f) The project may cause a substantial adverse change in the significance of an historical resource.

The justification for use of a Class 32 Categorical Exemption as an infill project in compliance with CEQA and the City's Class 32 Requirements is provided below in the following format: I. Project Description, II. Evaluation of Class 32 Exemption Criteria, III. Consideration of Exemptions, and IV. Conclusion.

I. Project Description

The subject property consists of one existing parcel (4236-019-024) that would be developed into a multi-family residential building located at 12747 Mitchell Avenue within the Palms–Mar Vista–Del Rey Community Plan Area of the City. The project proposes a 19-unit multi-family project on the combined 7,100.3 square foot (sf) lot with 15 market rate units and 4 affordable units for Very Low-Income households and subterranean and ground floor parking. The project site is surrounded by urban development, consisting of medium density residential land uses and commercial uses, including Paramount Studios. The project would remove the five existing multi-family units on the subject property. Site preparation and grading would involve approximately 2,109 cubic yards of cut and fill.

II. Evaluation of Class 32 Exemption Criteria

The following subsections provide discussion and analysis of the project's consistency with the criteria listed in Section 15332 of the State CEQA Guidelines, for a project to be eligible for a Categorical Exemption as a Class 32 In-fill Development project.

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

The project is consistent with the existing General Plan designation, as specified by the Palms–Mar Vista–Del Rey Community Plan Area, which designates the site "Medium Residential." The site zoning is R3-1. The project would therefore not require a General Plan Amendment or Zoning Change. Multiple dwelling units are consistent with the R3-1 zoning, as outlined in the Los Angeles Municipal Code (LAMC) Section 12.10. Additionally, the project is consistent with the Medium Residential General Plan land use designation. Under the existing zoning of R3-1, the minimum lot area per dwelling unit is 800 sf. Therefore, the existing 7,100.3 sf lot would allow 10 units on the project site. The project is requesting a density bonus and would provide a 40 percent affordable housing set aside (4 Very Low-Income Units), which would allow for an additional 5 market rate units.

Additionally, the project on-menu incentives would allow for the following:

- Permit up to a 33% increase in the allowed floor area ratio to allow 19,112 sf of floor area in lieu of the 14,331-sf permitted pursuant to LAMC 12.21.1.A.1.
- Permit a 20% decrease in required north side yard setback to allow a 7.2-fot setback in lieu of the 9 feet required pursuant to LAMC 12.10.C.2.
- Permit a 20% decrease in required south side yard setback to allow a 7.2-foot setback in lieu of the 9 feet required pursuant to LAMC 12.10.c.2.

The density bonus with Waivers of Development Standards would allow for the following:

- Permit a 22-foot and 9-inches increase in height to 67-feet and 9-inches in lieu of the maximum height of 45 feet allowed in the R3-1 zones pursuant to LAMC 12.21.1.
- Permit the provision of 10 compact parking stalls and 9 standard stalls in lieu of one standard space per dwelling unit required pursuant to LAMC 12.21.A.5.C.

Using the applicant's waivers and/or concession options, the project would provide 19 of the normally required 23 vehicle parking spaces in compliance with LAMC 12.21.A.4. Therefore, the project would be consistent with all applicable general plan designations, general plan policies, and applicable zoning designations and regulations.

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

The project is located within the city limits of the City of Los Angeles. The project site consists of approximately 7,100.3 sf of land, or approximately 0.16 acres, and is surrounded by existing urban uses, including multi-family residential surrounding the project site and single family residential and commercial uses near the site. Therefore, the project is consistent with this criterion.

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

The project site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape, including the project site, has been developed for decades. The project site is currently developed with residential buildings, hardscape, and landscape vegetation. The subject property does not have reported occurrences of special-status species in the California Natural Diversity Database (CNDDB) maintained by the California Department of Fish and Wildlife (CDFW). The project site does not include riparian areas or other sensitive plant communities. Therefore, the project site has no substantive value as habitat for endangered, rare, or threatened species.

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

a. Transportation

The project would have a significant impact if the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1), relating to Vehicle Miles Traveled (VMT). CEQA Guidelines Section 15064.3(b)(1) applies to land use projects and states, "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." Both of the following City of Los Angeles Transportation Assessment Guidelines (TAG) screening criteria must be met in order to require further analysis of a land use project's VMT contribution: the land use project would both generate a net increase of 250 or more daily vehicle trips and the project would generate a net increase in daily VMT.

In order to determine if both criteria are triggered by the project, a basic run of the City of Los Angeles VMT Calculator was performed. The VMT Calculator (included as Attachment B) determined that the project's 19 new apartments would generate 84 average daily trips (ADT) and 545 daily VMT. The project would be constructed on an lot that currently contains five multi-family housing units, which generates 23 ADT and 153 daily VMT. Therefore, the project would result in a project-related net increase of 61 ADT and 392 daily VMT, which would be below the City's screening criterion of 250 ADT for a VMT analysis to be required. As such, the VMT generated by the

project would not result in a significant effect relating to transportation, and further analysis of the project's VMT contribution would not be warranted.

b. Noise

Based upon the size, scope, and features of this project and the project site, it is not likely that the City will require additional documentation or analysis to provide substantial evidence supporting a determination that the project will have significant impacts related to noise.

Construction

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. The maximum noise level of construction equipment is regulated by LAMC Section 112.05 to 75 dB at 50 feet from the source; however, the LAMC indicates such restrictions do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment. Based on the Lmax noise levels of construction equipment provided in the Federal Highway Administration (FHWA) Construction Noise Handbook, **Table 1, Construction Noise Levels – Regulatory Compliance** provides construction equipment noise levels with the use of mufflers and sound barriers required by LAMC Section 112.05.

Table 1, FHWA Construction Noise Levels – Regulatory Compliance

Phase	Equipment	Number	Type	L_{max} at 50 ft (dBA)	LAMC Sec. 112.05 Compliance	Reduced L_{max} at 50 ft (dBA)
Demolition	Concrete Industrial Saws	1	Stationary	90	Barrier	70
	Rubber Tired Dozers	1	Mobile	82	Muffler	67
	Tractors/Loaders/Backhoes	2	Mobile	80	Muffler	65
Site Preparation	Graders	1	Mobile	85	Muffler	75
	Tractors/Loaders/Backhoes	1	Mobile	80	Muffler	65
Grading	Graders	1	Mobile	85	Muffler	75
	Rubber Tired Dozers	1	Mobile	82	Muffler	67
	Tractors/Loaders/Backhoes	1	Mobile	78	Muffler	65
Building Construction	Cranes	1	Mobile	81	Muffler	66
	Forklifts	2	Mobile	75	None	75
	Tractors/Loaders/Backhoes	2	Mobile	80	Muffler	65
Paving	Cement and Mortar Mixers	4	Mobile	79	Muffler	64
	Pavers	1	Mobile	77	Muffler	62
	Rollers	1	Mobile	80	Muffler	65
	Tractors/Loaders/Backhoes	1	Mobile	78	Muffler	65
Architectural Coating	Air Compressors	1	Stationary	78	Barrier	58

As shown in the final column of **Table 1, FHWA Construction Noise Levels – Regulatory Compliance** regulatory compliance with LAMC Section 112.05 standards, requiring mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment) would reduce the construction noise levels to less than 75 dBA at 50 feet through industrial-grade mufflers on mobile equipment and barriers or enclosures formed by sound transmission obscuring products around stationary equipment. Mufflers and sound transmission obscuring products, like barriers or enclosures, are available from a variety of manufacturers. Therefore, construction related temporary noise level increases would be less than significant with regulatory compliance measures incorporated.

Operation

Pursuant to LAMC Section 112.02, the project would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

This project does not propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The project would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that the project would include rooftop HVAC units for each of the 19 dwelling units for a total of 19 HVAC units. Based on noise levels for HVAC units similar to those expected to be used in the project, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all 19 roof-mounted HVAC units are in simultaneous use as a "worst- case" scenario although actual HVAC use would depend on weather conditions and tenant occupancy. Addition of the reference noise levels for the 19 HVAC units would result in a composite reference noise level of 80.8 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. While the exact location of the HVAC units is not available as of August 2023 due to the phase of design, it is assumed that the units would be distributed around the perimeter of the roof as a worst-case scenario. The northern edge of the roof, facing 12741 Mitchell Avenue, would be the nearest to a neighboring residential structure. Even if all 19 units were located on the northern edge of the roof, on which the nearest neighboring structure is located, the vertical distance from the units to the neighboring units would be approximately 243 feet. At this distance, noise levels would be reduced by 37.3 dBA to 43.5 dBA based on the equation for distance attenuation of a point source. In addition, the parapet and roofline would decrease noise levels by a further 10 dBA based on the Federal Transit Administration (FTA) methodology for calculating barrier insertion loss for a final noise level of 33.9 dBA.

LAMC Section 111.03 establishes a presumed ambient noise level of 50 dBA during the day and 40 dB at night for the R3 zone. Based on the formula for the addition of decibels, the addition of 33.9 dBA from the 19 proposed HVAC units to the ambient daytime noise level would increase the daytime ambient noise level by 0.1 dBA which would exceed the presumed daytime ambient noise level of 50 dBA for the RD by 0.1 dBA, which the residences are within. At nighttime, the HVAC would result in a 1 dBA increase above the presumed nighttime ambient noise level of 40 dBA. All other property boundaries would experience lower levels of HVAC noise. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5

dBA in compliance with LAMC Section 112.02. In addition, noise levels would potentially be further reduced by the structural and architectural materials of nearby source receptors.

Generally, it takes a doubling of traffic volumes to increase traffic noise levels by 3 dBA, which is the level at which changes are barely perceptible to the human ear. The major source of traffic noise in the project vicinity is Washington Place, which is designated as a Boulevard II one block south of the project. Based on City of Los Angeles Department of Transportation data, the intersection of Washington Place and Washington Boulevard experiences morning peak hour traffic volumes of 2,451 vehicles and evening peak hour traffic volumes of 2,629 vehicles. A traffic volume increase of 84 ADT over the course of the entire day on Mitchell Avenue as a result of the project would therefore not be expected to result in a doubling of traffic volumes on Washington Place. As such, the additional traffic generated by the project would not be expected to result in a significant noise impact.

c. Air Quality

The project's potential air quality effects were evaluated by estimating the potential construction and operational 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 2022.1.1.14 model provided by SCAQMD for the purposes of evaluating air quality impacts of proposed projects.

Projects in the SCAQMD with daily emissions that exceed any of the emission thresholds provided in **Table 2, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant under CEQA guidelines.

Table 2, South Coast Air Quality Significance Thresholds

Pollutant	Construction	Operation
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: March 2023.		

Construction activity emissions considered demolition of existing structures, site preparation, grading, building construction, paving, and architectural coating (including painting or other surface treatments). Following construction, emissions from operation of the project would result from mobile sources (vehicle use), area sources (including on-site maintenance, landscaping, and use of natural gas), and off-site electricity generation to serve the project. **Table 3**, **Maximum Daily Emissions**, summarizes the project's maximum daily emissions estimated by CalEEMod for short-term construction and long-term operations (model outputs provided in Attachment C).

Table 3, Maximum Daily Emissions

Daily Emissions(lbs/day)	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction						
Max. Daily Construction Emissions	24.4	23.07	15.77	0.077	8.569	3.879
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Construction Emissions	5.511	0.452	10.76	0.025	1.361	1.336
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, August 31, 2023. (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

As shown in **Table 3, Maximum Daily Emissions**, the project would not exceed SCAQMD significance thresholds and would therefore not result in a significant effect relating to air quality.

Localized Significance Thresholds (LSTs) were developed to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. The LST methodology addresses specific emissions, namely oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). 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 they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For the proposed project, LST impacts were evaluated using SCAQMD screening table thresholds for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameter for which the screening tables provide thresholds. This evaluation is based on maximum daily onsite construction emissions that would occur during any phase of project construction. Daily emissions would typically be lower than the reported maximum amounts. The table below shows the relevant threshold and the estimated peak daily onsite emissions for each pollutant during project construction to establish the highest level of onsite emissions to be evaluated for LST impacts. As shown in **Table 4, Project Related LST Evaluation**, the project's maximum daily onsite construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

Table 4, Project Related LST Evaluation

1 acre/25 meter/Northwest Los Angeles County Coastal	Project LST Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
LST Threshold	103	562	1	4

Peak Onsite Daily Emissions	11.4	10.7	0.53	0.49
Significant Impact? Y/N	N	N	N	N
Source: CalEEMod output dated August 31, 2023. Maximum daily emissions reported for summer or winter season, whichever is greater. Includes application of water for dust suppression as required by SCAQMD Rule 403.				

d. Water Quality

The proposed infill development would develop multi-family style housing onto a residential lot that contains residential dwelling units. Existing utility lines would provide water supplies and wastewater treatment services. The project would replace existing residential land uses with new, higher density residential uses, which would not significantly differ in potential water quality effects. The project would be served by existing infrastructure including vertical laterals that connect to existing sewer main lines located in the alley along the southern property line of the project (Pipe ID 53413118), maintained by the City Department of Public Works. The project does not propose on-site groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The project would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality.

Stormwater runoff currently leave the site by sheet flow and drains southwest on Mitchell Avenue and the alley behind the property to Moore Street. Storm water is conveyed to catch basins at the intersection of Moore Street and Zanja Street. During the construction phase (including site preparation, excavation, and grading), City Ordinance No. 178,132 would require the preparation of a Stormwater Prevention Plan (SWPPP) to minimize erosion and sediment from leaving the site via storm water runoff through implementation of Best Management Practices (BMPs), such as silt fencing and/or sandbags to reduce the velocity of runoff leaving the site and filter stormwater to reduce erosion and situation offsite.

During operations, stormwater runoff generated by structures and hardscape surfaces would be required to comply with the City Low Impact Development (LID) Ordinance No. 181899 to manage the quality of stormwater runoff to reduce offsite runoff and improve water quality through infiltration, evapotranspiration, retention for onsite use, or a biofiltration system, which will be included in the final design plans to be reviewed during plan check. Runoff generated by hardscape would also be required to comply with City Ordinance No. 172,176 and No. 173,494, which specify Stormwater and Urban runoff Pollution Control requirements, including the application of BMPs. Compliance with these applicable regulations would ensure the project would not have a significant adverse effect relating to water quality.

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

The project site is located in an urbanized area of the Palms – Mar Vista – Del Rey Community Plan Area and consists of one parcel that contained residential structures served by existing utilities and public services prior to the demolition of the structures. The project would construct 19 multi-family style residential units. The proposed project would be served by the same utility and public service providers that serve the site and surrounding vicinity under existing conditions, including:

- Los Angeles Fire Department Station 62

- Los Angeles Police Department West Bureau
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Recreation and Parks

The project would add a net increase of 14 new dwelling units to the site, consistent with existing planning and zoning as discussed in Section II.a., on which utilities and public service agencies base their service and facility planning. The project would be served by existing public service providers, is consistent with existing planning and zoning, and would not substantially increase demand for utilities or public service over existing conditions. Per the American Communities Survey, the average household size in the City of Los Angeles is 3 occupants. The project's 19 new dwelling units would be expected to provide housing for an estimated net 57 persons. The Community Planning process is directed toward accommodating growth, such as the project's added population, that utilities and public service agencies use for planning purposes. As the increase in units would not be substantial and would be within the projected City growth, the project would be adequately served by required utilities and public services.

III. Consideration of Exceptions

Section 15300.2 of the CEQA Statutes and Guidelines provides a list of exceptions for consideration of a project as categorically exempt. The exceptions that apply to the project are listed and discussed below:

Cumulative Impacts
The project and successive projects of the same type in the same place will result in cumulative impacts.

This project proposes an infill development of residential uses within an urban setting surrounded by existing residential and commercial uses. The project's environmental effects regarding traffic, noise, and air quality would be less than significant, as discussed above. The City's average household size is approximately three (3) persons per dwelling unit, and therefore, the project's 19 new apartment units would provide housing for an estimated 57 persons. The 2021 population estimate for the City of Los Angeles was 39,455,353 per the American Communities Survey. An increase of 57 residents as a result of the project represents a less than 0.001 percent increase in the population of the City of Los Angeles. The project's net increases of a small fraction of one percent of the projected growth in housing and population for the City would have a less than cumulatively considerable contribution to projected growth in the City and any associated population related impacts such as increases in demand for municipal services that would arise from other foreseeable development. In addition, the project site is located within an urbanized area and is already developed with existing residential uses, and would not have any significant impacts, as evaluated in this Categorical Exemption analysis.

Therefore, the proposed development of 19 multi-family residential units would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

Significant Effect
There are unusual circumstances creating the reasonable possibility of significant effects.

The construction and operation of 19 multi-family housing units surrounded by existing residential uses would not have a significant effect on the environment due to unusual circumstances. As discussed in Section II, the project would not have a significant effect on the environment, and there are no unusual site conditions or issues at the site location that would warrant further environmental analysis.

Scenic Resources

The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.

There are no designated state scenic highways located within the project vicinity (Caltrans 2018). According to the Mobility Plan 2035, the site is not located on or visible from any designated boulevards within the City of Los Angeles (Los Angeles Department of City Planning, 2016). Therefore, the project would not result in any impacts to scenic resources within an officially designated state scenic highway.

Hazardous Waste Sites

The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes for clean-up problems.

The project is not located within a site which is included in any list compiled pursuant to Section 65962.5 of the Government Code, commonly referred to as the Cortese List. The site is not listed on the California Department of Toxic Substances Control maintained EnviroStor online data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues and is not listed on the State Water Resources Control Board GeoTracker online data management system for tracking sites that require cleanup, such as Leaking Underground Storage Tanks (LUSTs) (Department of Toxic Substances Control 2023; State Water Resources Control Board 2023). The South Coast Air Quality Management District (SCAQMD) Rule 1403 regulates the removal and disposal of asbestos containing materials, and the Occupational Safety and Health Administration (OSHA) requirements provides safety requirements regarding removal of lead- based paint. Therefore, the project is not identified as a hazardous waste site and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

Historical Resources

The project may cause a substantial adverse change in the significance of an historical resource.

The project site was not identified on Historic Places LA, the Los Angeles Historic Resources Inventory, or in the City's Zone Information and Map Access System (ZIMAS) as a Los Angeles Historical Cultural Monument, Los Angeles Historic Preservation Overlay Zone, National Register of Historic Places, Potential Historic Multi-Family Resident, Existing or Potential Residential Historic District or National Historic Landmark (Los Angeles City Planning 2023a; Los Angeles City Planning 2023b; City of Los Angeles 2023). Based on Historic Places LA, the ZIMAS database and site plans, the project would not cause a substantial adverse change in the significance of a historical resource.

IV. Conclusion

Based on the above information and attached documentation, this analysis demonstrates that development of the project would be consistent with the criteria for a Class 32 Categorical Exemption under CEQA Statute Section 15332.

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Attachments

Attachment A – VMT Calculator Output Data Sheets, dated August 31, 2023
Attachment B – Muffler and Barrier Specification Sheets
Attachment C – CalEEMod Output Data Sheets, dated August 31, 2023
Attachment D - LA Department of Transportation Traffic Volume Counts

Attachment A

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

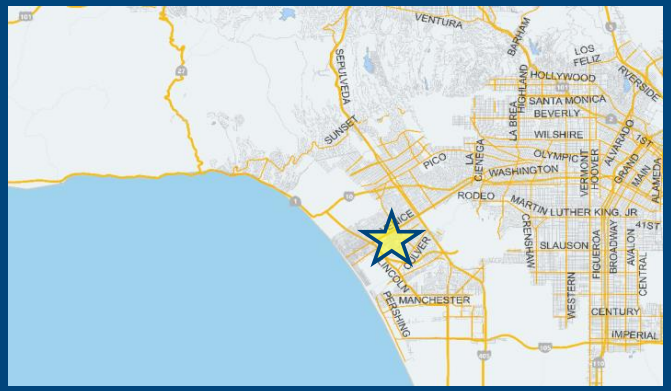
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5720 Waring Avenue

Scenario: 19 Apartments

Address: 12747 W MITCHELL AVE, 90066



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	5	DU
Housing | Multi-Family	5	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	15	DU
Housing | Multi-Family	15	DU
Housing | Affordable Housing - Family	4	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 Daily Vehicle Trips	91 Daily Vehicle Trips
153 Daily VMT	600 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	68 Net Daily Trips
The net increase in daily VMT ≤ 0	447 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

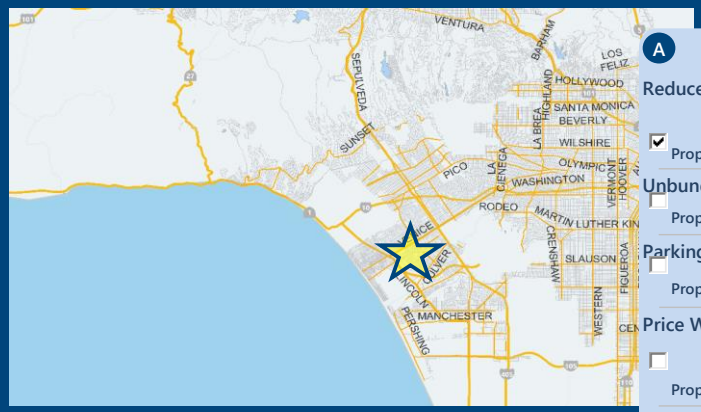
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: 5720 Waring Avenue

Scenario: 19 Apartments

Address: 12747 W MITCHELL AVE, 90066



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family		
Housing | Affordable Housing - Family		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply	☑ Proposed Prj	☐ Mitigation	23 city code parking provision for the project 19 actual parking provision for the project
Unbundle Parking	☐ Proposed Prj	☐ Mitigation	0 monthly parking cost (dollar) for the project site
Parking Cash-Out	☐ Proposed Prj	☐ Mitigation	50 percent of employees eligible
Price Workplace Parking	☐ Proposed Prj	☐ Mitigation	6.00 daily parking charge (dollar) 50 percent of employees subject to priced parking
Residential Area Parking Permits	☐ Proposed Prj	☐ Mitigation	200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
84 Daily Vehicle Trips	**84** Daily Vehicle Trips
545 Daily VMT	**545** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 12, 2023
Project Name: 5720 Waring Avenue
Project Scenario: 19 Apartments
Project Address: 12747 W MITCHELL AVE, 90066

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	15	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	4	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 12, 2023
Project Name: 5720 Waring Avenue
Project Scenario: 19 Apartments
Project Address: 12747 W MITCHELL AVE, 90066

Version 1.4

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
84	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	23	23
		Actual parking provision (spaces)	19	19
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 12, 2023
Project Name: 5720 Waring Avenue
Project Scenario: 19 Apartments
Project Address: 12747 W MITCHELL AVE, 90066

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*
MAX. TDM EFFECT	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 12, 2023
Project Name: 5720 Waring Avenue
Project Scenario: 19 Apartments
Project Address: 12747 W MITCHELL AVE, 90066

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	17	-11.8%	15	N/A	N/A	N/A
Home Based Other Production	47	-29.8%	33	N/A	N/A	N/A
Non-Home Based Other Production	22	0.0%	22	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	22	-27.3%	16	N/A	N/A	N/A
Non-Home Based Other Attraction	5	0.0%	5	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

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Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: _____

Print Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email Address: _____

Date: _____

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: sales@acousticalsurfaces.com

Visit our Website: www.acousticalsurfaces.com

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Echo Barrier™

The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

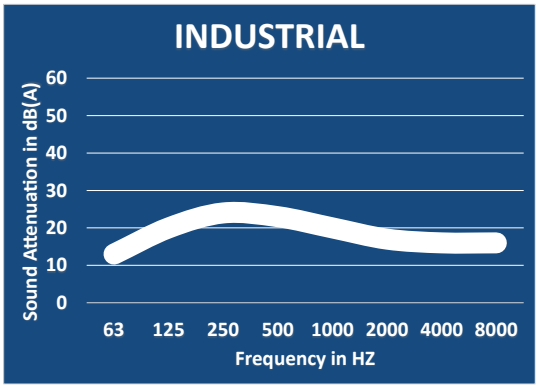
Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

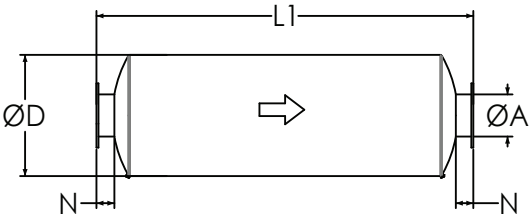
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

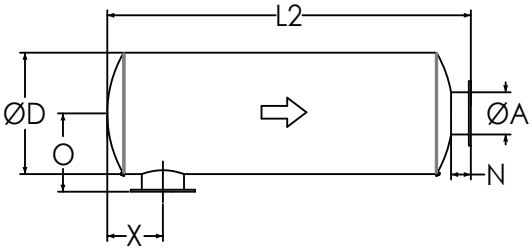
TYPICAL ATTENUATION CURVE



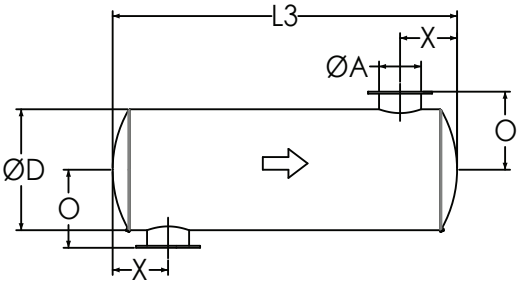
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

12747 Mitchell Ave Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	12747 Mitchell Ave
Construction Start Date	9/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	20.2
Location	12747 Mitchell Ave, Los Angeles, CA 90066, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4467
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.18

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	19.0	Dwelling Unit	0.16	19,412	513	—	56.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-3	Use Local Construction Contractors
Construction	C-9	Use Dust Suppressants
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites
Transportation	T-1	Increase Residential Density
Transportation	T-4	Integrate A ordable and Below Market Rate Housing
Transportation	T-15	Limit Residential Parking Supply
Transportation	T-34*	Provide Bike Parking

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.16	1.42	23.1	15.8	0.08	0.65	7.92	8.57	0.61	3.27	3.88	—	11,126	11,126	0.57	1.51	21.8	11,612
Mit.	2.16	1.42	23.1	15.8	0.08	0.65	4.64	5.29	0.61	1.70	2.31	—	11,126	11,126	0.57	1.51	21.8	11,612
% Reduced	—	—	—	—	—	—	41%	38%	—	48%	41%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.74	24.4	5.75	7.89	0.01	0.26	0.23	0.45	0.24	0.05	0.28	—	1,553	1,553	0.06	0.03	0.02	1,563
Mit.	0.74	24.4	5.75	7.89	0.01	0.26	0.23	0.45	0.24	0.05	0.28	—	1,553	1,553	0.06	0.03	0.02	1,563
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.18	0.39	1.43	1.87	< 0.005	0.06	0.10	0.16	0.06	0.03	0.09	—	408	408	0.02	0.01	0.15	413
Mit.	0.18	0.39	1.43	1.87	< 0.005	0.06	0.08	0.14	0.06	0.02	0.08	—	408	408	0.02	0.01	0.15	413
% Reduced	—	—	—	—	—	—	22%	14%	—	31%	11%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.07	0.26	0.34	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	67.5	67.5	< 0.005	< 0.005	0.02	68.4
Mit.	0.03	0.07	0.26	0.34	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	67.5	67.5	< 0.005	< 0.005	0.02	68.4
% Reduced	—	—	—	—	—	—	22%	14%	—	31%	11%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.16	1.42	23.1	15.8	0.08	0.65	7.92	8.57	0.61	3.27	3.88	—	11,126	11,126	0.57	1.51	21.8	11,612
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.74	0.62	5.75	7.89	0.01	0.26	0.20	0.45	0.24	0.05	0.28	—	1,553	1,553	0.06	0.03	0.02	1,563
2025	0.69	24.4	5.28	7.78	0.01	0.22	0.23	0.42	0.20	0.05	0.25	—	1,549	1,549	0.06	0.03	0.02	1,558

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.15	1.43	1.87	< 0.005	0.06	0.10	0.16	0.06	0.03	0.09	—	408	408	0.02	0.01	0.15	413
2025	0.06	0.39	0.48	0.70	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.02	—	135	135	0.01	< 0.005	0.03	136
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.03	0.26	0.34	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	67.5	67.5	< 0.005	< 0.005	0.02	68.4
2025	0.01	0.07	0.09	0.13	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	22.4	22.4	< 0.005	< 0.005	0.01	22.5

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.16	1.42	23.1	15.8	0.08	0.65	4.64	5.29	0.61	1.70	2.31	—	11,126	11,126	0.57	1.51	21.8	11,612
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.74	0.62	5.75	7.89	0.01	0.26	0.20	0.45	0.24	0.05	0.28	—	1,553	1,553	0.06	0.03	0.02	1,563
2025	0.69	24.4	5.28	7.78	0.01	0.22	0.23	0.42	0.20	0.05	0.25	—	1,549	1,549	0.06	0.03	0.02	1,558
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.15	1.43	1.87	< 0.005	0.06	0.08	0.14	0.06	0.02	0.08	—	408	408	0.02	0.01	0.15	413
2025	0.06	0.39	0.48	0.70	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.02	—	135	135	0.01	< 0.005	0.03	136
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.03	0.26	0.34	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	67.5	67.5	< 0.005	< 0.005	0.02	68.4
2025	0.01	0.07	0.09	0.13	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	22.4	22.4	< 0.005	< 0.005	0.01	22.5

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.61	5.51	0.45	10.8	0.03	1.36	0.00	1.36	1.34	0.00	1.34	187	531	717	1.44	0.01	0.14	757
Mit.	5.61	5.51	0.45	10.8	0.03	1.36	0.00	1.36	1.34	0.00	1.34	187	531	717	1.44	0.01	0.14	757
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.51	5.41	0.44	9.68	0.02	1.36	0.00	1.36	1.34	0.00	1.34	187	528	715	1.44	0.01	0.14	754
Mit.	5.51	5.41	0.44	9.68	0.02	1.36	0.00	1.36	1.34	0.00	1.34	187	528	715	1.44	0.01	0.14	754
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.74	1.12	0.28	3.33	0.01	0.10	0.38	0.48	0.10	0.10	0.19	21.1	641	662	0.97	0.02	0.83	694
Mit.	0.74	1.12	0.28	3.33	0.01	0.10	0.38	0.48	0.10	0.10	0.19	21.1	641	662	0.97	0.02	0.83	694
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.21	0.05	0.61	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	3.49	106	110	0.16	< 0.005	0.14	115
Mit.	0.14	0.21	0.05	0.61	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	3.49	106	110	0.16	< 0.005	0.14	115
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	5.61	5.51	0.40	10.7	0.02	1.36	—	1.36	1.33	—	1.33	178	343	521	0.53	0.01	—	536
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	5.61	5.51	0.45	10.8	0.03	1.36	0.00	1.36	1.34	0.00	1.34	187	531	717	1.44	0.01	0.14	757
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	5.50	5.41	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	5.51	5.41	0.44	9.68	0.02	1.36	0.00	1.36	1.34	0.00	1.34	187	528	715	1.44	0.01	0.14	754
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.27	0.20	1.91	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	428	428	0.03	0.02	0.70	435
Area	0.45	0.85	0.03	1.40	< 0.005	0.09	—	0.09	0.09	—	0.09	12.2	25.3	37.5	0.04	< 0.005	—	38.5
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	0.74	1.12	0.28	3.33	0.01	0.10	0.38	0.48	0.10	0.10	0.19	21.1	641	662	0.97	0.02	0.83	694
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.05	0.04	0.35	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	70.9	70.9	< 0.005	< 0.005	0.12	72.0
Area	0.08	0.16	0.01	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	2.02	4.18	6.20	0.01	< 0.005	—	6.37
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.5	29.5	< 0.005	< 0.005	—	29.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.22	1.52	1.75	0.02	< 0.005	—	2.50
Waste	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.14	0.21	0.05	0.61	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	3.49	106	110	0.16	< 0.005	0.14	115

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	5.61	5.51	0.40	10.7	0.02	1.36	—	1.36	1.33	—	1.33	178	343	521	0.53	0.01	—	536
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	5.61	5.51	0.45	10.8	0.03	1.36	0.00	1.36	1.34	0.00	1.34	187	531	717	1.44	0.01	0.14	757
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	5.50	5.41	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533

Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	5.51	5.41	0.44	9.68	0.02	1.36	0.00	1.36	1.34	0.00	1.34	187	528	715	1.44	0.01	0.14	754
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.27	0.20	1.91	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	428	428	0.03	0.02	0.70	435
Area	0.45	0.85	0.03	1.40	< 0.005	0.09	—	0.09	0.09	—	0.09	12.2	25.3	37.5	0.04	< 0.005	—	38.5
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	—	179
Water	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	0.74	1.12	0.28	3.33	0.01	0.10	0.38	0.48	0.10	0.10	0.19	21.1	641	662	0.97	0.02	0.83	694
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.05	0.04	0.35	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	70.9	70.9	< 0.005	< 0.005	0.12	72.0
Area	0.08	0.16	0.01	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	2.02	4.18	6.20	0.01	< 0.005	—	6.37
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.5	29.5	< 0.005	< 0.005	—	29.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.22	1.52	1.75	0.02	< 0.005	—	2.50
Waste	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.14	0.21	0.05	0.61	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	3.49	106	110	0.16	< 0.005	0.14	115

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.30	0.30	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.02	0.01	0.31	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	247	247	0.01	0.04	0.57	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.76	6.76	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	< 0.005	—

3.2. Demolition (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.19	0.19	—	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	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.02	0.01	0.31	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	247	247	0.01	0.04	0.57	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.76	6.76	< 0.005	< 0.005	0.01	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	< 0.005	—

3.3. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.28	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.4. Site Preparation (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.28	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.5. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719

Dust From Material Movement	—	—	—	—	—	—	5.37	5.37	—	2.58	2.58	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.71	0.20	11.6	4.48	0.06	0.12	2.45	2.56	0.12	0.67	0.79	—	9,307	9,307	0.50	1.49	21.4	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	51.0	51.0	< 0.005	0.01	0.05	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.44	8.44	< 0.005	< 0.005	0.01	—

3.6. Grading (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.10	2.10	—	1.01	1.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.71	0.20	11.6	4.48	0.06	0.12	2.45	2.56	0.12	0.67	0.79	—	9,307	9,307	0.50	1.49	21.4	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	51.0	51.0	< 0.005	0.01	0.05	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.44	8.44	< 0.005	< 0.005	0.01	—

3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.12	1.39	< 0.005	0.05	—	0.05	0.05	—	0.05	—	260	260	0.01	< 0.005	—	261
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.20	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	43.1	43.1	< 0.005	< 0.005	—	43.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	1.03	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	193	193	0.01	0.01	0.76	—
Vendor	0.01	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	65.5	65.5	< 0.005	0.01	0.18	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.87	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	183	183	0.01	0.01	0.02	—
Vendor	0.01	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	65.6	65.6	< 0.005	0.01	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.1	37.1	< 0.005	< 0.005	0.07	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.02	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.17	2.17	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.8. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.12	1.39	< 0.005	0.05	—	0.05	0.05	—	0.05	—	260	260	0.01	< 0.005	—	261
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.20	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	43.1	43.1	< 0.005	< 0.005	—	43.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	1.03	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	193	193	0.01	0.01	0.76	—
Vendor	0.01	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	65.5	65.5	< 0.005	0.01	0.18	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.87	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	183	183	0.01	0.01	0.02	—
Vendor	0.01	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	65.6	65.6	< 0.005	0.01	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.1	37.1	< 0.005	< 0.005	0.07	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.02	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.14	6.14	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.17	2.17	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.39	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	—	99.6	99.6	< 0.005	< 0.005	—	99.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.81	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	179	179	0.01	0.01	0.02	—
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	64.5	64.5	< 0.005	0.01	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.9	13.9	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.92	4.92	< 0.005	< 0.005	0.01	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.30	2.30	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.81	0.81	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.10. Building Construction (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.39	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	—	99.6	99.6	< 0.005	< 0.005	—	99.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.06	0.07	0.81	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	179	179	0.01	0.01	0.02	—
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	64.5	64.5	< 0.005	0.01	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.9	13.9	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.92	4.92	< 0.005	< 0.005	0.01	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.30	2.30	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.81	0.81	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.11. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.12. Paving (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	24.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.9	35.9	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.50	0.50	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.08	0.08	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.14. Architectural Coating (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	24.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.9	35.9	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.50	0.50	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.08	0.08	< 0.005	< 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	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Total	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Total	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	19.5	19.5	< 0.005	< 0.005	—	19.6

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Total	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Total	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	19.5	19.5	< 0.005	< 0.005	—	19.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6

Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	60.4	60.4	0.01	< 0.005	—	60.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.50	4.96	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533
Consumer Products	—	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.10	0.10	0.01	1.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.88	2.88	< 0.005	< 0.005	—	2.89
Total	5.61	5.51	0.40	10.7	0.02	1.36	—	1.36	1.33	—	1.33	178	343	521	0.53	0.01	—	536
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.50	4.96	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533

Consumer Products	—	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.50	5.41	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.07	0.06	< 0.005	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	2.02	3.86	5.87	0.01	< 0.005	—	6.05
Consumer Products	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.33	0.33	< 0.005	< 0.005	—	0.33
Total	0.08	0.16	0.01	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	2.02	4.18	6.20	0.01	< 0.005	—	6.37

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.50	4.96	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533
Consumer Products	—	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.10	0.10	0.01	1.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.88	2.88	< 0.005	< 0.005	—	2.89
Total	5.61	5.51	0.40	10.7	0.02	1.36	—	1.36	1.33	—	1.33	178	343	521	0.53	0.01	—	536
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	5.50	4.96	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533
Consumer Products	—	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.50	5.41	0.39	9.66	0.02	1.36	—	1.36	1.33	—	1.33	178	340	518	0.53	0.01	—	533
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.07	0.06	< 0.005	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	2.02	3.86	5.87	0.01	< 0.005	—	6.05
Consumer Products	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.33	0.33	< 0.005	< 0.005	—	0.33
Total	0.08	0.16	0.01	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	2.02	4.18	6.20	0.01	< 0.005	—	6.37

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.22	1.52	1.75	0.02	< 0.005	—	2.50
Total	—	—	—	—	—	—	—	—	—	—	—	0.22	1.52	1.75	0.02	< 0.005	—	2.50

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.36	9.21	10.6	0.14	< 0.005	—	15.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.22	1.52	1.75	0.02	< 0.005	—	2.50
Total	—	—	—	—	—	—	—	—	—	—	—	0.22	1.52	1.75	0.02	< 0.005	—	2.50

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Total	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Total	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	9/1/2024	9/15/2024	5.00	10.0	—
Site Preparation	Site Preparation	9/16/2024	9/17/2024	5.00	1.00	—
Grading	Grading	9/18/2024	9/20/2024	5.00	2.00	—
Building Construction	Building Construction	9/21/2024	2/8/2025	5.00	100	—
Paving	Paving	2/9/2025	2/16/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	2/17/2025	2/24/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Demolition	Tractors/Loaders/Backh	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73

Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	3.50	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	132	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	13.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.03	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.74	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	3.50	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	132	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	13.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.03	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.74	18.5	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	39,309	13,103	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	3,040	—
Site Preparation	0.00	0.00	0.50	0.00	—
Grading	0.00	2,109	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.06

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Apartments Mid Rise	0.06	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	30,660	0.00	0.00	0.00	198,925

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	19,838	0.00	0.00	0.00	128,713

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	1
Gas Fireplaces	16

Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2
Conventional Wood Stoves	0
Catalytic Wood Stoves	1
Non-Catalytic Wood Stoves	1
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	1
Gas Fireplaces	16
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2
Conventional Wood Stoves	0
Catalytic Wood Stoves	1
Non-Catalytic Wood Stoves	1
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
39309.299999999996	13,103	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	62,386	690	0.0489	0.0069	188,582

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	62,386	690	0.0489	0.0069	188,582

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	708,202	8,793

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	708,202	8,793

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	14.0	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	14.0	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

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

5.18.1.2. Mitigated

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

5.18.1.2. Mitigated

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)

5.18.2.2. Mitigated

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	5.27	annual days of extreme heat
Extreme Precipitation	5.20	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	45.0

AQ-PM	65.3
AQ-DPM	67.9
Drinking Water	52.7
Lead Risk Housing	52.6
Pesticides	0.00
Toxic Releases	79.0
Traffic	49.9
Effect Indicators	—
CleanUp Sites	43.6
Groundwater	39.4
Haz Waste Facilities/Generators	76.2
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	33.8
Cardio-vascular	48.6
Low Birth Weights	3.19
Socioeconomic Factor Indicators	—
Education	68.6
Housing	75.7
Linguistic	43.3
Poverty	59.5
Unemployment	51.3

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	31.75927114
Employed	65.05838573
Median HI	55.83215706
Education	—
Bachelor's or higher	70.30668549
High school enrollment	100
Preschool enrollment	41.57577313
Transportation	—
Auto Access	33.77389965
Active commuting	78.03156679
Social	—
2-parent households	83.01039394
Voting	59.68176569
Neighborhood	—
Alcohol availability	4.516874118
Park access	22.08392147
Retail density	23.98306172
Supermarket access	94.25125112
Tree canopy	68.33055306
Housing	—
Homeownership	11.52316181
Housing habitability	20.56974208
Low-inc homeowner severe housing cost burden	11.60015398
Low-inc renter severe housing cost burden	57.42332863
Uncrowded housing	43.98819453
Health Outcomes	—

Insured adults	27.96099063
Arthritis	91.8
Asthma ER Admissions	67.7
High Blood Pressure	88.4
Cancer (excluding skin)	74.5
Asthma	65.7
Coronary Heart Disease	87.2
Chronic Obstructive Pulmonary Disease	76.7
Diagnosed Diabetes	82.1
Life Expectancy at Birth	60.0
Cognitively Disabled	21.0
Physically Disabled	65.4
Heart Attack ER Admissions	67.1
Mental Health Not Good	51.7
Chronic Kidney Disease	85.5
Obesity	49.6
Pedestrian Injuries	19.6
Physical Health Not Good	61.7
Stroke	84.7
Health Risk Behaviors	—
Binge Drinking	13.6
Current Smoker	50.3
No Leisure Time for Physical Activity	67.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	64.0

Elderly	89.5
English Speaking	44.2
Foreign-born	63.0
Outdoor Workers	69.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	5.1
Traffic Density	62.6
Traffic Access	87.4
Other Indices	—
Hardship	42.0
Other Decision Support	—
2016 Voting	43.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	49.0
Healthy Places Index Score for Project Location (b)	51.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	per architectural plan

Attachment D

Intersection Turning Movement

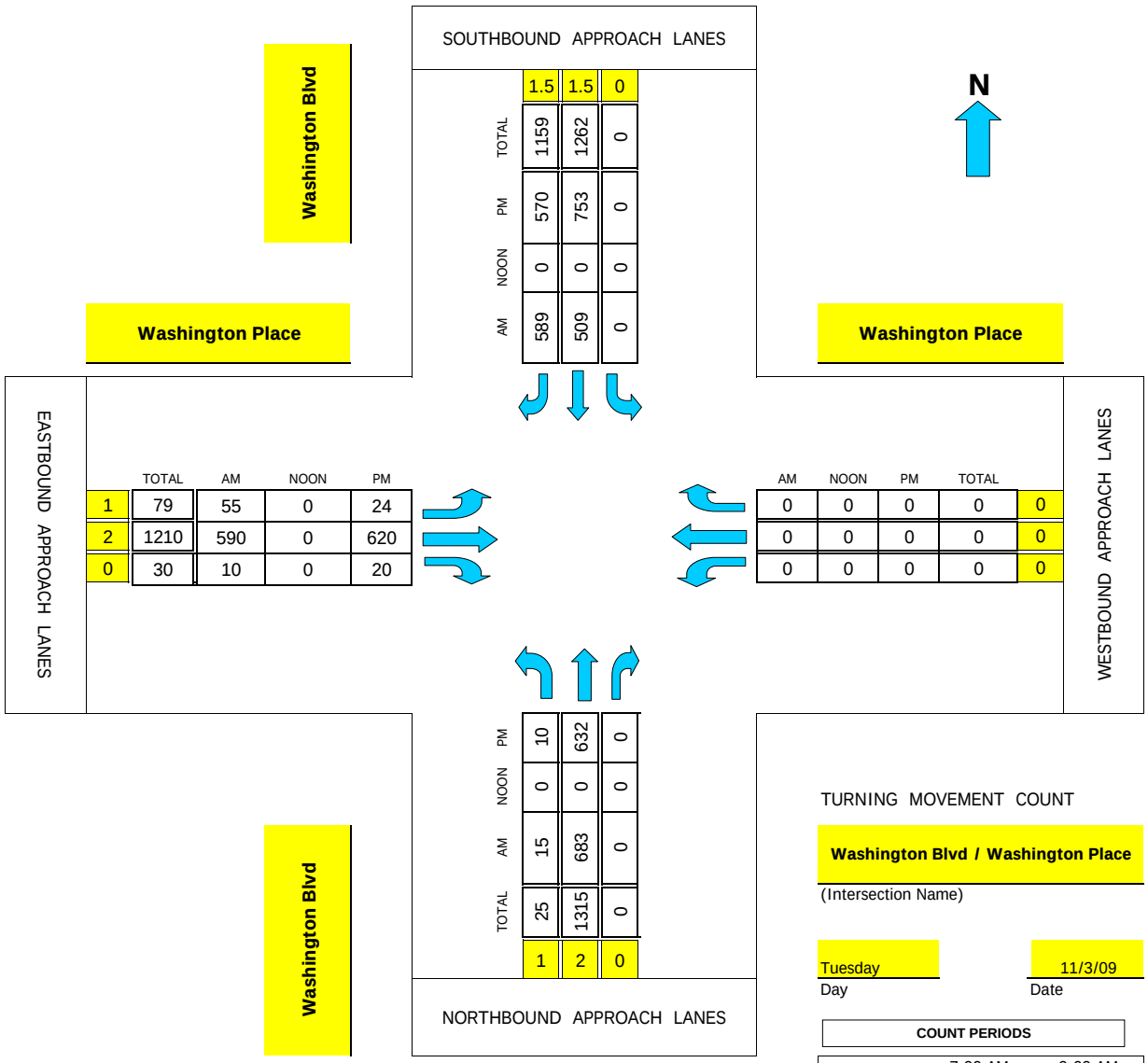
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Washington Blvd / Washington Place

Project #: 09-5377-002



	TOTAL	AM	NOON	PM
1.5	1159	589	0	570
1.5	1262	509	0	753
0	0	0	0	0

	TOTAL	AM	NOON	PM
1	79	55	0	24
2	1210	590	0	620
0	30	10	0	20

AM	NOON	PM	TOTAL	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	TOTAL	AM	NOON	PM
0	25	15	0	10
0	1315	683	0	632
0	0	0	0	0

1 2 0

TURNING MOVEMENT COUNT

Washington Blvd / Washington Place

(Intersection Name)

Tuesday — Day

11/3/09 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

CONTROL: Signalized

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd DATE: 11/03/2009 LOCATION: City of Culver City

E-W STREET: Washington Place DAY: TUESDAY PROJECT# 09-5377-002

See Legend Below

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	1					2	3	4	5				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	1.5	1.5	1	2	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	85			67	82	4	46	0				285
7:15 AM	3	122			80	146	11	83	3				448
7:30 AM	3	138			107	140	11	125	1				525
7:45 AM	1	172			149	151	13	167	1				654
8:00 AM	6	164			139	158	15	143	1				626
8:15 AM	5	209			114	140	16	155	7				646
8:30 AM	7	130			132	121	17	107	3				517
8:45 AM	0	164			130	129	9	139	6				577
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	26	1184	0	0	918	1067	96	965	22	0	0	0	4278

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	15	683	0	0	509	589	55	590	10	0	0	0	2451
PEAK HR. FACTOR:		0.815			0.915			0.905			0.000		0.937

CONTROL: Signalized

Legend

1 NL from Washington Blvd to Washington Pl
2 SR from Washington Blvd to Washington Pl
3 EL from Washington Pl to Tilden Ave
4 ET from Washington Pl to Washington Blvd NB
5 ER from Washington Pl to Washington Blvd SB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd DATE: 11/03/2009 LOCATION: City of Culver City

E-W STREET: Washington Place DAY: TUESDAY PROJECT# 09-5377-002

See Legend Below

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	1					2	3	4	5				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	1.5	1.5	1	2	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	160			181	114	7	128	3				600
4:15 PM	4	143			151	126	10	151	4				589
4:30 PM	1	142			178	161	18	122	3				625
4:45 PM	2	141			162	146	4	148	7				610
5:00 PM	3	149			210	134	7	148	7				658
5:15 PM	0	164			191	164	7	168	6				700
5:30 PM	1	175			177	146	4	144	3				650
5:45 PM	6	144			175	126	6	160	4				621
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	24	1218	0	0	1425	1117	63	1169	37	0	0	0	5053

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	10	632	0	0	753	570	24	620	20	0	0	0	2629
PEAK HR. FACTOR:		0.912			0.932			0.917			0.000		0.939

CONTROL: Signalized

Legend

1 NL from Washington Blvd to Washington Pl
2 SR from Washington Blvd to Washington Pl
3 EL from Washington Pl to Tilden Ave
4 ET from Washington Pl to Washington Blvd NB
5 ER from Washington Pl to Washington Blvd SB

EXHIBIT D

Public Correspondence

MarVista.org
P.O. Box 66871
Mar Vista, CA 90066
424-256-3633
info@marvista.org

April 24, 2024

Transmitted via email

City of Los Angeles Department of City Planning
Attn: Esther Ahn, City planning Associate
Project Planning, ester.ahn@lacity.org
213-978-1262

Office of City of Los Angeles Councilmember Traci Park
Attn: Jeff Khau
Planning Deputy
Jeff.Khau@lacity.org

Brian Silveira & Associates
Title: Consultant
Attn: Jesi Harris
Venice, CA.
Jesi@bsilveira.associates

RE: 12747 - 12749 W. Mitchell Ave. Case No. CPC-2024-26-CU-DB-PHP-HCA

Dear Esther Ahn,

The MVCC supports the Conditional Use Permit for a Density Bonus of Greater than 35% for a new 19-unit Multifamily Residential Building at 12747 - 12749 W. Mitchell Ave. The project includes 4 very low income units and the developer has shown adequate adherence to SB 8's Relocation, Right to Return, Right to Remain requirements.

At our meeting on March 7, 2024, the Mar Vista Community Council (MVCC) Planning and Land Use Management (PLUM) Committee voted to support the above-referenced Project. The vote to support, was approved with eight (8) "Yes" votes, four (4) "No" votes and zero (0) Abstentions.

The motion was brought to the full board of directors on March 21, 2024, and was also approved with eight (8) "Yes" votes, one (1) "No" vote and one (1) Abstention.

Very Truly Yours,

Kevin Wheeler, Chair MVCC PLUM Committee

Drew Ruesch, MVCC Board Chair

Esther Ahn <esther.ahn@lacity.org>

Proposed Project at 12747-12749 W Mitchell Ave

1 message

Jesi Harris <jesi@bsilveira.associates> Tue, May 14, 2024 at 12:46 PM
To: "normadalke@gmail.com" <normadalke@gmail.com>
Bcc: esther.ahn@lacity.org

Hi, Norma,

Thanks for joining the Hearing Officer Hearing last week for the project in the subject line. I was the project representative who presented our proposal for the site. The City Planner let me know that you reached out after the Hearing and I see you had questions about the traffic impacts and affordable units.

Please feel free to reach out if you'd like to discuss any of your comments or questions further. You can shoot me an email, schedule a call/Zoom, or just give me a call at the number in my signature. I'm happy to talk any time.

Best,
Jesi

--
Jesi Harris
Sr Project Manager + Partner
M: 704.277.7332

Brian Silveira & Associates | Venice, California | bsilveira.associates

Esther Ahn <esther.ahn@lacity.org>

proposed project 12747-12749 W. Mitchell Ave. Los Angeles, CA 90066

1 message

Norma Dalke <normadalke@gmail.com> Tue, May 7, 2024 at 1:46 PM
To: "esther.ahn@lacity.org" <esther.ahn@lacity.org>

I am currently listening to the Zoom for this project. Unfortunately, I didn't get on right away, but what I am hearing is either over my head (stats) or confirms my opinion that this in not a welcome project to the long-term residents of lower Mar Vista.

Already, I am looking out my window at a building currently under construction on Mitchell that appears to be at least 7 stories, 8 with the roof stairs/elevator openings. My gosh (cleaned up version). What an eyesore. Why aren't the residents notified way before buildings go up or plans have been set in stone?

Three - five stories is sufficient for this area which is already maxed out. You can try to glamorize the building all you want. The issue is that it is too big and makes for too many more people coming in the area. Yes, contributes to a worse parking situation. What? No one can have friends over because there is nowhere to park? UBER/LYFT to area? Whose bank account are you trying to break - they are too expensive now.

Oh yes, I have lived in Mar Vista for 50 years and all this new construction has made me very angry. I can not listen to anymore of this meeting. Nothing said makes me want to say yes to any highrises coming to this community. And affordable housing? What does that even mean? Is that Section 8, rents retired people can afford, rents the average person can afford? Probably not - catering to the highly paid Tech industry and "Bidenomics" . UGH!

Already that pricing business is driving out people who bought and paid for their homes, raised their families and thought they would live out their lives in their beloved home - All because property taxes have been jacked up.

Bottom line - consider the residents - especially long term residents - give them notice before when a consideration of a development is being THOUGHT about.

The MV Community Council - I doubt if its members represent all of Mar Vista.
And by the way a note to them - We used to receive newsletters, but now how is one to know what is going on?

An Angry Mar Vista Resident
Norma Dalke
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