



# DEPARTMENT OF CITY PLANNING

## APPEAL RECOMMENDATION REPORT

### City Planning Commission

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

This meeting may be available virtually, in hybrid format. Please check the meeting agenda (available at the link below) approximately 72 hours before the meeting for additional information or contact [cpc@lacity.org](mailto:cpc@lacity.org).

<https://planning.lacity.org/about/commissions-boards-hearings>

**Public Hearing:** Required  
**Appeal Status:** Not further appealable.  
**Expiration Date:** August 8, 2024  
**Multiple Approval:** No

**Case No.:** DIR-2023-7360-TOC-HCA-1A  
**CEQA No.:** ENV-2023-7361-CE  
**Related Cases:** N/A  
**Council No.:** 10 – Hutt  
**Plan Area:** Wilshire

**Certified NC:** P.I.C.O.  
**Zone:** [Q]R3-1-O

**Applicant:** Efraim Barazani  
Liv Lux Properties 5, LLC

**Applicant's Representative:** Aaron Belliston,  
BMR  
Enterprises

**Appellants:** Steven Kallmeyer &  
Yuchuan Chen

**Appellant's Representative:** N/A

**PROJECT LOCATION:** 1551 and 1557 South Hi Point Street

**PROPOSED PROJECT:** The proposed project involves the demolition of two existing single-family homes the construction, use, and maintenance of a new six-story residential building, 57 feet, in height, containing a total of 38 dwelling units with four (4) units reserved for Extremely Low Income Households. The proposed development will contain approximately 54,393 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4.32:1. The proposed building's residential units will consist of four (4) one-bedroom units, 29 two-bedroom units, and five (5) three-bedroom units. The project will have one (1) subterranean parking level that will contain a total of 46 vehicle parking stalls and will provide a total of 44 bicycle parking stalls including, 40 long-term, and four (4) short-term parking stalls.

**APPEAL:** An appeal of the April 22, 2024, Planning Director's Determination which:

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

2. **Approved with Conditions** a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) Additional incentives for a qualifying Tier 3 project totaling 38 dwelling units, reserving four (4) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years:
  - a. **Height.** To permit an increase in building height by two additional stories, up to 22 additional feet;
  - b. **Yards/Setbacks.** To permit up to a 30 percent reduction in the northerly and southerly side yard setbacks; and
3. **Adopted** the attached Findings and Conditions of Approval.

**RECOMMENDED ACTIONS:**

- 1) **Deny** the appeal;
- 2) **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 3) **Sustain** the Planning Director's Determination to conditionally approve the TOC Affordable Housing Incentive Program request to allow a 70 percent increase in density consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) incentives for a Tier 3 project totaling 38 dwelling units, reserving four (4) units for Extremely Low Income (ELI) Households for a period of 55 years:
  - a. **Height.** To permit an increase in building height by two additional stories, up to 22 additional feet;
  - b. **Yards/Setbacks.** To permit up to a 30 percent reduction in the northerly and southerly side yard setbacks; and
- 4) **Adopt** the Planning Director's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



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Heather Bleemers  
Senior City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). 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) 978-1299.

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## PROJECT ANALYSIS

### PROJECT BACKGROUND

The subject site is located on two contiguous parcels (16,998 square feet in area) on the southeast block of Hi Point Street. It is located within the Wilshire Community Plan with a Medium Residential land use designation and all parcels are zoned [Q]R3-1-O. The site is further located within a Transit Priority Area and a Tier 3 TOC.

The proposed project is a six-story residential development with one level of subterranean parking and includes 38 residential units, 4,211 square feet of open space, 46 parking spaces for residential use (19 required), and 44 long-term and short-term bicycle parking spaces. Eighteen percent (4 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 54,393 square-foot square feet of floor area on an 16,999 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 4.5:1 (4.32:1 proposed). The proposed project unit mix includes four one-bedroom units, 29 two-bedroom units, and five three-bedroom units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the proposed Tier 3 project is eligible for Base Incentives and three (3) Additional Incentives. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent and (2) provide residential automobile parking at a ratio of 0.5 spaces per unit. The project is requesting the two Additional Incentives for a 22-foot increase in height and a 30 percent reduction in two side yards.

### PROJECT SUMMARY

The proposed project involves the demolition of two existing single-family homes the construction, use, and maintenance of a new six-story residential building, 57 feet, in height, containing a total of 38 dwelling units with four (4) units reserved for Extremely Low Income Households. The proposed development will contain approximately 54,393 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4.32:1. The proposed building's residential units will consist of four (4) one-bedroom units, 29 two-bedroom units, and five (5) three-bedroom units. The project will have one (1) subterranean parking level that will contain a total of 46 vehicle parking stalls and will provide a total of 44 bicycle parking stalls including, 40 long-term, and four (4) short-term parking stalls. The project will provide 4, 411 square feet of open space consisting of private balconies, recreation rooms, and rear yard.

### APPEAL SCOPE

Two appeals were filed on May 1 and May 2, 2024, that challenge the Director of Planning's determination on April 22, 2024, to conditionally approve a TOC Affordable Housing Incentive Program request, pursuant to LAMC Section 12.22 A.31, with a Class 32 Categorical Exemption to CEQA under Case No. ENV-2023-7361-CE as the environmental clearance for the project. The appellants are abutting property owners who are appealing the determination in its entirety. As the case involves a TOC request, the appellate body is the City Planning Commission; the decision of the City Planning Commission is not further appealable.

### APPROVED ACTIONS

On April 22, 2024, the Director of Planning took the following actions:

1. **Determined** based on the whole of the administrative record, that the Project is exempt from

the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approved with Conditions** a 72 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) Additional incentives for a qualifying Tier 3 project totaling 38 dwelling units, including four (4) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years:
  - a. **Height.** Increase of 22 feet to a maximum of 57 feet;
  - b. **Side Yard Setbacks.** Up to a 30 percent reduction in the required two side yard setbacks to permit a minimum of 6'3 3/4" in lieu of the minimum 9 feet, as otherwise required, and
3. **Adopted** the attached Findings and Conditions of Approval.

## APPEAL ANALYSIS

Appeal 1 – Steven Kallmeyer and Jeffrey Peters

Appeal 2 – Yuchuan Chen

Both appeals contain the same appeal points as outlined below:

### Setbacks

One of the primary concerns is the proposed reduction of the project's northerly and southerly side yard setbacks. The appellants argue that the request for a 30 percent reduction of the minimum required side yard setbacks from 9 feet to 6 feet 3 3/4 inches places the building too close to their residences. The appellants cite concerns with a reduction in privacy and lighting, increase in potential noise, and well as visual disturbances.

### Height

Additionally, the appellants take issue with project's proposed building height, and are requesting denial of the Additional Incentive allowing for a height increase of up to 22 feet to accommodate two additional stories. The appellants argue that the height increase is a significant deviation from the neighborhood's height restrictions, which primarily consists of single- and multi-family dwellings ranging from one to four stories in height, and would disrupt the area's character and skyline. Such a substantial increase in building height would not only overshadow surrounding properties, but also diminish the quality of life for residents in the vicinity and for the appellants' own properties in particular.

### State Density Bonus Required Findings

Lastly, the appellants argue that the requested Additional Incentives, if granted, will have a specific adverse impacts upon public health and safety and the physical environment, as well as impose financial hardships on the surrounding property owners. The appellants argue that the proposed project with its requested deviations will likely reduce the market value of their homes.

## RESPONSES TO APPEAL POINTS

### Height and Setbacks

Measure JJJ was approved on November 8, 2016, establishing LAMC Section 12.22 A.31 and the TOC Program. The Measure required the Department of City Planning to create eligibility standards, incentives, and other necessary components for prospective Housing Developments located within a one-half mile radius of a Major Transit Stop. Under the TOC Program, TOC Guidelines were established structuring the levels of incentives, including those pertaining to setbacks, height, and open space, based on the quality and proximity of a transit stop. The two Additional Incentives that provide relief from height and yard setback requirements have been granted as a result of the project meeting all eligibility requirements for the TOC Affordable Housing Incentive Program. Under the TOC Affordable Housing Incentive Program, three (3) Additional Incentives may be granted for projects that include at least 11 percent of the base units for Extremely Low Income Households, at least 15 percent of the base units for Extremely Low Income Households, at least 30 percent of the base units for Lower Income Households, or at least 30 percent of the base units for persons and families of Moderate Income in a common interest development.

The project meets the TOC Guideline requirements of providing at least 15 percent of the base units for Extremely Low Income Households in exchange for being granted the additional incentives. The project is setting aside four (4) units for Extremely Low Income Households, which equates to 18 percent of the base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives. As the two (2) Additional Incentives, the project is requesting 1) an increase in building height by two additional stories, up to 22 additional feet; and 2) a 30 percent reduction in the northerly and southerly side yard setbacks. The granted incentives will allow the developer to expand the building footprint and increase the building height which in turn, will allow for the construction of more dwelling units, including affordable units, while remaining in compliance with all other applicable zoning regulations.

### Findings

The Department understands that the language within the finding can be confusing given that it is written in the negative – “*The Incentive will have a specific adverse impact upon public health and safety or the physical environment...*” Pursuant to California Government Code Section 65915 (d)(1)(B), it is the burden of the City to prove that the incentive would have an adverse, unavoidable impact for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to the specified income level household. In other words, the onerous is on the City to prove that the incentives would result in an adverse impact on the health/safety, physical environment or historic resources with no feasible mitigation. As explained in the findings of approval, there is no evidence that there will be a specific adverse impact associated with the approval of the incentives.

### CONCLUSION

For all of the reasons stated herein, and in the findings of the Director’s Determination, the proposed project complies with all applicable provisions of the TOC Affordable Housing Incentive Program and CEQA. Planning has evaluated the proposed project and determined that it qualifies for the three requested Additional Incentives under the TOC Affordable Housing Incentive Program. Although the applicant’s arguments for appeal have been considered, Planning maintains that the required findings and imposed conditions of the Director’s Determination are valid and that the appeal arguments are not grounds for reversal of any portion of the approval.

Therefore, it is recommended that the City Planning Commission affirm that the project is categorically exempt from CEQA, deny the appeal of the Director's Determination, and sustain the Director's Determination for the approval of a TOC Affordable Housing Incentive Program request for a project totaling 38 dwelling units, as described herein.



**Exhibit A:**  
**Appeal Documents**

# APPLICATIONS



## APPEAL APPLICATION Instructions and Checklist

### RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

### PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

### APPELLATE BODY

**Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.**

- Area Planning Commission (APC)     City Planning Commission (CPC)     City Council  
 Zoning Administrator (ZA)     Director of Planning (DIR)

### CASE INFORMATION

**Case Number:** DIR-2023-7360-TOC-HCA  
**Project Address:** 1551 and 1557 South Hi Point Street  
**Final Date to Appeal:** May 7, 2024

### APPELLANT

**For main entitlement cases, except for Building and Safety Appeals:**

**Check all that apply.**

- Person, other than the Applicant, Owner or Operator claiming to be aggrieved  
 Representative     Property Owner     Applicant     Operator of the Use/Site

**For Building and Safety Appeals only:**

**Check all that apply.**

- Person claiming to be aggrieved by the determination made by **Building and Safety**<sup>1</sup>  
 Representative     Property Owner     Applicant     Operator of the Use/Site

<sup>1</sup> Pursuant to LAMC Section 13B.2.10.B.1 of Chapter 1A, Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 13B.10.3 of Chapter 1A, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2 of Chapter 1.

## APPELLANT INFORMATION

**Appellant Name:** Yuchuan Chen

**Company/Organization:** \_\_\_\_\_

**Mailing Address:** 5937 W Pickford St

**City:** Los Angeles **State:** CA **Zip Code:** 90035

**Telephone:** 6264068001 **E-mail:** capitalchenyc@gmail.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

Self  Other: \_\_\_\_\_

Is the appeal being filed to support the original applicant's position?  YES  NO

## REPRESENTATIVE / AGENT INFORMATION

**Representative/Agent Name (if applicable):** \_\_\_\_\_

**Company:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip Code:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_

## JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part?  Entire  Part

Are specific Conditions of Approval being appealed?  YES  NO

If Yes, list the Condition Number(s) here: 6a- Height and 6b- Side Yard Setbacks

On a separate sheet provide the following:

Reason(s) for the appeal

Specific points at issue

How you are aggrieved by the decision

## APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

**Appellant Signature:** Yuchuan Chen Digitally signed by Yuchuan Chen  
Date: 2024.05.01 17:14:58 -07'00' **Date:** 05/01/2024

## GENERAL NOTES

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

*The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

### THIS SECTION FOR CITY PLANNING STAFF USE ONLY

**Base Fee:** \_\_\_\_\_

**Reviewed & Accepted by (DSC Planner):** \_\_\_\_\_

**Receipt No.:** \_\_\_\_\_ **Date :** \_\_\_\_\_

Determination authority notified       Original receipt and BTC receipt (if original applicant)

## GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

### APPEAL DOCUMENTS

#### 1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- Appeal Application
- Justification/Reason for Appeal
- Copy of Letter of Determination (LOD) for the decision being appealed

#### 2. Electronic Copy

- Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

#### 3. Appeal Fee

- Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

#### 4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

## SPECIFIC CASE TYPES

### ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

#### DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g) of Chapter 1.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.
  - Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

#### WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I of Chapter 1.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

#### [VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A of Chapter 1.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

#### BUILDING AND SAFETY APPEAL

##### First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 13B.10.2. of Chapter 1A.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

##### 1. Appeal Fee

- Appeal fee shall be in accordance with LAMC Section 19.01 B.2 of Chapter 1 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

##### 2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable

LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C. of Chapter 1A. Appellants for BSAs are considered Original Applicants.

- BTC Receipt*. Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

## Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 13B.10.2.G. of Chapter 1A. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

### 1. Appeal Fee

- Original Applicant*. Fees shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

### 2. Noticing Requirement

- Copy of Mailing Labels*. All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C of Chapter 1A. Appellants for BSAs are considered Original Applicants.
- BTC Receipt*. Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

## NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4 of Chapter 1. Nuisance Abatement/Revocations cases are only appealable to the City Council.

### 1. Appeal Fee

- Applicant (Owner/Operator)*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) of Chapter 1 shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- Aggrieved Party*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b) of Chapter 1.

Yuchuan Chen  
5937 W. Pickford Street  
Los Angeles, CA 90035  
TR = 73765, Lot 12

Los Angeles City Planning Commission  
c/o Los Angeles Department of City Planning  
Submitted via OAS (Online Application System)

Subject: Appeal Against Director's Determination for Transit Oriented Communities Affordable Housing Incentive Program Case No. DIR-2023-7360-TOC-HCA for Development at 1551 and 1557 South Hi Point Street

To the Los Angeles City Planning Commission:

We are writing to appeal the exceptions approved by Director Vincent P. Bertoni for the Transit Oriented Communities Affordable Housing Incentive Program related to the development at 1551 and 1557 South Hi Point Street (Legal Description: FR of Lot 23, Arb 3 and 4 of Tract 3909) in Case No. DIR-2023-7360-TOC-HCA. After reviewing the proposed plans, we have identified several significant concerns that we believe warrant reconsideration of the exceptions approved for the project. As a property owner of the lot directly adjoining the subject property, we wish to formally lodge our objections and request a formal appeal of your Determination. Specifically, we are appealing your approval of the two "Additional Incentives" agreed to in the Determination.

One of the primary concerns is the proposed reduction of side yard setback. The request for a 30% reduction of the minimum required setback from 9 feet to 6 feet 3 3/4 inches places the building uncomfortably close to our private residence. This reduction not only infringes upon the privacy of our home but also raises concerns regarding potential noise, light, and visual disturbances.

Furthermore, the request for a height increase of 22 feet to accommodate two additional stories is alarming, and we believe should not be approved. This significant deviation from the neighborhood's height restrictions, which primarily consists of single-story homes and four-story buildings, would disrupt the area's character and skyline. Such a substantial increase in height would not only overshadow surrounding properties, but also diminish the quality of life for residents in the vicinity and our own property in particular.

Moreover, the Page 12 of the Determination Notice also indicates that the incentives, if granted, will have a specific adverse impact upon public health and safety or the physical environment. "b. The incentive will have a specific adverse impact upon public health and safety or the physical environment." This raises further concerns about the potential risks associated with the proposed development, particularly regarding its height increase and reduced setback, which may affect the safety and well-being of residents in the surrounding area.



As a member of the community, and a homeowner directly impacted by this development, we urge the Los Angeles City Planning Commission to carefully consider the adverse effects of these proposed changes and reconsider the requested incentives. The reduction in side yard setback, the increase in building height and the resulting potential adverse impacts on public health and safety all pose significant concerns for privacy, aesthetics, and overall neighborhood integrity.

We respectfully request a thorough reassessment of the project's compliance with zoning regulations and its potential impact on the surrounding properties and community. It is imperative that the commission prioritizes the well-being and interests of the residents when making decisions regarding such developments.

Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, we are requesting a formal hearing by the City Planning Commission of our appeal of the exceptions approved under this Transit Oriented Communities Affordable Housing Incentive Program.

Thank you for your attention to this matter. We trust that the commission will carefully review the concerns raised in this appeal and take appropriate action to address them.

Sincerely,

Yuchuan Chen  
Owners 5937 W. Pickford Street, Los Angeles, CA 90035

**Applicant Copy**

Office: Van Nuys

Application Invoice No: 95460



\*6800195460\*

City of Los Angeles  
Department of City Planning



### City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit <https://planning.lacity.gov/pdiscaseinfo/> and enter the Case Number.

**Payment Info: \$204.18 was paid on 05/06/2024 with receipt number 200088112148**

Applicant: Yuchuan Chen ()
Representative:
Project Address: 1551 S HI POINT ST, 90035

NOTES: Appeal by an aggrieved party of a TOC approval for a new 38 unit residential development.

DIR-2023-7360-TOC-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	\$166.00	100 %	\$166.00
<b>Case Total</b>			<b>\$166.00</b>
* Fees Subject to Surcharges			\$166.00
Fees Not Subject to Surcharges			\$0.00
Plan & Land Use Fees Total			\$0.00
Expediting Fee			\$0.00
Development Services Center Surcharge (3%)			\$4.98
City Planning Systems Development Surcharge (6%)			\$9.96
Operating Surcharge (7%)			\$11.62
General Plan Maintenance Surcharge (7%)			\$11.62

* Fees Subject to Surcharges	\$166.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$0.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$4.98
City Planning Systems Dev. Surcharge (6%)	\$9.96
Operating Surcharge (7%)	\$11.62
General Plan Maintenance Surcharge (7%)	\$11.62
Grand Total	\$204.18
Total Overpayment Amount	\$0.00
Total Paid (amount must equal sum of all checks)	\$204.18

Council District:

Plan Area:

Processed by STEVEN WECHSLER on 5/6/2024

Signature: \_\_\_\_\_

# APPLICATIONS



## APPEAL APPLICATION Instructions and Checklist

### RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

### PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

### APPELLATE BODY

**Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.**

- Area Planning Commission (APC)       City Planning Commission (CPC)       City Council  
 Zoning Administrator (ZA)       Director of Planning (DIR)

### CASE INFORMATION

**Case Number:** DIR-2023-7360-TOC-HCA  
**Project Address:** 1551 and 1557 South Hi Point Street  
**Final Date to Appeal:** May 7, 2024

### APPELLANT

**For main entitlement cases, except for Building and Safety Appeals:**

**Check all that apply.**

- Person, other than the Applicant, Owner or Operator claiming to be aggrieved  
 Representative       Property Owner       Applicant       Operator of the Use/Site

**For Building and Safety Appeals only:**

**Check all that apply.**

- Person claiming to be aggrieved by the determination made by **Building and Safety**<sup>1</sup>  
 Representative       Property Owner       Applicant       Operator of the Use/Site

<sup>1</sup> Pursuant to LAMC Section 13B.2.10.B.1 of Chapter 1A, Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 13B.10.3 of Chapter 1A, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2 of Chapter 1.

## APPELLANT INFORMATION

**Appellant Name:** Steven Kallmeyer

**Company/Organization:** \_\_\_\_\_

**Mailing Address:** 1563 Hi Point St

**City:** Los Angeles      **State:** CA      **Zip Code:** 90035

**Telephone:** 312-972-5182      **E-mail:** oilman-splines0v@icloud.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

Self       Other: \_\_\_\_\_

Is the appeal being filed to support the original applicant's position?       YES       NO

## REPRESENTATIVE / AGENT INFORMATION

**Representative/Agent Name (if applicable):** \_\_\_\_\_

**Company:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

**City:** \_\_\_\_\_      **State:** \_\_\_\_\_      **Zip Code:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_      **E-mail:** \_\_\_\_\_

## JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part?       Entire       Part

Are specific Conditions of Approval being appealed?       YES       NO

If Yes, list the Condition Number(s) here: 6a- Height and 6b- Side Yard Setbacks

On a separate sheet provide the following:

- Reason(s) for the appeal
- Specific points at issue
- How you are aggrieved by the decision

## APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

**Appellant Signature:** Steven Kallmeyer      Digitally signed by Steven Kallmeyer  
Date: 2024.05.02 14:53:07 -07'00'      **Date:** May 2, 2024

## GENERAL NOTES

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

*The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

### THIS SECTION FOR CITY PLANNING STAFF USE ONLY

**Base Fee:** \_\_\_\_\_

**Reviewed & Accepted by (DSC Planner):** \_\_\_\_\_

**Receipt No.:** \_\_\_\_\_ **Date :** \_\_\_\_\_

Determination authority notified       Original receipt and BTC receipt (if original applicant)

## GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

### APPEAL DOCUMENTS

#### 1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- Appeal Application
- Justification/Reason for Appeal
- Copy of Letter of Determination (LOD) for the decision being appealed

#### 2. Electronic Copy

- Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

#### 3. Appeal Fee

- Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

#### 4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

## SPECIFIC CASE TYPES

### ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

#### DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g) of Chapter 1.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.
  - Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

#### WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I of Chapter 1.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

#### [VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A of Chapter 1.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

#### BUILDING AND SAFETY APPEAL

##### First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 13B.10.2. of Chapter 1A.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

##### 1. Appeal Fee

- Appeal fee shall be in accordance with LAMC Section 19.01 B.2 of Chapter 1 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

##### 2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable

LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C. of Chapter 1A. Appellants for BSAs are considered Original Applicants.

- BTC Receipt*. Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

## Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 13B.10.2.G. of Chapter 1A. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

### 1. Appeal Fee

- Original Applicant*. Fees shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

### 2. Noticing Requirement

- Copy of Mailing Labels*. All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 13B.10.2.C of Chapter 1A. Appellants for BSAs are considered Original Applicants.
- BTC Receipt*. Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions (CP13-2074) for applicable requirements.

## NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4 of Chapter 1. Nuisance Abatement/Revocations cases are only appealable to the City Council.

### 1. Appeal Fee

- Applicant (Owner/Operator)*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) of Chapter 1 shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- Aggrieved Party*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b) of Chapter 1.



Steven Kallmeyer  
Jeffrey Peters  
1563 S. Hi Point Street  
Los Angeles, CA 90035  
TR = 73765, Lot 6

Los Angeles City Planning Commission  
c/o Los Angeles Department of City Planning  
Submitted via OAS (Online Application System)

Subject: Appeal Against Director's Determination for Transit Oriented Communities Affordable Housing Incentive Program Case No. DIR-2023-7360-TOC-HCA for Development at 1551 and 1557 South Hi Point Street

To the Los Angeles City Planning Commission:

We are writing to appeal the exceptions approved by Director Vincent P. Bertoni for the Transit Oriented Communities Affordable Housing Incentive Program related to the development at 1551 and 1557 South Hi Point Street (Legal Description: FR of Lot 23, Arb 3 and 4 of Tract 3909) in Case No. DIR-2023-7360-TOC-HCA. After reviewing the proposed plans, we have identified several significant concerns that we believe warrant reconsideration of the exceptions approved for the project. As a property owner of the lot directly adjoining the subject property, we wish to formally lodge our objections and request a formal appeal of your Determination. Specifically, we are appealing your approval of the two "Additional Incentives" agreed to in the Determination.

One of the primary concerns is the proposed reduction of side yard setback. The request for a 30% reduction of the minimum required setback from 9 feet to 6 feet 3 3/4 inches places the building uncomfortably close to our private residence. This reduction not only infringes upon the privacy of our home but also raises concerns regarding potential noise, light, and visual disturbances.

Furthermore, the request for a height increase of 22 feet to accommodate two additional stories is alarming, and we believe should not be approved. This significant deviation from the neighborhood's height restrictions, which primarily consists of single-story homes and four-story buildings, would disrupt the area's character and skyline. Such a substantial increase in height would not only overshadow surrounding properties, but also diminish the quality of life for residents in the vicinity and our own property in particular.

Moreover, the Page 12 of the Determination Notice also indicates that the incentives, if granted, will have a specific adverse impact upon public health and safety or the physical environment. "b. The incentive will have a specific adverse impact upon public health and safety or the physical environment." This raises further concerns about the potential risks associated with the proposed development, particularly regarding its height increase and

reduced setback, which may affect the safety and well-being of residents in the surrounding area.

Finally, we believe that approval of the exceptions will negatively impact the desirability of the nearby properties, causing a reduction in the value of these homes and limiting resale value. As our property was recently built, and newly purchased in 2023, our valuation at the time of purchase reflected the public and approved zoning ordinances in the neighborhood which we understood would limit the allowable future construction on the adjacent lots. By changing these rules and allowing exceptions to the zoning ordinances, we are likely to suffer economic damages in the form of a reduced market value if we sell our property following construction of the new building with these exceptions.

As a member of the community, and a homeowner directly impacted by this development, we urge the Los Angeles City Planning Commission to carefully consider the adverse effects of these proposed changes and reconsider the requested incentives. The reduction in side yard setback, the increase in building height and the resulting potential adverse impacts on public health and safety all pose significant concerns for privacy, aesthetics, and overall neighborhood integrity.

We respectfully request a thorough reassessment of the project's compliance with zoning regulations and its potential impact on the surrounding properties and community. It is imperative that the commission prioritizes the well-being and interests of the residents when making decisions regarding such developments.

Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, we are requesting a formal hearing by the City Planning Commission of our appeal of the exceptions approved under this Transit Oriented Communities Affordable Housing Incentive Program.

Thank you for your attention to this matter. We trust that the commission will carefully review the concerns raised in this appeal and take appropriate action to address them.

Sincerely,



Steven Kallmeyer

Co-Owners of 1563 S. Hi Point Street, Los Angeles, CA 90035



Jeffrey Peters

**Applicant Copy**

Office: Van Nuys

Application Invoice No: 95434



\*6800195434\*

City of Los Angeles  
Department of City Planning



### City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit <https://planning.lacity.gov/pdiscaseinfo/> and enter the Case Number.

**Payment Info: \$204.18 was paid on 05/03/2024 with receipt number 200087000466**

Applicant: Steven Kallmeyer ()
Representative:
Project Address: 1551 S HI POINT ST, 90035

NOTES: Appeal by an aggrieved party (neighboring property owner) of a TOC determination

DIR-2023-7360-TOC-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	\$166.00	100 %	\$166.00
<b>Case Total</b>			<b>\$166.00</b>
* Fees Subject to Surcharges			\$166.00
Fees Not Subject to Surcharges			\$0.00
Plan & Land Use Fees Total			\$0.00
Expediting Fee			\$0.00
Development Services Center Surcharge (3%)			\$4.98
City Planning Systems Development Surcharge (6%)			\$9.96
Operating Surcharge (7%)			\$11.62
General Plan Maintenance Surcharge (7%)			\$11.62

* Fees Subject to Surcharges	\$166.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$0.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$4.98
City Planning Systems Dev. Surcharge (6%)	\$9.96
Operating Surcharge (7%)	\$11.62
General Plan Maintenance Surcharge (7%)	\$11.62
Grand Total	\$204.18
Total Overpayment Amount	\$0.00
Total Paid (amount must equal sum of all checks)	\$204.18

Council District:

Plan Area:

Processed by STEVEN WECHSLER on 5/3/2024

Signature: \_\_\_\_\_

**Exhibit B:**  
**Letter of Determination**

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE  
PRESIDENT

ELIZABETH ZAMORA  
VICE-PRESIDENT

MARIA CABILDO  
CAROLINE CHOE

ILISSA GOLD  
KAREN MACK

MICHAEL R. NEWHOUSE  
JACOB NOONAN

**CITY OF LOS ANGELES  
CALIFORNIA**



KAREN BASS  
MAYOR

**EXECUTIVE OFFICES**

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

April 22, 2024

**Applicant/Owner**

Efraim Barazani  
Liv Lux Properties 5, LLC  
17514 Ventura Boulevard  
Encino, CA 91316

**Representative**

BMR Enterprises  
5250 Lankershim Boulevard  
North Hollywood, CA 91601

**Case No.** DIR-2023-7360-TOC-  
HCA

**CEQA:** ENV-2023-7361-CE

**Location:** 1551 and 1557 South  
Hi Point Street

**Council District:** 10 – Hutt

**Neighborhood Council:** P.I.C.O.

**Community Plan Area:** Wilshire

**Land Use Designation:** Medium Residential

**Zone:** [Q]R3-1-O

**Legal Description:** FR of Lot 23, Arb 3  
and 4 of Tract 3909

**Last Day to File an Appeal: May 7, 2024**

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

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

1. **Determine** that, based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve with Conditions** a 72 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following two (2) Additional incentives for a qualifying Tier 3 project totaling 38 dwelling units, including four (4) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years:

**a. Base Incentives.**

- a. **Density.** A 72 percent increase in density;

- b. **Floor Area Ratio.** A 50 percent increase in FAR to permit a maximum of 4.5:1 FAR in lieu of the 3:1 as otherwise permitted;
- c. **Parking.** Provide 0.5 spaces per unit.

**b. Additional Incentives.**

- a. **Height.** Increase of 22 feet to a maximum of 57 feet;
- b. **Side Yard Setbacks.** Up to a 30 percent reduction in the required two side yard setbacks to permit a minimum of 6'3 3/4" in lieu of the minimum 9 feet, as otherwise required;

**3. Adopt** the attached Findings.

### CONDITIONS OF APPROVAL

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

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-site Restricted Affordable Units.** Four (4) units, or equal to 18 percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2).
3. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.
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 18 percent of the total number of dwelling units available to Extremely 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 set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.

## 5. Base Incentives.

- a. **Residential Density.** The project shall be limited to a maximum density of 38 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 4.5:1 for a Tier 3 project.
- c. **Parking.**
  - i. **Automobile Parking.** Automobile parking shall be provided consistent with the LAMC. A greater number than the minimum required may be provided at the applicant's discretion. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of vehicle parking spaces shall be re-calculated consistent with LAMC Section 12.22 A.31.
  - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.
  - iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
  - iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.
  - v. **Electric Vehicle Charging.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Section 99.04.106 of Article 9, Chapter IX of the LAMC.

## 6. Additional Incentives.

- a. **Height.** The project shall be allowed a height increase of up to 22 feet for a maximum height of 57 feet.
- b. **Side Yard Setbacks.** The project shall be permitted up to a 30% reduction in the required side yard setbacks to permit a minimum of 6' 3/4" in lieu of the minimum nine (9) feet, as otherwise required.

## Design Conformance Conditions

7. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
8. **Solar Energy.** The project shall comply with Section 99.04.211.1 of the LAMC.
9. **Tree Replacement.** Street trees and replacement trees shall be provided to the satisfaction of the Urban Forestry Division.
10. **Building Materials.** A variety of high-quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City Planning.
11. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
12. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping consistent with LADWP access requirements.
13. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
14. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
15. **Parking/ Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.
16. **Parking Screening.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.
17. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

## Administrative Conditions

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



19. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
21. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
22. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
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. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
26. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
27. **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 assigns. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

## 28. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

## **PROJECT BACKGROUND**

The subject site is located on two contiguous parcels (16,998 square feet in area) on the southeast block of Hi Point Street. It is located within the Wilshire Community Plan with a Medium Residential land use designation and all parcels are zoned [Q]R3-1-O. The site is further located within a Transit Priority Area and a Tier 3 TOC.

The proposed project is a six-story residential development with one level of subterranean parking and includes 38 residential units, 4,211 square feet of open space, 46 parking spaces for residential use (19 required), and 44 long-term and short-term bicycle parking spaces. Eighteen percent (4 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 54,393 square-foot square feet of floor area on an 16,999 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 4.5:1 (4.32:1 proposed). The proposed project unit mix includes four one-bedroom units, 29 two-bedroom units, and five three-bedroom units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the proposed Tier 3 project is eligible for Base Incentives and three (3) Additional Incentives. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent and (2) provide residential automobile parking at a ratio of 0.5 spaces per unit. The project is requesting the two Additional Incentives for a 22-foot increase in height and a 30 percent reduction in two side yards.

## **STREETS**

Hi Point Street, abutting the property to the east, is designated as a Local Street dedicated to a width of 60 feet, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

## **HOUSING REPLACEMENT**

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

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have

been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

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

The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 SB 8 Replacement Unit Determination, dated May 18, 2022, that two (2) units are subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD is attached to the subject case file and provides additional information.

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

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

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve a minimum of 10 percent of the total number or 11 percent of the base density of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of four (4) on-site dwelling units for Extremely Low Income Households, which equates to 18 percent of the 38 total dwelling units proposed as part of the Housing Development. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

As defined in the TOC Guidelines, a Major Transit Stop means a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within proximity of the Santa Monica Big Blue Bus Rapid Line 7/Santa Monica Big Blue Bus Pico/Fairfax Station and Metro Route 217(NextGen Tier 1 Rapid). Hence, the project meets the eligibility requirement for a TOC Housing Development to be located within 2,640 feet of a Major Transit Stop. Therefore, the project meets the requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination made by LAHD dated May 18, 2022, and included in the subject case file, two (2) units are subject to replacement under the requirements of SB 8 for the subject project. The proposed project will provide four (4) affordable units (all set aside for Extremely Low Income households). As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

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

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

- a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
- b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is seeking two (2) Additional Incentives: a 22-foot increase in height and a 30 percent reduction in two side yards. The project is seeking the allowed incentives, for reserving at least 18 percent of the base units for Extremely Low-Income Households. The project is setting aside four (4) units for Extremely Low-Income Households, which equates to approximately 18 percent of the 38 total units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both Base and Additional Incentives.

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

The project is allowed for three Additional Incentives and the project is seeking two Additional Incentives in exchange for reserving at least ten percent of the total units for Extremely Low Income Households. The project is setting aside four (4) units for Extremely Low Income Households, which equates to 18 percent of the 38 total units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

The subject property consists of two lots, which is located within a Tier 3 TOC Affordable Housing Incentive Area. Therefore, this eligibility requirement does not apply.

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

The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

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

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

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

The project seeks two (2) Additional Incentives. The proposed development conforms to the Citywide Design Guidelines and has been conditioned to ensure a well-designed development and compliance with the Design Guidelines. The project has been designed to incorporate visually interesting variations in building architecture and massing and has been conditioned to provide a more pedestrian-friendly and higher-quality streetscape. The project has been conditioned to provide a well-articulated façade utilizing a variety of building materials and balcony and projection features to break up the massing of the building. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping, a prominent pedestrian entryway, and screening of any mechanical equipment from the public right-of-way. These design features do not preclude the provision of the permitted density of residential units. Thus, the project conforms to the applicable design guidelines and conditions have been imposed accordingly.

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

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

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

- a. *The Incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs.*

Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

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

**Increase in Height.** Eligible Tier 3 projects can request a height increase of up to 22 feet for two stories.

**Side Yard Setbacks.** Eligible Housing Developments in Tier 3 can request a decrease in required side yard setback by up to 30 percent. The subject site would be required to provide nine-foot side yards. A 30 percent decrease in side yard setback would allow a minimum of 6' 3 3/4" side yard. The project will provide 6' 3 3/4" side yards. This requested incentive will allow for a larger building envelope, resulting in a building design that facilitates affordable housing costs and supports the applicant's decision to reserve four (4) units for Extremely Low Income Households.

Therefore, the Additional Incentives are necessary to provide for affordable housing costs.

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

There has been no evidence provided that indicated that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments, and there are no designated historic resources in the immediate vicinity of the project site. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The property is not located on a substandard street in a Hillside area, or Methane Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested Incentives.



*c. The Incentives 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.

## **ADDITIONAL MANDATORY FINDINGS**

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

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

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

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

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

## **TRANSFERABILITY**

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

## APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

**Online Application System (OAS):** The OAS (<https://planning.lacity.org/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

**Drop off at DSC.** Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

*Metro DSC  
(213) 482-7077  
201 North Figueroa Street,  
4<sup>th</sup> Floor  
Los Angeles, CA 90012  
[Planning.figcounter@lacity.org](mailto:Planning.figcounter@lacity.org)*

*Van Nuys DSC  
(818) 374-5050  
6262 Van Nuys Boulevard,  
Suite 251  
Van Nuys, CA 91401  
[Planning.mbc2@lacity.org](mailto:Planning.mbc2@lacity.org)*

*West Los Angeles DSC  
(CURRENTLY CLOSED)  
(310) 231-2901  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
[Planning.westla@lacity.org](mailto:Planning.westla@lacity.org)*

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



*QR Code to Online  
Appeal Filing*



*QR Code to Forms for  
In-Person Appeal Filing*



*QR Code to BuildLA  
Appointment Portal for  
Condition Clearance*

**Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal the TOC portion of this Determination. Pursuant to LAMC Section 16.05, any party can appeal the Site Plan Review portion of this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

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

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:

A handwritten signature in black ink, appearing to read 'Heather Bleemers', written over a horizontal line.

Heather Bleemers  
Senior City Planner

Attachments:  
Exhibit A: Architectural Plans

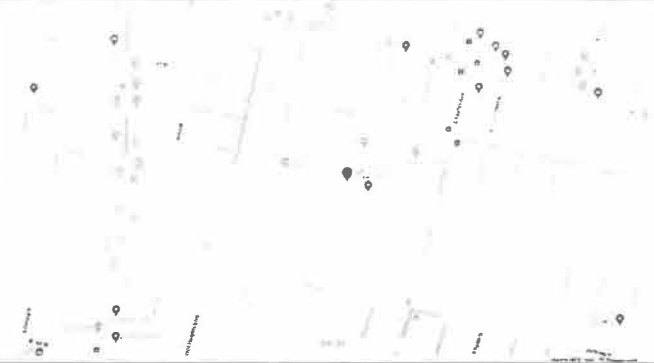
**Exhibit C:**  
**Approved Project Plans**

# HI POINT 38

## CONSTRUCTION NOTES

- 1) THE CONSTRUCTION SHALL NOT RESTRICT A 4'-0" CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION POLES, PULL BOXES, TRANSFORMERS, VALVES, PUMPS, METERS, ETC., OR THE LOCATION OF THE HOOP-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- 2) AN APPROVED SHUTOFF VALVE MUST BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE AND BE READILY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170.18) (SEPARATE PLUMBING PERMIT IS REQUIRED)
- 3) PROVIDE ULTRA LOW FLOW WATER CLOSERS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED TO LOW FLOW WATER CLOSERS.
- 4) SHOWER COMPARTMENTS AND WALLS ABOVE BATH ROOMS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH, NONABSORBENT SURFACE TO HEIGHT NOT LESS THAN 70" ABOVE THE DRAIN INLET. SECTION 210.2.3 USE OF WATER-RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 250.93
- 5) WATER HEADS MUST BE STRAPPED TO WALL. SEC. 507.3, UPC.
- 6) A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- 7) EXTERIOR (BEARING) (NONBEARING) WALLS OF TYPE I CONSTRUCTION MUST BE OF (1) HOUR RATED CONSTRUCTION (100)
- 8) FIRE PARTITIONS AND SMOKE BARRIERS SHALL BE CONTINUOUS TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING AND PASSING THROUGH ANY CONCEALED SPACES OR ATTIC AREAS (708.4, 709.4)
- 9) ELEVATOR LOBBY IS REQUIRED AT EACH FLOOR WHERE AN ELEVATOR ENCLOSURE CONNECTS MORE THAN 2 STORIES (713.1.1)
- 10) FIRE BARRIERS AT VERTICAL OCCUPANCY SEPARATIONS MUST HAVE CONTINUITY AND MUST EXTEND THROUGH UNDERFLOOR AREA, ATTIC AREAS, AND SUSPENDED CEILING AREAS (707.5)
- 11) PENETRATIONS IN A FIRE RATED WALL SHALL BE PROTECTED BY AN APPROVED FIRE STOP MATERIAL IN ACCORDANCE WITH SECTION 714.3.1.
  - a. STEEL COPPER OR FERROUS PIPES OR CONDUNTS MAY PENETRATE CONCRETE OR MASSIVE WALLS WHERE THE PENETRATING ITEM IS A MAXIMUM 1/2" INCH DIAMETER AND THE AREA OF THE OPENING THROUGH THE WALL DOES NOT EXCEED 144 SQUARE INCHES
  - b. MEMBRANE PENETRATIONS OF MAXIMUM 2" HR FIRE RESISTANCE RATED WALL AND PARTITIONS BY STEEL ELECTRICAL OUTLET BOXES NOT EXCEEDING 48 SQUARE INCHES ARE PERMITTED PROVIDED OPENINGS DO NOT EXCEED 100 SQUARE INCHES FOR ANY 100 SQUARE FEET OF WALL AREA. OUTLET BOXES ON OPPOSITE SIDES OF WALLS OR PARTITIONS MUST BE SEPARATED BY A MINIMUM DISTANCE OF 24 INCHES (714.3.1)
  - c. WHERE WALLS ARE PENETRATED BY OTHER MATERIALS OR WHERE LARGER OPENINGS ARE REQUIRED THIS SHALL BE IN ACCORDANCE WITH SECTION 714.3.1
- 12) SMOKE AND FIRE DAMPERS MUST BE INSTALLED IN THE FOLLOWING LOCATIONS PER SECTIONS 717.3
  - a. DUCT PENETRATIONS OF FIRE BARRIERS, EXCEPT ENCLOSURES AND EXIT PASSAGEWAYS WHERE THEY ARE NOT ALLOWED TO PENETRATE. (717.3.2)
  - b. DUCTS PENETRATING CHIMNEYS (717.3.3)
  - c. DUCTS PENETRATING FIRE PARTITIONS AND FIRE-RATED CORRIDOR WALLS. SEE EXCEPTION FOR STEEL DUCTS WITH NO OPENINGS INTO CORRIDOR (717.3.4)
  - d. DUCTS PENETRATING SMOKE BARRIERS (717.3.5)
  - e. DUCTS PENETRATING HORIZONTAL ASSEMBLIES (717.3.6)
- 13) IN BUILDINGS USED FOR RESIDENTIAL OCCUPANCIES, DRAFT STOPS MUST BE INSTALLED IN WOOD FRAME FLOOR CONSTRUCTION CONTAINING CONCEALED SPACE. DRAFT STOPPING SHALL BE LOCATED ABOVE AND ADJACENT WITH THE DWELING UNIT AND SLEEPING UNIT SEPARATION. (718.3.3)
  - a. DRAFT STOPPING MATERIALS MUST NOT BE LESS THAN 3/4" THICK GYPSUM BOARD, 3/8" THICK PLYWOOD, 3/8" THICK TYPE II PARTICLE BOARD OR OTHER MATERIALS APPROVED BY THE BUILDING DEPARTMENT. DRAFT STOPPING MUST BE ADEQUATELY SUPPORTED. (718.3.1)
  - b. FIRE BLOCKING MUST BE PROVIDED IN ACCORDANCE WITH SECTION 718.4 AT THE FOLLOWING LOCATIONS:
    - i. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS. (718.2.2)
    - ii. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT 10-FOOT INTERVALS ALONG THE LENGTH OF THE WALL. (718.2.2)
    - iii. AT ALL INTERSECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILING, COVE CEILING AND SIMILAR LOCATIONS. (718.2.3)
    - iv. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF STAIRS IF THE WALL UNDER THE STAIRS IS UNFINISHED. (718.2.4)
    - v. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH PROVIDE PASSAGE FOR FIRE RATED CEILING AND FLOOR LEVELS WITH NONCOMBUSTIBLE MATERIALS. (718.2.5)
  - c. CONTINUOUS DRYWALL BEHIND ALL TUBS IS REQUIRED UNLESS THE WALLS ARE WITHIN THE UNIT AND NON-BEARING. BACK TO BACK TUBS WITH A COMMON PLUMBING WALL ARE PERMITTED IN 1-HOUR BUILDINGS
  - d. ATTIC ACCESS OPENINGS IN 1-HOUR CEILING CAN BE 2 LAYERS OF 3/4" PLYWOOD OR ONE LAYER OF 1/2" T&G MATERIAL, SELF-CLOSING.
- 14) RECESSED CEILING LIGHT FIXTURES MUST BE BOXED AROUND WITH 5/8" TYPE "X" DRYWALL TO MAINTAIN THE 1-HOUR CEILING ASSEMBLY.
- 15) CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELECTRICAL SERVICE PANELS, FIRE HOSES AND MEDICINE CABINETS.
- 16) EXHAUST FANS FROM THE BATHROOM MUST ENTER THROUGH THE WALL. DAMPERS ARE REQUIRED IF THE CEILING IS PENETRATED (717.5)
- 17) PLUMBING PENETRATION THROUGH HORIZONTAL OCCUPANCY SEPARATIONS SHALL BE BOXED OUT AND FILLED WITH APPROVED SAFETY MATERIAL. INSTALLATION IS NOT APPROVED.
- 18) PENETRATION OF THE 1-HOUR CEILING BY DUCTS FROM THE FAJAN AND THE STOVE HOOD REQUIRE DAMPERS (USE A DUCTLESS HOOD WHENEVER POSSIBLE). ATTIC UNITS (INCLUDING HEAT PUMPS) REQUIRE DAMPERS AT ALL CEILING PENETRATIONS.
- 19) ALL PLUMBING PENETRATIONS THRU WALLS WHICH REQUIRE PROTECTED OPENINGS (FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS) ARE REQUIRED TO BE GALVANIZED OR CAST IRON PIPING.
- 20) EXCEPTIONS TO, OR REDUCTIONS IN BUILDING CODE REQUIREMENTS BASED ON THE INSTALLATION OF AUTOMATIC FIRE EXTINGUISHING SYSTEM IS NOT ALLOWED WHEN UTILIZING NFPA-13R TYPE RESIDENTIAL SPRINKLER SYSTEM ALLOWED FOR OCCUPANCIES (903.2.8, 904.2, 506.3, 1601, FOOTNOTE 03).
- 21) ALL STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPES PERMITTED FOR THE TYPE OF CONSTRUCTION (1009.9)
- 22) DOOR HANDLES, LOCK, AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR.
- 23) ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1008.1.9 - 1008.1.9.7
- 24) ALL SHOWER COMPARTMENTS, REGARDLESS OF SHAPE, SHALL HAVE A MINIMUM FINISHED INTERIOR AREA OF NOT LESS THAN 102 SQUARE INCHES (9 SQ. FT.) AND SHALL BE CAPABLE OF ENCOMPASSING A 30 INCH DIAMETER. THE MINIMUM AREA AND DIMENSIONS SHALL BE MAINTAINED TO A POINT 70 INCHES (1.8 M) ABOVE THE SHOWER DRAIN INLET. (1216.2.3, IAPC 417.7)
- 25) TOILET ROOM FLOORS SHALL HAVE A SMOOTH, HARD NON-ABSORBENT SURFACE SUCH AS PORTLAND CEMENT, CERAMIC TILE OR OTHER APPROVED MATERIAL THAT EXTENDS UPWARD ONTO THE WALLS AT LEAST 4" (1216.2.3)
- 26) CEMENT, FIBER CEMENT, OR GLASS MATT GYPSUM BACKERS IN COMPLIANCE WITH ASTM C1176, C1288 OR C1289 SHALL BE USED AS A BASE FOR WALL TILE IN TUB AND SHOWER AREA. ANOVALL ANCHORING PANELS IN SHOWER AREAS, WATER-RESISTANCE GYPSUM BACKING BOARD SHALL BE USED AS A BASE FOR TILE IN WATER CLOSET COMPARTMENT WALLS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. REGULAR GYPSUM WALLBOARD IS PERMITTED UNDER TILE OR WALL PANELS IN OTHER WALL AND CEILING AREAS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. WATER-RESISTANT GYPSUM BOARD SHALL NOT BE USED IN THE FOLLOWING LOCATIONS: SECTION 250.93
  - a. OVER A VAPOR RETARDER.
  - b. IN AREAS SUBJECT TO CONTINUOUS HIGH HUMIDITY, SUCH AS SAUNAS, STEAM ROOMS OR GANG SHOWER ROOMS.
  - c. ON CEILINGS WHERE FRAME SPACING EXCEEDS 12 INCHES O.C. FOR 3/4" INCH THICK AND MORE THAN 16 INCHES O.C. FOR 5/8" INCH THICK.
- 27) EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION 1003.2 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 16 FOOT-CANDELS OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (1205.1 AND 1205.3)
- 28) EGRESS DOORS SHALL BE READILY OPERABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. (1008.1.9)
- 29) UNITS/YLIGHTS SHALL BE LABELED BY A LOCAL CITY APPROVED LABELING AGENCY. SUCH LABELS SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION, AND PERFORMANCE GRADE RATING (RR REPORT NOT REQUIRED)

## VICINITY MAP



## GENERAL NOTES

1. The contractor shall verify all dimensions prior to starting construction. The architect shall be notified of any discrepancies or inconsistencies.
2. The structural drawing herein represents only the finished structure. The engineer shall not be responsible for how the actual work is performed, methods of performance, phasing of the work, sequence of construction, timeliness of performance of the work, safety on or around the job site and errors or omissions due to negligence of the general contractor or sub-contractor. The contractor shall provide all necessary measures to protect the building during construction. Such measures shall include, but not be limited to the following: bracing, shoring for loads due to construction equipment and other loads etc. Contractor at his own expense shall engage properly qualified persons to determine load layout of all building elements, an independent structural engineer shall be retained to verify the structural elements shall be constructed by skilled worker.
3. The contractor shall be responsible for the shoring, bracing and support of all structural assemblies, components, wall and related framing during construction until the structure is completed and all material have been developed their ultimate design strength. The engineer shall not be responsible for any structural failure due to any improperly braced or inadequate braced assemblies.
4. All work shall conform to the minimum standards of the applicable provisions of the governing building code, federal state regulatory agencies, and local ordinance, as may apply. "Work" includes construction practices and materials. It shall be the responsibility of the general contractor to notify the engineer, for disposition, by the engineer, for any of the following discrepancies or conflicts between structural aspects of the project herein and the requirements of the above mentioned codes, regulations, and ordinance prior to commencing work.
  - a. Conflicts between existing and proposed structural design.
  - b. Conflicts between existing and proposed structural design.
  - c. Conflicts between structural drawing - detail and civil, mechanical, electrical and architectural drawing.
5. The engineer shall not be responsible for any aspects of the project that are not specifically related to the structural design such as, but not limited to, the following:
  - \* Architectural design, new or existing
  - \* Finishes
  - \* As-built
  - \* Non-structural architectural framing
  - \* Concomitant of structural assemblies
6. The contractor shall review all elements of the structural design, construction drawing, and the specifications as described herein for completeness with the work of other disciplines on the project. All discrepancies, conflicts, omissions and/or errors shall be brought to the attention of the engineer prior to the fabrication of any component, procurement of material and, in general commencement of the work. Elements of the project that require special attention shall include but not be limited to the following:
  - \* Conflicts between existing and proposed structural design.
  - \* Conflicts between structural drawing - detail and civil, mechanical, electrical and architectural drawing.
7. The contractor shall obtain written approval from the engineer of all proposed changes that may affect the structure, and of proposed alternate methods of construction that may deviate from the structural design as indicated by the construction drawings prior to commencement of the work, and be submitted to Building 5, Safety Division of Los Angeles for review and approval.
8. Observation visits which may occur to the job by the engineer or his field representative shall be neither construed as an inspection or approval of the construction.
9. All material specifications indicated by ASTM designations shall be of the latest revision.
10. Continuous inspection shall mean inspection performance continuously by a registered inspector currently licensed by the city, state or county of the job site, and approval by the engineer.
11. The contractor shall insure that all loads imposed on the structure during and after construction is completed are within the limits of design loads.
12. Regarding the use of drawing:
  - a. All notes listed under general notes shall apply, unless a note or otherwise superseded elsewhere on the drawings. Notes indicated elsewhere or specifically keyed to particular tabulated notes that conflict with the general notes shall be brought to the attention of the engineer prior to proceeding with the instructions given in said note or notes.
  - b. Contractor shall check and verify all dimensions. See the architectural drawing for dimensions not specifically shown on the structural drawing. Field conditions of any existing structural dimensions that differ from architectural or structural drawing shall be brought to the attention of the engineer and resolved prior to proceeding with the construction.
  - c. Construction and implied construction assemblies that are not specifically described as detailed in the drawing shall be constructed using standard accepted construction practices, in compliance with governing codes and ordinances.
  - d. When details labeled "typical" or "similar" are shown on the drawing, the contractor shall apply the intent of the detail to the specific condition.
  - e. When dimensions and dimension shall take precedence over graphic annotation. Do not scale drawing to determine the information. Information omitted from the drawing shall be brought to the attention of the engineer or architect.

## BUILDING ANALYSIS

**HEIGHT & AREA ANALYSIS PER TABLE 503 & SPECIAL PROVISION 509.2**

TYPE IA CONSTRUCTION GROUP R-2 OCCUPANCY FOR 2 LEVEL BASEMENT BELOW GRADE PLANE WITH ONE STORY TYPE IA CONSTRUCTION GROUP R-2 OCCUPANCY AT GRADE WITH FIVE STORIES R-2 OCCUPANCY TYPE IIIA CONSTRUCTION ABOVE (2ND THROUGH 6TH STORY). PER SECTION 509.2 A HORIZONTAL 3-HOUR BUILDING PARTITION (12-INCH THICK CONC. DECK) SHALL BE PROVIDED BETWEEN THE S-2 OCCUPANCY TYPE IA CONSTRUCTION BELOW GRADE AND 1ST STORY TYPE IIIA R-2 OCCUPANCY. CBC 510.2, FULLY SPRINKLERED, NFPA-13.

**ALLOWABLE HEIGHT AND AREA PER TABLE 504.3, 504.4: BASEMENT LEVEL (S-2) TYPE IA, GROUP S-2 OCCUPANCY**

AREA PER STORY: UNLIMITED.  
No. OF STORIES: UNLIMITED.  
HEIGHT: UNLIMITED

**ALLOWABLE HEIGHT AND AREA PER TABLE 508.2: FIRST THROUGH FIFTH FLOOR TYPE IIIA, GROUP R-2 OCCUPANCY**

AREA PER STORY: 72,000  
FRONTAGE INCREASE: N/A  
No. OF STORIES: 5  
HEIGHT: 85'-0" MAX

**REQUIRED OCCUPANCY SEPARATION PER TABLE 508.4**  
OCCUPANCY TYPE: S-2 FROM R-2  
R-2 FROM B-2  
1-HOUR

**HORIZONTAL BUILDING SEPARATION PER TABLE 509.2**  
REQUIRED BUILDING SEPARATION: 3-HOUR  
BUILDING BELOW SEPARATION: TYPE IA, FULLY SPRINKLERED w/ NFPA-13

**FIRE RESISTIVE RATINGS FOR BUILDING ELEMENTS PER TABLE 601**

BUILDING ELEMENT: TYPE IIIA CONSTRUCTION:  
EXTERIOR BEARING WALLS 2-HOUR (FIRE RETARDANT TREATED) (WOOD PER SECTION 602.3)  
INTERIOR BEARING WALLS 1-HOUR  
INTERIOR NON-BEARING WALLS 0  
FLOOR CONSTRUCTION 1-HOUR  
ROOF CONSTRUCTION 1-HOUR

**FIRE RESISTIVE RATINGS FOR WALLS BASED ON FIRE SEPARATION DISTANCE PER TABLE 602**

DISTANCE: S-2 AND R-2 OCCUPANCY:  
LESS THAN 5 FEET 1-HOUR  
5 - 10 FEET 1-HOUR  
10 - 30 FEET 1-HOUR

## PROJECT DATA

**LEGAL DESCRIPTION:**  
Site Address 1551 S. Hi Point St  
Site Address 1557 S. Hi Point St  
ZIP Code 90035  
PIN Number 128B173 943  
Lot/Parcel Area (Calculated) 16,998.6 (sq ft)  
Thomas Brothers Cnd PAGE 633 - GRID 34  
Assessor Parcel No. (APN) 5068015024  
Assessor Parcel No. (APN) 5068015025  
Tract TR 3909  
Map Reference M B 44-82  
Block None  
Lot 23 Arb 3, Lot 23 Arb 4  
Map Sheet 129B137  
Zone (O) R3-1-O

**Scope of Work:**  
Proposed 38-Unit  
6-Story Apartment  
5 Levels of Type IIIA R-2 Occupancy  
1 Level of Type IA R-2 Occupancy  
of 2 Levels of Basement Parking  
Type IA S-2 Occupancy  
(Fully Sprinklered per NFPA-13)  
(4) Units Set Aside for Extremely Low Income

**Required Trees:**  
1 Tree per 4 Units  
38 Units / 4 = 10 Trees Req

**DENSITY TABULATION:**  
Lot Area= 16,998.9 sq. ft.  
Zone= R3-1  
Allowable Density= 1/800 sq. ft.  
By-Right Density= 21- units  
(Rounded down)  
Base Density= 22 units  
(Rounded up)  
70% TOC Tier 3 Density Bonus= 38-Units  
(Rounded up)

**Buildable Area** = 12,600 sq. ft.  
**Allowable F.A.R.** = 3:1  
**Proposed F.A.R.** = 4.32:1  
(54,393 / 12,600)  
**Max F.A.R.** = 4.5:1  
(+50% bonus)

**Incentives Requested:**  
Base Incentives per TOC Tier 3  
Additional Incentives:  
1) Setback Reduction at Both Side Yards (5' per LAMC, 6' - 3 3/4' Proposed)  
2) 22' Height Increase (35' Allowable per Q-Condition + 22' Bonus = 57 Max Proposed)

**REQUIREMENTS (See M-1 For Fire Requirements)**  
1. Building shall be fully sprinklered per NFPA 13  
2. Smoke Detector/Response Ratio coverage is required per CFC 510  
3. Standby power for elevator is required per LAFD 1007  
4) Two way comm. req'd. elevator lobbies 1009.9

## OPEN SPACE TABULATION

**OPEN SPACE TABULATION:**  
Require Open Space:  
100 sq. ft./Unit (Per Q-Condition)

Use	Count	Area
Private Open Space	35	1750 SF
Recreation Room	1	1500 SF
Recreation Room	1	327 SF
Recreation Room	1	628 SF
Grand Total		4211 SF

Recreation Rooms to constitute a maximum of 20% of common open space (950 sq)

## PARKING TABULATION

**PARKING TABULATION:**  
Automobile Parking Required  
By LAMC

Level	Description	Count
Lower Basement	Compact (8'-6" x 15'-0")	4
Lower Basement	Compact (8'-6" x 15'-0")	2
Lower Basement	Standard (8'-6" x 18'-0")	18
Lower Basement	Standard EV (9'-0" x 18'-0")	2
Upper Basement	Accessible (8'-0" x 18'-0") w/ EV Van Loading & EV Charging	1
Upper Basement	Compact (7'-6" x 15'-0")	2
Upper Basement	Standard (8'-6" x 15'-0")	7
Upper Basement	Standard EV (9'-0" x 15'-0")	8
Grand Total		46

1 stall / Unit for less than 3-habitable rooms  
1-1/2 stalls / Unit w/ 3-habitable rooms  
2 stalls / Unit where more than 3-habitable rooms  
1 stall / Unit for Guest Parking

(Stalls less than 3-habitable rooms = 5 stalls)  
(2) units w/ 3-habitable rooms = 42 stalls  
(5) units w/ more than 3-habitable rooms = 10 stalls  
(3) units 1.5 = 4.5 stalls  
Total parking required per LAMC = 67 stalls

**By LAMC Tier 2**  
0.5 Stalls per Unit = 38 \* 0.5 = 19 stalls

**BICYCLE PARKING REQUIRED:**  
Long Term  
(1) Stall per 10 Dwelling Unit (All Units) = 25 Stalls  
(1) Stall per 10 (Accessible Units) = 9 Stalls  
Total Parking Required = 34 Stalls

Short Term  
(1) Stall per 10 Dwelling Unit (All Units) = 4 Stalls  
(1) Stall per 10 (Accessible Units) = 3 Stalls  
Total Parking Required = 7 Stalls

## AREA SUMMARY

Area Tabulation (Gross Area)			Area Tabulation (Building Code Area)			Area Tabulation (School Fee)			Area Tabulation (Zoning Code Area)		
Level	Occ Group	Area	Level	Occ Group	Area	Level	Occ Group	Area	Level	Occ Group	Area
1st Story	B	1349 SF	1st Story	B	1283 SF	1st Story	B	11345 SF	1st Story	B	1283 SF
2nd Story	B	1372 SF	2nd Story	B	1339 SF	2nd Story	B	1372 SF	2nd Story	B	1339 SF
3rd Story	B	1399 SF	3rd Story	B	1339 SF	3rd Story	B	1399 SF	3rd Story	B	1339 SF
4th Story	B	1372 SF	4th Story	B	1339 SF	4th Story	B	1372 SF	4th Story	B	1339 SF
5th Story	B	732 SF	5th Story	B	706 SF	5th Story	B	732 SF	5th Story	B	706 SF
B		6221 SF	B		6007 SF	B		6221 SF	B		6007 SF
Lower Basement	R-2	483 SF	Lower Basement	R-2	483 SF	Lower Basement	R-2	57 SF	Lower Basement	R-2	57 SF
Upper Basement	R-2	497 SF	Upper Basement	R-2	497 SF	Upper Basement	R-2	57 SF	Upper Basement	R-2	57 SF
1st Story	R-2	6573 SF	1st Story	R-2	6279 SF	1st Story	R-2	8328 SF	1st Story	R-2	8030 SF
2nd Story	R-2	9773 SF	2nd Story	R-2	9535 SF	2nd Story	R-2	8908 SF	2nd Story	R-2	8769 SF
3rd Story	R-2	9748 SF	3rd Story	R-2	9535 SF	3rd Story	R-2	8908 SF	3rd Story	R-2	8769 SF
4th Story	R-2	9747 SF	4th Story	R-2	9535 SF	4th Story	R-2	8908 SF	4th Story	R-2	8769 SF
5th Story	R-2	8912 SF	5th Story	R-2	8735 SF	5th Story	R-2	7526 SF	5th Story	R-2	7362 SF
6th Story	R-2	8890 SF	6th Story	R-2	8710 SF	6th Story	R-2	6780 SF	6th Story	R-2	6604 SF
R-2		57821 SF	R-2		56309 SF	R-2		49653 SF	R-2		48386 SF
Grand total		97700 SF	Grand total		95018 SF	Grand total		81151 SF	Grand total		54383 SF

Unit Mix			Unit Mix		
Plan Type	Bed/Bath	Count	Plan Type	Bed/Bath	Count
Plan A	3-Bedroom/2-Bath	1	Plan H	1-Bedroom/1-Bath	3
Plan B	2-Bedroom/2-Bath	3	Plan I	2-Bedroom/2-Bath	4
Plan C	1-Bedroom/1.5-Bath	1	Plan J	2-Bedroom/2-Bath	1
Plan D	2-Bedroom/1-Bath	1	Plan K	3-Bedroom/2.5-Bath	1
Plan E	2-Bedroom/2-Bath	3	Plan K-Alt	3-Bedroom/2.5-Bath	1
Plan F	2-Bedroom/2-Bath	4	Plan L	2-Bedroom/2-Bath	1
Plan F-Alt	2-Bedroom/2-Bath	3	Plan M	3-Bedroom/2.5-Bath	1
Plan G	2-Bedroom/2-Bath	5	Plan M-Alt	3-Bedroom/2.5-Bath	1
Plan G-Alt	2-Bedroom/2-Bath	1	Grand total		38

## SHEET INDEX

Architectural Sheet List

Sheet Number	Sheet Name
A000	Cover Sheet
A001	Code Study - Basements
A002	Code Study - 1st & 2nd Story
A003	Code Study - 3rd & 4th Story
A004	Code Study - 5th & 6th Story
A100	Proposed Site Plan
A101	Site - Elevation
A102	Site - Section
A200	Lower Basement
A201	Upper Basement
A202	1st Story
A203	2nd Story
A204	3rd Story
A205	4th Story
A206	5th Story
A207	6th Story
A208	Roof Plan
A209	Roof Tributary
A300	Elevations
A301	Sections
A302	Sections
A303	Sections
A304	Enlarged Plans
A400	Enlarged Plans
A401	Enlarged Plans
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A404	Unit Plans
A405	Unit Plans
A406	Unit Plans
A407	Unit Plans
A408	Unit Plans
A409	Unit Plans
A410	Unit Plans
A411	Interior Elevations
A412	Interior Elevations
A413	Interior Elevations
A414	Interior Elevations
A415	Interior Elevations
A416	Interior Elevations
D-1	Details
D-2	Details
D-3	Waterproofing Details
D-4	Details
D-5	Details
D-6	Details
D-7	Details
EX100	FAR & Open Space Exhibit
GH-1	Green Sheet
GH-2	Green Sheet Spec. Sheet
HC-2	Accessibility Details
HC-2a	Accessibility Details
N-1	Fire Requirements/Notes
N-2	O Conditions
N-3	ICC-ES / LARR Approvals
N-4	ICC-ES / LARR Approvals
RNDK1	Color 3D Views
RNDK2	Color 3D Views
SC-1	Door/Window Schedule



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**Project**  
Hi Point 38  
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Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

**Architect**  
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Address  
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DIR-2023-7360

## Date Description Issued to

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Date	Description	Issued to

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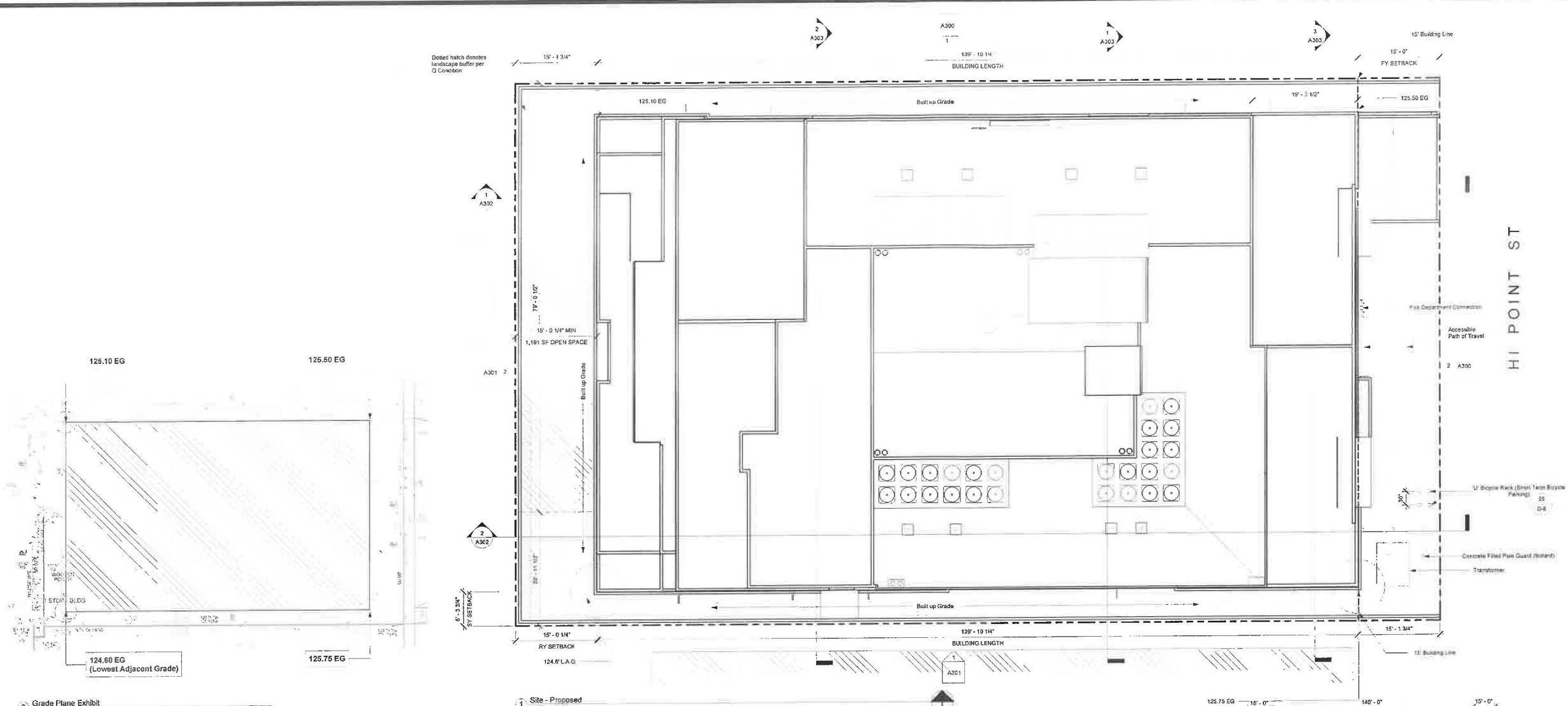
Plan Check Set

Proposed Site Plan

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A100**  
Scale As indicated

**EXHIBIT "A"**  
 Page No. 2 of 25  
 Case No. D18-2023-7360-TOC-HCA



3) Grade Plane Exhibit  
1" = 20'-0"

Grade Plane Calculation:  
 $624.60' + 625.10' + 625.50' + 625.75' = 625.24'$   
 Grade Plane = 625.24'  
 Lowest Adjacent = 624.60'

1) Site - Proposed  
1/8" = 1'-0"

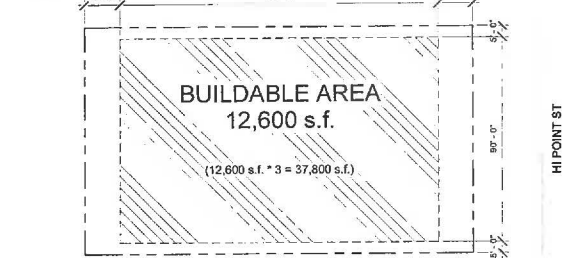
Unit Plan Area			Unit Mix		
Plan Type	Bed/Bath	Area	Plan Type	Bed/Bath	Count
Plan A	3-Bedroom/2-Bath	1229 SF	Plan A	3-Bedroom/2-Bath	1
Plan B	2-Bedroom/2-Bath	1047 SF	Plan B	2-Bedroom/2-Bath	3
Plan C	1-Bedroom/1.5-Bath	1207 SF	Plan C	1-Bedroom/1.5-Bath	1
Plan D	2-Bedroom/1-Bath	865 SF	Plan D	2-Bedroom/1-Bath	1
Plan D - Alt	2-Bedroom/1-Bath	870 SF	Plan D - Alt	2-Bedroom/1-Bath	3
Plan E	2-Bedroom/2-Bath	978 SF	Plan E	2-Bedroom/2-Bath	3
Plan F	2-Bedroom/2-Bath	929 SF	Plan F	2-Bedroom/2-Bath	4
Plan F-Alt	2-Bedroom/2-Bath	986 SF	Plan F-Alt	2-Bedroom/2-Bath	3
Plan G	2-Bedroom/2-Bath	1156 SF	Plan G	2-Bedroom/2-Bath	5
Plan G-Alt	2-Bedroom/2-Bath	1156 SF	Plan G-Alt	2-Bedroom/2-Bath	1
Plan H	1-Bedroom/1-Bath	792 SF	Plan H	1-Bedroom/1-Bath	3
Plan I	2-Bedroom/2-Bath	1306 SF	Plan I	2-Bedroom/2-Bath	4
Plan J	2-Bedroom/2-Bath	1306 SF	Plan J	2-Bedroom/2-Bath	1
Plan K	3-Bedroom/2.5-Bath	1808 SF	Plan K	3-Bedroom/2.5-Bath	1
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF	Plan K-Alt	3-Bedroom/2.5-Bath	1
Plan L	2-Bedroom/2-Bath	1538 SF	Plan L	2-Bedroom/2-Bath	1
Plan M	3-Bedroom/2.5-Bath	1864 SF	Plan M	3-Bedroom/2.5-Bath	1
Plan M-Alt	3-Bedroom/2.5-Bath	1661 SF	Plan M-Alt	3-Bedroom/2.5-Bath	1
Grand total			38		

Area Tabulation (Gross Area)		
Level	Occ Group	Area
1st Story	B	1345 SF
2nd Story	B	1372 SF
3rd Story	B	1369 SF
4th Story	B	1372 SF
5th Story	B	732 SF
B		8221 SF
Lower Basement	R-2	483 SF
Upper Basement	R-2	497 SF
1st Story	R-2	8573 SF
2nd Story	R-2	9773 SF
3rd Story	R-2	9746 SF
4th Story	R-2	9747 SF
5th Story	R-2	9912 SF
6th Story	R-2	8880 SF
R-2		57621 SF
Lower Basement	S-2	15359 SF
Upper Basement	S-2	15345 SF
1st Story	S-2	963 SF
2nd Story	S-2	616 SF
3rd Story	S-2	616 SF
4th Story	S-2	616 SF
5th Story	S-2	293 SF
6th Story	S-2	50 SF
S-2		33958 SF
Grand total		87700 SF

Area Tabulation (Building Code Area)		
Level	Occ Group	Area
1st Story	B	1283 SF
2nd Story	B	1339 SF
3rd Story	B	1339 SF
4th Story	B	1339 SF
5th Story	B	706 SF
B		6007 SF
Lower Basement	R-2	483 SF
Upper Basement	R-2	497 SF
1st Story	R-2	8279 SF
2nd Story	R-2	9535 SF
3rd Story	R-2	9535 SF
4th Story	R-2	9535 SF
5th Story	R-2	9735 SF
6th Story	R-2	8710 SF
R-2		58309 SF
Lower Basement	S-2	14826 SF
Upper Basement	S-2	14813 SF
1st Story	S-2	926 SF
2nd Story	S-2	599 SF
3rd Story	S-2	599 SF
4th Story	S-2	599 SF
5th Story	S-2	287 SF
6th Story	S-2	50 SF
S-2		32700 SF
Grand total		98016 SF

Area Tabulation (Zoning Code Area)		
Level	Occ Group	Area
1st Story	B	1283 SF
2nd Story	B	1339 SF
3rd Story	B	1339 SF
4th Story	B	1339 SF
5th Story	B	706 SF
B		6007 SF
Lower Basement	R-2	57 SF
Upper Basement	R-2	57 SF
1st Story	R-2	8030 SF
2nd Story	R-2	8759 SF
3rd Story	R-2	8759 SF
4th Story	R-2	8759 SF
5th Story	R-2	7362 SF
6th Story	R-2	6004 SF
R-2		48388 SF
Grand total		54389 SF

Area Tabulation (Provided Open Space)		
Name	Count	Area
Private Open Space	35	1759 SF
Raw Yard	1	1359 SF
Recreation Room	1	327 SF
Recreation Room	1	638 SF
Grand total		4211 SF



2) 1st Story  
1" = 30'-0"

**DENSITY TABULATION:**  
 Lot Area = 16,999.9 sq. ft.  
 Zone = R3-1  
 Allowable Density = 1/800 sq. ft.  
 By-Right Density = 21-units (Rounded down)  
 Base Density = 22-units (Rounded up)  
 70% TOC Tier 3 Density Bonus = 38-units (Rounded up)  
 Buildable Area = 12,600 sq. ft.  
 Allowable F.A.R. = 3:1  
 Proposed F.A.R. = 4.32:1 (54,393 / 12,600)  
 Max F.A.R. = 4.5:1 (+50% bonus)

**OPEN SPACE TABULATION:**  
 Required Open Space 190 s.f. / Unit (Per Q-Condition)  
 (38) units @ 100 s.f. = 3,800 s.f.  
 \*Recreation Rooms to constitute a maximum of 25% of common open space (950 s.f.)

**BICYCLE PARKING REQUIRED:**  
 Long Term:  
 (1) Bike Stall per 1.0 Dwelling Unit (25 Units) = 25 Stalls  
 (2) Bike Stall per 1.5 Dwelling Unit (113 Units) = 9 Stalls  
 Total Parking Required = 34 Stalls  
 Short Term:  
 (1) Bike Stall per 1.0 Dwelling Unit (38 Units) = 4 Stalls  
 Total Parking Required = 38 Stalls

**HEAT ISLAND CALCULATION:**  
 TOTAL HARDSCAPE (NON-ROOF) = 4,730 SQ. FT.  
 100% OF ALL NON-ROOF HARDSCAPE SHALL BE PERMEABLE PAVING PER SPEC'S ON SHEET GN-2  
 4,730 SQ. FT. PERMEABLE PAVING  
 TOTAL PROVIDED = 4,730 SQ. FT. (100%)  
 (LOCATION SHOWN HATCHED)

Date	Description	Issued to

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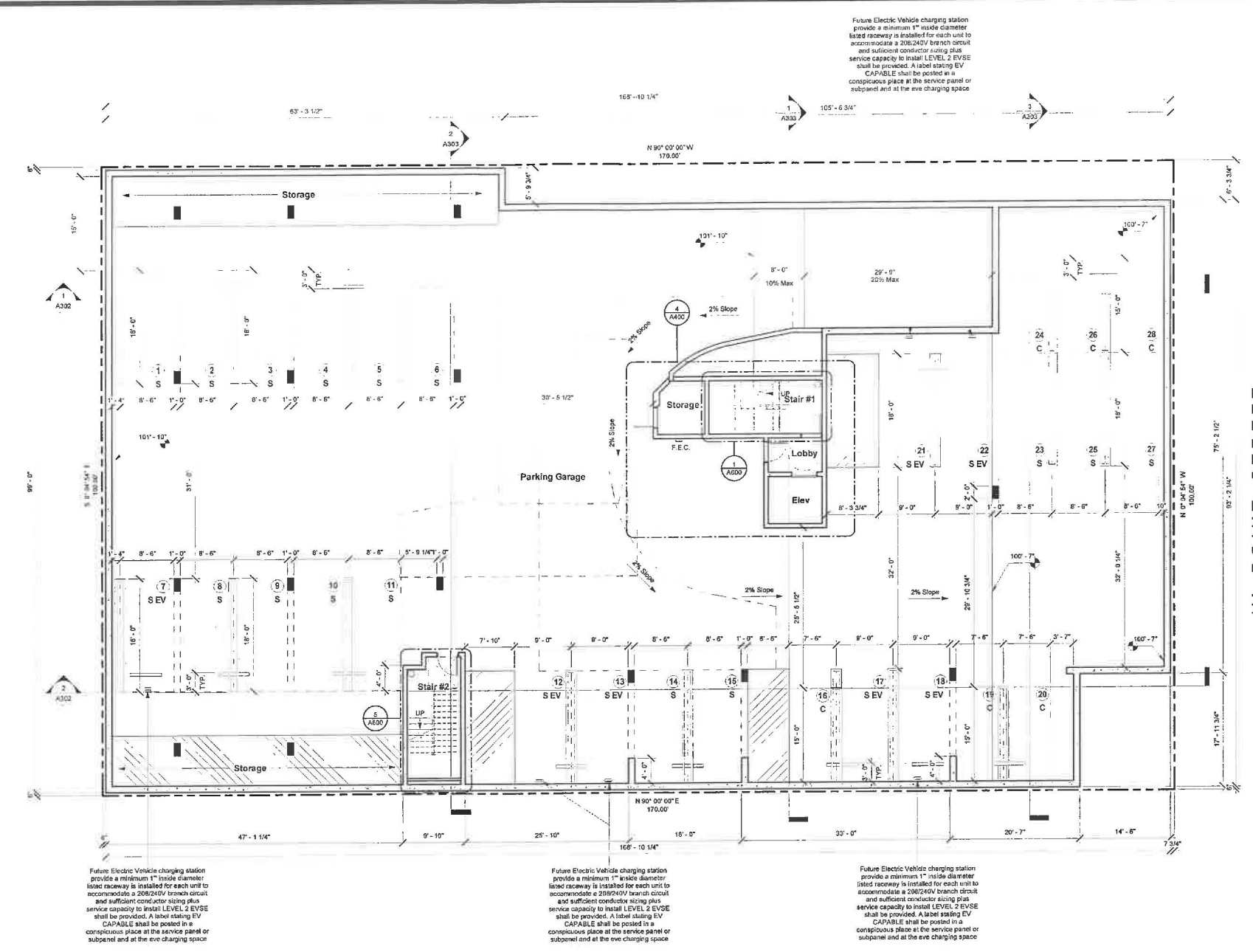
LICENSED REPRESENTATIVE

Plan Check Set

**Lower Basement**

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A200**  
Scale As indicated



Future Electric Vehicle charging station provide a minimum 1" inside diameter listed raceway is installed for each unit to accommodate a 200/240V branch circuit and sufficient conductor sizing plus service capacity to install LEVEL 2 EVSE shall be provided. A label stating EV CAPABLE shall be posted in a conspicuous place at the service panel or subpanel and at the eve charging space

1 Lower Basement  
1/8" = 1'-0"

**WALL LEGEND:**

	Denotes 8" or 12" CMU Wall
--	----------------------------

Area Tabulation (Gross Area - Lower Basement)			
Level	Name	Occupancy Group	Area
R-2	Lower Basement Elevator	R-2	74 SF
R-2	Lower Basement Lobby	R-2	57 SF
R-2	Lower Basement Stair	R-2	352 SF
			483 SF
S-2	Lower Basement Equipmt	S-2	72 SF
S-2	Lower Basement Parking Garage	S-2	15287 SF
			15359 SF
Grand total			15842 SF

Area Tabulation (Building Code - Lower Basement)			
Level	Name	Occupancy Group	Area
R-2	Lower Basement Elevator	R-2	74 SF
R-2	Lower Basement Lobby	R-2	57 SF
R-2	Lower Basement Stair	R-2	352 SF
			483 SF
S-2	Lower Basement Equipmt	S-2	72 SF
S-2	Lower Basement Parking Garage	S-2	14757 SF
			14829 SF
Grand total			15311 SF

Area Tabulation (Zoning Code - Lower Basement)			
Level	Name	Occupancy Group	Area
R-2	Lower Basement Lobby	R-2	57 SF
			57 SF
Grand total			57 SF

Parking Provided		
Level	Description	Count
Lower Basement	Compact (7'-5" x 15'-0")	4
Lower Basement	Compact (8'-6" x 15'-0")	2
Lower Basement	Standard (8'-6" x 18'-0")	15
Lower Basement	Standard EV (9'-0" x 18'-0")	6
Upper Basement	Accessible (9'-0" x 18'-0") w/ 8" Van Loading & EV Charging	1
Upper Basement	Compact (7'-5" x 15'-0")	2
Upper Basement	Standard (8'-6" x 18'-0")	7
Upper Basement	Standard EV (9'-0" x 18'-0")	8
Grand total		48

**EXHIBIT "A"**  
 Page No. 3 of 8  
 Case No. D 12-MA 3-7360-TOC-HCA

**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
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(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

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Date	Description	Issued to

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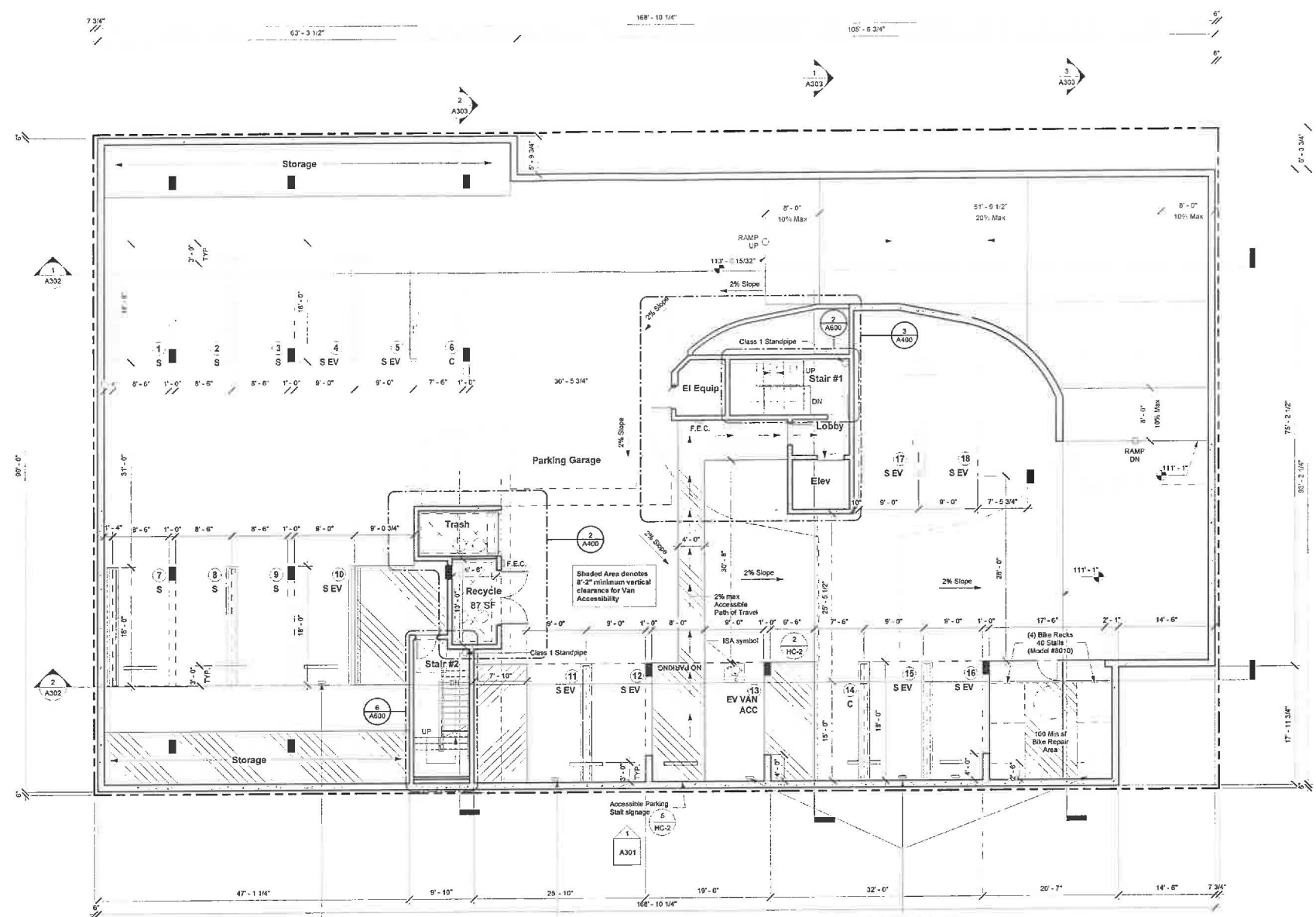
**Plan Check Set**

**Upper Basement**

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A201**

Scale As indicated



Future Electric Vehicle charging station provide a minimum 1" inside diameter listed raceway is installed for each unit to accommodate a 200/240V branch circuit and sufficient conductor sizing plus service capacity to install LEVEL 2 EVSE shall be provided. A label stating EV CAPABLE shall be posted in a conspicuous place at the service panel or subpanel and at the eve charging space

Future Electric Vehicle charging station provide a minimum 1" inside diameter listed raceway is installed for each unit to accommodate a 200/240V branch circuit and sufficient conductor sizing plus service capacity to install LEVEL 2 EVSE shall be provided. A label stating EV CAPABLE shall be posted in a conspicuous place at the service panel or subpanel and at the eve charging space

Future Electric Vehicle charging station provide a minimum 1" inside diameter listed raceway is installed for each unit to accommodate a 200/240V branch circuit and sufficient conductor sizing plus service capacity to install LEVEL 2 EVSE shall be provided. A label stating EV CAPABLE shall be posted in a conspicuous place at the service panel or subpanel and at the eve charging space

1 Upper Basement  
1/8" = 1'-0"

**WALL LEGEND:**

Denotes 8" or 12" CMU Wall

Area Tabulation (Gross Area - Upper Basement)				
Level	Name	Occupancy Group	Area	
R-2	Upper Basement	Elevator	R-2	74 SF
R-2	Upper Basement	Lobby	R-2	57 SF
R-2	Upper Basement	Stair	R-2	367 SF
S-2	Upper Basement	Equip	S-2	72 SF
S-2	Upper Basement	Parking Garage	S-2	15081 SF
S-2	Upper Basement	Recycle	S-2	94 SF
S-2	Upper Basement	Trash	S-2	89 SF
Grand total				15945 SF

Area Tabulation (Building Code - Upper Basement)				
Level	Name	Occupancy Group	Area	
R-2	Upper Basement	Elevator	R-2	74 SF
R-2	Upper Basement	Lobby	R-2	57 SF
R-2	Upper Basement	Stair	R-2	367 SF
S-2	Upper Basement	Equip	S-2	72 SF
S-2	Upper Basement	Parking Garage	S-2	14549 SF
S-2	Upper Basement	Recycle	S-2	94 SF
S-2	Upper Basement	Trash	S-2	89 SF
Grand total				15311 SF

Area Tabulation (Zoning Code - Upper Basement)				
Level	Name	Occupancy Group	Area	
R-2	Upper Basement	Lobby	R-2	57 SF
Grand total				57 SF

Parking Provided			
Level	Description	Count	
Lower Basement	Compact (17'-0" x 15'-0")	4	
Lower Basement	Compact (9'-0" x 15'-0")	2	
Lower Basement	Standard (8'-0" x 18'-0")	16	
Lower Basement	Standard EV (8'-0" x 18'-0")	5	
Upper Basement	Accessible (9'-0" x 18'-0") w/ 8' Van Loading & EV Charging	1	
Upper Basement	Compact (17'-0" x 15'-0")	2	
Upper Basement	Standard (8'-0" x 18'-0")	7	
Upper Basement	Standard EV (8'-0" x 18'-0")	6	
Grand total			49

**NOTE:**

- DO NOT SCALE DRAWING.
- INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- MINIMUM CEILING HEIGHT - 8' 0".

**SARIS CYCLING GROUP**  
5253 VERONA RD., MADISON WI, 53711  
1-800-783-7257 / 1-608-274-1702  
WWW.SARISPARKING.COM

TITLE: **STRETCH PARKING RACK**

WE BRING CYCLING TO LIFE

**EXHIBIT "A"**  
 Page No. 4 of 25  
 Case No. D12-2023-7300-TOC-HCA



**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

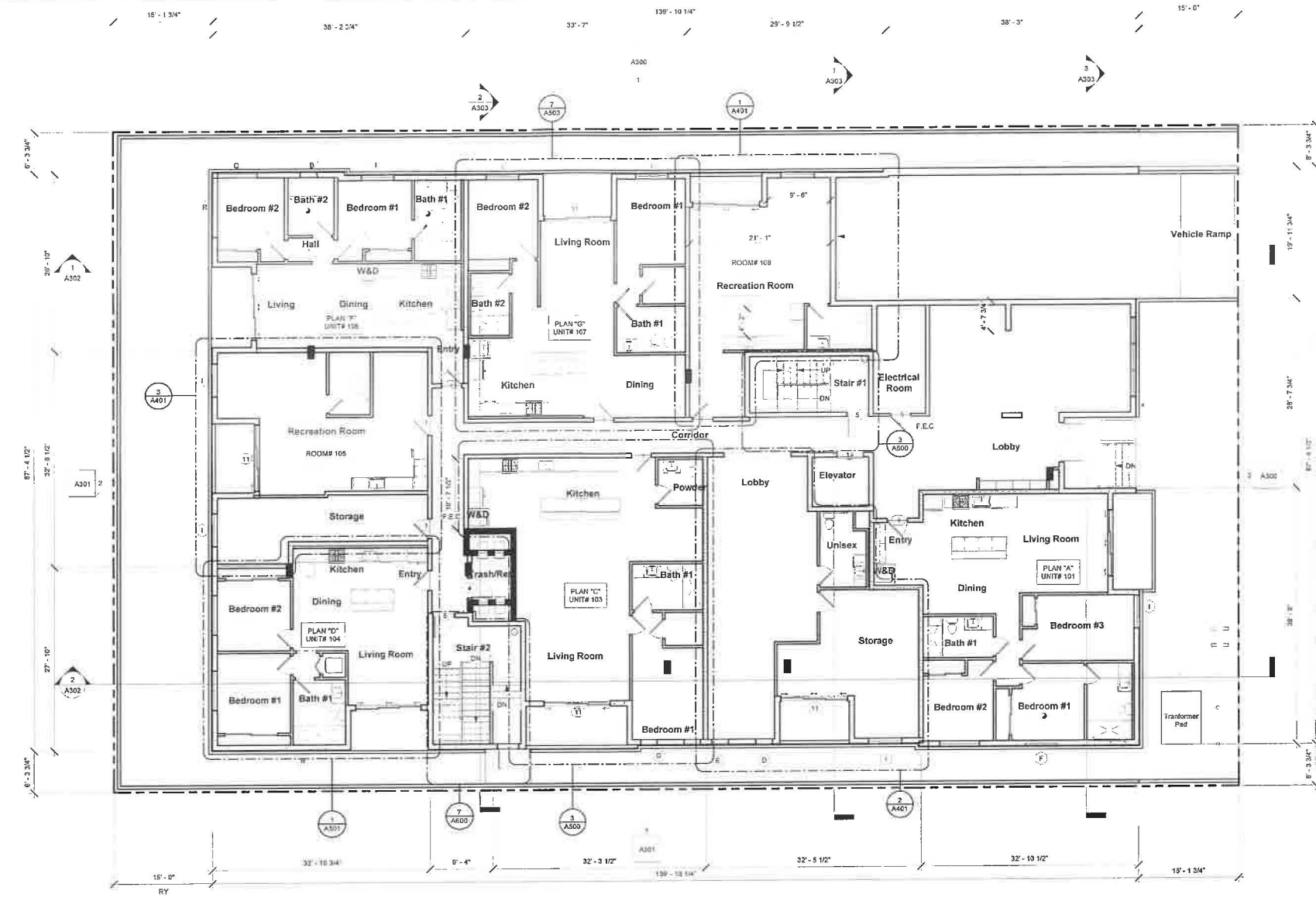
**Architect**  
Stockton Architects, Inc.  
26500 W. Agoura Road #653  
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(818)-888-9443

**Consultant Name**  
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1st Story  
1/8" = 1'-0"

**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

Area Tabulation (Gross Area - 1st Story)			
Level	Name	Occupancy Group	Area
1st Story	Recreation Room   B		1345 SF
			1345 SF
R-2	Corridor	R-2	658 SF
1st Story	Covered Patio	R-2	117 SF
1st Story	Elevator	R-2	77 SF
1st Story	Lobby	R-2	1438 SF
1st Story	Stair	R-2	446 SF
1st Story	Unit	R-2	6588 SF
			8323 SF
S-2	Electrical Room	S-2	142 SF
1st Story	Storage	S-2	770 SF
1st Story	Trash	S-2	50 SF
			963 SF
<b>Grand total</b>			<b>10631 SF</b>

Area Tabulation (Building Code - 1st Story)			
Level	Name	Occupancy Group	Area
1st Story	Recreation Room   B		1283 SF
			1283 SF
R-2	Corridor	R-2	658 SF
1st Story	Covered Patio	R-2	117 SF
1st Story	Elevator	R-2	77 SF
1st Story	Lobby	R-2	1375 SF
1st Story	Stair	R-2	431 SF
1st Story	Unit	R-2	5371 SF
			8030 SF
S-2	Electrical Room	S-2	137 SF
1st Story	Storage	S-2	739 SF
1st Story	Trash	S-2	50 SF
			928 SF
<b>Grand total</b>			<b>10239 SF</b>

Area Tabulation (Zoning Code - 1st Story)			
Level	Name	Occupancy Group	Area
1st Story	Recreation Room   B		1283 SF
			1283 SF
R-2	Corridor	R-2	658 SF
1st Story	Covered Patio	R-2	117 SF
1st Story	Elevator	R-2	77 SF
1st Story	Lobby	R-2	1375 SF
1st Story	Stair	R-2	431 SF
1st Story	Unit	R-2	5371 SF
			8030 SF
<b>Grand total</b>			<b>9313 SF</b>

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

1st Story

Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
 Drawn By \_\_\_\_\_ S.A.  
 Checked By \_\_\_\_\_ K. Stockton

**A202**  
 Scale As indicated

**EXHIBIT "A"**  
 Page No. 5 of 25  
 Case No. P.12-2023-7300-TOC-HCA

**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
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(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

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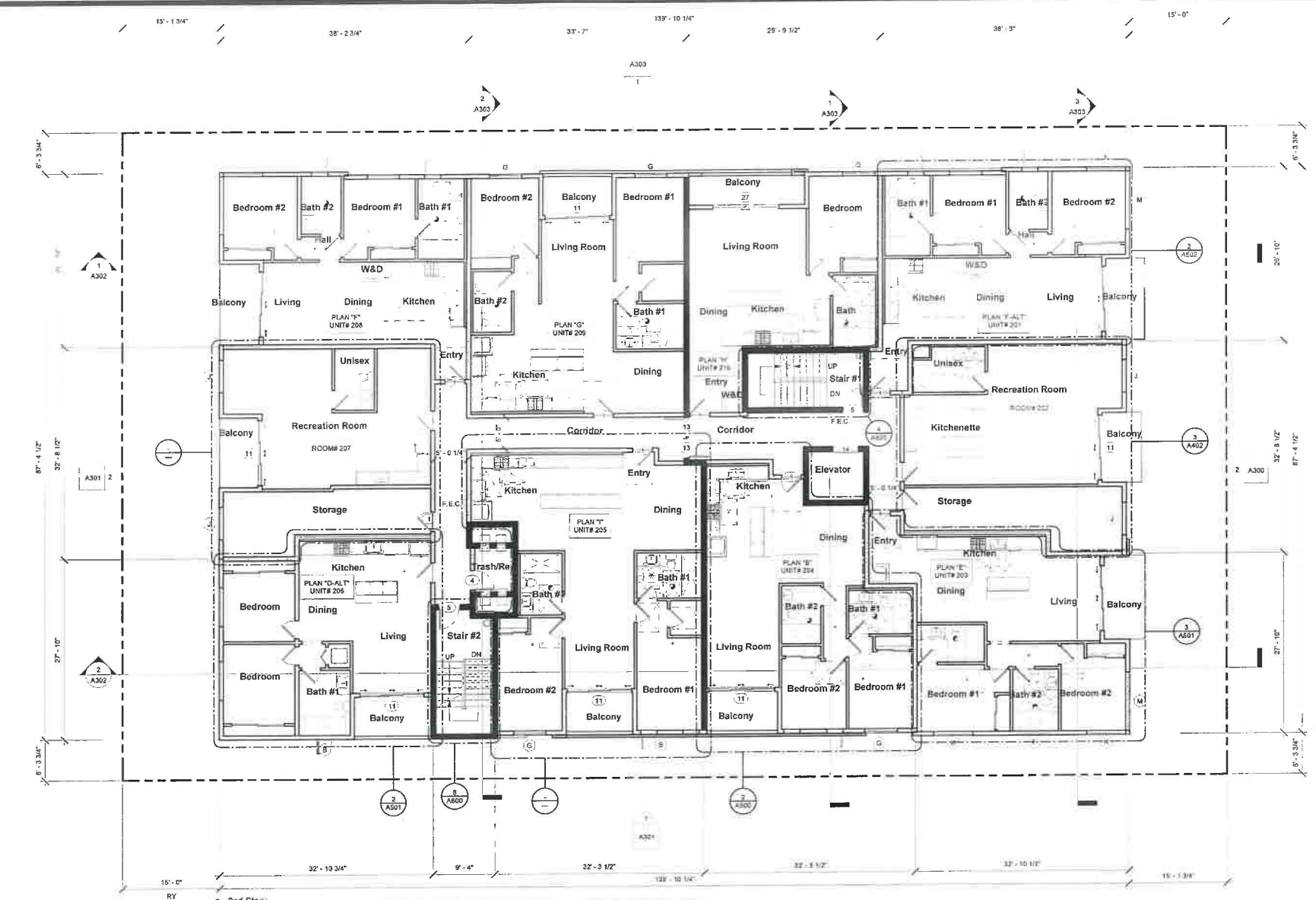
**Plan Check Set**

**2nd Story**

Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By \_\_\_\_\_ K. Stockton

**A203**

Scale As indicated



**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

Area Tabulation (Gross Area - 2nd Story)			
Level	Name	Occupancy Group	Area
B	2nd Story	Recreation Room	1372 SF
R-2	2nd Story	Corridor	694 SF
R-2	2nd Story	Elevator	77 SF
R-2	2nd Story	Stair	358 SF
R-2	2nd Story	Unit	8294 SF
S-2	2nd Story	Storage	566 SF
S-2	2nd Story	Trash	50 SF
Grand total			11412 SF

Area Tabulation (Building Code - 2nd Story)			
Level	Name	Occupancy Group	Area
B	2nd Story	Recreation Room	1339 SF
R-2	2nd Story	Corridor	694 SF
R-2	2nd Story	Elevator	77 SF
R-2	2nd Story	Stair	349 SF
R-2	2nd Story	Unit	8065 SF
S-2	2nd Story	Storage	548 SF
S-2	2nd Story	Trash	50 SF
Grand total			11122 SF

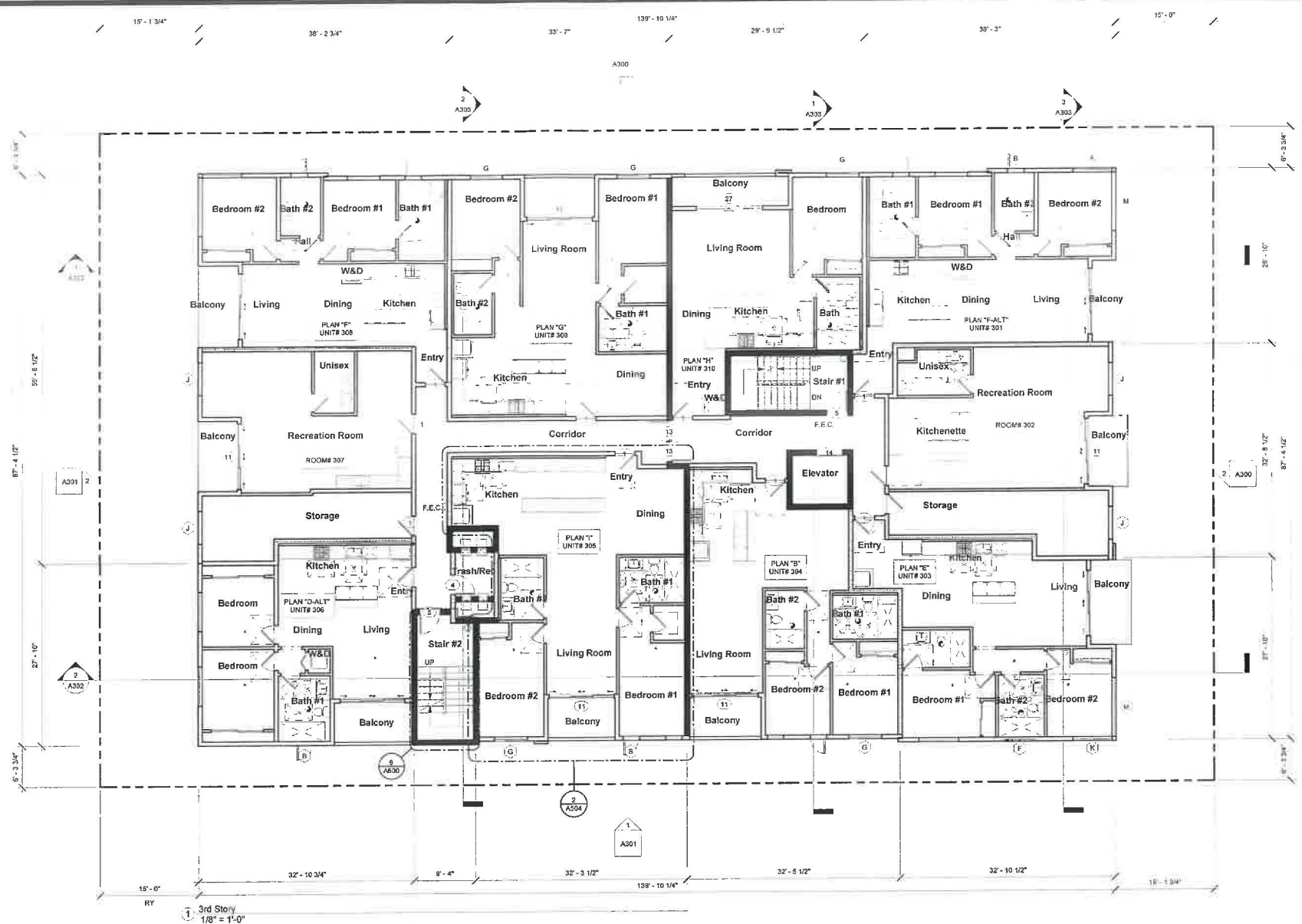
Area Tabulation (Zoning Code - 2nd Story)			
Level	Name	Occupancy Group	Area
B	2nd Story	Recreation Room	1339 SF
R-2	2nd Story	Corridor	694 SF
R-2	2nd Story	Unit	8065 SF
Grand total			10098 SF

**EXHIBIT "A"**  
 Page No. 6 of 25  
 Case No. D.18-2023-7340-10c-11ca

**Client**  
Klein Business  
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(310)980-7898

**Project**  
**Hi Point 38**  
1551-1557 S. Hi Point St  
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(APN# 5068-016-024)

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**Address**  
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**Consultant Name**  
**Address**  
**Phone**



**WALL LEGEND:**

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- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

**Area Tabulation (Gross Area - 3rd Story)**

Level	Name	Occupancy Group	Area
B	Recreation Room B		1399 SF
R-2	Corridor	R-2	694 SF
3rd Story	Elevator	R-2	77 SF
3rd Story	Stair	R-2	358 SF
3rd Story	Unit	R-2	8267 SF
			9396 SF
S-2	Storage	S-2	566 SF
3rd Story	Trash	S-2	50 SF
			616 SF
<b>Grand total</b>			<b>11412 SF</b>

**Area Tabulation (Building Code - 3rd Story)**

Level	Name	Occupancy Group	Area
B	Recreation Room B		1339 SF
R-2	Corridor	R-2	694 SF
3rd Story	Elevator	R-2	77 SF
3rd Story	Stair	R-2	349 SF
3rd Story	Unit	R-2	8065 SF
			9185 SF
S-2	Storage	S-2	548 SF
3rd Story	Trash	S-2	50 SF
			599 SF
<b>Grand total</b>			<b>11122 SF</b>

**Area Tabulation (Zoning Code - 3rd Story)**

Level	Name	Occupancy Group	Area
B	Recreation Room B		1339 SF
R-2	Corridor	R-2	694 SF
3rd Story	Unit	R-2	8065 SF
			8759 SF
<b>Grand total</b>			<b>10098 SF</b>

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

3rd Story

Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By \_\_\_\_\_ K. Stockton

**A204**  
Scale As indicated

**EXHIBIT "A"**  
 Page No. 7 of 25  
 Case No. DIR-2023-7360-100-HA

**Client**

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**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

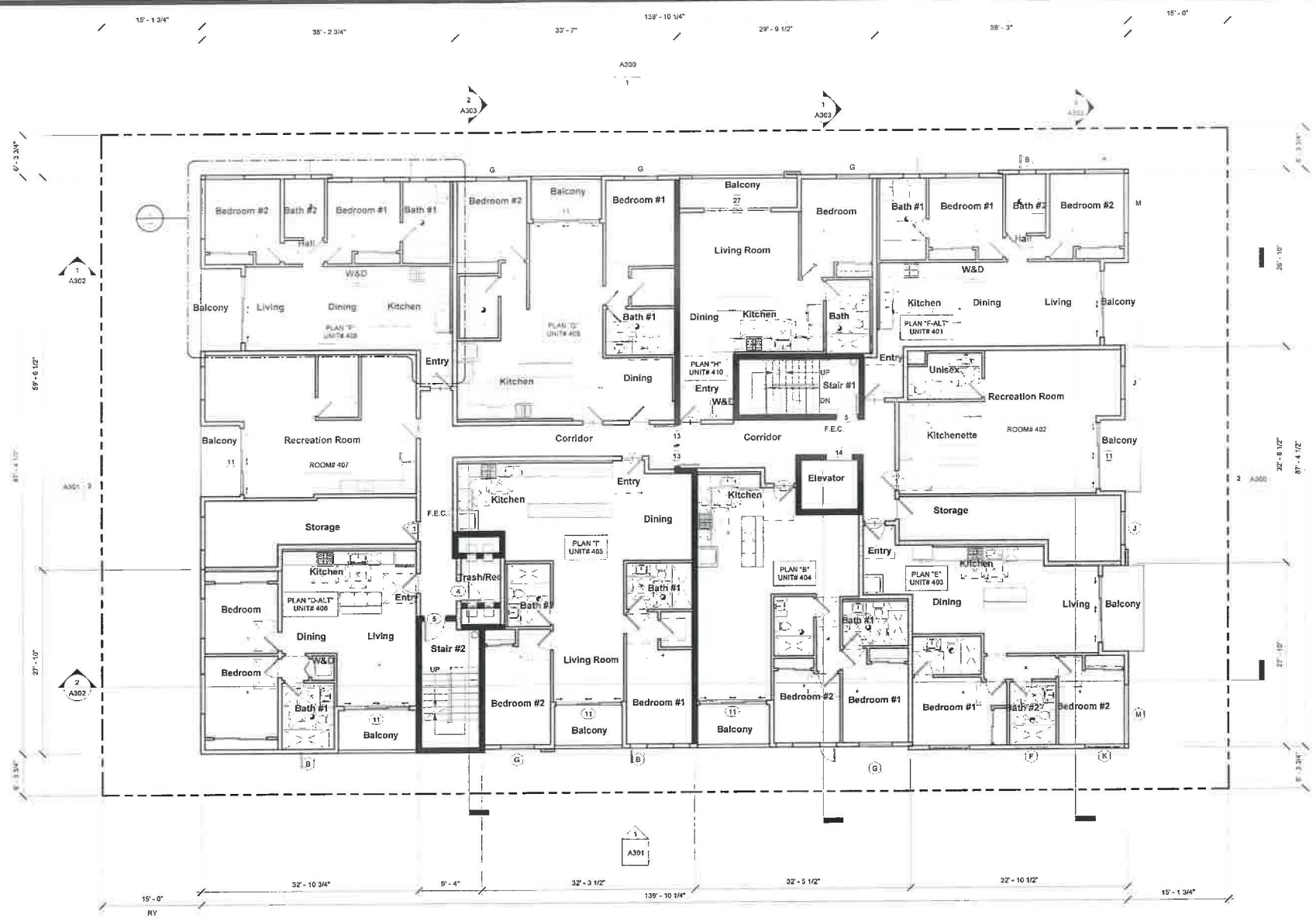
**Architect**  
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① 4th Story  
1/8" = 1'-0"

**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

Area Tabulation (Gross Area - 4th Story)

Level	Name	Occupancy Group	Area
B			
4th Story	Recreation Room	B	1372 SF
			1372 SF
R-2			
4th Story	Corridor	R-2	694 SF
4th Story	Elevator	R-2	77 SF
4th Story	Stair	R-2	356 SF
4th Story	Unit	R-2	8287 SF
			9397 SF
S-2			
4th Story	Storage	S-2	566 SF
4th Story	Trash	S-2	50 SF
			616 SF
Grand total			11385 SF

Area Tabulation (Building Code - 4th Story)

Level	Name	Occupancy Group	Area
B			
4th Story	Recreation Room	B	1339 SF
			1339 SF
R-2			
4th Story	Corridor	R-2	694 SF
4th Story	Elevator	R-2	77 SF
4th Story	Stair	R-2	349 SF
4th Story	Unit	R-2	8065 SF
			9185 SF
S-2			
4th Story	Storage	S-2	548 SF
4th Story	Trash	S-2	50 SF
			598 SF
Grand total			11123 SF

Area Tabulation (Zoning Code - 4th Story)

Level	Name	Occupancy Group	Area
B			
4th Story	Recreation Room	B	1339 SF
			1339 SF
R-2			
4th Story	Corridor	R-2	694 SF
4th Story	Unit	R-2	8065 SF
			8759 SF
Grand total			10098 SF

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

4th Story

Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
 Drawn By \_\_\_\_\_ S.A.  
 Checked By \_\_\_\_\_ K. Stockton

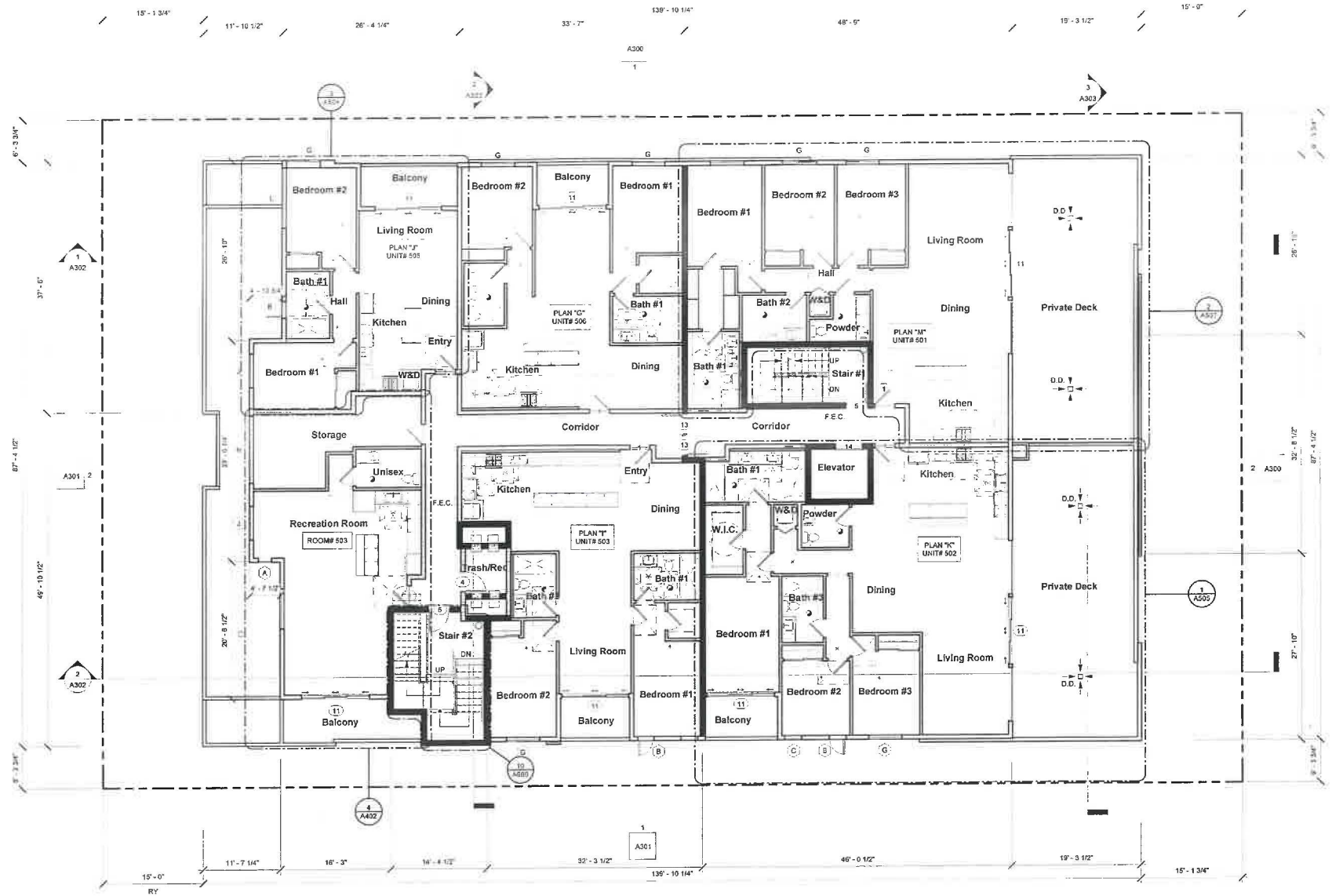
**A205**  
 Scale As indicated

**EXHIBIT "A"**  
 Page No. 8 of 25  
 Case No. DIR-2023-7360-Top-HMA

**Client**  
Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**  
**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**  
Architect  
Stockton Architects, Inc.  
26500 W. Agoura Road #603  
Calabasas, CA 91302  
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Consultant Name  
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Consultant Name  
Address  
Address  
Phone



1 5th Story  
1/8" = 1'-0"

**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

Area Tabulation (Gross Area - 5th Story)			
Level	Name	Occupancy Group	Area
B	Recreation Room	B	732 SF
5th Story			732 SF
R-2	Corridor	R-2	593 SF
5th Story	Elevator	R-2	78 SF
5th Story	Private Deck	R-2	1623 SF
5th Story	Stair	R-2	435 SF
5th Story	Unit	R-2	6933 SF
			9662 SF
S-2	Storage	S-2	243 SF
5th Story	Trash	S-2	50 SF
5th Story			293 SF
Grand total			10686 SF

Area Tabulation (Building Code - 5th Story)			
Level	Name	Occupancy Group	Area
B	Recreation Room	B	706 SF
5th Story			706 SF
R-2	Corridor	R-2	593 SF
5th Story	Elevator	R-2	78 SF
5th Story	Stair	R-2	422 SF
5th Story	Unit	R-2	6769 SF
			7862 SF
S-2	Storage	S-2	237 SF
5th Story	Trash	S-2	50 SF
5th Story			287 SF
Grand total			8854 SF

Area Tabulation (Zoning Code - 5th Story)			
Level	Name	Occupancy Group	Area
B	Recreation Room	B	706 SF
5th Story			706 SF
R-2	Corridor	R-2	593 SF
5th Story	Elevator	R-2	6769 SF
5th Story	Unit	R-2	7362 SF
			8088 SF
Grand total			8088 SF

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

5th Story

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A206**  
Scale As indicated

**EXHIBIT "A"**  
 Page No. 9 of 25  
 Case No. D18-2023-7360-TOC-HA

**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

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(818)-888-9443

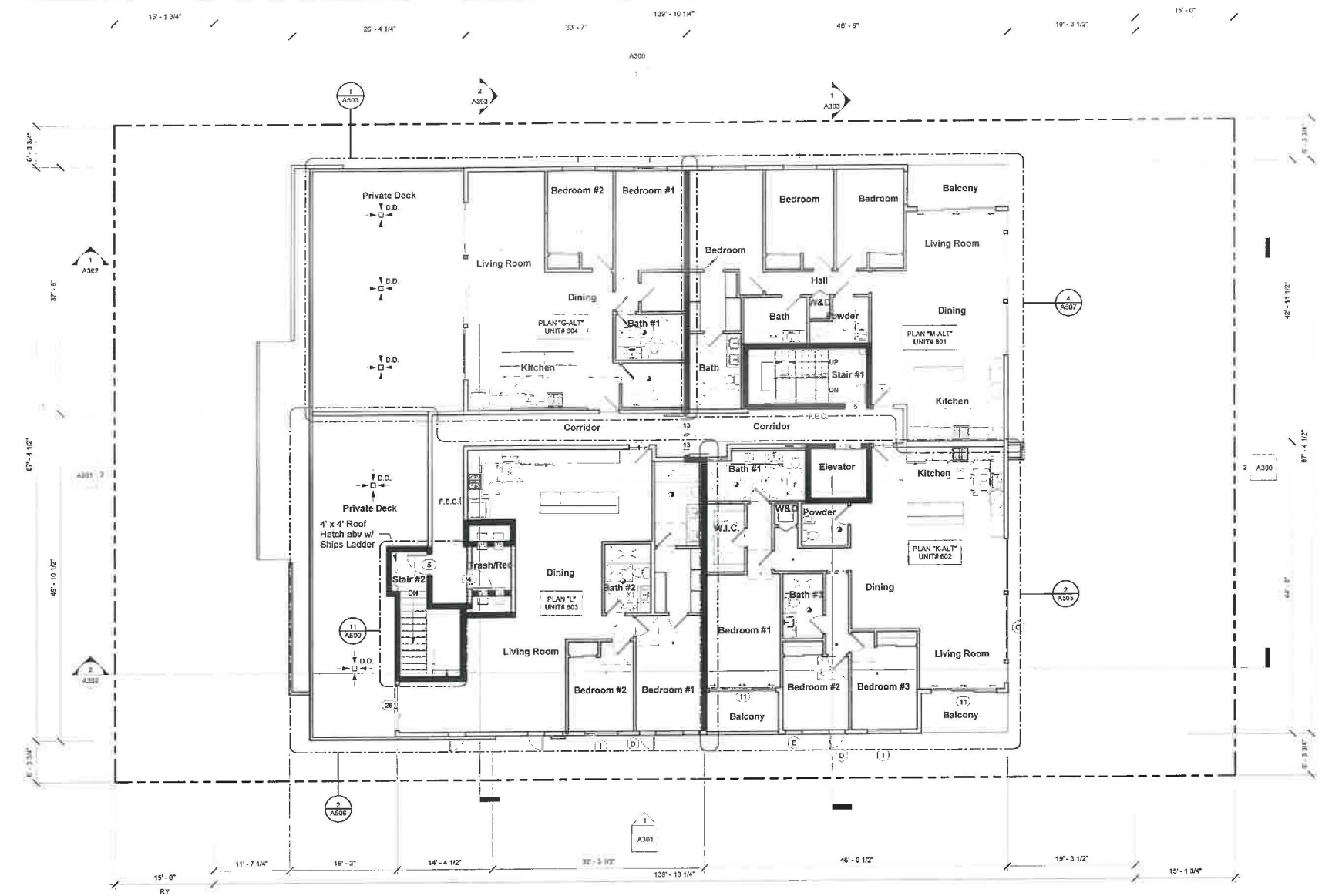
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**Address**  
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**Consultant Name**  
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**Consultant Name**  
**Address**  
**Phone**



1 6th Story  
1/8" = 1'-0"

**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
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- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Sulfite

**Area Tabulation (Gross Area - 6th Story)**

Level	Name	Occupancy Group	Area
R-2	6th Story Corridor	R-2	566 SF
R-2	6th Story Elevator	R-2	77 SF
R-2	6th Story Private Deck	R-2	1507 SF
R-2	6th Story Stair	R-2	326 SF
R-2	6th Story Unit	R-2	6214 SF
S-2	6th Story Trash	S-2	50 SF
Grand total			8740 SF

**Area Tabulation (Building Code - 6th Story)**

Level	Name	Occupancy Group	Area
R-2	6th Story Corridor	R-2	553 SF
R-2	6th Story Elevator	R-2	77 SF
R-2	6th Story Stair	R-2	322 SF
R-2	6th Story Unit	R-2	6051 SF
S-2	6th Story Trash	S-2	50 SF
Grand total			7053 SF

**Area Tabulation (Zoning Code - 6th Story)**

Level	Name	Occupancy Group	Area
R-2	6th Story Corridor	R-2	553 SF
R-2	6th Story Unit	R-2	6051 SF
Grand total			6604 SF

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

6th Story

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A207**  
Scale As indicated

**EXHIBIT "A"**  
 Page No. 10 of 25  
 Case No. D18-2023-1390-TOD - HCA



**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

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LICENSED REPRESENTATIVE

Plan Check Set

Elevations

Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By \_\_\_\_\_ K. Stockton

**A300**

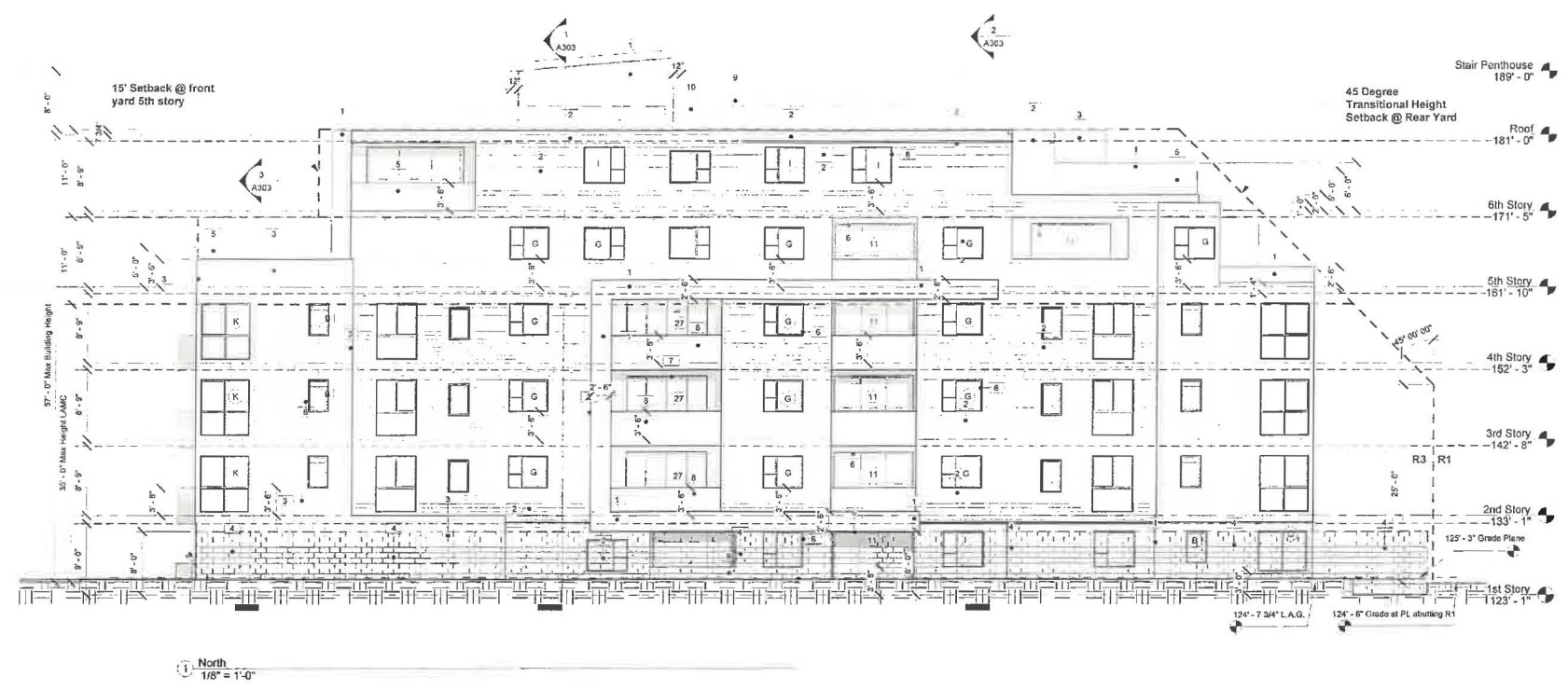
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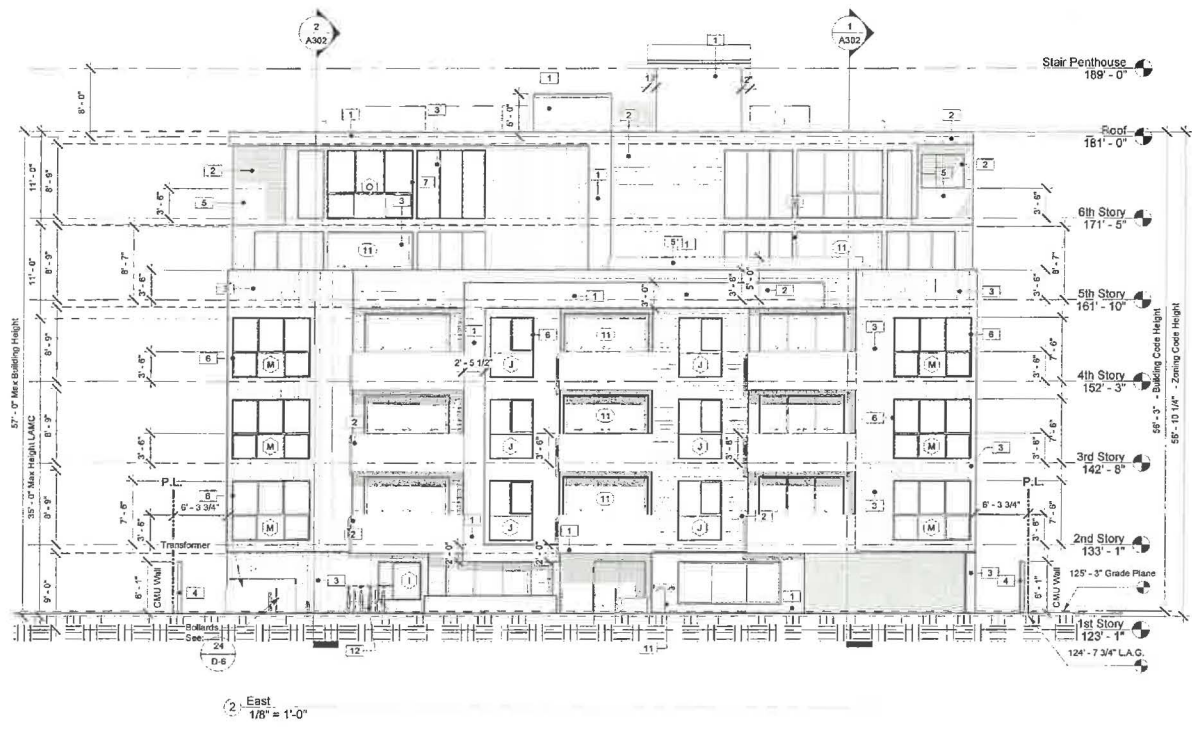
**EXHIBIT "A"**  
Page No. 12 of 25  
Case No. DIR-2023-7360-TOC-HCA

**Keynote Legend**

Key Value	Keynote Text
1	Exterior Stucco Over Approved Metal Lath & Building Paper-Typical
2	Hardieplank Lap Siding "Select Cedarmill" (Cementitious Siding) ICC-ES#ESR-2290 or an approved equal - Typical
3	Hardieplank Vertical Siding "Select Cedarmill" (Cementitious Siding) ICC-ES#ESR-2290 or an approved equal - Typical
4	CMU/CONC. Structural wall as per Structural DWGS
5	42" High Glass Panel Guardrail - See Detail # 5/D4
6	Flash all windows and doors-typ - See 11/D1 #
7	22 / D5
8	42" high Stucco Wall - See Detail #
9	Hydronic Heating (Water Heater)
10	Space Heating / Hot Water Boiler (Storage Tank)
11	Fire Department Connection
12	'U' Bicycle Rack (Short Term Bicycle Parking)



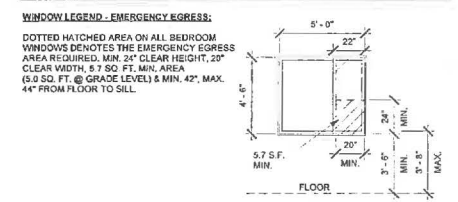
**Grade Plane Calculation:**  
 $624.00 + 625.10 + 625.50 + 625.75 = 625.24$   
**Grade Plane= 625.24'**  
**Lowest Adjacent= 624.80'**



**ELEVATION NOTE:**  
PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS BY "GENESIS COATINGS" PER LAFITE 3042-T EXCEPT FOR MAINTENANCE OF BUILDING AFFIDAVIT IS RECORDED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7-DAYS OF THE GRAFFITI BEING APPLIED.

**EMERGENCY EGRESS WINDOW NOTE:**  
EGRESS WINDOWS SHALL HAVE OPENABLE AREA OF NOT LESS THAN 5.7 SQ. FT. WITH A MIN. CLEAR 20" HEIGHT AND 20" WIDTH AND A SILL HEIGHT NOT OVER 44" ABOVE FLOOR (MINIMUM 1 WINDOW IN ALL BEDROOMS)

1. ALL WINDOWS TO BE AIFRC RATED.
2. ALL GLAZING TO BE LOW-E GLASS
3. ALL WINDOWS TO HAVE "PVC" VERTICAL BLINDS INSTALLED-TYPICAL ALL OPENINGS.





**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

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LICENSED REPRESENTATIVE

Plan Check Set

Elevations

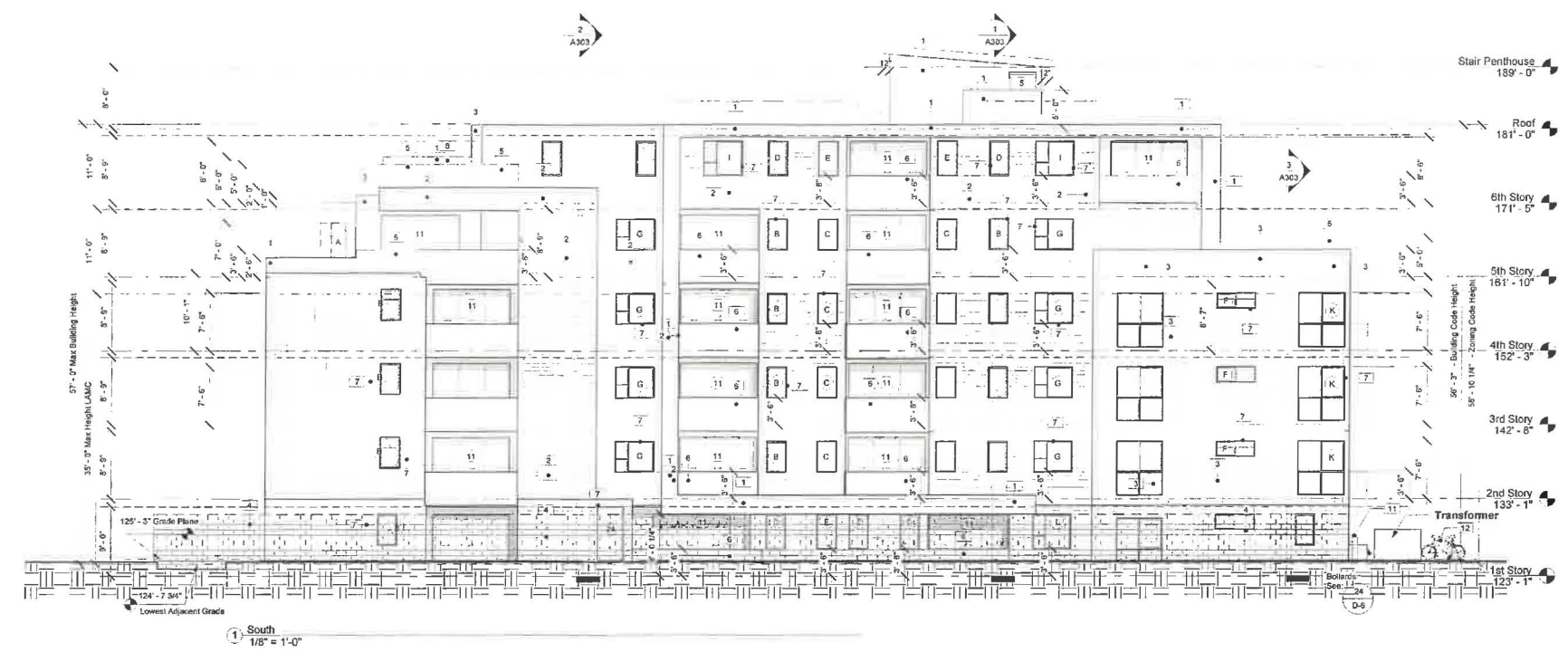
Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A301**

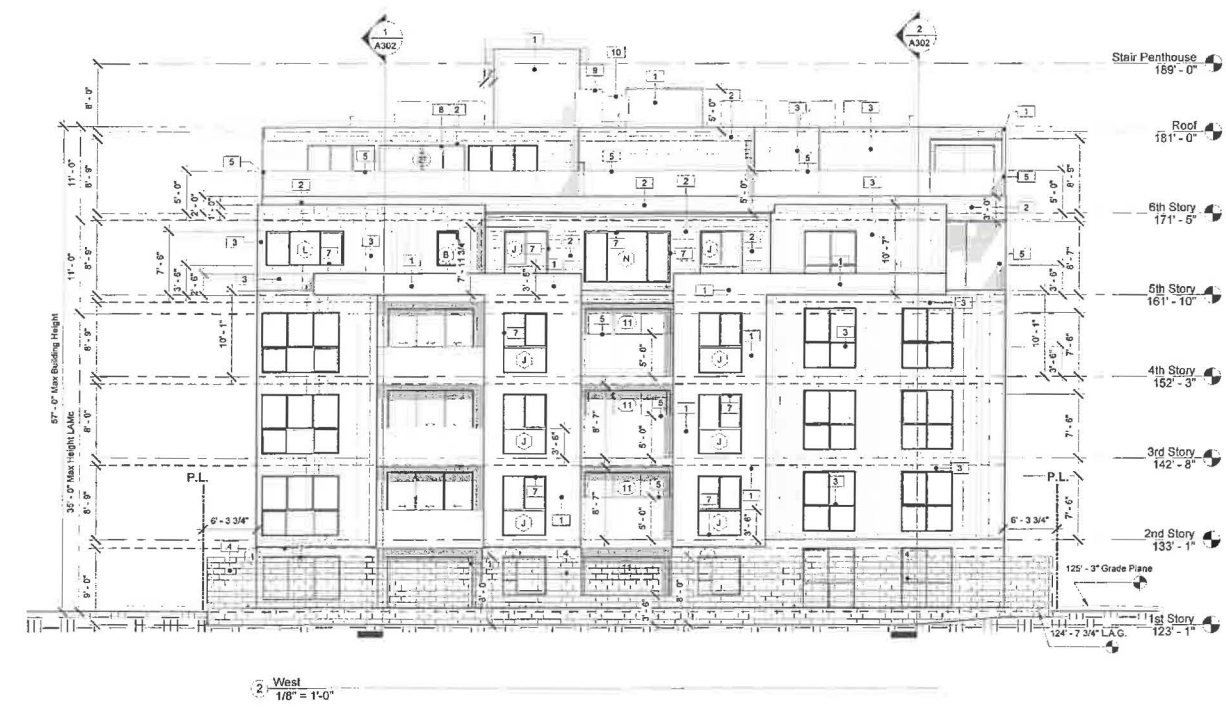
Scale As indicated

**EXHIBIT "A"**  
 Page No. 13 of 25  
 Case No. DIR-2023-7360-TOC-HCA

Key Value	Keynote Text
1	Exterior Stucco Over Approved Metal Lath & Building Paper-Typical <varies>
2	Hardiplank Vertical Sliding "Select Cadamir" (Cementitious Siding) ICC-ES ESR-2290 or an approved equal - Typical
3	CMU/CONC. Structural wall as per Structural DWG'S
4	42" high Glass Panel Guardrail - See Detail #
5	42" high Stucco Wall - See Detail # 5 / D4
6	Flash all windows and doors-typ. See 11 / D1
7	22 / D5
8	Hydronic Heating (Water Heater)
9	Space Heating / Hot Water Boiler (Storage Tank)
10	Fire Department Connection
11	'U' Bicycle Rack (Short Term Bicycle Parking)
12	

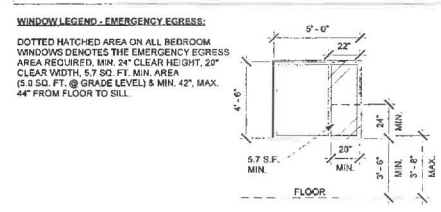


Grade Plane Calculation:  
 $624.60' + 625.10' + 625.50' + 625.75' = 625.24'$   
 Grade Plane= 625.24'  
 Lowest Adjacent= 624.60'



**ELEVATION NOTE:**  
 PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 8 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS BY "GENESIS COATINGS" PER LAR# 2342-T EXCEPT: MAINTENANCE OF BUILDING AFFIDAVIT IS RECORDED BY THE OWNER TO COVENANT AND AGREES WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7-DAYS OF THE GRAFFITI BEING APPLIED.

**EMERGENCY EGRESS WINDOW NOTE:**  
 EGRESS WINDOWS SHALL HAVE OPEABLE AREA OF NOT LESS THAN 5.7 SQ. FT. WITH A MIN. CLEAR 24" HEIGHT AND 20" WIDTH AND A SILL HEIGHT NOT OVER 44" ABOVE FLOOR (MINIMUM 1 WINDOW IN ALL BEDROOMS)  
 1. ALL WINDOWS TO BE NFRC RATED.  
 2. ALL GLAZING TO BE LOW-E GLASS.  
 3. ALL WINDOWS TO HAVE "VIC" VERTICAL BLINDS INSTALLED-TYPICAL ALL OPENINGS.



**Client**

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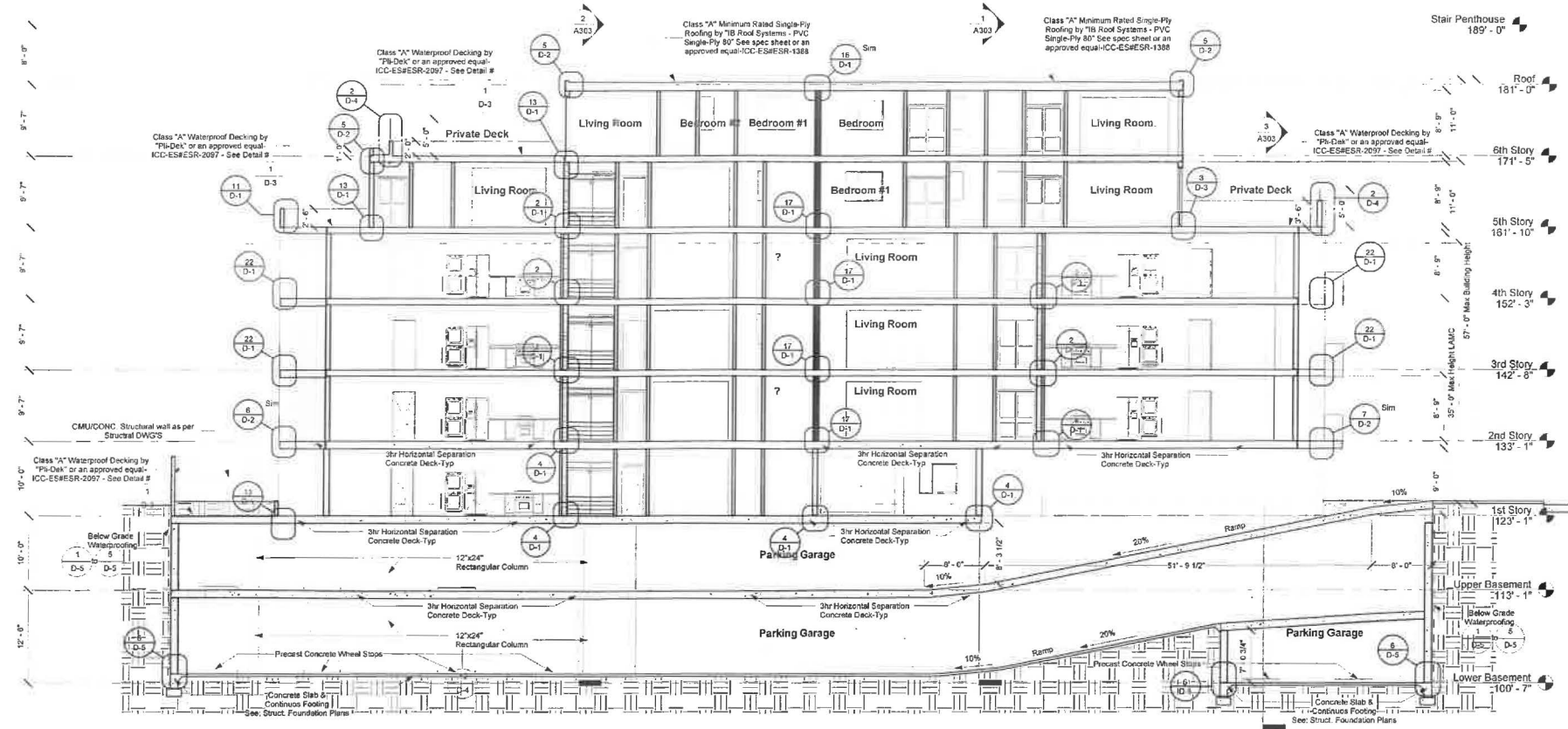
Plan Check Set

**Sections**

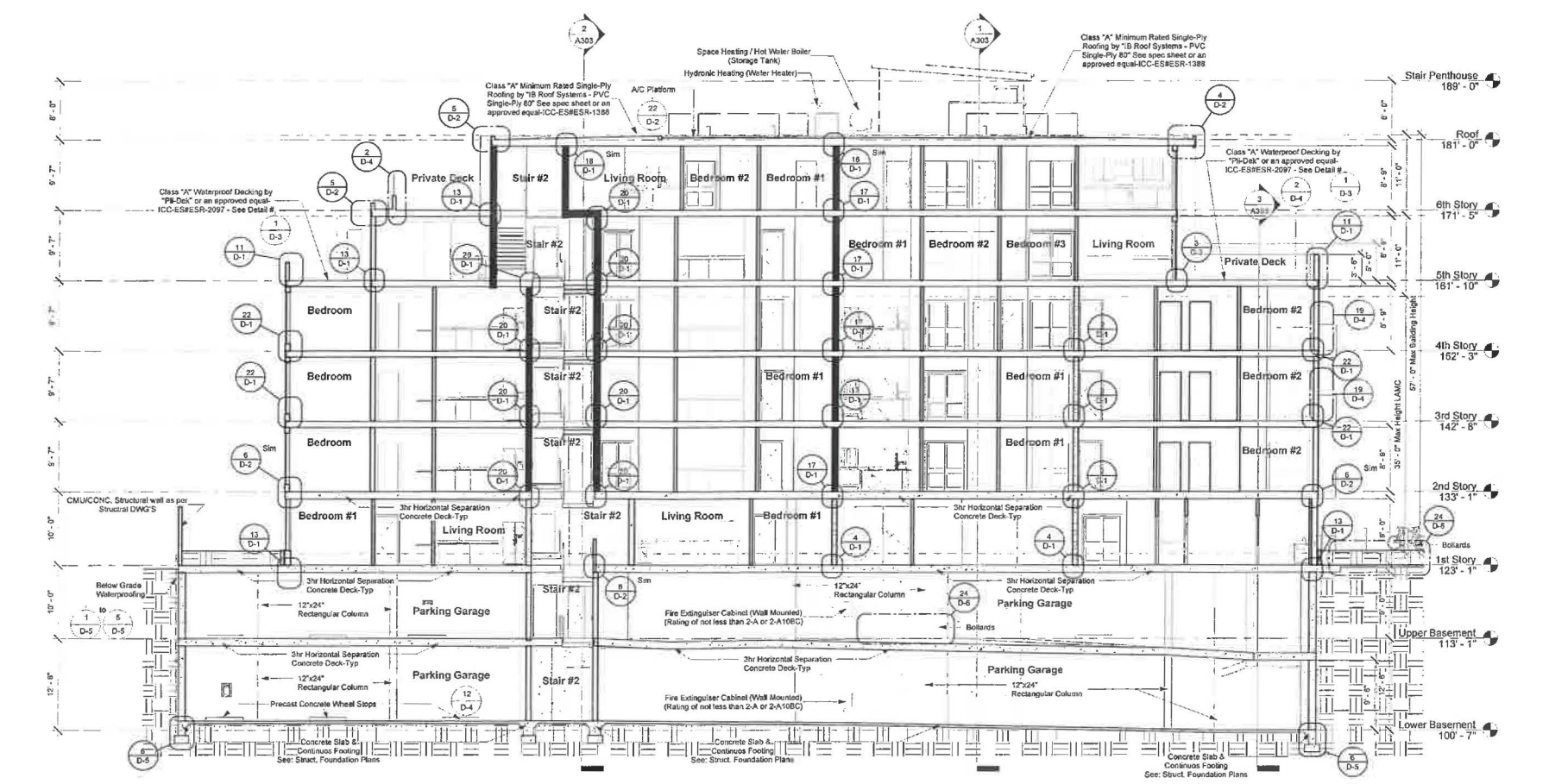
Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By \_\_\_\_\_ K. Stockton

**A302**

Scale 1/8" = 1'-0"



Section 1  
1/8" = 1'-0"



Section 2  
1/8" = 1'-0"

**EXHIBIT "A"**  
 Page No. 14 of 29  
 Case No. Dlx-2023-7300-Top-HCA

**Client**  
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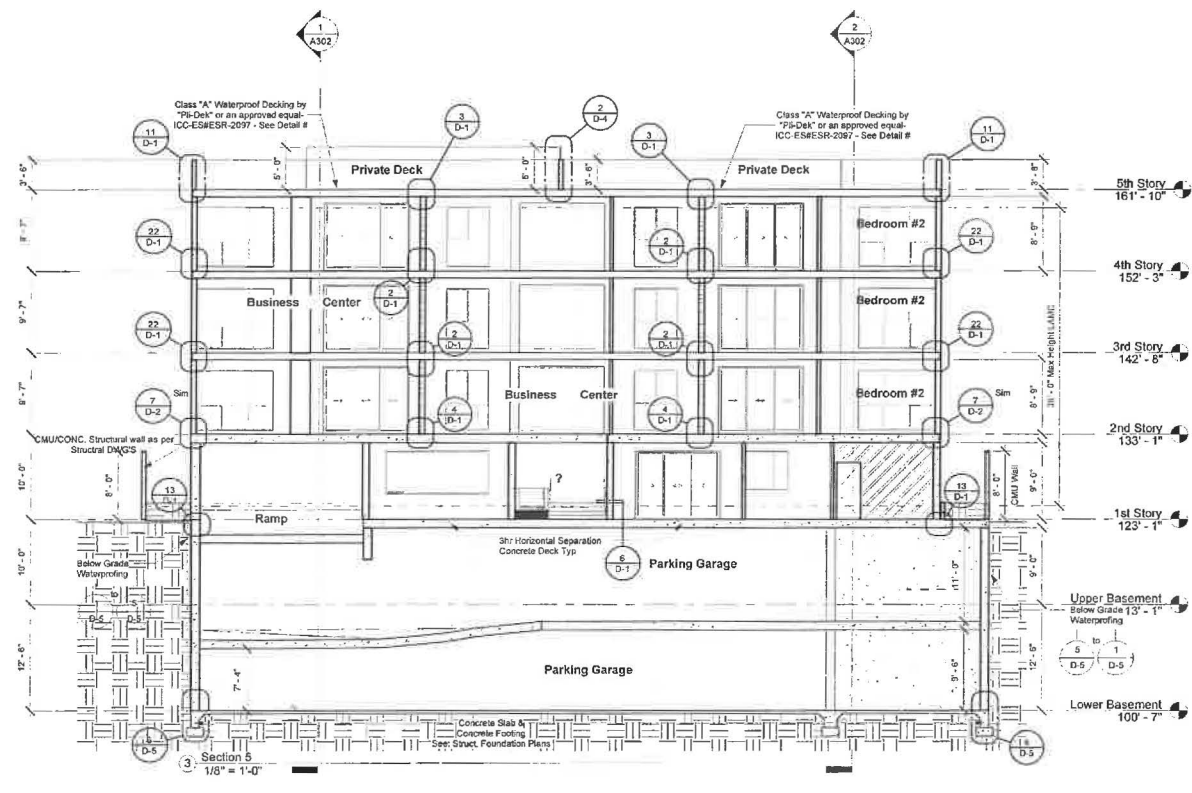
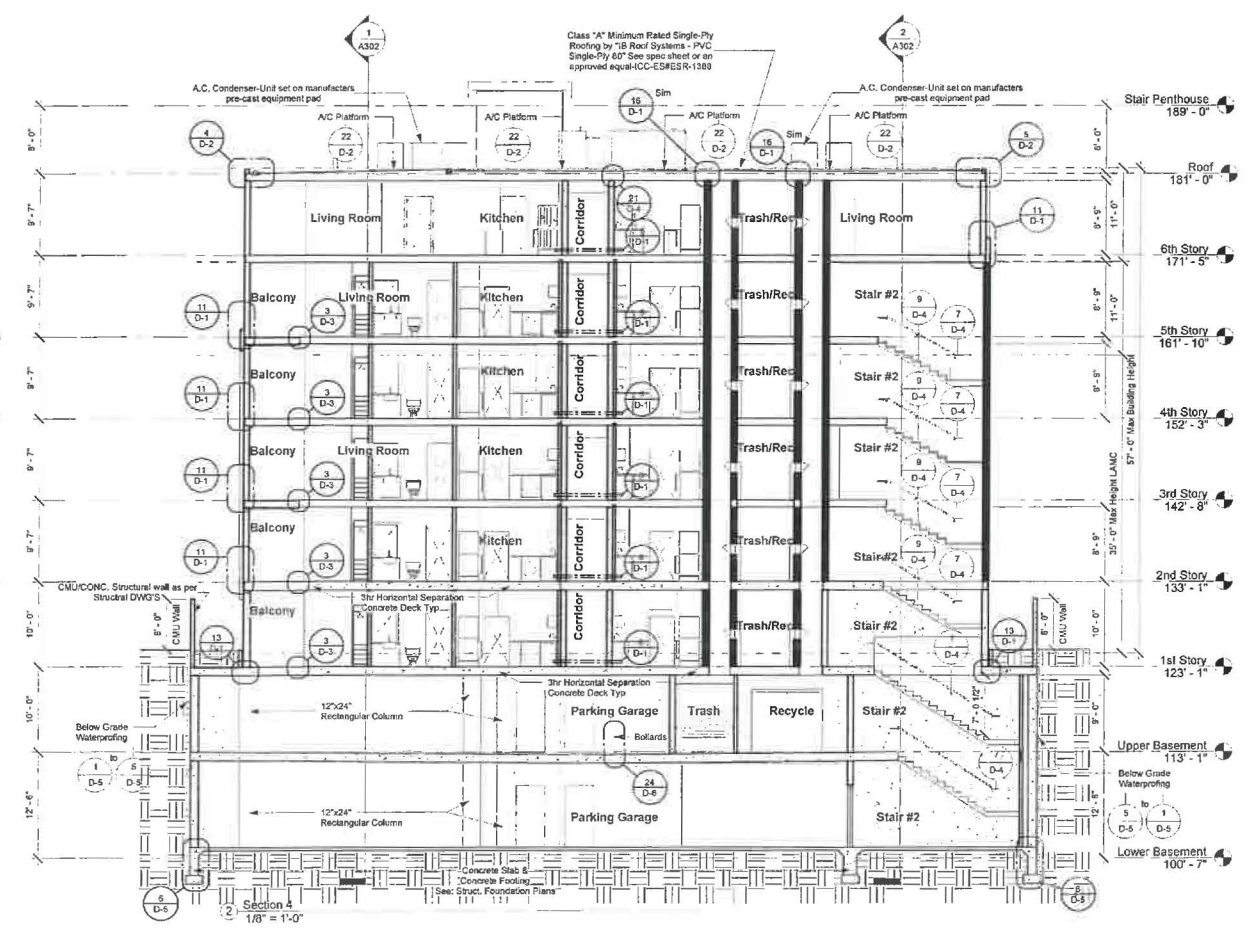
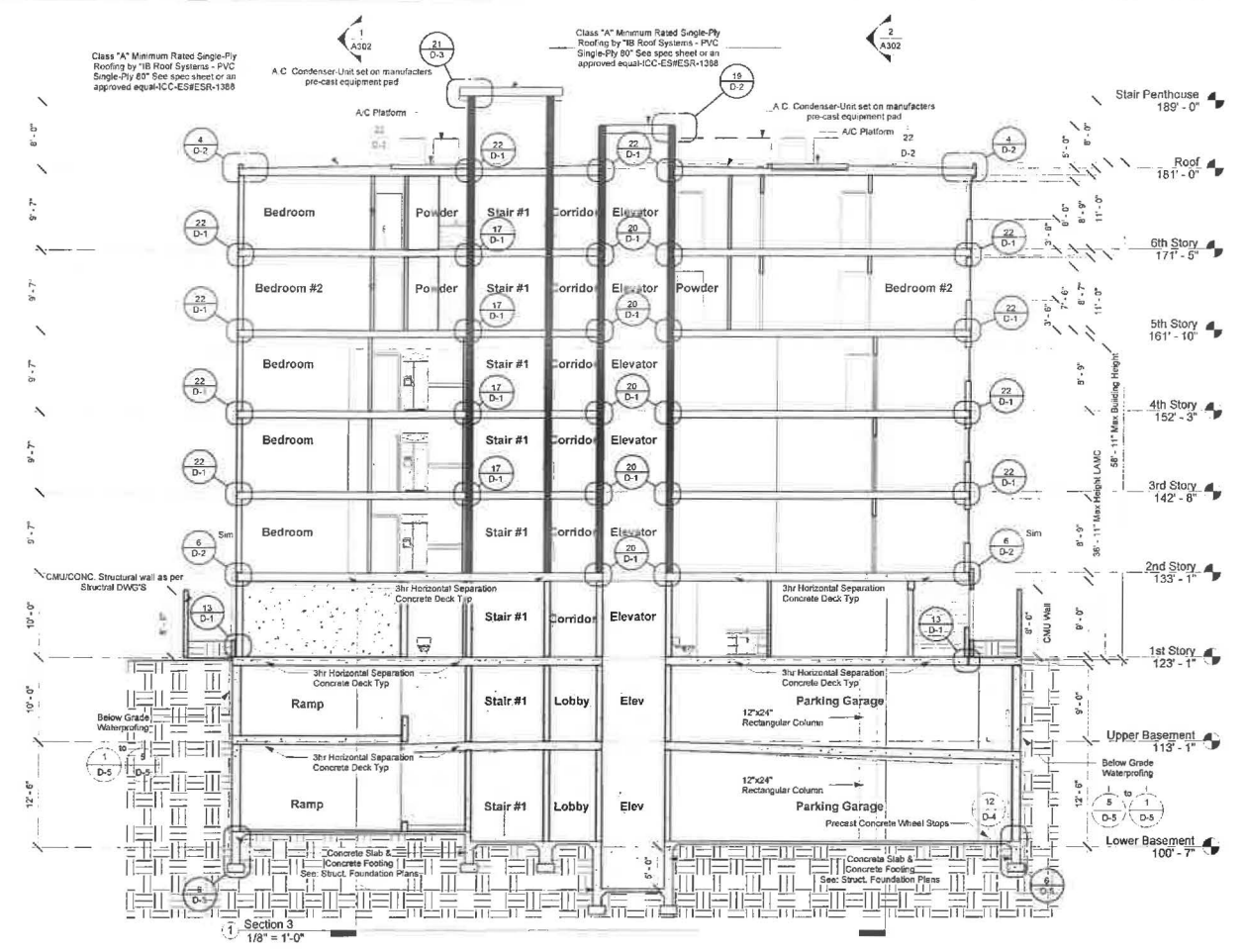
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Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By K. Stockton

**A303**  
Scale 1/8" = 1'-0"

8/24/2023 9:35:50 AM

**EXHIBIT "A"**  
Page No. 15 of 25  
Case No. DIP-2023-7360-TOC - HFA



**Client**  
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Plan Check Set

Unit Plans

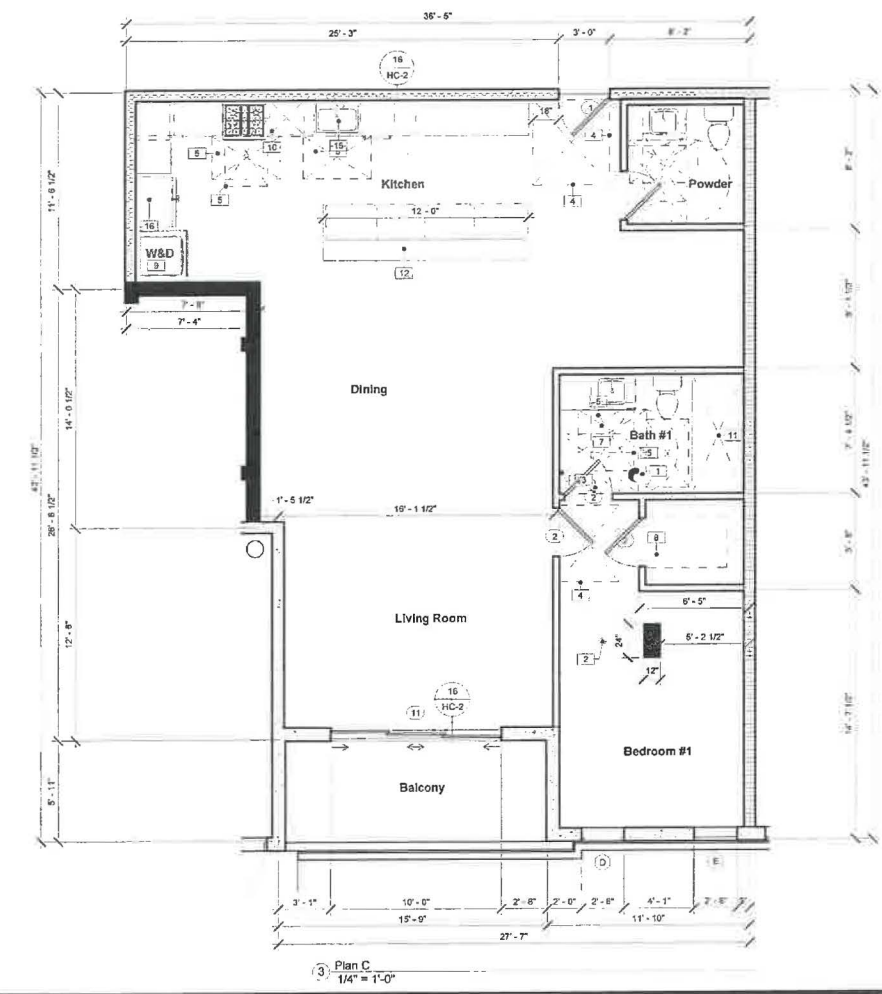
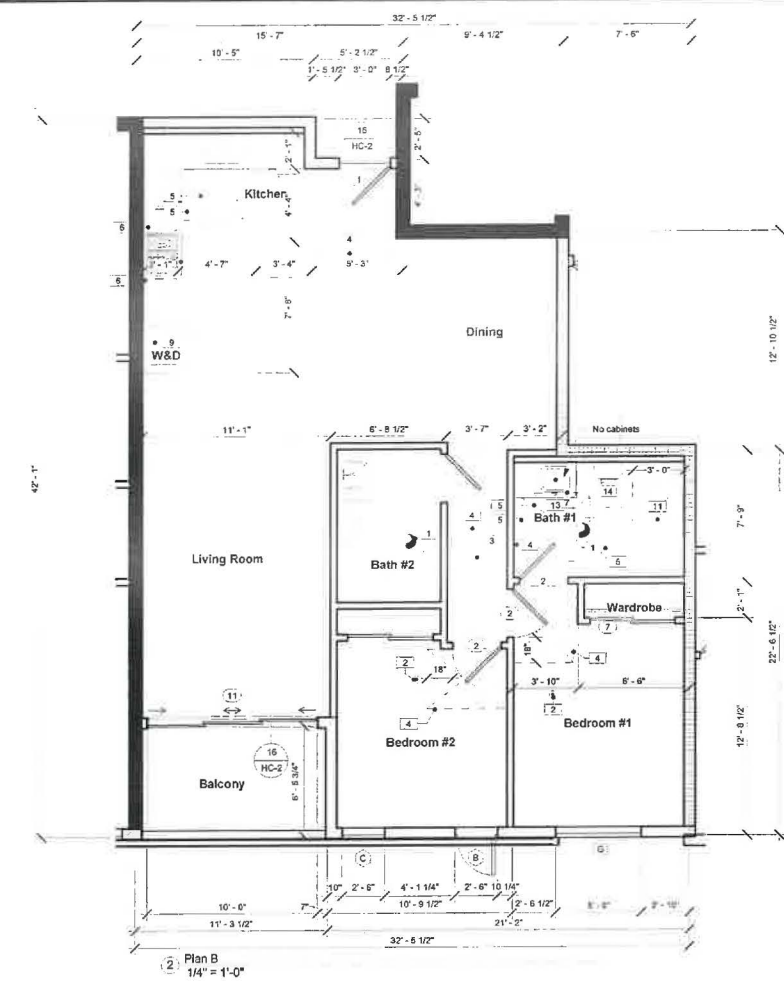
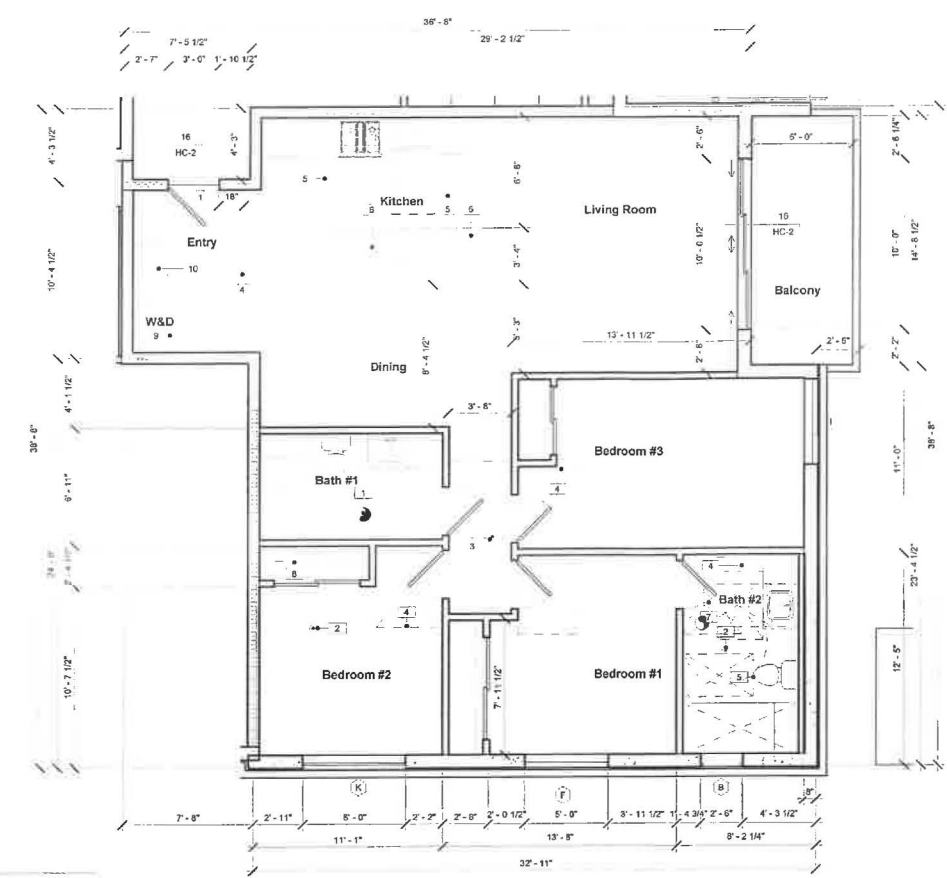
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Drawn By S.A.  
Checked By K. Stockton

**A500**  
Scale As indicated

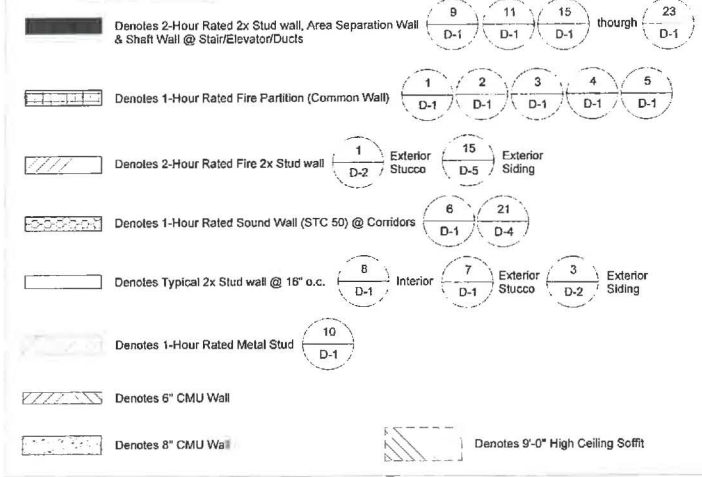
8/24/2023 9:25:59 AM

Keynote Legend

Key Value	Keynote Text
1	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls
2	Smoke Detectors-Hardwired w/ battery backup and low battery signal
3	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)
4	Level Manoeuvring clearance @ doors
5	30"x48" Wheel Chair Working Area
6	15" Bread Board with Knee & Toe Clearances
7	60" Diameter clear floor space for accessible manuevring space
8	varies
9	Stackable Washer & Dryer (Front Loading) w/ Pan & Drain wh/17. & 20/HC-2/floor plan (Vent dryer thru roof) Energy Star rated if applicable
10	12" Deep Upper Cabinets w/ 2x solid backing
11	Accessible Roll-In Shower: 36"x60" Hot mipped shower pan verify size w/ floor plan. Fiberglass shower Unit w/ Shatterproof Enclosure -Verify Style, Make, & Model with owner
12	Kitchen Island Cabinet & Countertop per owner's selection
13	Lavatory Sink- Verify style with owner-See Sht. GN1 for Max Fixture Flow Rate
14	Water Closet: Ultra Low Flush Toilet (See Sht. GN1 for Max Fixture Flow Rate)
15	Single Basin Sink with Garbage Disposal-verify style with owner (See Sht. GN1 for max flow rate)
16	Refrigerator Space: 38" Clear w/ recessed stub-out for ice maker (Energy Star Rated)



**WALL LEGEND:**



Unit Plan Area

Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	865 SF
Plan D - Alt	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F-Alt	2-Bedroom/2-Bath	986 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G-Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	792 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1309 SF
Plan J	2-Bedroom/2-Bath	833 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1664 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1561 SF

**EXHIBIT "A"**  
 Page No. 16 of 85  
 Case No. 21K-2023-7360-TOC-HCA

**Client**  
Klein Business  
16350 Ventura Blvd.-D#504  
Encino, CA 91436  
(310)980-7898

**Project**  
**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**  
**Architect**  
Stockton Architects, Inc.  
26500 W. Agoura Road #653  
Calabasas, CA 91302  
(818)868-9443  
**Consultant Name**  
Address  
Address  
Phone  
**Consultant Name**  
Address  
Address  
Phone  
**Consultant Name**  
Address  
Address  
Phone  
**Consultant Name**  
Address  
Address  
Phone

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

Unit Plans

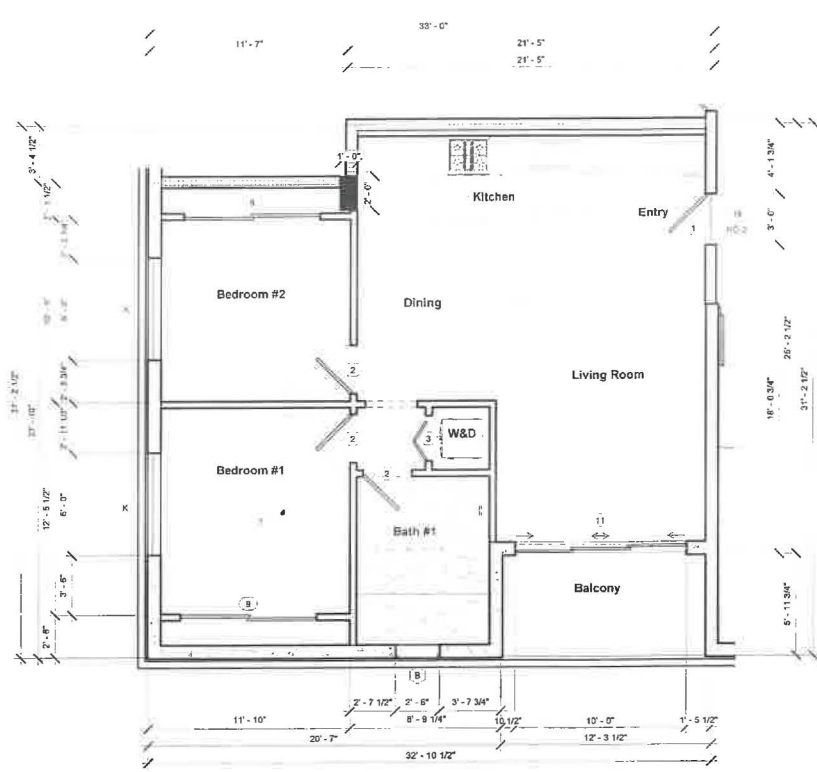
Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A501**  
Scale As indicated

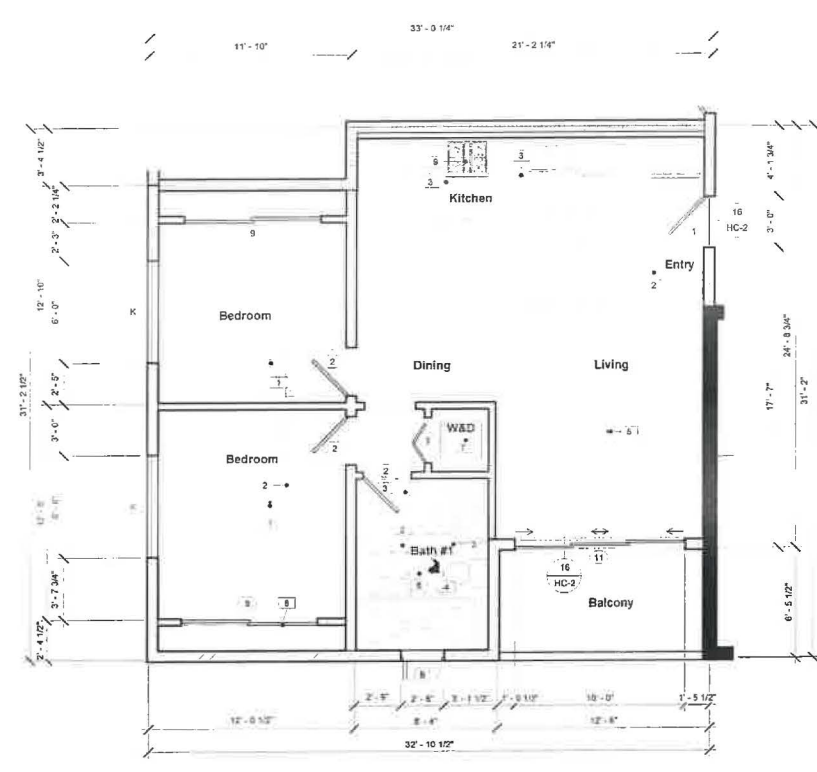
**Keynote Legend**

Key Value	Keynote Text
1	Smoke Detectors-Hardwired w/ battery backup and low battery signal
2	Level Maneuvering clearance @ doors
3	30"x 48" Wheel Chair Working Area
4	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls
5	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)
6	60" Diameter clear floor space for accessible maneuvering space
7	Stackable Washer & Dryer (Front Loading) w/ Pan & Drain where shown on floor plan (Vent dryer thru roof) Energy Star rated if applicable
8	Shelf & Pole
9	Range/Oven: 30" Min. wide with MICROWAVE ABOVE (100 cfm minimum vented to outside air (Energy Star Rated, if applicable)
10	Water Closet: Ultra Low Flush Toilet (See Sht. GN1 for Max Fixture Flow Rate)
11	Accessible Roll-In Shower: 36"x60" Hot mopped shower pan verify size w/ floor plan. Fiberglass shower Urinal w/ Shatterproof Enclosure - Verify Style, Make, & Model with owner
12	Lavatory Sink- Verify style with owner-See Shi GN1 for Max Fixture Flow Rate
13	Countertop @ 34" A.F.F. - Lower Cabinets w/ Removable Base Cabinet & Finished Floor Extended to Wall Below

17, & 20HC-2



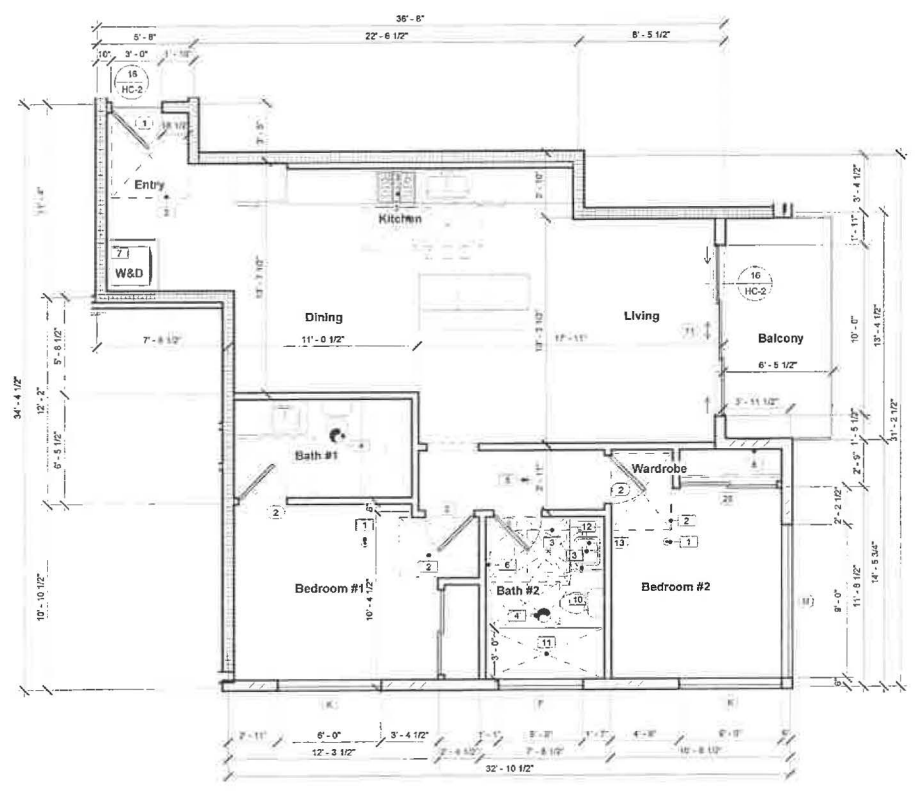
1 Plan D @ 1st Floor  
1/4" = 1'-0"



2 Plan D-Alt 1  
1/4" = 1'-0"

**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit



3 Plan E  
1/4" = 1'-0"

**Unit Plan Area**

Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	865 SF
Plan D - Alt	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F-Alt	2-Bedroom/2-Bath	966 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G-Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	792 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1309 SF
Plan J	2-Bedroom/2-Bath	833 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1884 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1561 SF

**EXHIBIT "A"**  
 Page No. 17 of 24  
 Case No. DIR-2023-7360-700-HCA

**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

**Architect**  
Stockton Architects, Inc.  
26500 W. Agoura Road #653  
Calabasas, CA 91302  
(818)-888-9443

**Consultant Name**  
**Address**  
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**Consultant Name**  
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**Address**  
**Phone**

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

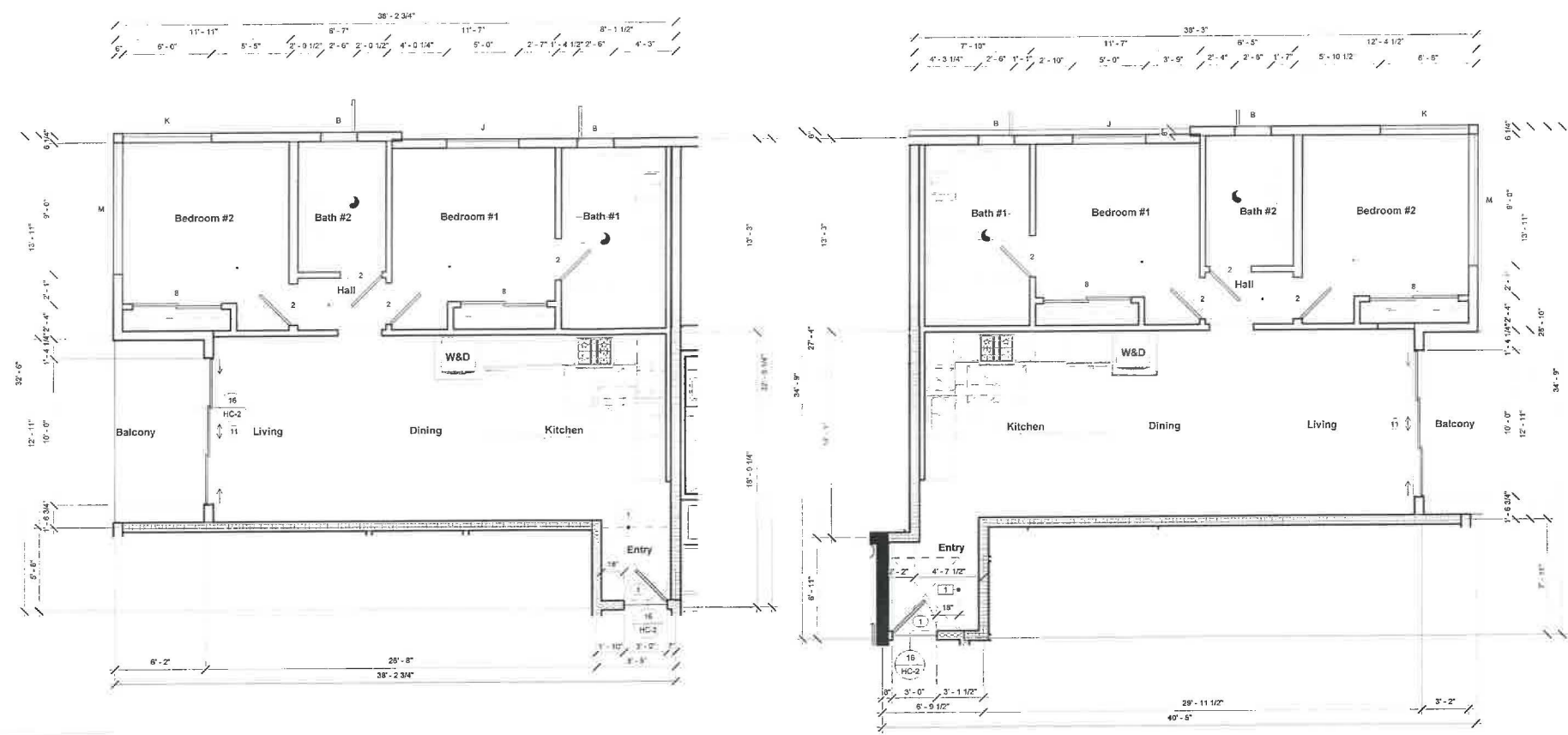
Unit Plans

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A502**

Scale As indicated

Key Value	Keynote Legend	Keynote Text
1	Level Maneuvering clearance @ doors	
2	Smoke Detectors-Hardwired w/ battery backup and low battery signal	
3	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)	
4	30"x48" Wheel Chair Working Area	
5	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls	
6	60" Diameter clear floor space for accessible maneuvering space	
7	Shelf & Pole	



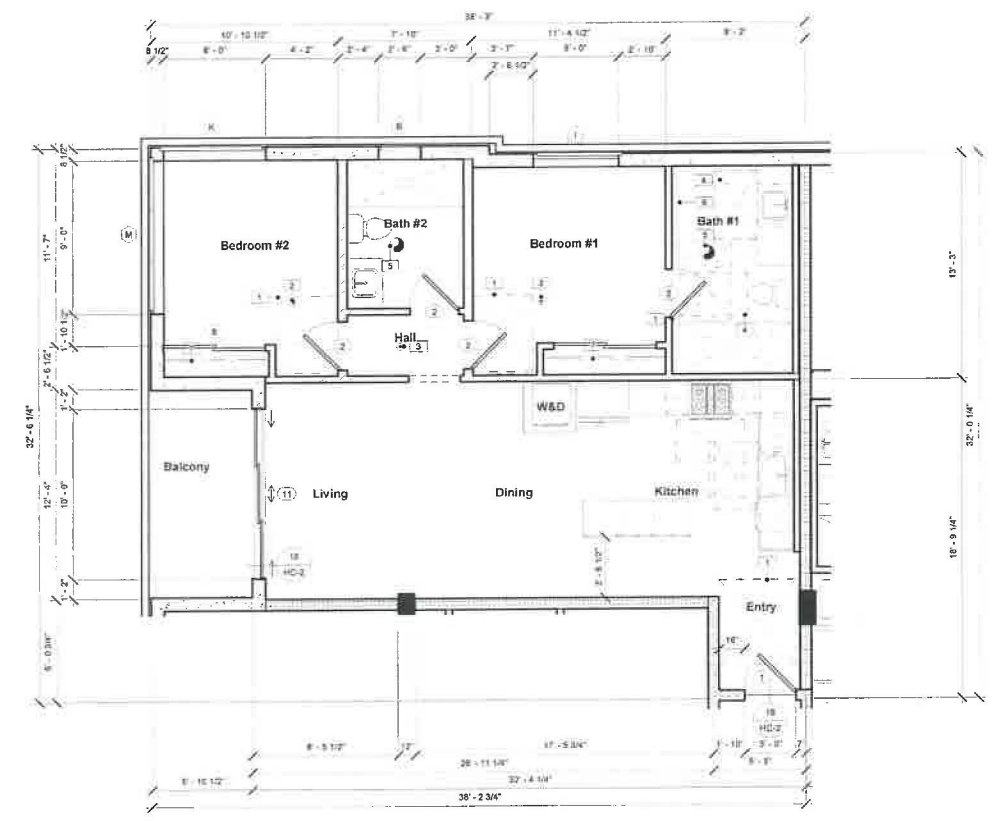
1 Plan F  
1/4" = 1'-0"

2 Plan F-Alt  
1/4" = 1'-0"

**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

Unit Plan Area		
Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	865 SF
Plan D - All	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F-Alt	2-Bedroom/2-Bath	986 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G-Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	792 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1309 SF
Plan J	2-Bedroom/2-Bath	833 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1694 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1561 SF



3 Plan F @ 1st Floor  
1/4" = 1'-0"

**EXHIBIT "A"**  
 Page No. 18 of 25  
 Case No. DIR-2023-7360-70C-HCA

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

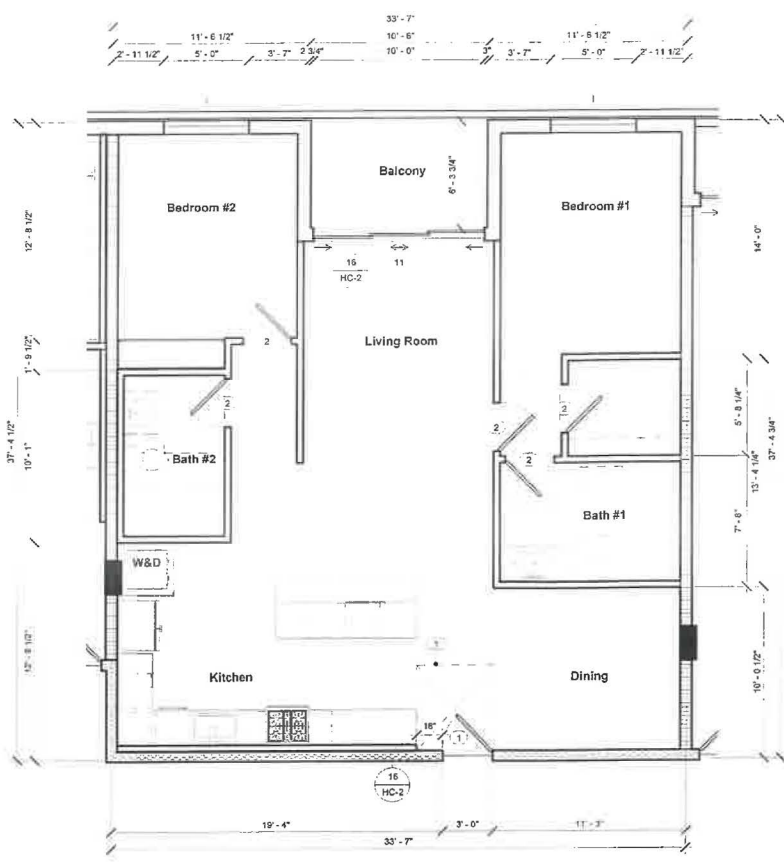
Unit Plans

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

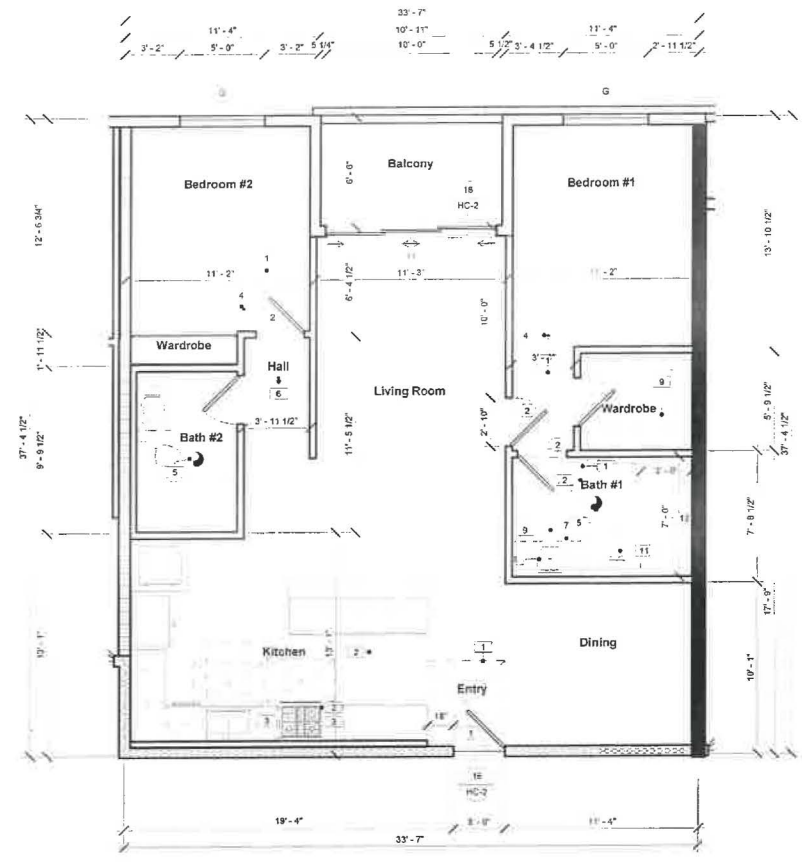
**A503**  
Scale As indicated

**Keynote Legend**

Key Value	Keynote Text
1	Level Maneuvering clearance @ doors
2	30"x48" Wheel Chair Working Area
3	15" Broad Board with Knee & Toe Clearances
4	Smoke Detectors-Hardwired w/ battery backup and low battery signal
5	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls
6	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)
7	60" Diameter clear floor space for accessible maneuvering space
8	Lavatory Sink-Verify style with owner-See Sht GN1 for Max Fixture Flow Rate
9	<varies>
10	<varies>
11	Water Closet: Ultra Low Flush Toilet (See Sht. GN1 for Max Fixture Flow Rate)
12	Accessible Roll-In Shower: 36"x60" Hot mopaid shower pan verify size w/ floor plan. Fiberglass shower Unit w/ Shatterproof Enclosure -Verify Style, Make, & Model with owner.
13	Stackable Washer & Dryer (Front Loading) w/ Pan & Drain where shown on floor plan (Vent dryer thru roof) Energy Star rated if applicable
14	Kitchen Island Cabinet & Countertop per owner's selection
15	Range/Oven: 30" Min. wide with MICROWAVE ABOVE (100 cfm minimum vented to outside air (Energy Star Rated, if applicable)
16	Countertop @ 34" A.F.F. - Lower Cabinets w/ Removable Base Cabinet & Finished Floor Extended to Wall Below
17	Refrigerator Space: 38" Clear w/ recessed stub-out for ice maker (Energy Star Rated)



7 Plan G @ 1st Floor  
1/4" = 1'-0"



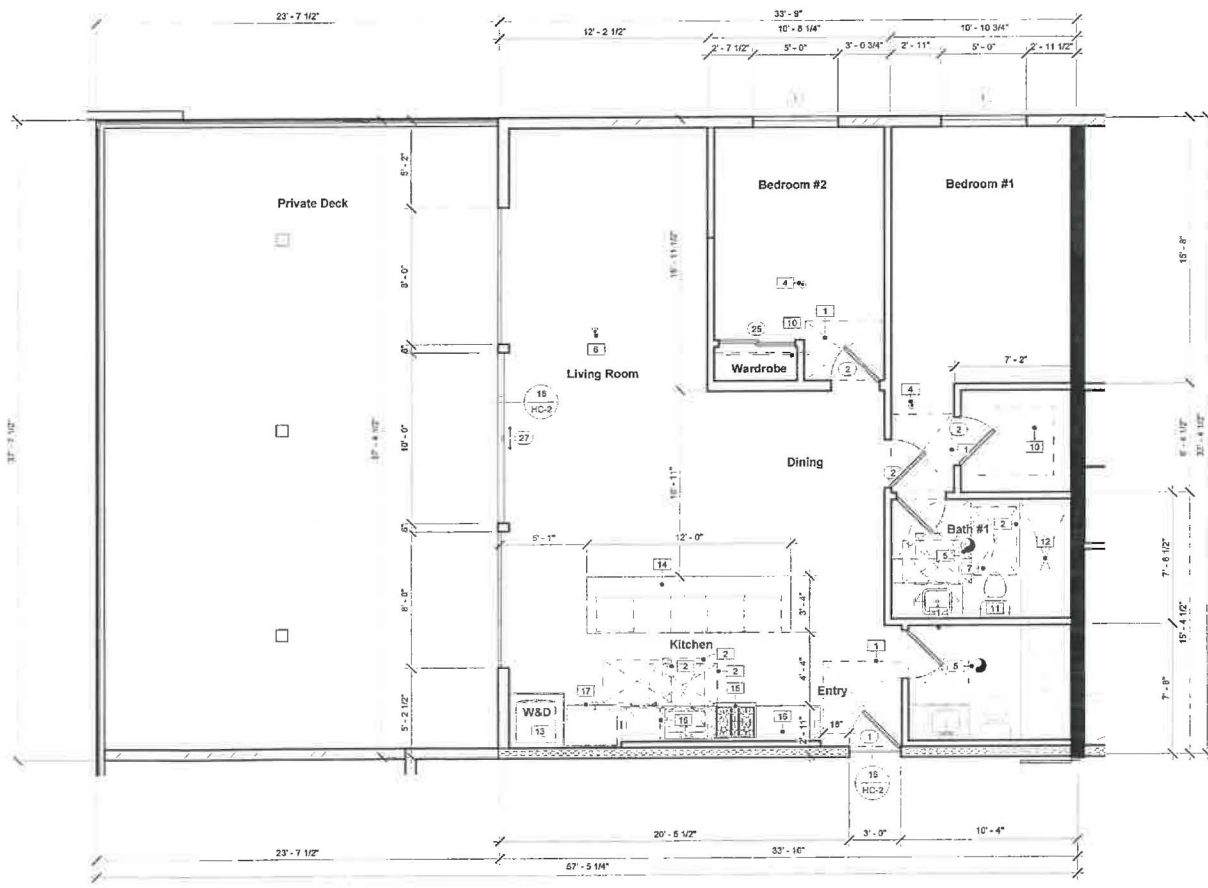
6 Plan G  
1/4" = 1'-0"

**WALL LEGEND:**

	Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts	9 D-1	11 D-1	15 D-1	through	23 D-1
	Denotes 1-Hour Rated Fire Partition (Common Wall)	1 D-1	2 D-1	3 D-1	4 D-1	5 D-1
	Denotes 2-Hour Rated Fire 2x Stud wall	1 D-2	Exterior Stucco	15 D-5	Exterior Siding	
	Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors	6 D-1	21 D-4			
	Denotes Typical 2x Stud wall @ 16" o.c.	8 D-1	Interior	7 D-1	Exterior Stucco	3 D-2
	Denotes 1-Hour Rated Metal Stud	10 D-1				
	Denotes 6" CMU Wall					
	Denotes 8" CMU Wall					
	Denotes 9'-0" High Ceiling Soffit					

**Unit Plan Area**

Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	865 SF
Plan D - Alt	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F-Alt	2-Bedroom/2-Bath	966 SF
Plan G	2-Bedroom/2-Bath	1155 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G-Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	792 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1309 SF
Plan J	2-Bedroom/2-Bath	1638 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1664 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1581 SF



1 Plan G-Alt  
1/4" = 1'-0"

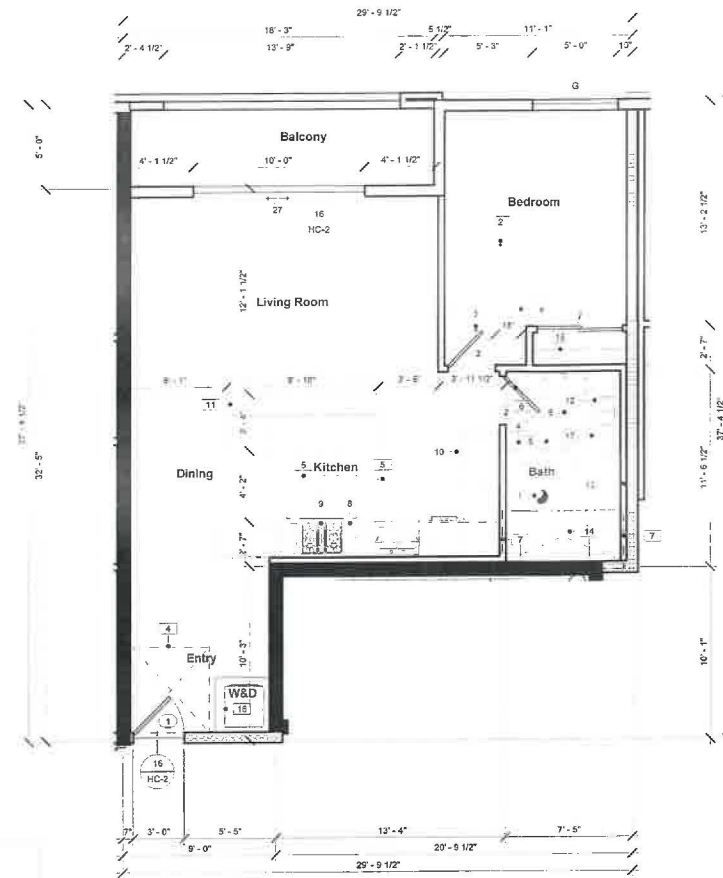
**EXHIBIT "A"**  
 Page No. 19 of 25  
 Case No. 112-2023-7360-TOC-HCA

Key Value	Keynote Text
1	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls
2	Smoke Detectors-Hardwired w/ battery backup and low battery signal
3	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)
4	Level Manoeuvring clearance @ doors
5	30"x 48" Wheel Chair Working Area
6	60" Diameter clear floor space for accessible manoeuvring space
7	2" x 6" Blocking around walls & floors @ all Tubs, Showers, & Water Closets for future Wall mounted Grab bars @ 33" from finish floor to C.L. of bars-See Detail # 17, & 20/HC-2
8	15" Bread Board with Knee & Toe Clearances
9	Range/Oven: 30" Min. wide with MICROWAVE ABOVE (100 cfm minimum vented to outside air (Energy Star Rated, if applicable)
10	Refrigerator Space: 38" Clear w/ recessed stub-out for ice maker (Energy Star Rated)
11	Kitchen Island Cabinet & Countertop per owner's selection
12	Lavatory Sink- Verify style with owner-See Sht GN1 for Max Fixture Flow Rate
13	Water Closet: Ultra Low Flush Toilet (See Sht. GN1 for Max Fixture Flow Rate)
14	Accessible Roll-In Shower: 35"x60" Hot mopped shower pan verify size w/ floor plan. Fiberglass shower Unit w/ Shatterproof Enclosure -Verify Style, Make, & Model with owner
15	Shelf & Pole
16	Stackable Washer & Dryer (Front Loading) w/ Pan & Drain where shown on floor plan (Vent dryer thru roof) Energy Star rated if applicable
17	Countertop @ 34" A.F.F.- Lower Cabinets w/ Removable Base Cabinet & Finished Floor Extended to Wall Below
18	24" Deep Lower Cabinets w/ countertop per owner's selection - (See Interior Elevations for Removable Base Cabinet & Finished Floor Extended to Wall Below Location)
19	12" Deep Upper Cabinets w/ 2x solid backing
20	34" High Lower Cabinets w/ countertop per owner's selection
21	Cased Opening- See Floor Plan for size
22	

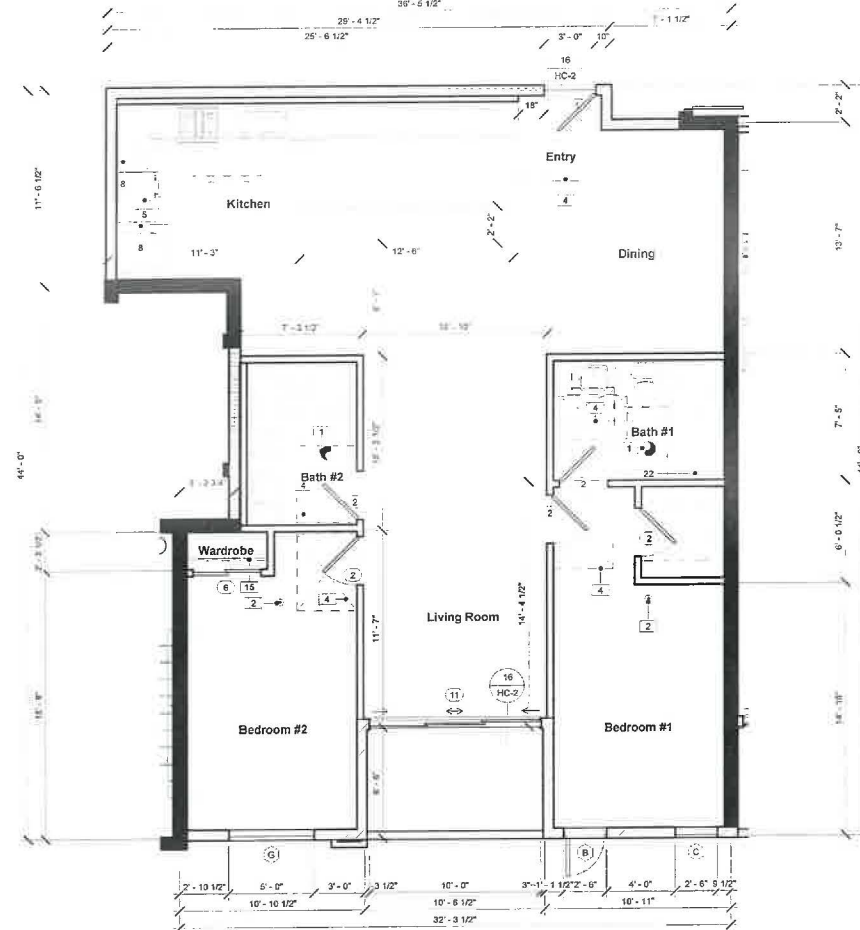
**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 6" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

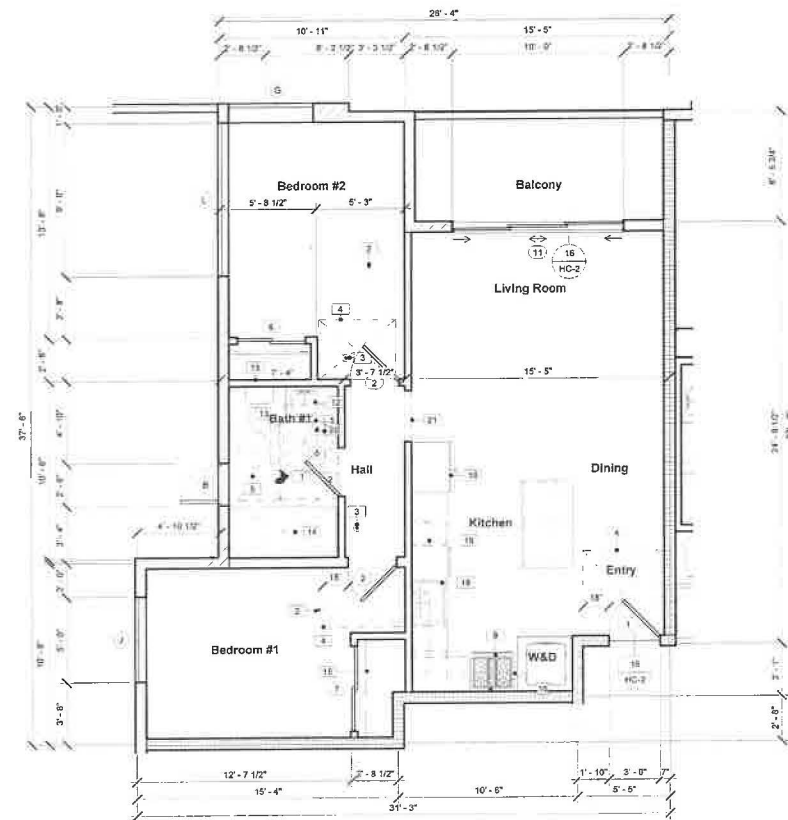
Unit Plan Area		
Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	865 SF
Plan D - Alt	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F - Alt	2-Bedroom/2-Bath	986 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G - Alt	2-Bedroom/2-Bath	1156 SF
Plan G - Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	782 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan J	2-Bedroom/2-Bath	1309 SF
Plan J	2-Bedroom/2-Bath	833 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1664 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1561 SF



1 Plan H  
1/4" = 1'-0"



2 Plan I  
1/4" = 1'-0"



3 Plan J  
1/4" = 1'-0"



www.STOCKTONARCHITECTS.com

**Client**  
Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**  
**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**  
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Calabasas, CA 91302  
(818)-888-9443  
**Consultant**  
Name  
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Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

Unit Plans

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A504**  
Scale As indicated

**EXHIBIT "A"**  
 Page No. 20 of 25  
 Case No. D11-2023-7360 - Toc - HCA

8/24/2023 9:36:04 AM

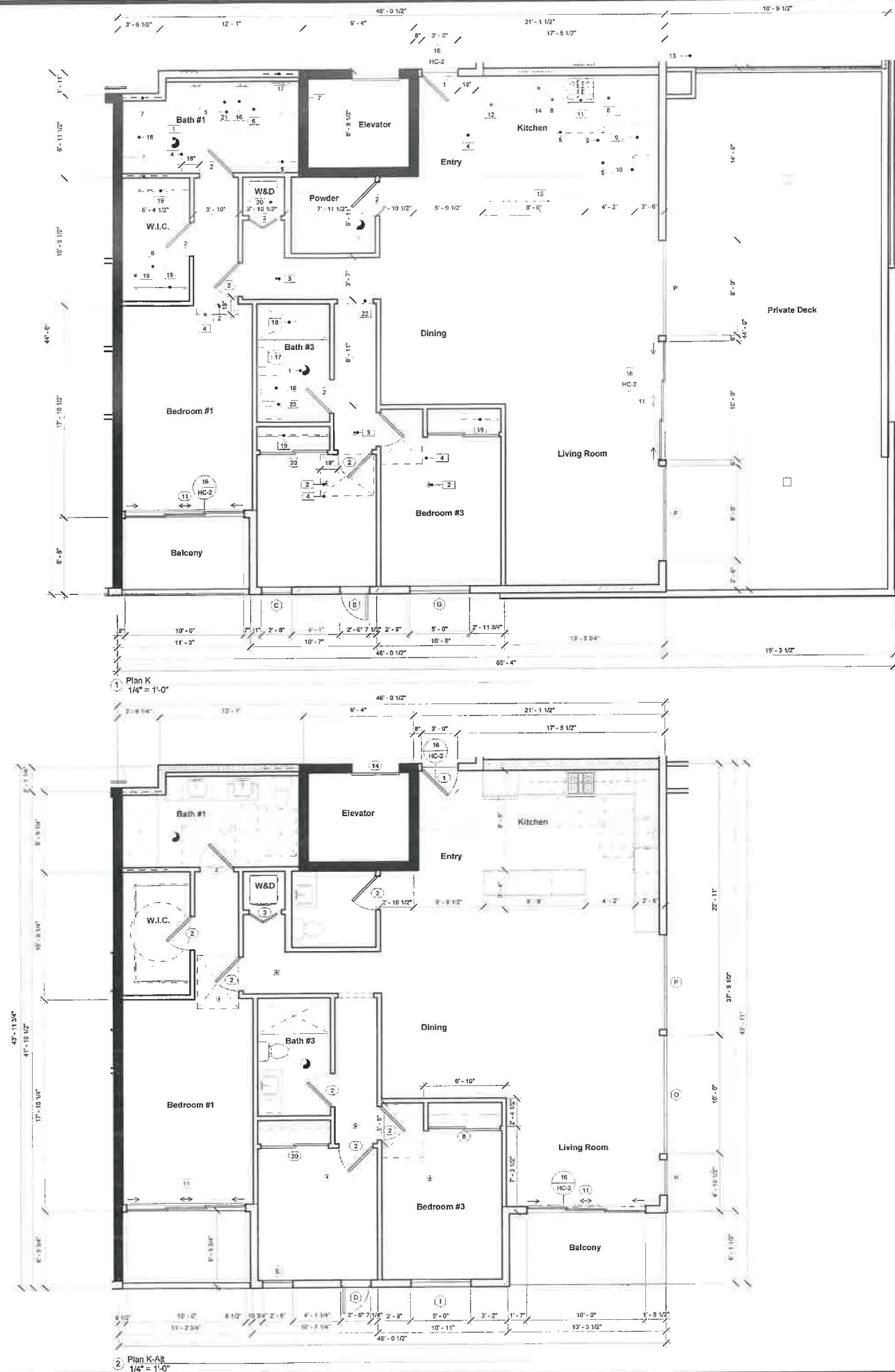


**WALL LEGEND:**

	Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts	9	11	15	through	23
	Denotes 1-Hour Rated Fire Partition (Common Wall)	1	2	3	4	5
	Denotes 2-Hour Rated Fire 2x Stud wall	1	Exterior	15	Exterior	
	Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors	6	21			
	Denotes Typical 2x Stud wall @ 16" o.c.	8	Interior	7	Exterior	3
	Denotes 1-Hour Rated Metal Stud	10				
	Denotes 6" CMU Wall					
	Denotes 8" CMU Wall					
	Denotes 9'-0" High Ceiling Soffit					

Key Value	Keynote Text
1	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls
2	Smoke Detectors-Hardwired w/ battery backup and low battery signal
3	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)
4	Level Maneuvering clearance @ doors
5	30"x 48" Wheel Chair Working Area
6	60" Diameter clear floor space for accessible maneuvering space
7	2" x 6" Blocking around walls & floors @ all Tubs, Showers, & Water Closets for future Wall mounted Grab bars @ 33" from finish floor to C.L. of bars-See Detail # 17, & 20HC-2
8	15" Bread Board with Knee & Toe Clearances
9	Single Basin Sink with Garbage Disposal-verify style with owner (See Sht. GN1 for max flow rate)
10	Dishwasher: 24" Wide-Energy Star Rated
11	Range/Oven: 30" Min. wide with MICROWAVE ABOVE (100 cfm minimum vented to outside air (Energy Star Rated, if applicable))
12	Refrigerator Space: 38" Clear w/ recessed stub-out for ice maker (Energy Star Rated)
13	
14	12" Deep Upper Cabinets w/ 2x solid backing
15	Kitchen Island Cabinet & Countertop per owner's selection
16	Lavatory Sink-Verify style with owner-See Sht GN1 for Max Fixture Flow Rate
17	Water Closet: Ultra Low Flush Toilet (See Sht. GN1 for Max Fixture Flow Rate)
18	Accessible Roll-In Shower: 36"x60" Hot mopped shower pan verify size w/ floor plan. Fiberglass shower Unit w/ Shatterproof Enclosure -Verify Style, Make, & Model with owner
19	Shelf & Pole
20	Stackable Washer & Dryer (Front Loading) w/ Pan & Drain where shown on floor plan (Vent dryer thru roof) Energy Star rated if applicable
21	Countertop @ 34" A.F.F.- Lower Cabinets w/ Removable Base Cabinet & Finished Floor Extended to Wall Below
22	Cased Opening- See Floor Plan for size
23	34" High Lower Cabinets w/ countertop per owner's selection

Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	865 SF
Plan D - Alt	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F-Alt	2-Bedroom/2-Bath	988 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G-Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	792 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan J	2-Bedroom/2-Bath	833 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1664 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1581 SF



www.STOCKTONARCHITECTS.com

**Client**

Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91438  
(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

**Architect**  
Stockton Architects, Inc.  
26508 W. Agoura Road #653  
Calabasas, CA 91302  
(818)-888-9443

**Consultant**  
Name  
Address  
Address  
Phone

**Consultant**  
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Address  
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Phone

Date	Description	Issued to

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LICENSED REPRESENTATIVE

Plan Check Set

Unit Plans

Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By \_\_\_\_\_ K. Stockton

**A505**

Scale As indicated

**EXHIBIT "A"**  
 Page No. 01 of 05  
 Case No. D18-2023-7360-Tol-HCA

8/24/2023 9:38:09 AM

**Client**  
Klein Business  
16350 Ventura Blvd. -D#504  
Encino, CA 91436  
(310)980-7898

**Project**  
**Hi Point 38**  
1551-1557 S. Hi Point St  
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(APN# 5068-016-024)

**Consultants**  
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LICENSED REPRESENTATIVE

Plan Check Set

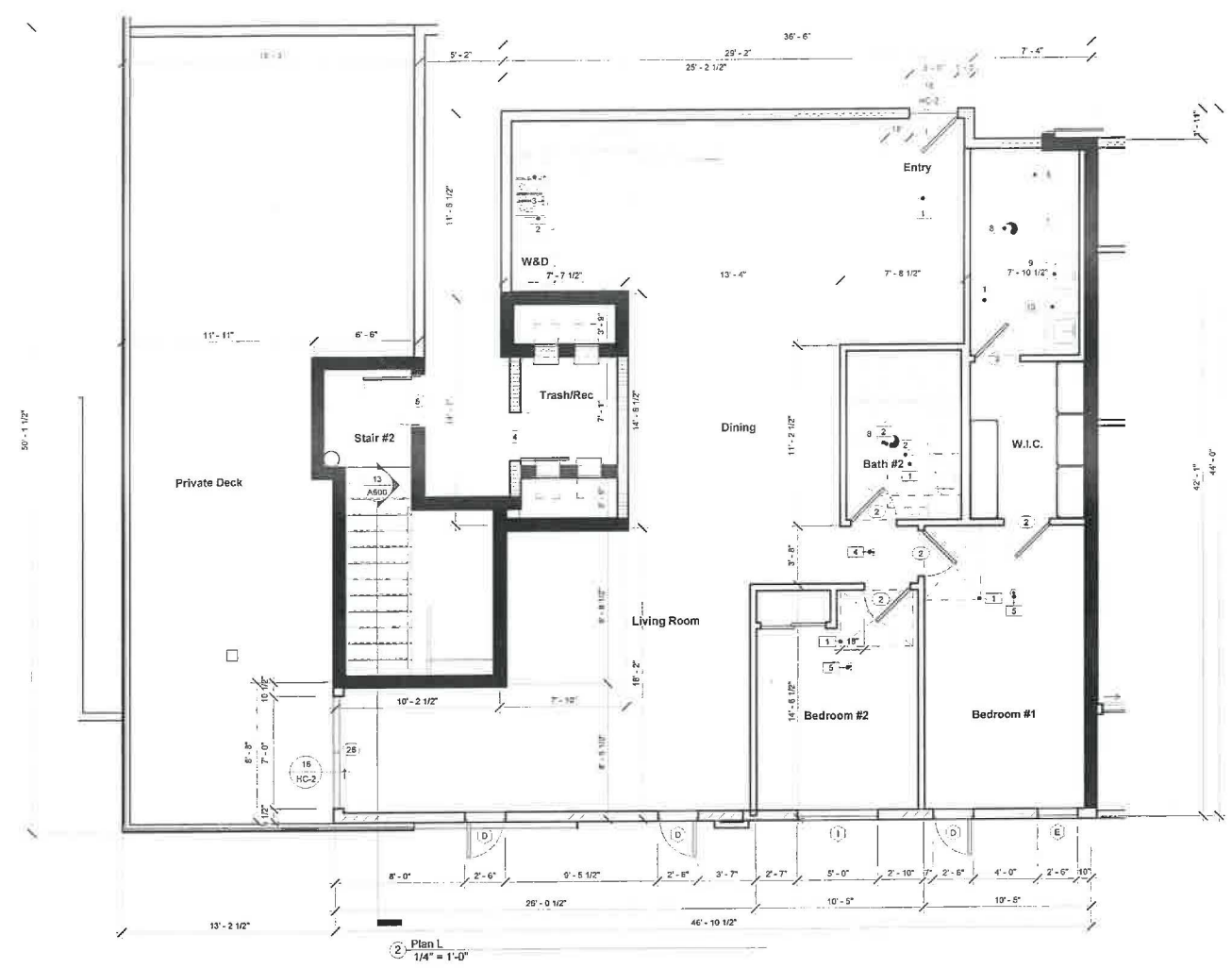
Unit Plans

Date Issue Date  
Drawn By S.A.  
Checked By K. Stockton

**A506**  
Scale As indicated

Keynote Legend

Key Value	Keynote Text
1	Level Maneuvering clearance @ doors
2	30"x48" Wheel Chair Working Area
3	15" Bread Board with Knee & Toe Clearances
4	Combination Smoke/Carbon Monoxide alarm hard-wired w/ battery backup (Interconnected in a manner that activation of one alarm shall activate all alarms in the unit)
5	Smoke Detectors-Hardwired w/ battery backup and low battery signal
6	Accessible Roll-In Shower: 36"x60" Hot mopped shower pan verify size w/ floor plan. Fiberglass shower Unit w/ Shatterproof Enclosure -Verify Style, Make, & Model with owner
7	Water Closet: Ultra Low Flush Toilet (See Sht. GN1 for Max Fixture Fto17, & 20HC-2)
8	Exhaust Fan (Energy Star rated) Vent to outside air (50 cfm) with humidistat controls
9	Lavatory Sink- Verify style with owner-See Sht GN1 for Max Fixture Flow Rate
10	Countertop @ 34" A.F.F.- Lower Cabinets w/ Removable Base Cabinet & Finished Floor Extended to Wall Below



**WALL LEGEND:**

- Denotes 2-Hour Rated 2x Stud wall, Area Separation Wall & Shaft Wall @ Stair/Elevator/Ducts
- Denotes 1-Hour Rated Fire Partition (Common Wall)
- Denotes 2-Hour Rated Fire 2x Stud wall
- Denotes 1-Hour Rated Sound Wall (STC 50) @ Corridors
- Denotes Typical 2x Stud wall @ 16" o.c.
- Denotes 1-Hour Rated Metal Stud
- Denotes 6" CMU Wall
- Denotes 8" CMU Wall
- Denotes 9'-0" High Ceiling Soffit

Unit Plan Area

Plan Type	Bed/Bath	Area
Plan A	3-Bedroom/2-Bath	1229 SF
Plan B	2-Bedroom/2-Bath	1047 SF
Plan C	1-Bedroom/1.5-Bath	1207 SF
Plan D	2-Bedroom/1-Bath	955 SF
Plan D-Alt	2-Bedroom/1-Bath	870 SF
Plan E	2-Bedroom/2-Bath	978 SF
Plan F	2-Bedroom/2-Bath	929 SF
Plan F-Alt	2-Bedroom/2-Bath	966 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G	2-Bedroom/2-Bath	1156 SF
Plan G-Alt	2-Bedroom/2-Bath	1222 SF
Plan H	1-Bedroom/1-Bath	792 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1306 SF
Plan I	2-Bedroom/2-Bath	1309 SF
Plan J	2-Bedroom/2-Bath	833 SF
Plan K	3-Bedroom/2.5-Bath	1808 SF
Plan K-Alt	3-Bedroom/2.5-Bath	1729 SF
Plan L	2-Bedroom/2-Bath	1539 SF
Plan M	3-Bedroom/2.5-Bath	1664 SF
Plan M-Alt	3-Bedroom/2.5-Bath	1561 SF

**EXHIBIT "A"**  
 Page No. 02 of 05  
 Case No. DIR-2023-7360-70C-HCA



**Client**

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(310)980-7898

**Project**

**Hi Point 38**  
1551-1557 S. Hi Point St  
Los Angeles, CA 90035  
(APN# 5068-016-024)

**Consultants**

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Date	Description	Issued to

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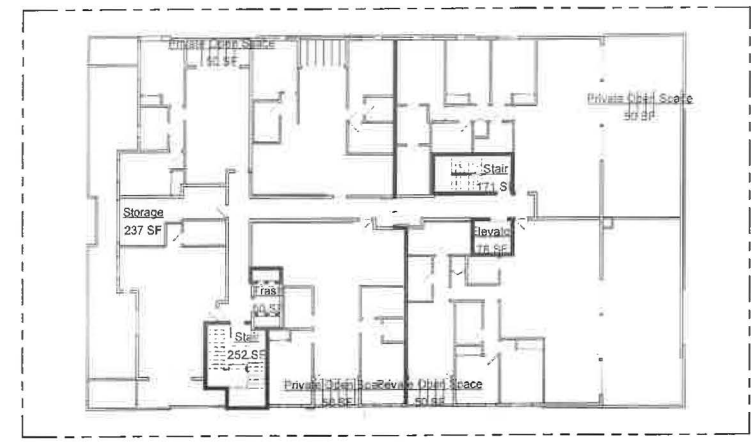
**Plan Check Set**

**FAR & Open Space Exhibit**

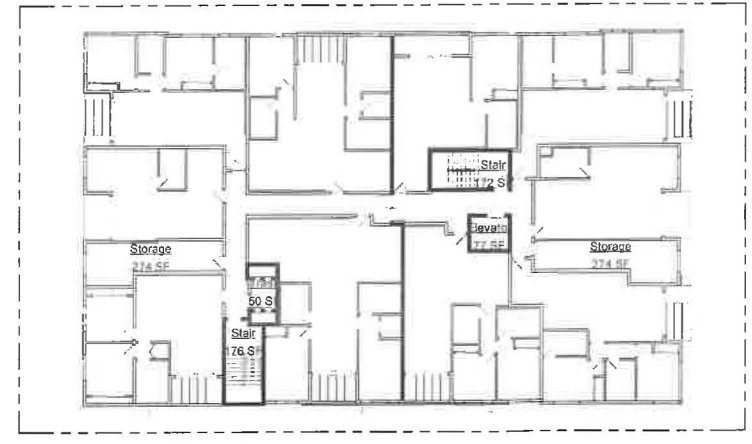
Date \_\_\_\_\_ Issue Date \_\_\_\_\_  
Drawn By \_\_\_\_\_ S.A.  
Checked By \_\_\_\_\_ K. Stockton

**EX100**  
Scale As indicated

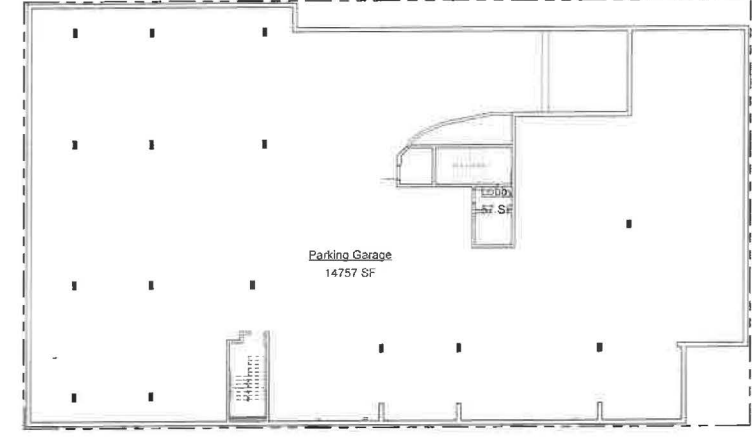
**EXHIBIT "A"**  
 Page No. 04 of 05  
 Case No. DIP-2023-7200-TOC-HCA



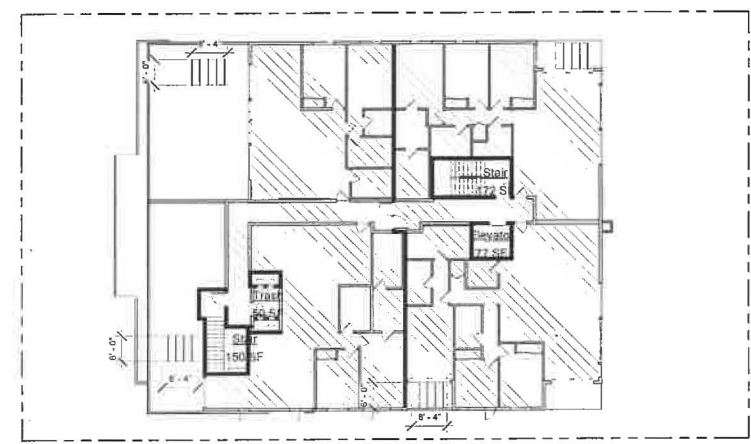
7. 5th Story - Area Summary  
1/16" = 1'-0"



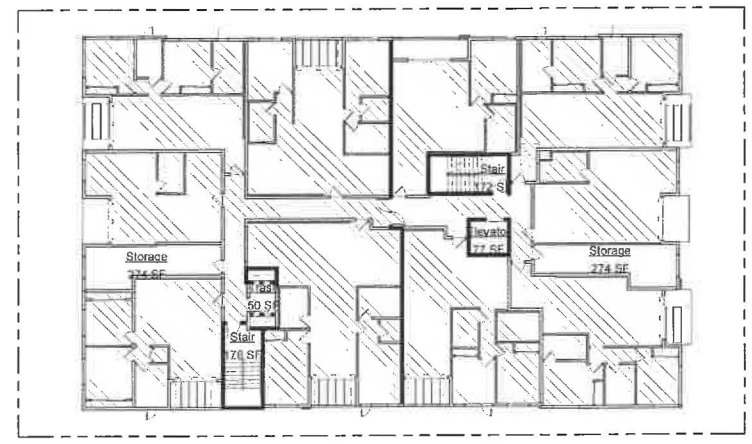
4. 2nd Story - Area Summary  
1/16" = 1'-0"



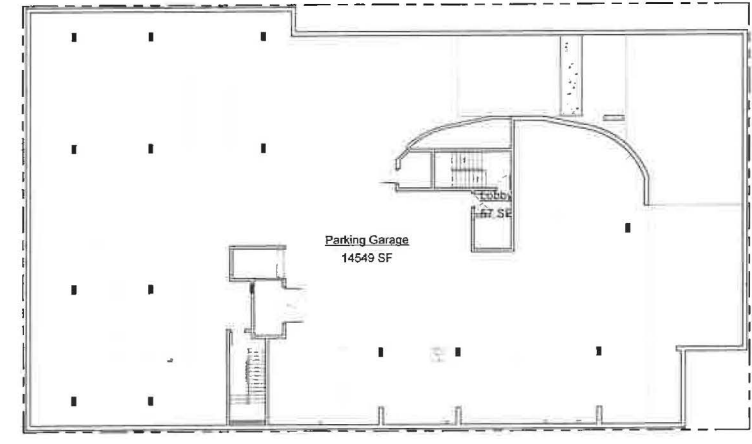
1. Lower Basement - Area Summary  
1/16" = 1'-0"



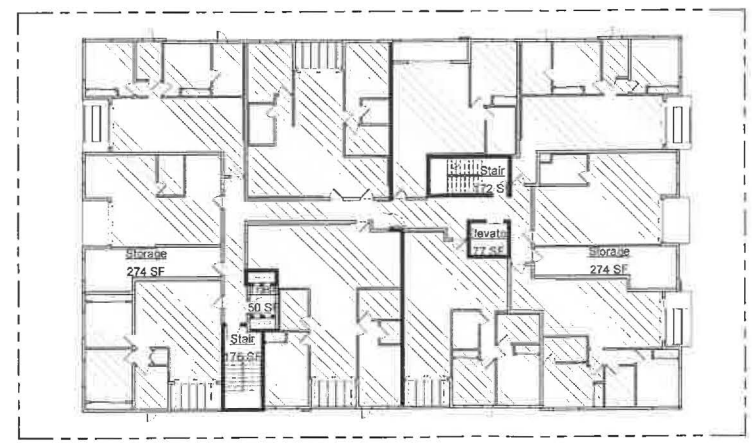
8. 6th Story - Area Summary  
1/16" = 1'-0"



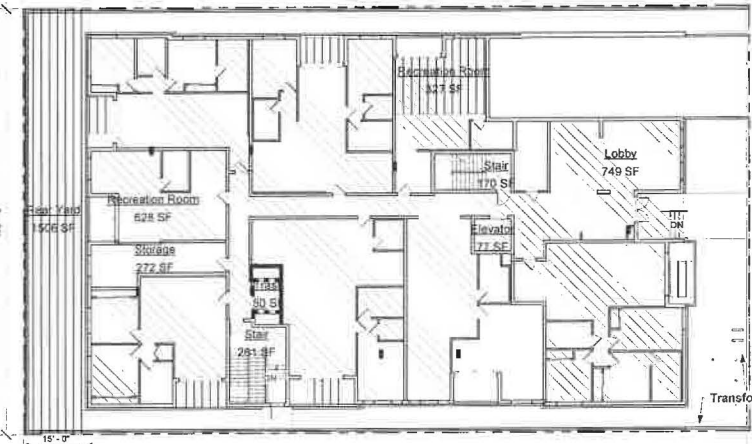
5. 3rd Story - Area Summary  
1/16" = 1'-0"



2. Upper Basement - Area Summary  
1/16" = 1'-0"



6. 4th Story - Area Summary  
1/16" = 1'-0"



3. 1st Story - Area Summary  
1/16" = 1'-0"

Area Tabulation (Zoning Code Area)			Area Tabulation (Zoning Code Area)			Area Tabulation (Zoning Code Area)		
Level	Occ Group	Area	Level	Occ Group	Area	Level	Occ Group	Area
1st Story	B	1283 SF	Lower Basement	R-2	57 SF	Grand total		54393 SF
2nd Story	B	1339 SF	Upper Basement	R-2	57 SF			
3rd Story	B	1339 SF	1st Story	R-2	8030 SF			
4th Story	B	1339 SF	2nd Story	R-2	8759 SF			
5th Story	B	706 SF	3rd Story	R-2	8759 SF			
B		6007 SF	4th Story	R-2	8759 SF			
			5th Story	R-2	7962 SF			
			6th Story	R-2	6604 SF			
			R-2		48386 SF			

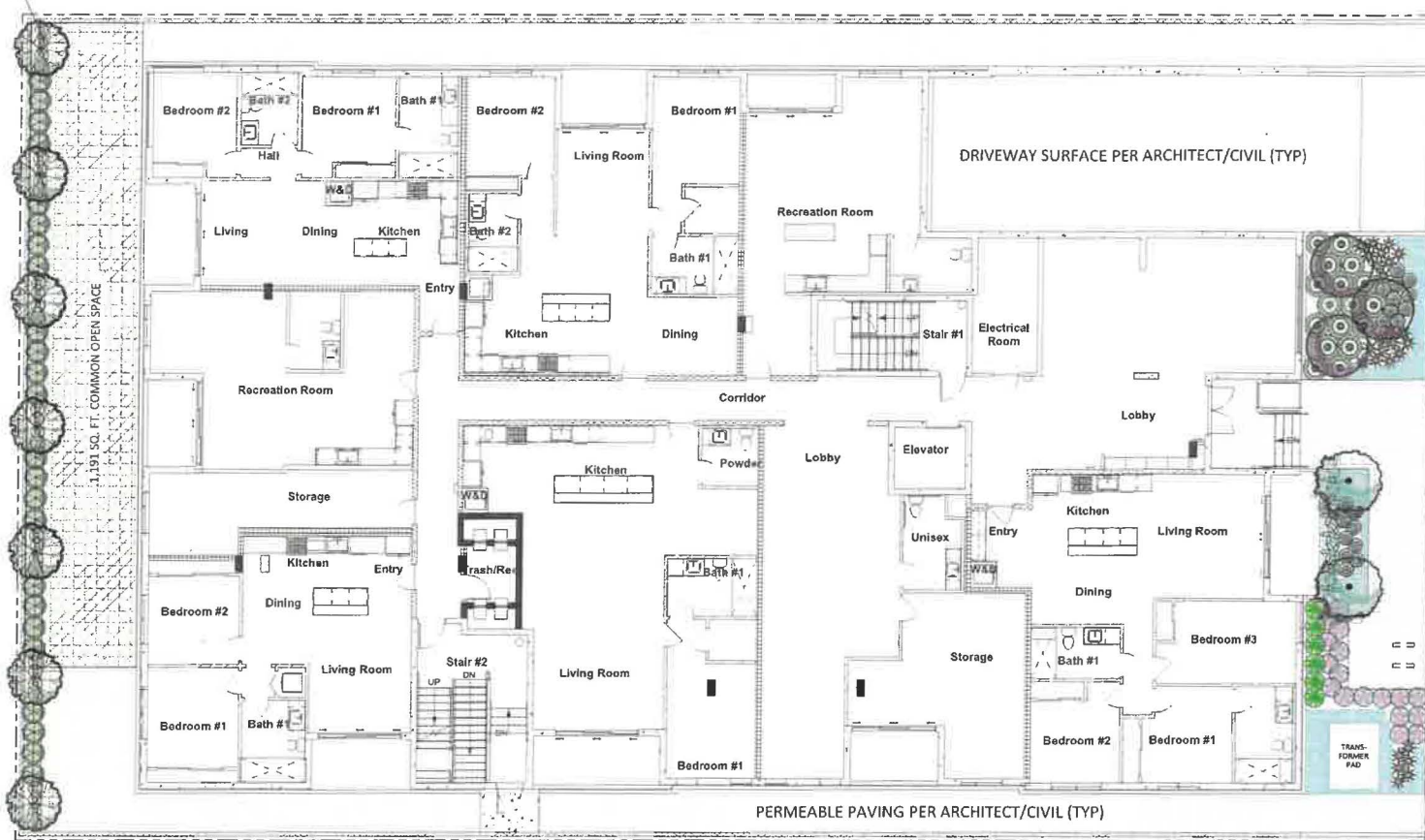
Area Tabulation (Provided Open Space)		
Name	Count	Area
Private Open Space	26	1750 SF
Rear Yard	1	1508 SF
Recreation Room	1	327 SF
Recreation Room	1	628 SF
Grand total		4211 SF

**LEGEND:**  
 HATCH DENOTES AREA INCLUDED IN FAR TABULATION  
 HATCH DENOTES OPEN SPACE



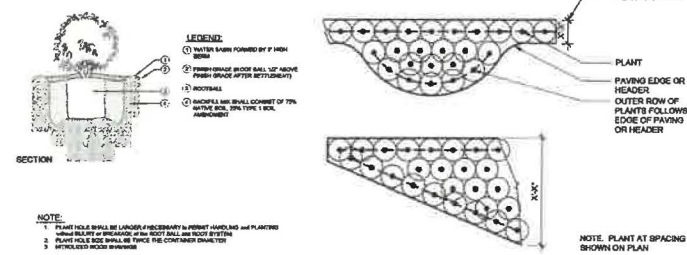
LANDSCAPE PLAN

LANDSCAPE BUFFER PER 'Q' CONDITION



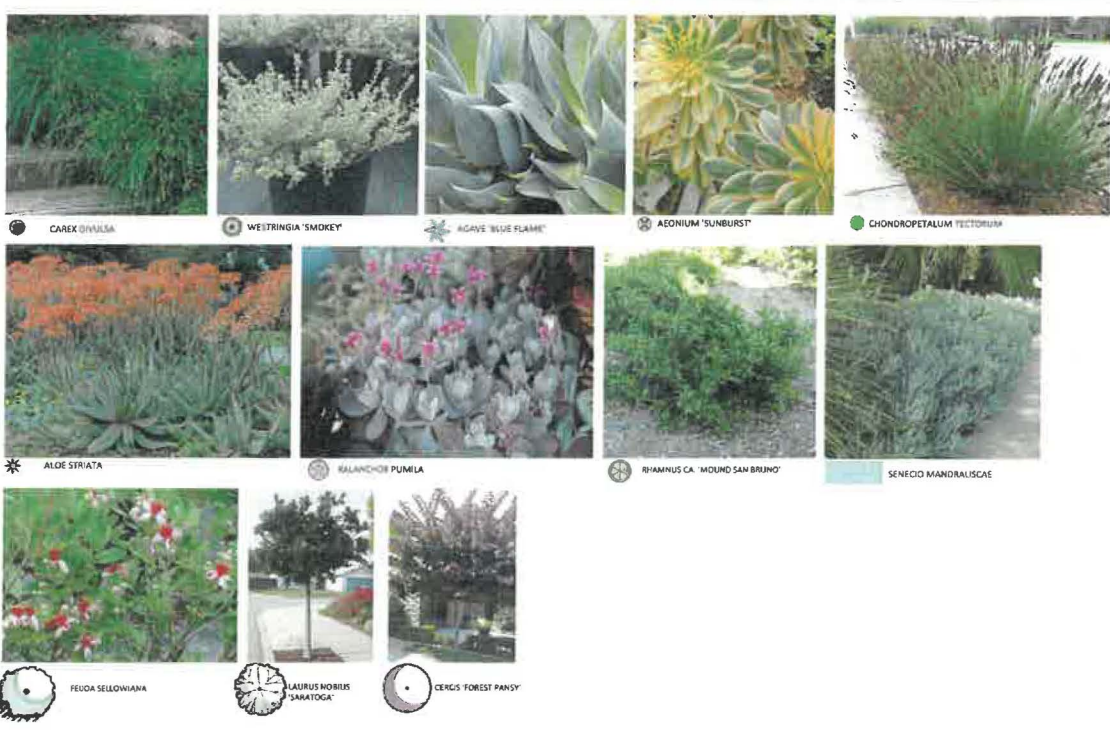
LANDSCAPE PLAN  
SCALE 1/4" = 1'-0"

PLANTING SCHEDULE						
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WUCOLS	HEIGHT
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	18	0.3	1
	WESTRINGIA 'SMOKEY'	SMOKEY COAST ROSEMARY	5 GAL	17	0.3	3-4
	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	15 GAL	7	0.2	3
	AEONIUM 'SUNBURST'	SUNBURST AEONIUM	3 GAL	28	0.3	1
	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	6	0.3	2
	ALOE STRIATA	CORAL ALOE	1 GAL	26	0.3	1.5
	KALANCHOE PUMILA	FLOWER DUST PLANT	1 GAL	17	0.2	1
	RHAMNUS CALIFORNICA	DWARF COFFEEBERRY	5 GAL	24	0.2	2-3
	SENECIO MANDRALISCAE	BLUE CHALKSTICKS	4" FLAT	6	0.3	NA
	FELICIA SELOWIANA (STANDARD)	PINEAPPLE GLIHYA	24" BOX	2	0.3	12-20
	LAURUS NOBILIS 'SARATOGA' (STANDARD)	SARATOGA SWEET BAY	15 GAL	7	0.3	25
	CEREUS FOREST PANGS (STANDARD)	EASTERN REDBUD	24" BOX	3	0.3	25



SHRUB PLANTING SCALE: NTS  
PLANTING ALONG PAVING SCALE: NTS

PLANT MATERIAL PHOTOS

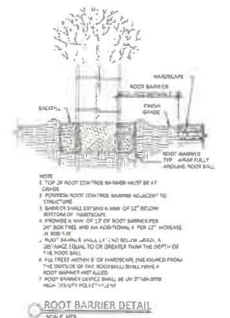


Preparer's Statement:  
I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE PRESCRIPTIVE COMPLIANCE OPTION OF THE MWEO.  
*Ryan Rush* 10.23.2023  
RYAN RUSH  
RME, RICHARD LUSK LANDSCAPE  
LIC. C27 950714

TOTAL SITE LANDSCAPE AREA: 757 SQ. FT.  
THESE PLANS CONFORM TO THE PRESCRIPTIVE APPROACH OF THE MWEO

SOIL AMENDMENT:  
USE 2" DEPTH TYPE 1 GRANULAR PRODUCED USING CITY ORGANIC MATERIALS "ORCA" IN ALL LANDSCAPE AREAS AS NOTED.  
USE 4:1:1 COMPOST PRODUCED USING CITY ORGANIC WASTE MATERIALS AT A RATIO OF 1 PART COMPOST TO 3 PARTS NATIVE SOIL FOR BACKFILL ON ALL "BEE AND SHUB" PLANTINGS.

- PLANTING NOTES:**
- THE PLANTING PLAN IS DIAGRAMMATIC. ALL PLANT LOCATIONS ARE APPROXIMATE. PLANT SYMBOLS TAKE PRECEDENCE OVER PLANT QUANTITIES SPECIFIED.
  - QUANTITIES SHOWN ON THE PLANTING PLAN ARE APPROXIMATE AND ARE FOR THE CONVENIENCE OF THE CONTRACTOR.
  - THE CONTRACTOR SHALL NOTIFY LANDSCAPE DESIGNER OF DISCREPANCIES BETWEEN QUANTITIES & SYMBOLS SHOWN.
  - PLANT PITS SHALL BE TWICE THE SIZE OF THE DESIGNATED NURSERY CONTAINERS.
  - PLANT MATERIAL SHALL NOT BE ROOT BOUND. FIVE GALLON PLANTS AND LARGER SHALL HAVE BEEN GROWN IN CONTAINERS FOR A MINIMUM OF 6 MONTHS AND A MAXIMUM OF 2 YEARS. PLANTS SHALL EXHIBIT HEALTHY GROWTH FREE OF DISEASES AND PESTS.
  - REMOVE NURSERY STAKES ON ALL VINES AND ATTACH TO ADJACENT WALLS OR FENCES WITH NON-METALLIC TIES. REMOVE NURSERY STAKES AND TIES FROM ALL TREES OR NURSERY STOCK MAINTAIN SIDE GROWTH ON ALL TREES.
  - PROVIDE COMMERCIAL GRADE POLYESTER WEED CONTROL FABRIC UNDERLAYMENT BELOW ALL DECOMPOSED GRANITE PAVING AREAS. CUT HOLES IN FABRIC THE SIZE OF THE PLANT ROOTBALLS AT LOCATIONS OF INDIVIDUAL OR CLUSTER ACCENT PLANTINGS.
  - THE LANDSCAPE CONTRACTOR SHALL LEAVE THE SITE IN A CLEAN CONDITION, REMOVING ALL UNUSED MATERIAL, TRASH, AND TOOLS DAILY.
  - INSTALLER SHALL OBTAIN AGRONOMIC SOILS REPORT AND RECOMMENDATIONS PRIOR TO PLANTING. FOLLOW RECOMMENDATIONS OF REPORT AND ADJUST PLANTING BACKFILL PER SOILS REPORT AND RECOMMENDATIONS.



ROOT BARRIER DETAIL SCALE: NTS

THIS PLANNER DOES NOT CONSTITUTE A CONTRACT. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS. THIS PLAN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS.

PROJECT TITLE: HI POINT 38

1551-1557 S. HI POINT ST LOS ANGELES, CA 90035

NO. DATE RECEIPTER

SHEET TITLE: LANDSCAPE L-1

DATE: 10.23.2023

EXHIBIT "A" Page No. 25 of 25 Case No. DR-2023-7360-TOC-HCA

**Exhibit D:  
Environmental  
Documents**

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE  
PRESIDENT

ELIZABETH ZAMORA  
VICE-PRESIDENT

MARIA CABILDO  
CAROLINE CHOE  
ILISSA GOLD

KAREN MACK  
MICHAEL R. NEWHOUSE  
JACOB NOONAN

**CITY OF LOS ANGELES  
CALIFORNIA**



KAREN BASS  
MAYOR

**EXECUTIVE OFFICES**

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

April 18, 2024

**Applicant/Owner**

Efraim Barazani  
Liv Lux Properties 5, LLC  
17514 Ventura Boulevard  
Encino, CA 91316

RE: Case No. DIR-2023-7360-TOC-HCA  
Address: 1551 and 1557 South Hi Point Street  
Community Plan: Wilshire  
Zone : [Q]R3-1-O  
C. D. : 10 - Hutt  
CEQA : ENV-2023-7360-CE

**Representative**

BMR Enterprises  
5250 Lankershim Boulevard  
North Hollywood, CA 91601

**RE: ENV-2023-7361-CE (Categorical Exemption - Class 32)**

The project site is comprised of one lot resulting in approximately 16,999 square feet of lot area with a depth of 170 feet and having a frontage of 100 feet along South Hi Point Street. The subject property is currently developed with two single-family homes. The site is located 1.34 kilometers from the Newport-Inglewood Fault Zone. The property is not located within the boundaries of any other specific plan, community design overlay, or interim control ordinance.

Surrounding properties are generally developed with residential uses. Properties to the north and east of the subject site are zoned [Q]R3-1-O and are improved with mostly multi-family dwellings with some single-family dwellings. Properties to the west and south are zoned R1R3-Rg-O and are developed with single-family dwellings. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated May 18, 2022, that two (2) units are subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD is attached to the subject case file and provides additional information. The project site proposes to export approximately 13,498 cubic yards for grading.

The proposed project consists of the demolition of two existing single-family homes for the construction, use and maintenance of a six-story, 57 feet, approximately 54,393 square-foot residential building. A total of 38 residential units are proposed with 34 market rate units and four (4) units reserved for Extremely Low Income Households. The project proposes to provide 4,211 square feet of open space including private open space, recreation rooms, and a yard.

The project is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to three (3) additional incentives. The project is seeking two (2) Additional Incentives: the project is requesting (1) utilization of RAS3 Zone yards to permit five-foot side yards in lieu of the otherwise required 9-foot side yards otherwise required; and (2) a 25% maximum reduction in the open space required; and
2. Any additional actions as deemed necessary or desirable, including but not limited to haul route, demolition, grading, excavation, tree removal, and building permits.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment) (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

### **CLASS 32 CATEGORICAL EXEMPTION**

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 the five conditions listed below.

- (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 site is located within the Wilshire Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property for Medium Residential land uses corresponding to R3 Zones. The project is located in the [Q]R3-1-O Zone. The property is not located within a Hillside Area nor a Bureau of Engineering Special Grading Area. The property is not located within the boundaries of any other specific plan or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 55-unit development would add new and desirable multi-family housing and contribute to the City’s affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

***GOAL 1: Provide a safe, secure, and high-quality residential environment for a economic, age, and ethnic segments of the plan area.***



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

**Policy 1-1.3:** Provide for adequate Multiple family residential projects.

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

The proposed project consists of the demolition of two existing single-family homes for the construction, use and maintenance of a six-story, 57 feet, approximately 54,393 square-foot residential building. A total of 38 residential units are proposed with 34 market rate units and four (4) units reserved for Extremely Low Income Households. The project proposes to provide 4,211 square feet of open space including private open space, recreation rooms, and a yard.

The project utilizes and meets the requirements of these Base Incentives. Additionally, the applicant is requesting two Additional Incentives, the project is requesting (1) Up to a 30 percent reduction in the required two side yard setbacks to permit a minimum of 6'3 3/4" in lieu of the minimum 9 feet, as otherwise required; and (2) a 22-foot height increase. Based on the designated TOC Tier and percentage of affordable units, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 16,999 square feet of lot area, or 0.39 acres. This case encompasses two lots that are incorporated in the overall project. The two lots are currently developed with two single-family homes, one on each of the lots. The project site is located in a long-developed and urbanized area in the Mid-City area of Los Angeles. The vicinity consists primarily of residential uses, with single-family and multi-family developments on all sides of the project site. Therefore, the project will occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

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

The project site is in an established and long-urbanized area within the Wilshire Community Plan area. The subject properties are currently developed with existing single-family homes and detached garages. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance. There are five trees on the project site and one tree along the parkway adjacent to the project. The project site also is not within or near any listed significant ecological areas. Therefore, 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:**

**Traffic.** According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. In correspondence with LADOT dated April 18, 2022, it was determined that the project would not generate enough trips to trigger a transportation analysis and as such, a traffic referral from was not necessary.

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

A Noise Technical Report prepared by Meridian Consultants in May 2022 and attached to the subject environmental case file, concluded that no significant permanent operational or cumulative noise impacts are expected because of the proposed project. Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such as mechanical HVAC equipment installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05, which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the

ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

**Air Quality.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 38 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

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

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

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

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Technical Report was prepared by Giroux & Associates in October 2022 which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality

Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are expected to be far below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

**Water Quality.** With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential single-family and multi-family uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, Wilshire Division, and the South Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the new construction of 38 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

## **EXCEPTIONS TO CATEGORICAL EXEMPTIONS**

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

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

As the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The Project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

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

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by State Density Bonus Law and the applicable provisions of the LAMC. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

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

This exception does not apply to the proposed project. The project site is comprised of approximately 16,999 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by a variety of other commercial and residential multi-family buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

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

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

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

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed active or pending sites adjacent to or within the immediate vicinity of the project site. The subject property is currently developed with a one-story commercial building; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. The surrounding neighborhood is primarily neighborhood commercial and residential, and oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

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

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the mid-20th century and consists of residential uses along South Hi Point Street, with various multi-family and single-family properties surrounding the project site on all sides. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

## **CONCLUSION**

The proposed project involves the construction of a new six-story, approximately 57-foot in height multi-family residential building with 38 residential units. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

## Carolyn Wilson

---

**From:** Wes Pringle <wes.pringle@lacity.org>  
**Sent:** Monday, April 18, 2022 11:53 AM  
**To:** Carolyn Wilson  
**Subject:** Re: LADOT Referral for 1551 - 1557 S. Hi Point St.

Hi Carolyn,

This 38 unit multi-family development will not generate enough trips to trigger a transportation analysis. Also, a referral form for this project is not necessary.

Wes

On Sat, Apr 16, 2022 at 9:23 AM Carolyn Wilson <[carolyn@bmla.com](mailto:carolyn@bmla.com)> wrote:

Hi Wes,

We will be filing a TOC case for a 38-unit residential building at 1551 – 1557 S. Hi Point St. Los Angeles, CA 90035 (APNs 5068-016-024 and 5068-016-025). The existing properties each have one single family home.

Can you let us know if we need an LADOT review? Attached is the LADOT Referral Form/Transportation Study Assessment if needed.

Thank you,

*Carolyn Wilson*

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General Contracting & Development | Real Estate Brokerage | Investments



**AIR QUALITY STUDY  
FOR THE  
HI POINT 38 PROJECT**

1551-1557 Hi Point Street, Los Angeles, California 90035

**PREPARED FOR:**

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1180 S. Beverly Drive, Suite 301  
Los Angeles, CA 90035

**PREPARED BY:**

**Westlake Village Office**  
920 Hampshire Road, Suite A5  
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**Los Angeles Office**  
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Los Angeles, CA 90014

**MAY 2022**

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## EXECUTIVE SUMMARY

The Applicant proposes removal of the existing uses to construct a new 6-story 38-unit apartment building over a two-level subterranean garage and related site improvements.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations.

This report summarizes the potential for the Project to conflict with an applicable air quality plan; violate an air quality standard or threshold; result in a cumulatively net increase of criteria pollutant emissions; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.
- Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.
- Operation of the Project will not employ toxic air contaminant-emitting processes. No substantial pollutant concentration would be generated.
- Project construction and operations would not result in significant levels of odors.
- The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project.

Based upon a worst-case assessment, the proposed Project does not result in significant impacts to surrounding land uses from air quality.

## INTRODUCTION

This Air Quality Study was prepared to evaluate the potential impacts during construction and operation of the Hi Point 38 Project (Project). The report provides a summary of the Project components, describes the existing regulatory framework for air pollutants, discusses the environmental setting of the Project, and assesses the potential environmental impacts pertaining to air quality that may result from Project implementation. Determination of significance for Project impacts is based on analysis in accordance with the applicable regulatory thresholds.

## PROJECT DESCRIPTION

The Project site is located at 1551-1557 Hi Point Street (APN's 5068-016-024 and -025) within the Wilshire neighborhood in the City of Los Angeles (City), as shown in **Figure 1: Project Site Location**. The Project site is located in a Transit Priority Area designed to implement the City of Los Angeles Planning Department Transit Orient Communities' (TOC) incentive program. The property is approximately 16,999 square feet (0.39 acres) and is currently developed with 4,300 square feet of residential uses. The Project site is bounded by Hi Point Street to the east, Point View Street to the west, Pickford Street to the south, and Saturn Street to the north. The site and abutting properties are zoned R3 (Multiple Dwelling). The Project site is surrounded by single-family and multi-family residential uses.

The Project proposes to demolish the existing uses to construct a new 6-story, 38-unit apartment building over a two-level subterranean garage as well as related improvements. The proposed development would be 97,169 gross square feet in size with 46 parking stalls.



SOURCE: Google Earth - 2022

FIGURE 1

## REGULATORY SETTING

Ambient air quality emissions present complex environmental issues that require regulatory attention on both large and small scales. The cumulative nature of project-level and localized emissions contributing to greater regional conditions warrants regulatory policies be instituted on national, State, and regional levels to address air quality concerns. The following sections outline the applicable regulatory framework that exists at the national, State, and regional levels for air quality.

### Background

The United States Environmental Protection Agency (USEPA) is responsible for federal oversight and enforcement of air quality management policies under the 1970 Clean Air Act (CAA). Each individual state is tasked with preparing and adhering to State Implementation Plans<sup>1</sup> (SIPs) for achieving the goals set forth within the CAA. California has some of the most stringent air quality policies in the country, outlined by the California Air Resources Board (CARB) branch of the California Environmental Protection Agency (CalEPA), and has developed its own ambient air quality standards (AAQS).

The State is divided into air quality jurisdictions; each jurisdiction is governed by a regional air district that oversees policy implementation, provides permits of air pollution emission sources, and engages in enforcement of regulatory requirements. Six criteria air pollutants (CAPs) are monitored at the federal, State, and regional levels. These six CAPs—ozone, particulate matter PM10 and PM2.5, nitrogen dioxide, carbon monoxide, lead, and sulfur dioxide—were identified based on a consensus of decades of research that concluded inhalation of each of the chemicals results in adverse health effects in humans. The six pollutants are identified below in **Table 1: Sources and Health Effects of Criteria Air Pollutants**, along with their common sources and primary health effects from inhalation exposure.

### Ozone

Ozone (O<sub>3</sub>) is a gas formed when volatile organic compounds (VOCs) and oxides of nitrogen (NO<sub>x</sub>), both byproducts of internal combustion engine exhaust and other sources, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months, when direct sunlight, light, wind, and warm temperature conditions are favorable to the formation of this pollutant.

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<sup>1</sup> A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards.

**TABLE 1  
SOURCES AND HEALTH EFFECTS OF CRITERIA AIR POLLUTANTS**

Pollutants	Sources	Primary Effects
Ozone (O <sub>3</sub> )	Formed through chemical reactions between pollutants emitted from vehicles, factories and other industrial sources, fossil fuels, combustion, consumer products, evaporation of paints, and many other sources; VOCs and Nox react in the presence of sunlight	Respiratory symptoms; worsening of lung disease; lung tissue damage; ecosystem damage; damage to rubber and some plastics
Respirable particulate matter (PM <sub>10</sub> )	Emissions from combustion of gasoline, oil, diesel fuel or wood; dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen and fragments of bacteria; chemical reactions of gases and certain organic compounds	Premature death and hospitalization; worsening of respiratory disease; reduced visibility; surface soiling
Fine particulate matter (PM <sub>2.5</sub> )	Emissions from combustion of gasoline, oil, diesel fuel or wood; chemical reactions of gases and certain organic compounds	Premature death; hospitalization; asthma-related emergencies; increased asthma symptoms and inhaler use
Carbon monoxide (CO)	Incomplete combustion of CO-containing fuels such as natural gas, gasoline, or wood; emitted by a wide variety of combustion sources, including motor vehicles, power plants, wildfires, and incinerators	Chest pain in heart disease patients; headaches; light-headedness; reduced mental alertness
Nitrogen dioxide (NO <sub>2</sub> )	Emitted from combustion sources similar to CO; formed in the atmosphere through reactions between NO and other air pollutants that require the presence of sunlight (photochemical reactions).	Lung irritation; enhanced allergic responses
Lead (Pb)	Present in soils; ore and metals processing; waste incinerators, utilities, and lead-acid battery manufacturers	Impaired mental function; learning disabilities; brain and kidney damage
Sulfur dioxide (SO <sub>2</sub> )	Emitted when sulfur-containing fuel is burned; industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing; volcanic activity and from geothermal fields	Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits; acid rain

Source: California Air Resources Board, "Common Air Pollutants," <https://ww2.arb.ca.gov/resources/common-air-pollutant> (accessed April 2022).

### ***Volatile Organic Compounds***

VOCs are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to form secondary air pollutants, including ozone. VOCs themselves are not criteria pollutants; however, they contribute to the formation of ozone and are regulated under State policies.

### ***Respirable Particulate Matter***

Respirable particulate matter (PM<sub>10</sub>) consists of extremely small, suspended particles or droplets 10 micrometers (my) or smaller in diameter. Some sources of PM<sub>10</sub>, like pollen and windstorms, are naturally



occurring. However, in populated areas, most PM10 is caused by road dust, diesel soot, combustion products, the abrasion of tires and brakes, and construction activities.

### ***Fine Particulate Matter***

PM2.5 refers to fine particulate matter that is 2.5 µm or smaller in size. Sources of PM2.5 include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel-powered vehicles such as buses and trucks. These fine particles are also formed in the atmosphere when gases, such as sulfur dioxide (SO<sub>2</sub>), Nox, and VOCs, are transformed in the air by chemical reactions.

### ***Carbon Monoxide***

Carbon monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, and because motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin (Basin), the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

### ***Nitrogen Dioxide***

Nitrogen dioxide (NO<sub>2</sub>) is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO<sub>2</sub> is also a byproduct of fuel combustion. The principal form of NO<sub>2</sub> produced by combustion is NO, but NO reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> referred to as Nox. NO<sub>2</sub> acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, Nox is only potentially irritating. NO<sub>2</sub> absorbs blue light, the result of which is a brownish-red cast to the atmosphere and reduced visibility.

### ***Lead***

Lead (Pb) occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so most such combustion emissions are associated with off-road vehicles, such as race cars, which use leaded gasoline. Other sources of Pb include the manufacturing and recycling of batteries, sanding or removal of lead-based paint, ink, ceramics, ammunition, and secondary lead smelters.

### ***Sulfur Dioxide***

SO<sub>2</sub> is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high-sulfur-content fuel oils and coal, as well as from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfates (SO<sub>4</sub>).

## Federal

The USEPA sets national vehicle and stationary source emission standards; oversees approval of all SIPs, provides research and guidance for air pollution programs, and sets National Ambient Air Quality Standards (NAAQS). The NAAQS for the six CAPs are shown in **Table 2: Ambient Air Quality Standards** and were identified from provisions of the 1970 CAA. The sections of the CAA that are most applicable to the Project include Title I: Nonattainment Provisions and Title II: Mobile Source Provisions.

The CAA and the promulgated standards have evolved as a living document over time as research into the effects of air pollution has enhanced regulatory understanding of the associated issues. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. On the national level, the USEPA designates regions as achieving “attainment” or suffering from “nonattainment” of the NAAQS based on air quality monitoring data. Regions that are designated as being in nonattainment are responsible for devising localized strategies for reducing emissions of CAPs and achieving regional attainment within a predetermined timeframe set by the USEPA.

The NAAQS were further amended in July 1997 to include an 8-hour standard for ozone and to adopt NAAQS for PM<sub>2.5</sub>. The NAAQS were amended again in September 2006 to include an established methodology for calculating PM<sub>2.5</sub>, as well as to revoke the annual PM<sub>10</sub> threshold. Additional revisions to the AAQS may be implemented in the future as the science of air quality progresses.

## State

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. CARB is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs.

CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions and the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. The CAAQS are provided in **Table 2**. It should be noted that the CAAQS are generally more stringent than the NAAQS, reflecting California’s diligent efforts toward reducing air pollution and improving air quality.

**TABLE 2  
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet photometry	–	Same as primary standard	Ultraviolet photometry
	8 hours	0.07 ppm (137 µg/m <sup>3</sup> )		0.075 ppm (147 µg/m <sup>3</sup> )		
Respirable particulate matter (PM <sub>10</sub> )	24 hours	50 µg/m <sup>3</sup>	Gravimetric or beta attenuation	150 µg/m <sup>3</sup>	Same as primary standard	Inertial separation and gravimetric analysis
	Annual arithmetic mean	20 µg/m <sup>3</sup>		–		
Fine particulate matter (PM <sub>2.5</sub> )	24 hours	No separate State standard	Gravimetric or beta attenuation	35 µg/m <sup>3</sup>	Same as primary standard	Inertial separation and gravimetric analysis
	Annual arithmetic mean	12 µg/m <sup>3</sup>		15 µg/m <sup>3</sup>		
Carbon monoxide (CO)	8 hours	9.0 ppm (10 mg/m <sup>3</sup> )	Nondispersive infrared photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	NDIR
	1 hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
Nitrogen dioxide (NO <sub>2</sub> )	Annual arithmetic mean	0.03 ppm (57 µg/m <sup>3</sup> )	Gas phase chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as primary standard	Gas phase chemiluminescence
	1 hour	0.18 ppm (339 µg/m <sup>3</sup> )		0.100 ppm (188 µg/m <sup>3</sup> )		

Source: California Air Resources Board website at: <http://www.arb.ca.gov/research/aaqs/aaqs.htm> (accessed April 2022).

Note: ppm = parts per million.

## Regional

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

### ***South Coast Air Quality Management District***

The South Coast Air Quality Management District (SCAQMD) shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term “nonattainment area” is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP.

SCAQMD approved a Final 2016 AQMP on March 3, 2017.<sup>2</sup> The AQMP includes transportation control measures developed by SCAG from its 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM<sub>2.5</sub> standards.

SCAQMD is responsible for limiting the number of emissions generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that identify specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM<sub>10</sub> emissions during grading and construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).<sup>3</sup> Additional details regarding these rules and other potentially applicable rules are presented as follows.

**Rule 402 (Nuisance).** This rule states that a “person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”<sup>4</sup>

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2 SCAQMD, “Final 2016 Air Quality Management Plan” March 2017, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>, accessed April 2022.

3 SCAQMD, “Rule 1113 Architectural Coating” (amended September 6, 2013), <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed April 2022.

4 SCAQMD, “Rule 402–Nuisance,” <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>, accessed April 2022.

**Rule 403 (Fugitive Dust).** This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site-access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

**Rule 1113 (Architectural Coatings).** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

**Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters).** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce Nox emissions from natural-gas-fired water heaters, boilers, and process heaters as defined in this rule.

**Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations).** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

## ENVIRONMENTAL SETTING

### Regional Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold. **Table 2** presents the federal and State AAQS.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O3, CO, NO2, SO2, PM10, PM2.5, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period. The CAAQS are also presented in **Table 2**.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project site is within SRA 1, Central Los Angeles County.<sup>5</sup> The nearest air monitoring station SCAQMD operates is located at Los Angeles-North Main Street. This station monitors O3, NO2, PM10 and PM2.5. **Table 3: Air Quality Monitoring Summary** summarizes published monitoring data from 2018 through 2020, the most recent 3-year period available. The data show that during the past few years, the region has exceeded the O3 and PM2.5 standards.

TABLE 3 AIR QUALITY MONITORING SUMMARY				
Air Pollutant	Average Time (Units)	2018	2019	2020
Ozone (O3)	State Max 1 hour (ppm)	0.098	0.093	0.185
	Days > CAAQS threshold (0.09 ppm)	2	0	14
	National Max 8 hour (ppm)	0.098	0.093	0.185
	Days > NAAQS threshold (0.075 ppm)	0	0	1
	State Max 8 hour (ppm)	0.073	0.080	0.118
	Days > CAAQS threshold (0.07 ppm)	4	2	22
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.070	0.069	0.062
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.070	0.069	0.061
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m3)	68.2	62.4	83.7
	National Annual Average (µg/m3)	30.2	23.0	33.1
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	81.2	93.9	185.2
	State Annual Average (µg/m3)	34.0	--	33.9
Fine particulate matter (PM2.5)	National Max (µg/m3)	61.4	43.5	175.0
	National Annual Average (µg/m3)	12.8	10.8	13.7
	Days > NAAQS threshold (35 µg/m3)	6	1	12
	State Max (µg/m3)	65.3	43.5	175.0
	State Annual Average (µg/m3)	16.0	16.0	16.0

Source: CARB, iADAM: Air Quality Data Statistics.  
Note: (—) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a

<sup>5</sup> SCAQMD, *General Forecast Areas and Air Monitoring Areas*, map, <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>, accessed April 2022.

function of deviation from standards. The current attainment designations for the Basin are shown in **Table 4: South Coast Air Basin Attainment Status**. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5.

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>, accessed April 2022.

## Existing Operational Emissions

The Project site is currently developed with 4,300 square feet of residential uses. The current site usage generates existing vehicle trips and air quality emissions from operations related to these uses. **Table 5: Existing Operational Air Quality Emissions** identifies the emissions from the existing uses.

Source	VOC	Nox	CO	Sox	PM10	PM2.5
	pounds/day					
Area	1	<1	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	1	<1	<1	<1
<b>Total</b>	<b>1</b>	<b>&lt;1</b>	<b>2</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>

Source: Refer to the data sheets in *Apx A.1 (Existing Summer)* and *Apx A.2 (Existing Winter)*.

Note: Totals may not add up exactly due to rounding in the modeling calculations.

## Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. The Project site is predominantly surrounded by single-family and multi-family residential uses including along Hi Point Street, Pickford Street, Point View Street, and other adjacent local streets (refer to **Figure 2: Sensitive Receptor Map**).



SOURCE: Google Earth - 2022

FIGURE 2



## METHODOLOGY

### Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NO<sub>x</sub>, would result from the use of construction equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with SCAB. Therefore, the following condition—required to reduce fugitive dust in compliance with SCAQMD Rule 403—was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM<sub>10</sub>.** During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15 - 49 percent.<sup>6</sup>

In addition, SCAQMD Staff recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternative, applicable strategies include equipment outfitted with Best Available Control Technology (BACT) devices and CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.<sup>7</sup>

The emissions are estimated using the CalEEMod (Version 2020.4.0) software, an emissions inventory software program recommended by SCAQMD. The emissions are estimated using the SCAQMD-recommended CalEEMod software. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in

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<sup>6</sup> SCAQMD, CEQA Handbook, Tables 11-4, p. 11-15 and A11-9-A, page A11-77, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf>, accessed April 2022.

<sup>7</sup> California Air Resources Board, Verification Procedure: Stationary, <https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4>, accessed April 2022.

CalEEMod, with appropriate Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Appendix A**.

## **Operation**

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.

## **SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS**

### **Significance Criteria**

The determination of a project's significance on air quality shall be made considering the factors provided in the *SCAQMD CEQA Air Quality Handbook* (Handbook). The City has not adopted specific Citywide significance thresholds for air quality impacts; rather, the thresholds and methodologies contained in the SCAQMD Handbook for both construction and operational emissions are utilized for evaluating projects in the City. These thresholds are described below.

### ***Construction Emission Thresholds***

The Project will have a significant impact if it exceeds the construction thresholds listed in **Table 6: Construction Thresholds**.

**TABLE 6  
CONSTRUCTION THRESHOLDS**

Pollutant	Construction Emissions (pounds/day)
Volatile organic compounds (VOCs)	75
Nitrogen dioxide (NO <sub>2</sub> )	100
Carbon monoxide (CO)	550
Sulfur dioxide (SO <sub>2</sub> )	150
Respirable particulate matter (PM <sub>10</sub> )	150
Fine particulate matter (PM <sub>2.5</sub> )	55

### ***Construction and Operational Localized Significance Thresholds***

The local significance thresholds are based on the SCAQMD's Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)<sup>8</sup> guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM<sub>10</sub> and PM<sub>2.5</sub>), CO, and NO<sub>2</sub>. The significance threshold for PM<sub>10</sub> represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM<sub>2.5</sub> is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO<sub>2</sub> represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for Central Los Angeles County, as recorded in SRA 1 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and Project are listed in **Table 7: Localized Significance Thresholds**.

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<sup>8</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold (LST) Methodology*, (June 2003, rev. July 2008).

**TABLE 7  
LOCALIZED SIGNIFICANCE THRESHOLDS**

Pollutant	Construction	Operational
	pounds/day	
Nitrogen dioxide (NO <sub>2</sub> )	74	74
Carbon monoxide (CO)	680	680
Respirable particulate matter (PM <sub>10</sub> )	5	2
Fine particulate matter (PM <sub>2.5</sub> )	3	1

*Notes:*

*Based on a distance to sensitive receptors of 25 meters. SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*

Based on the SCAQMD Handbook, thresholds for each criteria pollutant for the operations of the Project are provided in **Table 8: Operational Thresholds**.

**TABLE 8  
OPERATIONAL THRESHOLDS**

Pollutant	Operational Emissions (pounds/day)
Volatile organic compounds (VOCs)	55
Nitrogen dioxide (NO <sub>2</sub> )	55
Carbon monoxide (CO)	550
Sulfur dioxide (SO <sub>2</sub> )	150
Respirable particulate matter (PM <sub>10</sub> )	150
Fine particulate matter (PM <sub>2.5</sub> )	55

### ***Toxic Air Contaminants***

As set forth in the SCAQMD Handbook, the determination of significance of a project with respect TACs shall be made on a case-by-case basis, considering the following factors:

- Regulatory framework for toxic materials and process involved;
- Proximity of TACs to sensitive receptors;
- Quantity, volume, and toxicity of the contaminants expected to be emitted;
- Likelihood and potential level of exposure; and
- Degree to which project design will reduce risk of exposure.

## ***Consistency with Applicable Air Quality Plans***

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies:

- Will the Project result in any of the following:
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?
  - Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?
  - Does the Project include air quality mitigation measures?
  - To what extent is Project development consistent with the AQMP land use policies?

## ***Cumulative Threshold***

SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects exceed the mass daily emissions thresholds for individual projects.<sup>9</sup>

The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in SCAQMD's AQMP.

## **IMPACT ANALYSIS**

Emissions of air pollutants were estimated for construction and operation of the Project. In California, the California Air Pollution Control Officer's Association recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG

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<sup>9</sup> SCAQMD, *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions*, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

emissions. Information needed to parameterize the Project in CalEEMod was obtained from the construction engineer and the Project architect.

**Table 9: Project Construction Schedule** provides the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

TABLE 9 PROJECT CONSTRUCTION SCHEDULE				
Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	11/1/2022	11/15/2022	11	Removal of existing residential uses
Grading	11/16/2022	1/16/2023	44	Grading of the Project site and export of 13,788 cubic yards of soil
Building Construction	1/17/2023	11/1/2023	207	Construction of a new six-story multi-family building
Paving	10/18/2023	11/1/2023	11	Paving of asphalt surfaces
Architectural Coating <sup>a</sup>	10/3/2023	11/1/2023	22	Application of architectural coatings to building materials

*Note: Refer to Apx A.3 (Proposed Summer) and Apx A.4 (Proposed Winter), Section 3.0: Construction Detail.*

*a. Architectural coating will be taking place intermittently throughout building construction.*

## Construction

An assessment of air pollutant emissions was prepared utilizing the construction schedule in **Table 9**. **Table 10: Project Construction Diesel Equipment Inventory** displays the construction equipment required for each activity described in **Table 9**. Under regulatory compliance measures in CalEEMod, it was assumed that all construction activities would adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Additionally, regulatory compliance measures not modeled would require all heavy-duty diesel equipment engines meet minimum Tier 3 standards in accordance with CARB fleet requirements.

**TABLE 10  
PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY**

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	81 (0.73)
	Rubber Tired Dozers	1	1	247 (0.40)
	Tractors/Loaders/Backhoes	2	6	97 (0.37)
Grading	Graders	1	6	187 (0.41)
	Rubber Tired Dozers	1	6	247 (0.40)
	Tractors/Loaders/Backhoes	1	7	97 (0.37)
Building Construction	Cranes	1	4	231 (0.29)
	Forklifts	2	6	89 (0.20)
	Tractors/Loaders/Backhoes	2	8	97 (0.37)
Architectural Coating	Air compressors	1	6	78 (0.48)
Paving	Cement and Mortar Mixers	4	6	9 (0.56)
	Pavers	1	7	130 (0.42)
	Rollers	1	7	80 (0.38)
	Tractors/Loaders/Backhoes	1	7	97 (0.37)

Refer to *Apex A.3 (Proposed Summer)* and *Apex A.4 (Proposed Winter)*, Section 3.0: Construction Detail, for equipment inventory information.

Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod. **Table 11: Maximum Construction Emissions** identifies daily emissions that are estimated for peak construction days for each construction year. It is important to note, emissions presented in **Table 11** include regulatory compliance measures such as control efficiency of PM10 (dust control measures). Based on the modeling, construction of the Project would not exceed regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. All criteria air pollutants would be below SCAQMD construction thresholds. As such, construction of the Project would not generate any significant environmental impacts associated with air quality compliance.

**TABLE 11  
MAXIMUM CONSTRUCTION EMISSIONS**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
2022	1	19	8	<1	3	2
2023	29	16	18	<1	3	1
Maximum	29	19	18	<1	3	2
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds. Refer to *Apex A.3 (Proposed Summer)* and *Apex A.4 (Proposed Winter)*, Sections 3.2 through 3.7, for maximum on-site plus off-site emissions during both the summer and winter seasons.

## Operation

Operational emissions would result primarily from passenger vehicles traveling to and from the Project site. More specifically, the proposed use would generate 207 daily vehicle trips based on default ITE Trip generation rates. The results presented in **Table 12: Maximum Operational Emissions** are compared to the SCAQMD-established operational significance thresholds. It is important to note, emissions presented in **Table 12** include regulatory compliance measures such as compliance with green building standards. As shown in **Table 12**, the operational emissions would not exceed the regional VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> concentration thresholds. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

Source	VOC	NO <sub>x</sub>	CO	Sox	PM <sub>10</sub>	PM 2.5
	pounds/day					
Area	2	1	3	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	1	6	<1	1	<1
<b>Total</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>&lt;1</b>	<b>2</b>	<b>&lt;1</b>
Existing	1	<1	2	<1	<1	<1
Net Total	2	1	8	<1	1	<1
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns; SO<sub>x</sub> = sulfur oxides; VOC = volatile organic compounds.

Refer to Apx A.3 (Proposed Summer) and Apx A.4 (Proposed Winter), Section 2.2, for maximum operational emissions during both the summer and winter seasons.

## Localized Significance Thresholds

The results of the LST analysis are provided in **Table 13: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. It is important to note, emissions presented in **Table 13** include regulatory compliance measures such as control efficiency of PM<sub>10</sub> (dust control measures). As shown in **Table 13**, emissions would not exceed the localized significance construction and operational thresholds.



**TABLE 13  
LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS**

Source	NO <sub>x</sub>	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
<b>Construction</b>				
Total maximum emissions	12	7	2	1
LST threshold	74	680	5	3
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Operational</b>				
Project area/energy emissions	1	3	<1	<1
LST threshold	74	680	5	3
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:**

Totals in table may not add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Refer to Apx A.3 (Proposed Summer) and Apx A.4 (Proposed Winter), Sections 3.2 through 3.7, for maximum on-site emissions during both the summer and winter seasons.

## Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. As mentioned previously, residential uses are located adjacent to the site. Localized diesel particulate emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 13**. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

## Odors

As shown in **Table 13**, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land

uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

## **Consistency with AQMP**

The Basin is designated nonattainment at the federal level for O<sub>3</sub> and PM<sub>2.5</sub> and State level for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD developed regional emissions thresholds, as shown in **Table 6** and **Table 8**, to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in **Table 11**, temporary emissions associated with construction of the Project would fall below SCAQMD thresholds for VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As shown in **Table 12**, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The Project's maximum potential NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations, and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in **Table 13**, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

## **Cumulative Impacts**

Development of the Project in conjunction with the related projects near the Project would result in an increase in construction and operational emissions in an already urbanized area of the City. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria

as those for project-specific impacts. According to SCAQMD, individual development projects that generate construction or operational emissions that exceed SCAQMD recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

With the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM2.5. As such, the Project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the 2016 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

## **CERTIFICATION**

The contents of this air quality study represent an accurate depiction of the air quality environment and impacts associated with the proposed Hi Point 38 Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (805) 413-4187.

Sincerely,



**Christ Kirikian**  
*Principal | Director of Air Quality & Acoustics*  
ckirikian@meridianconsultantsllc.com



**APPENDIX A**

**CalEEMod Air Quality Emission Output Files**



**Appendix A.1**

**Existing Summer**



Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

**Hi Point 38 - Existing  
Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	2.00	Dwelling Unit	0.39	4,300.00	6

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -  
 Land Use - Project site is 0.39 acres  
 Construction Phase - Existing only  
 Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblLandUse	LandUseSquareFeet	3,600.00	4,300.00
tblLandUse	LotAcreage	0.65	0.39

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Baseline Construction**

Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Regulatory Compliance Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational**

**Baseline Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

Category	lb/day										lb/day					
Area	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137
Energy	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
Mobile	0.0620	0.0709	0.6501	1.4000e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		142.9219	142.9219	9.2700e-003	5.8300e-003	144.8909
<b>Total</b>	<b>0.6851</b>	<b>0.1271</b>	<b>1.8378</b>	<b>4.0800e-003</b>	<b>0.1373</b>	<b>0.1559</b>	<b>0.2931</b>	<b>0.0366</b>	<b>0.1558</b>	<b>0.1924</b>	<b>18.7338</b>	<b>195.5708</b>	<b>214.3046</b>	<b>0.0657</b>	<b>7.4000e-003</b>	<b>218.1536</b>

**Regulatory Compliance Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137
Energy	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
Mobile	0.0620	0.0709	0.6501	1.4000e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		142.9219	142.9219	9.2700e-003	5.8300e-003	144.8909
<b>Total</b>	<b>0.6851</b>	<b>0.1271</b>	<b>1.8378</b>	<b>4.0800e-003</b>	<b>0.1373</b>	<b>0.1559</b>	<b>0.2931</b>	<b>0.0366</b>	<b>0.1558</b>	<b>0.1924</b>	<b>18.7338</b>	<b>195.5708</b>	<b>214.3046</b>	<b>0.0657</b>	<b>7.4000e-003</b>	<b>218.1536</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
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Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Regulatory Compliance Construction Off-Site**

Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.0620	0.0709	0.6501	1.4000e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		142.9219	142.9219	9.2700e-003	5.8300e-003	144.8909
Baseline	0.0620	0.0709	0.6501	1.4000e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		142.9219	142.9219	9.2700e-003	5.8300e-003	144.8909

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	18.88	19.08	17.10	63,745	63,745
<b>Total</b>	<b>18.88</b>	<b>19.08</b>	<b>17.10</b>	<b>63,745</b>	<b>63,745</b>

**4.3 Trip Type Information**

Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Regulatory	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
NaturalGas Baseline	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490

**5.2 Energy by Land Use - NaturalGas**

**Baseline**

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					

Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

Single Family Housing	138.99	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
<b>Total</b>		<b>1.5000e-003</b>	<b>0.0128</b>	<b>5.4500e-003</b>	<b>8.0000e-005</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>16.3518</b>	<b>16.3518</b>	<b>3.1000e-004</b>	<b>3.0000e-004</b>	<b>16.4490</b>

Regulatory Compliance

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.13899	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
<b>Total</b>		<b>1.5000e-003</b>	<b>0.0128</b>	<b>5.4500e-003</b>	<b>8.0000e-005</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>16.3518</b>	<b>16.3518</b>	<b>3.1000e-004</b>	<b>3.0000e-004</b>	<b>16.4490</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137
Baseline	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137

Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

**6.2 Area by SubCategory**

**Baseline**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5241	0.0415	1.0171	2.5900e-003		0.1528	0.1528		0.1528	0.1528	18.7338	36.0000	54.7338	0.0559	1.2700e-003	56.5095
Landscaping	4.9900e-003	1.9100e-003	0.1652	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		0.2971	0.2971	2.9000e-004		0.3043
<b>Total</b>	<b>0.6216</b>	<b>0.0434</b>	<b>1.1823</b>	<b>2.6000e-003</b>		<b>0.1537</b>	<b>0.1537</b>		<b>0.1537</b>	<b>0.1537</b>	<b>18.7338</b>	<b>36.2971</b>	<b>55.0309</b>	<b>0.0562</b>	<b>1.2700e-003</b>	<b>56.8137</b>

**Regulatory Compliance**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5241	0.0415	1.0171	2.5900e-003		0.1528	0.1528		0.1528	0.1528	18.7338	36.0000	54.7338	0.0559	1.2700e-003	56.5095
Landscaping	4.9900e-003	1.9100e-003	0.1652	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		0.2971	0.2971	2.9000e-004		0.3043
<b>Total</b>	<b>0.6216</b>	<b>0.0434</b>	<b>1.1823</b>	<b>2.6000e-003</b>		<b>0.1537</b>	<b>0.1537</b>		<b>0.1537</b>	<b>0.1537</b>	<b>18.7338</b>	<b>36.2971</b>	<b>55.0309</b>	<b>0.0562</b>	<b>1.2700e-003</b>	<b>56.8137</b>

Hi Point 38 - Existing - Los Angeles-South Coast County, Summer

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

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**Appendix A.2**

**Existing Winter**





Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

**Hi Point 38 - Existing  
Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	2.00	Dwelling Unit	0.39	4,300.00	6

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -  
 Land Use - Project site is 0.39 acres  
 Construction Phase - Existing only  
 Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblLandUse	LandUseSquareFeet	3,600.00	4,300.00
tblLandUse	LotAcreage	0.65	0.39

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Baseline Construction**

Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Regulatory Compliance Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.3382	0.0000	0.0000	0.3232	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational**

**Baseline Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

Category	lb/day										lb/day					
Area	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137
Energy	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
Mobile	0.0610	0.0764	0.6323	1.3300e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		136.7815	136.7815	9.5300e-003	6.0900e-003	138.8359
<b>Total</b>	<b>0.6840</b>	<b>0.1326</b>	<b>1.8200</b>	<b>4.0100e-003</b>	<b>0.1373</b>	<b>0.1559</b>	<b>0.2931</b>	<b>0.0366</b>	<b>0.1558</b>	<b>0.1924</b>	<b>18.7338</b>	<b>189.4304</b>	<b>208.1642</b>	<b>0.0660</b>	<b>7.6600e-003</b>	<b>212.0986</b>

**Regulatory Compliance Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137
Energy	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
Mobile	0.0610	0.0764	0.6323	1.3300e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		136.7815	136.7815	9.5300e-003	6.0900e-003	138.8359
<b>Total</b>	<b>0.6840</b>	<b>0.1326</b>	<b>1.8200</b>	<b>4.0100e-003</b>	<b>0.1373</b>	<b>0.1559</b>	<b>0.2931</b>	<b>0.0366</b>	<b>0.1558</b>	<b>0.1924</b>	<b>18.7338</b>	<b>189.4304</b>	<b>208.1642</b>	<b>0.0660</b>	<b>7.6600e-003</b>	<b>212.0986</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
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Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Regulatory Compliance Construction Off-Site**

Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.0610	0.0764	0.6323	1.3300e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		136.7815	136.7815	9.5300e-003	6.0900e-003	138.8359
Baseline	0.0610	0.0764	0.6323	1.3300e-003	0.1373	1.1500e-003	0.1384	0.0366	1.0700e-003	0.0376		136.7815	136.7815	9.5300e-003	6.0900e-003	138.8359

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	18.88	19.08	17.10	63,745	63,745
<b>Total</b>	<b>18.88</b>	<b>19.08</b>	<b>17.10</b>	<b>63,745</b>	<b>63,745</b>

**4.3 Trip Type Information**

Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Regulatory	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
NaturalGas Baseline	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490

**5.2 Energy by Land Use - NaturalGas**

Baseline

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					

Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

Single Family Housing	138.99	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
<b>Total</b>		<b>1.5000e-003</b>	<b>0.0128</b>	<b>5.4500e-003</b>	<b>8.0000e-005</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>16.3518</b>	<b>16.3518</b>	<b>3.1000e-004</b>	<b>3.0000e-004</b>	<b>16.4490</b>

Regulatory Compliance

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.13899	1.5000e-003	0.0128	5.4500e-003	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.3518	16.3518	3.1000e-004	3.0000e-004	16.4490
<b>Total</b>		<b>1.5000e-003</b>	<b>0.0128</b>	<b>5.4500e-003</b>	<b>8.0000e-005</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>1.0400e-003</b>	<b>1.0400e-003</b>		<b>16.3518</b>	<b>16.3518</b>	<b>3.1000e-004</b>	<b>3.0000e-004</b>	<b>16.4490</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137
Baseline	0.6216	0.0434	1.1823	2.6000e-003		0.1537	0.1537		0.1537	0.1537	18.7338	36.2971	55.0309	0.0562	1.2700e-003	56.8137



Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

**6.2 Area by SubCategory**

**Baseline**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5241	0.0415	1.0171	2.5900e-003		0.1528	0.1528		0.1528	0.1528	18.7338	36.0000	54.7338	0.0559	1.2700e-003	56.5095
Landscaping	4.9900e-003	1.9100e-003	0.1652	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		0.2971	0.2971	2.9000e-004		0.3043
<b>Total</b>	<b>0.6216</b>	<b>0.0434</b>	<b>1.1823</b>	<b>2.6000e-003</b>		<b>0.1537</b>	<b>0.1537</b>		<b>0.1537</b>	<b>0.1537</b>	<b>18.7338</b>	<b>36.2971</b>	<b>55.0309</b>	<b>0.0562</b>	<b>1.2700e-003</b>	<b>56.8137</b>

**Regulatory Compliance**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5241	0.0415	1.0171	2.5900e-003		0.1528	0.1528		0.1528	0.1528	18.7338	36.0000	54.7338	0.0559	1.2700e-003	56.5095
Landscaping	4.9900e-003	1.9100e-003	0.1652	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		0.2971	0.2971	2.9000e-004		0.3043
<b>Total</b>	<b>0.6216</b>	<b>0.0434</b>	<b>1.1823</b>	<b>2.6000e-003</b>		<b>0.1537</b>	<b>0.1537</b>		<b>0.1537</b>	<b>0.1537</b>	<b>18.7338</b>	<b>36.2971</b>	<b>55.0309</b>	<b>0.0562</b>	<b>1.2700e-003</b>	<b>56.8137</b>

Hi Point 38 - Existing - Los Angeles-South Coast County, Winter

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

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**Appendix A.3**

Proposed Summer



Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

**Hi Point 38 - Project  
Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	38.00	Dwelling Unit	0.39	97,169.00	109

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2024
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Project site is 0.39 acres
- Construction Phase - Anticipated construction schedule
- Trips and VMT -
- Demolition -
- Grading - Project would export approximately 13,788 cy of soil
- Woodstoves - Per SCAQMD Rule 445, no woodburning fireplaces would be installed.
- Construction Off-road Equipment Mitigation - Dust control measures per SCAQMD Rule 403.
- Area Mitigation -
- Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	207.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	11.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.90	0.00
tblGrading	MaterialExported	0.00	13,788.00
tblLandUse	LandUseSquareFeet	38,000.00	97,169.00
tblLandUse	LotAcreage	1.00	0.39
tblWoodstoves	NumberCatalytic	1.90	0.00
tblWoodstoves	NumberNoncatalytic	1.90	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.2934	18.6054	7.9347	0.0393	6.1226	0.5668	6.6894	2.7857	0.5232	3.3089	0.0000	4,115.4325	4,115.4325	0.5853	0.4252	4,256.7815
2023	29.2366	15.3096	17.8005	0.0378	6.1227	0.6595	6.5755	2.7857	0.6159	3.2035	0.0000	3,963.8395	3,963.8395	0.6912	0.4017	4,098.1039
<b>Maximum</b>	<b>29.2366</b>	<b>18.6054</b>	<b>17.8005</b>	<b>0.0393</b>	<b>6.1227</b>	<b>0.6595</b>	<b>6.6894</b>	<b>2.7857</b>	<b>0.6159</b>	<b>3.3089</b>	<b>0.0000</b>	<b>4,115.4325</b>	<b>4,115.4325</b>	<b>0.6912</b>	<b>0.4252</b>	<b>4,256.7815</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

**Regulatory Compliance Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.2934	18.6054	7.9347	0.0393	2.5479	0.5668	3.1147	1.0650	0.5232	1.5882	0.0000	4,115.4325	4,115.4325	0.5853	0.4252	4,256.7815
2023	29.2366	15.3096	17.8005	0.0378	2.5479	0.6595	3.0008	1.0650	0.6159	1.4828	0.0000	3,963.8395	3,963.8395	0.6912	0.4017	4,098.1039
<b>Maximum</b>	<b>29.2366</b>	<b>18.6054</b>	<b>17.8005</b>	<b>0.0393</b>	<b>2.5479</b>	<b>0.6595</b>	<b>3.1147</b>	<b>1.0650</b>	<b>0.6159</b>	<b>1.5882</b>	<b>0.0000</b>	<b>4,115.4325</b>	<b>4,115.4325</b>	<b>0.6912</b>	<b>0.4252</b>	<b>4,256.7815</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>58.39</b>	<b>0.00</b>	<b>53.90</b>	<b>61.77</b>	<b>0.00</b>	<b>52.84</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**2.2 Overall Operational**

**Baseline Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451
Energy	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
Mobile	0.6240	0.6338	6.3915	0.0142	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4055		1,475.5301	1,475.5301	0.0941	0.0580	1,495.1520
<b>Total</b>	<b>2.8816</b>	<b>1.2921</b>	<b>9.7900</b>	<b>0.0184</b>	<b>1.4872</b>	<b>0.0778</b>	<b>1.5650</b>	<b>0.3962</b>	<b>0.0771</b>	<b>0.4732</b>	<b>0.0000</b>	<b>2,275.5410</b>	<b>2,275.5410</b>	<b>0.1148</b>	<b>0.0725</b>	<b>2,300.0189</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

**Regulatory Compliance Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451
Energy	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
Mobile	0.6240	0.6338	6.3915	0.0142	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4055		1,475.5301	1,475.5301	0.0941	0.0580	1,495.1520
<b>Total</b>	<b>2.8816</b>	<b>1.2921</b>	<b>9.7900</b>	<b>0.0184</b>	<b>1.4872</b>	<b>0.0778</b>	<b>1.5650</b>	<b>0.3962</b>	<b>0.0771</b>	<b>0.4732</b>	<b>0.0000</b>	<b>2,275.5410</b>	<b>2,275.5410</b>	<b>0.1148</b>	<b>0.0725</b>	<b>2,300.0189</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2022	11/15/2022	5	11	
2	Grading	Grading	11/16/2022	11/16/2023	5	44	
3	Building Construction	Building Construction	1/17/2023	11/1/2023	5	207	
4	Architectural Coating	Architectural Coating	10/3/2023	11/1/2023	5	22	
5	Paving	Paving	10/18/2023	11/1/2023	5	11	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 33**

**Acres of Paving: 0**

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

**Residential Indoor: 196,767; Residential Outdoor: 65,589; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	20.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,724.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	27.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Soil Stabilizer

Replace Ground Cover



Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2022**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3848	0.0000	0.3848	0.0583	0.0000	0.0583			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.3848</b>	<b>0.3375</b>	<b>0.7223</b>	<b>0.0583</b>	<b>0.3225</b>	<b>0.3808</b>		<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4700e-003	0.3054	0.0712	1.1300e-003	0.0318	2.2700e-003	0.0341	8.7300e-003	2.1700e-003	0.0109		123.7774	123.7774	6.5700e-003	0.0196	129.7941
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
<b>Total</b>	<b>0.0431</b>	<b>0.3306</b>	<b>0.4653</b>	<b>2.1500e-003</b>	<b>0.1436</b>	<b>2.9900e-003</b>	<b>0.1466</b>	<b>0.0384</b>	<b>2.8300e-003</b>	<b>0.0412</b>		<b>227.7901</b>	<b>227.7901</b>	<b>9.3900e-003</b>	<b>0.0221</b>	<b>234.6229</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1276	0.0000	0.1276	0.0193	0.0000	0.0193			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.1276</b>	<b>0.3375</b>	<b>0.4651</b>	<b>0.0193</b>	<b>0.3225</b>	<b>0.3419</b>	<b>0.0000</b>	<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4700e-003	0.3054	0.0712	1.1300e-003	0.0318	2.2700e-003	0.0341	8.7300e-003	2.1700e-003	0.0109		123.7774	123.7774	6.5700e-003	0.0196	129.7941
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
<b>Total</b>	<b>0.0431</b>	<b>0.3306</b>	<b>0.4653</b>	<b>2.1500e-003</b>	<b>0.1436</b>	<b>2.9900e-003</b>	<b>0.1466</b>	<b>0.0384</b>	<b>2.8300e-003</b>	<b>0.0412</b>		<b>227.7901</b>	<b>227.7901</b>	<b>9.3900e-003</b>	<b>0.0221</b>	<b>234.6229</b>

**3.3 Grading - 2022**

**Baseline Construction On-Site**

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3474	0.0000	5.3474	2.5739	0.0000	2.5739			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
<b>Total</b>	<b>1.0832</b>	<b>12.0046</b>	<b>5.9360</b>	<b>0.0141</b>	<b>5.3474</b>	<b>0.5173</b>	<b>5.8647</b>	<b>2.5739</b>	<b>0.4759</b>	<b>3.0498</b>		<b>1,364.8198</b>	<b>1,364.8198</b>	<b>0.4414</b>		<b>1,375.8551</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1825	6.5805	1.5343	0.0244	0.6858	0.0489	0.7347	0.1880	0.0468	0.2348		2,667.4026	2,667.4026	0.1417	0.4232	2,797.0634
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
<b>Total</b>	<b>0.2102</b>	<b>6.6008</b>	<b>1.8497</b>	<b>0.0252</b>	<b>0.7753</b>	<b>0.0495</b>	<b>0.8247</b>	<b>0.2117</b>	<b>0.0473</b>	<b>0.2591</b>		<b>2,750.6127</b>	<b>2,750.6127</b>	<b>0.1439</b>	<b>0.4252</b>	<b>2,880.9264</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

Category	lb/day										lb/day						
Fugitive Dust					1.7727	0.0000	1.7727	0.8533	0.0000	0.8533					0.0000		0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414			1,375.8551
<b>Total</b>	<b>1.0832</b>	<b>12.0046</b>	<b>5.9360</b>	<b>0.0141</b>	<b>1.7727</b>	<b>0.5173</b>	<b>2.2899</b>	<b>0.8533</b>	<b>0.4759</b>	<b>1.3292</b>	<b>0.0000</b>	<b>1,364.8198</b>	<b>1,364.8198</b>	<b>0.4414</b>			<b>1,375.8551</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1825	6.5805	1.5343	0.0244	0.6858	0.0489	0.7347	0.1880	0.0468	0.2348		2,667.4026	2,667.4026	0.1417	0.4232	2,797.0634
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
<b>Total</b>	<b>0.2102</b>	<b>6.6008</b>	<b>1.8497</b>	<b>0.0252</b>	<b>0.7753</b>	<b>0.0495</b>	<b>0.8247</b>	<b>0.2117</b>	<b>0.0473</b>	<b>0.2591</b>		<b>2,750.6127</b>	<b>2,750.6127</b>	<b>0.1439</b>	<b>0.4252</b>	<b>2,880.9264</b>

**3.3 Grading - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3474	0.0000	5.3474	2.5739	0.0000	2.5739			0.0000			0.0000

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

Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>5.3474</b>	<b>0.4201</b>	<b>5.7675</b>	<b>2.5739</b>	<b>0.3865</b>	<b>2.9604</b>		<b>1,364.7713</b>	<b>1,364.7713</b>	<b>0.4414</b>		<b>1,375.8062</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0850	5.1128	1.3647	0.0229	0.6859	0.0323	0.7181	0.1880	0.0309	0.2189		2,518.0591	2,518.0591	0.1388	0.3999	2,640.6880
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		81.0090	81.0090	2.0200e-003	1.8500e-003	81.6097
<b>Total</b>	<b>0.1106</b>	<b>5.1307</b>	<b>1.6546</b>	<b>0.0237</b>	<b>0.7753</b>	<b>0.0328</b>	<b>0.8081</b>	<b>0.2118</b>	<b>0.0314</b>	<b>0.2431</b>		<b>2,599.0682</b>	<b>2,599.0682</b>	<b>0.1408</b>	<b>0.4017</b>	<b>2,722.2977</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7727	0.0000	1.7727	0.8533	0.0000	0.8533			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>1.7727</b>	<b>0.4201</b>	<b>2.1928</b>	<b>0.8533</b>	<b>0.3865</b>	<b>1.2397</b>	<b>0.0000</b>	<b>1,364.7713</b>	<b>1,364.7713</b>	<b>0.4414</b>		<b>1,375.8062</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0850	5.1128	1.3647	0.0229	0.6859	0.0323	0.7181	0.1880	0.0309	0.2189		2,518.0591	2,518.0591	0.1388	0.3999	2,640.6880
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	6.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		81.0090	81.0090	2.0200e-003	1.8500e-003	81.6097
<b>Total</b>	<b>0.1106</b>	<b>5.1307</b>	<b>1.6546</b>	<b>0.0237</b>	<b>0.7753</b>	<b>0.0328</b>	<b>0.8081</b>	<b>0.2118</b>	<b>0.0314</b>	<b>0.2431</b>		<b>2,599.0682</b>	<b>2,599.0682</b>	<b>0.1408</b>	<b>0.4017</b>	<b>2,722.2977</b>

**3.4 Building Construction - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>		<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Baseline Construction Off-Site**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6100e-003	0.1535	0.0595	7.4000e-004	0.0256	7.7000e-004	0.0264	7.3800e-003	7.4000e-004	8.1200e-003		80.1130	80.1130	2.6800e-003	0.0115	83.6124
Worker	0.0865	0.0603	0.9784	2.6700e-003	0.3018	1.8200e-003	0.3036	0.0800	1.6800e-003	0.0817		273.4055	273.4055	6.8100e-003	6.2300e-003	275.4326
<b>Total</b>	<b>0.0911</b>	<b>0.2138</b>	<b>1.0379</b>	<b>3.4100e-003</b>	<b>0.3274</b>	<b>2.5900e-003</b>	<b>0.3300</b>	<b>0.0874</b>	<b>2.4200e-003</b>	<b>0.0898</b>		<b>353.5184</b>	<b>353.5184</b>	<b>9.4900e-003</b>	<b>0.0178</b>	<b>359.0451</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>	<b>0.0000</b>	<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6100e-003	0.1535	0.0595	7.4000e-004	0.0256	7.7000e-004	0.0264	7.3800e-003	7.4000e-004	8.1200e-003		80.1130	80.1130	2.6800e-003	0.0115	83.6124
Worker	0.0865	0.0603	0.9784	2.6700e-003	0.3018	1.8200e-003	0.3036	0.0800	1.6800e-003	0.0817		273.4055	273.4055	6.8100e-003	6.2300e-003	275.4326
<b>Total</b>	<b>0.0911</b>	<b>0.2138</b>	<b>1.0379</b>	<b>3.4100e-003</b>	<b>0.3274</b>	<b>2.5900e-003</b>	<b>0.3300</b>	<b>0.0874</b>	<b>2.4200e-003</b>	<b>0.0898</b>		<b>353.5184</b>	<b>353.5184</b>	<b>9.4900e-003</b>	<b>0.0178</b>	<b>359.0451</b>

**3.5 Architectural Coating - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6368					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>27.8285</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000



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

Worker	0.0160	0.0112	0.1812	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.6306	50.6306	1.2600e-003	1.1500e-003	51.0060
<b>Total</b>	<b>0.0160</b>	<b>0.0112</b>	<b>0.1812</b>	<b>4.9000e-004</b>	<b>0.0559</b>	<b>3.4000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>3.1000e-004</b>	<b>0.0151</b>		<b>50.6306</b>	<b>50.6306</b>	<b>1.2600e-003</b>	<b>1.1500e-003</b>	<b>51.0060</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6368					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>27.8285</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0160	0.0112	0.1812	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.6306	50.6306	1.2600e-003	1.1500e-003	51.0060
<b>Total</b>	<b>0.0160</b>	<b>0.0112</b>	<b>0.1812</b>	<b>4.9000e-004</b>	<b>0.0559</b>	<b>3.4000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>3.1000e-004</b>	<b>0.0151</b>		<b>50.6306</b>	<b>50.6306</b>	<b>1.2600e-003</b>	<b>1.1500e-003</b>	<b>51.0060</b>

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

**3.6 Paving - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6112</b>	<b>5.5046</b>	<b>7.0209</b>	<b>0.0113</b>		<b>0.2643</b>	<b>0.2643</b>		<b>0.2466</b>	<b>0.2466</b>		<b>1,036.0878</b>	<b>1,036.0878</b>	<b>0.3018</b>		<b>1,043.6331</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0576	0.0402	0.6523	1.7800e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1200e-003	0.0545		182.2703	182.2703	4.5400e-003	4.1500e-003	183.6218
<b>Total</b>	<b>0.0576</b>	<b>0.0402</b>	<b>0.6523</b>	<b>1.7800e-003</b>	<b>0.2012</b>	<b>1.2100e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1200e-003</b>	<b>0.0545</b>		<b>182.2703</b>	<b>182.2703</b>	<b>4.5400e-003</b>	<b>4.1500e-003</b>	<b>183.6218</b>

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

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6112</b>	<b>5.5046</b>	<b>7.0209</b>	<b>0.0113</b>		<b>0.2643</b>	<b>0.2643</b>		<b>0.2466</b>	<b>0.2466</b>	<b>0.0000</b>	<b>1,036.0878</b>	<b>1,036.0878</b>	<b>0.3018</b>		<b>1,043.6331</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0576	0.0402	0.6523	1.7800e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1200e-003	0.0545		182.2703	182.2703	4.5400e-003	4.1500e-003	183.6218
<b>Total</b>	<b>0.0576</b>	<b>0.0402</b>	<b>0.6523</b>	<b>1.7800e-003</b>	<b>0.2012</b>	<b>1.2100e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1200e-003</b>	<b>0.0545</b>		<b>182.2703</b>	<b>182.2703</b>	<b>4.5400e-003</b>	<b>4.1500e-003</b>	<b>183.6218</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory	0.6240	0.6338	6.3915	0.0142	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4055		1,475.5301	1,475.5301	0.0941	0.0580	1,495.1520
Baseline	0.6240	0.6338	6.3915	0.0142	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4055		1,475.5301	1,475.5301	0.0941	0.0580	1,495.1520

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	206.72	186.58	155.42	671,519	671,519
Total	206.72	186.58	155.42	671,519	671,519

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Install Energy Efficient Appliances

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Regulatory	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
NaturalGas Baseline	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218

**5.2 Energy by Land Use - NaturalGas**

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	938.111	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
<b>Total</b>		<b>0.0101</b>	<b>0.0865</b>	<b>0.0368</b>	<b>5.5000e-004</b>		<b>6.9900e-003</b>	<b>6.9900e-003</b>		<b>6.9900e-003</b>	<b>6.9900e-003</b>		<b>110.3660</b>	<b>110.3660</b>	<b>2.1200e-003</b>	<b>2.0200e-003</b>	<b>111.0218</b>

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.938111	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

Total		0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
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**6.0 Area Detail**

**6.1 Mitigation Measures Area**

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451
Baseline	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451

**6.2 Area by SubCategory**

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1666					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

Hearth	0.0627	0.5358	0.2280	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	684.0000	684.0000	0.0131	0.0125	688.0647
Landscaping	0.0942	0.0361	3.1337	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6450	5.6450	5.4200e-003		5.7804
<b>Total</b>	<b>2.2475</b>	<b>0.5719</b>	<b>3.3617</b>	<b>3.5900e-003</b>		<b>0.0607</b>	<b>0.0607</b>		<b>0.0607</b>	<b>0.0607</b>	<b>0.0000</b>	<b>689.6450</b>	<b>689.6450</b>	<b>0.0185</b>	<b>0.0125</b>	<b>693.8451</b>

**Regulatory Compliance**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1666					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0627	0.5358	0.2280	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	684.0000	684.0000	0.0131	0.0125	688.0647
Landscaping	0.0942	0.0361	3.1337	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6450	5.6450	5.4200e-003		5.7804
<b>Total</b>	<b>2.2475</b>	<b>0.5719</b>	<b>3.3617</b>	<b>3.5900e-003</b>		<b>0.0607</b>	<b>0.0607</b>		<b>0.0607</b>	<b>0.0607</b>	<b>0.0000</b>	<b>689.6450</b>	<b>689.6450</b>	<b>0.0185</b>	<b>0.0125</b>	<b>693.8451</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Hi Point 38 - Project - Los Angeles-South Coast County, Summer

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

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**





**Appendix A.4**

**Proposed Winter**



Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**Hi Point 38 - Project  
Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	38.00	Dwelling Unit	0.39	97,169.00	109

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2024
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Project site is 0.39 acres
- Construction Phase - Anticipated construction schedule
- Trips and VMT -
- Demolition -
- Grading - Project would export approximately 13,788 cy of soil
- Woodstoves - Per SCAQMD Rule 445, no woodburning fireplaces would be installed.
- Construction Off-road Equipment Mitigation - Dust control measures per SCAQMD Rule 403.
- Area Mitigation -
- Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	207.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	11.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.90	0.00
tblGrading	MaterialExported	0.00	13,788.00
tblLandUse	LandUseSquareFeet	38,000.00	97,169.00
tblLandUse	LotAcreage	1.00	0.39
tblWoodstoves	NumberCatalytic	1.90	0.00
tblWoodstoves	NumberNoncatalytic	1.90	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Baseline Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.2910	18.8746	7.9037	0.0392	6.1226	0.5669	6.6895	2.7857	0.5233	3.3090	0.0000	4,111.8150	4,111.8150	0.5851	0.4255	4,253.2407
2023	29.2483	15.5368	17.6559	0.0378	6.1227	0.6595	6.5756	2.7857	0.6159	3.2036	0.0000	3,962.2228	3,962.2228	0.6914	0.4023	4,096.6467
<b>Maximum</b>	<b>29.2483</b>	<b>18.8746</b>	<b>17.6559</b>	<b>0.0392</b>	<b>6.1227</b>	<b>0.6595</b>	<b>6.6895</b>	<b>2.7857</b>	<b>0.6159</b>	<b>3.3090</b>	<b>0.0000</b>	<b>4,111.8150</b>	<b>4,111.8150</b>	<b>0.6914</b>	<b>0.4255</b>	<b>4,253.2407</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**Regulatory Compliance Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.2910	18.8746	7.9037	0.0392	2.5479	0.5669	3.1148	1.0650	0.5233	1.5883	0.0000	4,111.8150	4,111.8150	0.5851	0.4255	4,253.2407
2023	29.2483	15.5368	17.6559	0.0378	2.5479	0.6595	3.0009	1.0650	0.6159	1.4829	0.0000	3,962.2228	3,962.2228	0.6914	0.4023	4,096.6467
<b>Maximum</b>	<b>29.2483</b>	<b>18.8746</b>	<b>17.6559</b>	<b>0.0392</b>	<b>2.5479</b>	<b>0.6595</b>	<b>3.1148</b>	<b>1.0650</b>	<b>0.6159</b>	<b>1.5883</b>	<b>0.0000</b>	<b>4,111.8150</b>	<b>4,111.8150</b>	<b>0.6914</b>	<b>0.4255</b>	<b>4,253.2407</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>58.39</b>	<b>0.00</b>	<b>53.90</b>	<b>61.77</b>	<b>0.00</b>	<b>52.84</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**2.2 Overall Operational**

**Baseline Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451
Energy	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
Mobile	0.6132	0.6844	6.2476	0.0136	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4056		1,412.8002	1,412.8002	0.0967	0.0605	1,433.2462
<b>Total</b>	<b>2.8708</b>	<b>1.3427</b>	<b>9.6461</b>	<b>0.0178</b>	<b>1.4872</b>	<b>0.0778</b>	<b>1.5650</b>	<b>0.3962</b>	<b>0.0771</b>	<b>0.4732</b>	<b>0.0000</b>	<b>2,212.8111</b>	<b>2,212.8111</b>	<b>0.1173</b>	<b>0.0751</b>	<b>2,238.1131</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**Regulatory Compliance Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451
Energy	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
Mobile	0.6132	0.6844	6.2476	0.0136	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4056		1,412.8002	1,412.8002	0.0967	0.0605	1,433.2462
<b>Total</b>	<b>2.8708</b>	<b>1.3427</b>	<b>9.6461</b>	<b>0.0178</b>	<b>1.4872</b>	<b>0.0778</b>	<b>1.5650</b>	<b>0.3962</b>	<b>0.0771</b>	<b>0.4732</b>	<b>0.0000</b>	<b>2,212.8111</b>	<b>2,212.8111</b>	<b>0.1173</b>	<b>0.0751</b>	<b>2,238.1131</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2022	11/15/2022	5	11	
2	Grading	Grading	11/16/2022	1/16/2023	5	44	
3	Building Construction	Building Construction	1/17/2023	11/1/2023	5	207	
4	Architectural Coating	Architectural Coating	10/3/2023	11/1/2023	5	22	
5	Paving	Paving	10/18/2023	11/1/2023	5	11	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 33**

**Acres of Paving: 0**

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**Residential Indoor: 196,767; Residential Outdoor: 65,589; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	20.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,724.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	27.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Soil Stabilizer

Replace Ground Cover

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2022**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3848	0.0000	0.3848	0.0583	0.0000	0.0583			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.3848</b>	<b>0.3375</b>	<b>0.7223</b>	<b>0.0583</b>	<b>0.3225</b>	<b>0.3808</b>		<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.2700e-003	0.3178	0.0725	1.1300e-003	0.0318	2.2700e-003	0.0341	8.7300e-003	2.1800e-003	0.0109		123.8137	123.8137	6.5600e-003	0.0197	129.8321
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
<b>Total</b>	<b>0.0453</b>	<b>0.3457</b>	<b>0.4343</b>	<b>2.1000e-003</b>	<b>0.1436</b>	<b>2.9900e-003</b>	<b>0.1466</b>	<b>0.0384</b>	<b>2.8400e-003</b>	<b>0.0412</b>		<b>222.3270</b>	<b>222.3270</b>	<b>9.4100e-003</b>	<b>0.0223</b>	<b>229.2134</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1276	0.0000	0.1276	0.0193	0.0000	0.0193			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
<b>Total</b>	<b>0.7094</b>	<b>6.4138</b>	<b>7.4693</b>	<b>0.0120</b>	<b>0.1276</b>	<b>0.3375</b>	<b>0.4651</b>	<b>0.0193</b>	<b>0.3225</b>	<b>0.3419</b>	<b>0.0000</b>	<b>1,147.9025</b>	<b>1,147.9025</b>	<b>0.2119</b>		<b>1,153.2001</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.2700e-003	0.3178	0.0725	1.1300e-003	0.0318	2.2700e-003	0.0341	8.7300e-003	2.1800e-003	0.0109		123.8137	123.8137	6.5600e-003	0.0197	129.8321
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
<b>Total</b>	<b>0.0453</b>	<b>0.3457</b>	<b>0.4343</b>	<b>2.1000e-003</b>	<b>0.1436</b>	<b>2.9900e-003</b>	<b>0.1466</b>	<b>0.0384</b>	<b>2.8400e-003</b>	<b>0.0412</b>		<b>222.3270</b>	<b>222.3270</b>	<b>9.4100e-003</b>	<b>0.0223</b>	<b>229.2134</b>

**3.3 Grading - 2022**

**Baseline Construction On-Site**



Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3474	0.0000	5.3474	2.5739	0.0000	2.5739			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
<b>Total</b>	<b>1.0832</b>	<b>12.0046</b>	<b>5.9360</b>	<b>0.0141</b>	<b>5.3474</b>	<b>0.5173</b>	<b>5.8647</b>	<b>2.5739</b>	<b>0.4759</b>	<b>3.0498</b>		<b>1,364.8198</b>	<b>1,364.8198</b>	<b>0.4414</b>		<b>1,375.8551</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1782	6.8476	1.5613	0.0244	0.6858	0.0490	0.7348	0.1880	0.0469	0.2349		2,668.1845	2,668.1845	0.1414	0.4234	2,797.8806
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
<b>Total</b>	<b>0.2078</b>	<b>6.8699</b>	<b>1.8508</b>	<b>0.0251</b>	<b>0.7753</b>	<b>0.0496</b>	<b>0.8248</b>	<b>0.2117</b>	<b>0.0474</b>	<b>0.2591</b>		<b>2,746.9952</b>	<b>2,746.9952</b>	<b>0.1437</b>	<b>0.4255</b>	<b>2,877.3857</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

Fugitive Dust					1.7727	0.0000	1.7727	0.8533	0.0000	0.8533			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
<b>Total</b>	<b>1.0832</b>	<b>12.0046</b>	<b>5.9360</b>	<b>0.0141</b>	<b>1.7727</b>	<b>0.5173</b>	<b>2.2899</b>	<b>0.8533</b>	<b>0.4759</b>	<b>1.3292</b>	<b>0.0000</b>	<b>1,364.8198</b>	<b>1,364.8198</b>	<b>0.4414</b>		<b>1,375.8551</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1782	6.8476	1.5613	0.0244	0.6858	0.0490	0.7348	0.1880	0.0469	0.2349		2,668.1845	2,668.1845	0.1414	0.4234	2,797.8806
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
<b>Total</b>	<b>0.2078</b>	<b>6.8699</b>	<b>1.8508</b>	<b>0.0251</b>	<b>0.7753</b>	<b>0.0496</b>	<b>0.8248</b>	<b>0.2117</b>	<b>0.0474</b>	<b>0.2591</b>		<b>2,746.9952</b>	<b>2,746.9952</b>	<b>0.1437</b>	<b>0.4255</b>	<b>2,877.3857</b>

**3.3 Grading - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3474	0.0000	5.3474	2.5739	0.0000	2.5739			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>5.3474</b>	<b>0.4201</b>	<b>5.7675</b>	<b>2.5739</b>	<b>0.3865</b>	<b>2.9604</b>		<b>1,364.7713</b>	<b>1,364.7713</b>	<b>0.4414</b>		<b>1,375.8062</b>
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**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0795	5.3382	1.3834	0.0229	0.6859	0.0323	0.7182	0.1880	0.0309	0.2190		2,520.7133	2,520.7133	0.1385	0.4003	2,643.4636
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		76.7381	76.7381	2.0500e-003	1.9700e-003	77.3770
<b>Total</b>	<b>0.1070</b>	<b>5.3580</b>	<b>1.6499</b>	<b>0.0237</b>	<b>0.7753</b>	<b>0.0329</b>	<b>0.8081</b>	<b>0.2118</b>	<b>0.0314</b>	<b>0.2432</b>		<b>2,597.4515</b>	<b>2,597.4515</b>	<b>0.1405</b>	<b>0.4023</b>	<b>2,720.8405</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7727	0.0000	1.7727	0.8533	0.0000	0.8533			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
<b>Total</b>	<b>0.9335</b>	<b>10.1789</b>	<b>5.5516</b>	<b>0.0141</b>	<b>1.7727</b>	<b>0.4201</b>	<b>2.1928</b>	<b>0.8533</b>	<b>0.3865</b>	<b>1.2397</b>	<b>0.0000</b>	<b>1,364.7713</b>	<b>1,364.7713</b>	<b>0.4414</b>		<b>1,375.8062</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0795	5.3382	1.3834	0.0229	0.6859	0.0323	0.7182	0.1880	0.0309	0.2190		2,520.7133	2,520.7133	0.1385	0.4003	2,643.4636
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		76.7381	76.7381	2.0500e-003	1.9700e-003	77.3770
<b>Total</b>	<b>0.1070</b>	<b>5.3580</b>	<b>1.6499</b>	<b>0.0237</b>	<b>0.7753</b>	<b>0.0329</b>	<b>0.8081</b>	<b>0.2118</b>	<b>0.0314</b>	<b>0.2432</b>		<b>2,597.4515</b>	<b>2,597.4515</b>	<b>0.1405</b>	<b>0.4023</b>	<b>2,720.8405</b>

**3.4 Building Construction - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>		<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Baseline Construction Off-Site**

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4500e-003	0.1608	0.0614	7.5000e-004	0.0256	7.8000e-004	0.0264	7.3800e-003	7.4000e-004	8.1200e-003		80.2481	80.2481	2.6700e-003	0.0116	83.7564
Worker	0.0929	0.0666	0.8993	2.5300e-003	0.3018	1.8200e-003	0.3036	0.0800	1.6800e-003	0.0817		258.9912	258.9912	6.9000e-003	6.6600e-003	261.1473
<b>Total</b>	<b>0.0973</b>	<b>0.2273</b>	<b>0.9607</b>	<b>3.2800e-003</b>	<b>0.3274</b>	<b>2.6000e-003</b>	<b>0.3300</b>	<b>0.0874</b>	<b>2.4200e-003</b>	<b>0.0898</b>		<b>339.2393</b>	<b>339.2393</b>	<b>9.5700e-003</b>	<b>0.0182</b>	<b>344.9037</b>

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
<b>Total</b>	<b>0.6322</b>	<b>6.4186</b>	<b>7.0970</b>	<b>0.0114</b>		<b>0.3203</b>	<b>0.3203</b>		<b>0.2946</b>	<b>0.2946</b>	<b>0.0000</b>	<b>1,104.6089</b>	<b>1,104.6089</b>	<b>0.3573</b>		<b>1,113.5402</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

Vendor	4.4500e-003	0.1608	0.0614	7.5000e-004	0.0256	7.8000e-004	0.0264	7.3800e-003	7.4000e-004	8.1200e-003		80.2481	80.2481	2.6700e-003	0.0116	83.7564
Worker	0.0929	0.0666	0.8993	2.5300e-003	0.3018	1.8200e-003	0.3036	0.0800	1.6800e-003	0.0817		258.9912	258.9912	6.9000e-003	6.6600e-003	261.1473
<b>Total</b>	<b>0.0973</b>	<b>0.2273</b>	<b>0.9607</b>	<b>3.2800e-003</b>	<b>0.3274</b>	<b>2.6000e-003</b>	<b>0.3300</b>	<b>0.0874</b>	<b>2.4200e-003</b>	<b>0.0898</b>		<b>339.2393</b>	<b>339.2393</b>	<b>9.5700e-003</b>	<b>0.0182</b>	<b>344.9037</b>

**3.5 Architectural Coating - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6368					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>27.8285</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0172	0.0123	0.1665	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.9613	47.9613	1.2800e-003	1.2300e-003	48.3606

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

<b>Total</b>	0.0172	0.0123	0.1665	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.9613	47.9613	1.2800e-003	1.2300e-003	48.3606
--------------	--------	--------	--------	-------------	--------	-------------	--------	--------	-------------	--------	--	---------	---------	-------------	-------------	---------

**Regulatory Compliance Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6368					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>27.8285</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Regulatory Compliance Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0172	0.0123	0.1665	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.9613	47.9613	1.2800e-003	1.2300e-003	48.3606
<b>Total</b>	<b>0.0172</b>	<b>0.0123</b>	<b>0.1665</b>	<b>4.7000e-004</b>	<b>0.0559</b>	<b>3.4000e-004</b>	<b>0.0562</b>	<b>0.0148</b>	<b>3.1000e-004</b>	<b>0.0151</b>		<b>47.9613</b>	<b>47.9613</b>	<b>1.2800e-003</b>	<b>1.2300e-003</b>	<b>48.3606</b>

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

**3.6 Paving - 2023**

**Baseline Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6112</b>	<b>5.5046</b>	<b>7.0209</b>	<b>0.0113</b>		<b>0.2643</b>	<b>0.2643</b>		<b>0.2466</b>	<b>0.2466</b>		<b>1,036.0878</b>	<b>1,036.0878</b>	<b>0.3018</b>		<b>1,043.6331</b>

**Baseline Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0444	0.5996	1.6900e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1200e-003	0.0545		172.6608	172.6608	4.6000e-003	4.4400e-003	174.0982
<b>Total</b>	<b>0.0619</b>	<b>0.0444</b>	<b>0.5996</b>	<b>1.6900e-003</b>	<b>0.2012</b>	<b>1.2100e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1200e-003</b>	<b>0.0545</b>		<b>172.6608</b>	<b>172.6608</b>	<b>4.6000e-003</b>	<b>4.4400e-003</b>	<b>174.0982</b>

**Regulatory Compliance Construction On-Site**



Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6112</b>	<b>5.5046</b>	<b>7.0209</b>	<b>0.0113</b>		<b>0.2643</b>	<b>0.2643</b>		<b>0.2466</b>	<b>0.2466</b>	<b>0.0000</b>	<b>1,036.0878</b>	<b>1,036.0878</b>	<b>0.3018</b>		<b>1,043.6331</b>

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0444	0.5996	1.6900e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1200e-003	0.0545		172.6608	172.6608	4.6000e-003	4.4400e-003	174.0982
<b>Total</b>	<b>0.0619</b>	<b>0.0444</b>	<b>0.5996</b>	<b>1.6900e-003</b>	<b>0.2012</b>	<b>1.2100e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1200e-003</b>	<b>0.0545</b>		<b>172.6608</b>	<b>172.6608</b>	<b>4.6000e-003</b>	<b>4.4400e-003</b>	<b>174.0982</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.6132	0.6844	6.2476	0.0136	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4056		1,412.8002	1,412.8002	0.0967	0.0605	1,433.2462
Baseline	0.6132	0.6844	6.2476	0.0136	1.4872	0.0101	1.4973	0.3962	9.4000e-003	0.4056		1,412.8002	1,412.8002	0.0967	0.0605	1,433.2462

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	206.72	186.58	155.42	671,519	671,519
Total	206.72	186.58	155.42	671,519	671,519

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Install Energy Efficient Appliances

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Regulatory	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
NaturalGas Baseline	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218

**5.2 Energy by Land Use - NaturalGas**

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	938.111	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
<b>Total</b>		<b>0.0101</b>	<b>0.0865</b>	<b>0.0368</b>	<b>5.5000e-004</b>		<b>6.9900e-003</b>	<b>6.9900e-003</b>		<b>6.9900e-003</b>	<b>6.9900e-003</b>		<b>110.3660</b>	<b>110.3660</b>	<b>2.1200e-003</b>	<b>2.0200e-003</b>	<b>111.0218</b>

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.938111	0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

Total		0.0101	0.0865	0.0368	5.5000e-004		6.9900e-003	6.9900e-003		6.9900e-003	6.9900e-003		110.3660	110.3660	2.1200e-003	2.0200e-003	111.0218
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**6.0 Area Detail**

**6.1 Mitigation Measures Area**

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451
Baseline	2.2475	0.5719	3.3617	3.5900e-003		0.0607	0.0607		0.0607	0.0607	0.0000	689.6450	689.6450	0.0185	0.0125	693.8451

**6.2 Area by SubCategory**

**Baseline**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1666					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

Hearth	0.0627	0.5358	0.2280	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	684.0000	684.0000	0.0131	0.0125	688.0647
Landscaping	0.0942	0.0361	3.1337	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6450	5.6450	5.4200e-003		5.7804
<b>Total</b>	<b>2.2475</b>	<b>0.5719</b>	<b>3.3617</b>	<b>3.5900e-003</b>		<b>0.0607</b>	<b>0.0607</b>		<b>0.0607</b>	<b>0.0607</b>	<b>0.0000</b>	<b>689.6450</b>	<b>689.6450</b>	<b>0.0185</b>	<b>0.0125</b>	<b>693.8451</b>

**Regulatory Compliance**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1666					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9240					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0627	0.5358	0.2280	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	684.0000	684.0000	0.0131	0.0125	688.0647
Landscaping	0.0942	0.0361	3.1337	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6450	5.6450	5.4200e-003		5.7804
<b>Total</b>	<b>2.2475</b>	<b>0.5719</b>	<b>3.3617</b>	<b>3.5900e-003</b>		<b>0.0607</b>	<b>0.0607</b>		<b>0.0607</b>	<b>0.0607</b>	<b>0.0000</b>	<b>689.6450</b>	<b>689.6450</b>	<b>0.0185</b>	<b>0.0125</b>	<b>693.8451</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Hi Point 38 - Project - Los Angeles-South Coast County, Winter

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

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

**NOISE STUDY**  
**FOR THE**  
**HI POINT 38 PROJECT**

1551-1557 Hi Point Street, Los Angeles, California 90035

**PREPARED FOR:**

LFT Holdings LLC  
1180 S. Beverly Drive, Suite 301  
Los Angeles, CA 90035

**PREPARED BY:**

**Westlake Village Office**  
920 Hampshire Road, Suite A5  
Westlake Village, CA 91361



**Los Angeles Office**  
706 S. Hill Street, 11th Floor  
Los Angeles, CA 90014

**MAY 2022**

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## EXECUTIVE SUMMARY

The Applicant proposes the removal of the existing uses to construct a new 6-story, 38-unit apartment building over a two-level subterranean garage, as well as related site improvements.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Noise Study estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project. The report includes the categories and types of noise and vibration sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations.

This report summarizes the potential for the Project to generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generate excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels.

The findings of the analyses are as follows:

- Construction activities would not result in short-term and temporary noise impacts to nearby noise-sensitive receptors due to on-site construction equipment and activities. Compliance with the City's Noise Ordinance and standards established in the local general plan would ensure implementation of noise-attenuation techniques and placement of the construction-staging area, as well as situating earthmoving equipment away from noise-sensitive sites to reduce construction noise levels below the significance threshold.
- Construction of the Project would generate sporadic, temporary vibration effects adjacent to the Project area but would not be expected to exceed the significance thresholds.
- Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed recommended measures for each individual project and compliance with locally adopted and enforced noise ordinances. Given that construction activities would be required to comply with the City's allowable hours and would be temporary, construction-related noise would not be significant.
- Noise associated with cumulative operational sources would not be significant.
- Due to the rapid attenuation characteristics of groundborne vibration and the distance of the cumulative projects to the Project site, no potential exists for cumulative construction- or operational-related impacts with respect to groundborne vibration.

## PROJECT DESCRIPTION

The Project site is located at 1551-1557 Hi Point Street (APN's 5068-016-024 and -025) within the Wilshire neighborhood in the City of Los Angeles (City), as shown in **Figure 1: Project Site Location**. The Project site is located in a Transit Priority Area designed to implement the City of Los Angeles Planning Department Transit Orient Communities' (TOC) incentive program. The property is approximately 16,999 square feet (0.39 acres) and is currently developed with 4,300 square feet of residential uses. The Project site is bounded by Hi Point Street to the east, Point View Street to the west, Pickford Street to the south and Saturn Street to the north. The site and abutting properties are zoned R3 (Multiple Dwelling). The Project site is surrounded by single-family and multi-family residential uses.

The Project proposes to demolish the existing uses to construct a new 6-story, 38-unit apartment building over a two-level subterranean garage and related improvements. The proposed development would be 97,169 gross square feet in size with 46 parking stalls.

## NOISE DESCRIPTORS

### Fundamentals of Sound

Because the human ear does not respond uniformly to sounds at all frequencies, sound-pressure level alone is not a reliable indicator of loudness. For example, the human ear is less sensitive to low and high frequencies than to the medium frequencies that more closely correspond to human speech. In response to the sensitivity of the human ear to certain sound frequencies, the A-weighted noise level, referenced in units of dBA, was developed to better correspond with people's subjective judgment of sound levels. To support assessing a community reaction to noise, scales have been developed that average sound-pressure levels over time and quantify the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. The equivalent sound level (Leq) is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.

**Table 1: Noise Descriptors** identifies various noise descriptors developed to measure sound levels over different periods of time.



SOURCE: Google Earth - 2022

FIGURE 1

**TABLE 1  
NOISE DESCRIPTORS**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-weighted decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Hertz (Hz)	The frequency of the pressure vibration, which is measured in cycles per second.
Kilo hertz (kHz)	One thousand cycles per second.
Equivalent sound level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community noise equivalent level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening, 7:00 PM to 10:00 PM, and add 10 dBA for the night, 10:00 PM to 7:00 AM. The 5- and 10-dB penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour Leq <sup>a</sup>
Nighttime (L <sub>night</sub> )	L <sub>night</sub> is the average noise exposure during the hourly periods from 10:00 PM to 7:00 AM.
Sound pressure level	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The sound pressure level is expressed in dB.
Ambient noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

a. California Department of Transportation, Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol, (Sacramento, California: November 2009), pp. N51-N54.

A doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dBA are not noticed by the human ear.<sup>1</sup> Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dBA is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound volume.

1 US Department of Transportation, Federal Highway Administration (USDOT FHWA), Fundamentals and Abatement of Highway Traffic Noise (Springfield, VA: Author, September 1980), 81.

Noise sources can generally be categorized in two types: (1) point sources, such as stationary equipment; and (2) line sources, such as a roadway. Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically hard sites, and at a rate of 7.5 dBA at acoustically soft sites.<sup>2</sup> A hard or reflective site consists of asphalt, concrete, or very hard-packed soil, which does not provide any excess ground-effect attenuation. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60-dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and 48 dBA at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dBA at 100 feet and 45 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.<sup>3</sup> Noise levels generated by a variety of activities are shown in **Figure 2: Common Noise Levels**. Man-made or natural barriers can also attenuate sound levels, as illustrated in **Figure 3: Noise Attenuation by Barriers**.

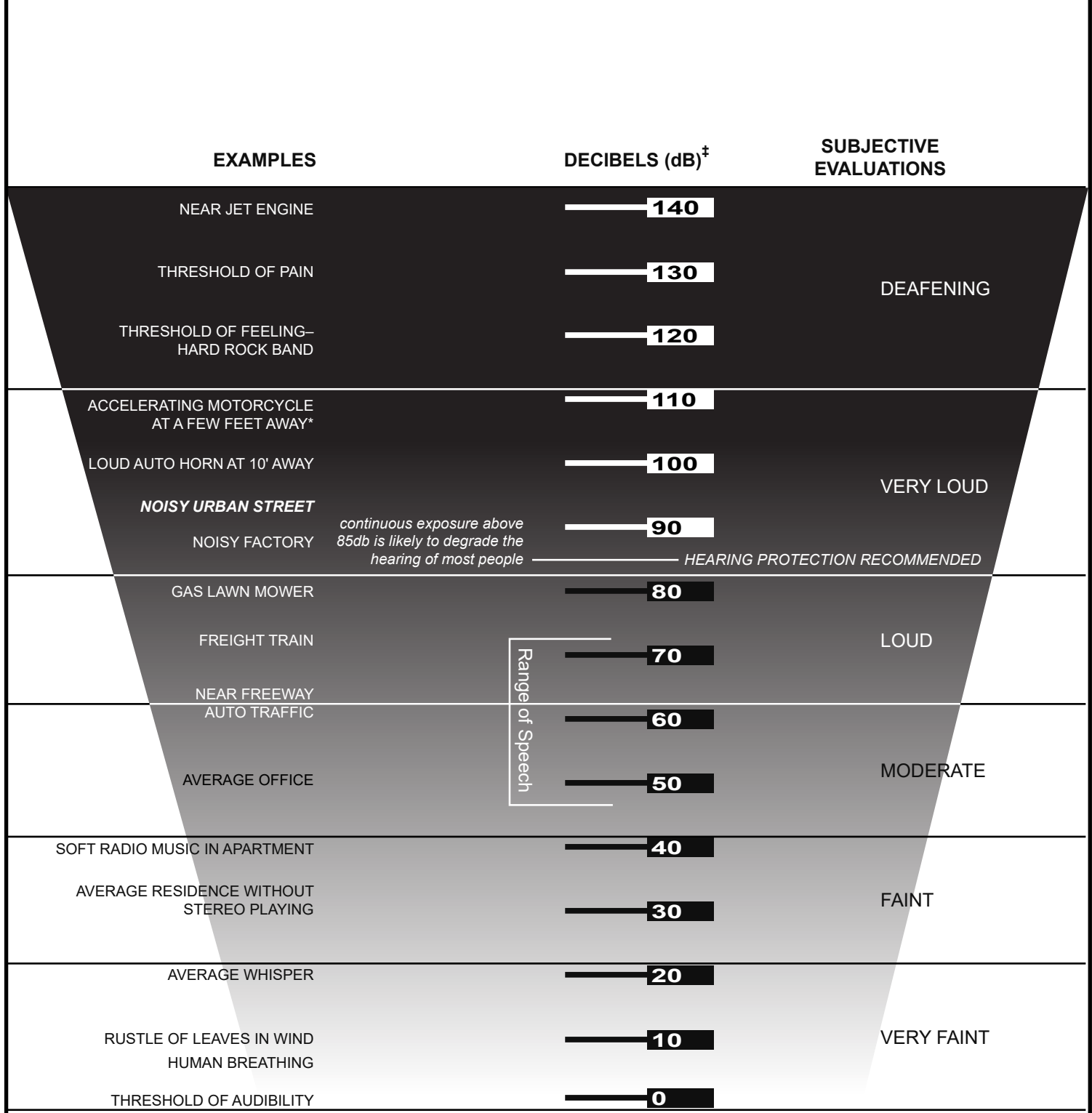
## Fundamentals of Vibration

Vibration is commonly defined as an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or root-mean-square (RMS) velocity is typically used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response to ground-borne vibration. The RMS vibration velocity level can be presented in inches per second (ips) or in VdB (a decibel unit referenced to 1 microinch per second). Commonly, ground-borne vibration generated by man-made activities (i.e., road traffic, construction) attenuates rapidly with distance from the source of the vibration.

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2 USDOT FHWA, Fundamentals and Abatement, 97.

3 USDOT FHWA, Fundamentals and Abatement, 97.

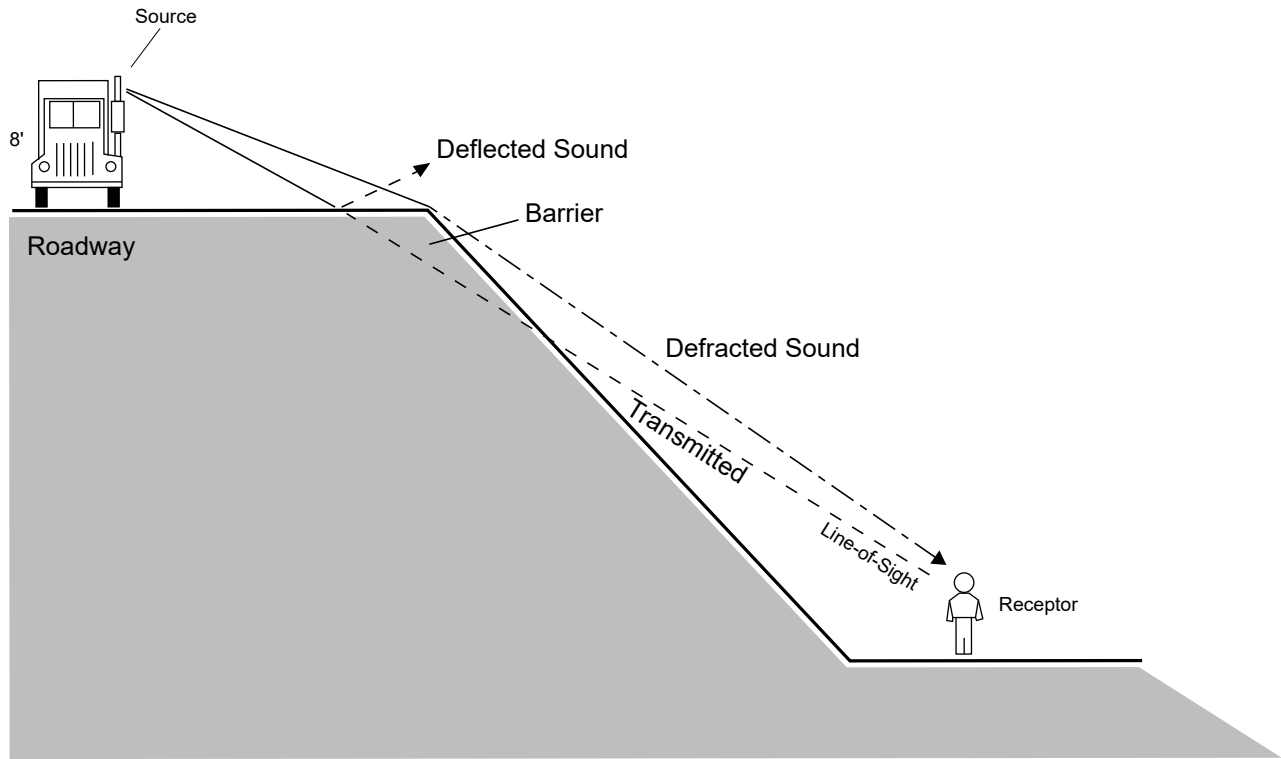


Range of Speech

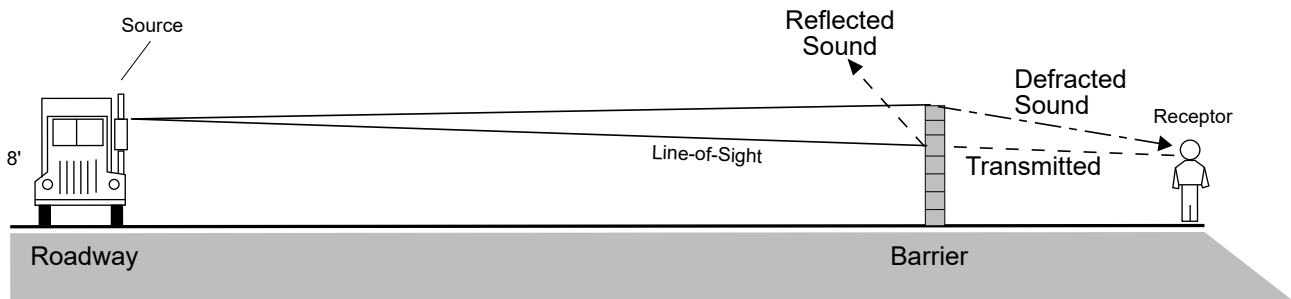
\* NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.  
<sup>‡</sup> NOTE: dB are "average" values as measured on the A-scale of a sound-level meter.

SOURCE: Meridian Consultants, LLC - 2022

FIGURE 2



"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: Meridian Consultants, LLC - 2022

FIGURE 3



The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, the movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

## EXISTING CONDITIONS

### Ambient Noise Levels

Short-term sound monitoring was conducted at five (5) locations to measure the ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location between the hours of 9:20 AM and 10:52 AM on May 2, 2022, as indicated in **Table 4: Ambient Noise Measurements**. **Figures 4-8: Noise Monitoring Locations** depicts locations where ambient noise measurements were conducted. As shown in **Table 4**, ambient noise levels ranged from a low of 50.5 dBA northeast of the Project site along Point View Street south of Saturn Street (Site 3) to a high of 67.5 dBA north of the Project site along Hi Point Street (Site 2).

Location Number/Description	Nearest Use	Time Period	Noise Source	dBA Leq
1 Southeast corner of the Project site along Hi Point Street	Residential	9:20 AM-9:35 AM	Vehicle traffic along Hi Point Street	55.8
2 North of the Project site along Hi Point Street south of Saturn Street	Residential	9:40 AM-9:55 AM	Vehicle traffic along Hi Point Street	67.5
3 Northeast of the Project site along Point View Street south of Saturn Street	Residential	10:00 AM-10:15 AM	Vehicle traffic along Point View Street	50.5
4 Corner of Pickford Street and S. Point View Street	Residential	10:19 AM-10:34 AM	Vehicle traffic along Point View Street and Pickford Street	55.0
5 Corner of Pickford Street and Hi Point Street	Residential	10:37 AM-10:52 AM	Vehicle traffic along Point View Street and Pickford Street	57.0

Source: Refer to **Appendix A** for noise monitoring data sheets.

Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.



North



West



South



East



SOURCE: Google Earth - 2022

FIGURE 4



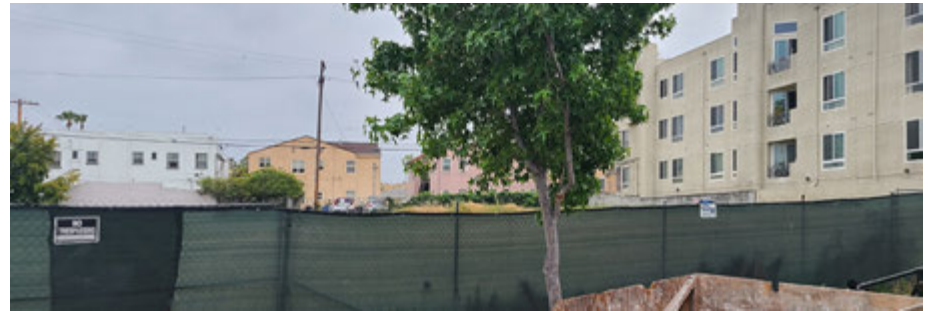
North



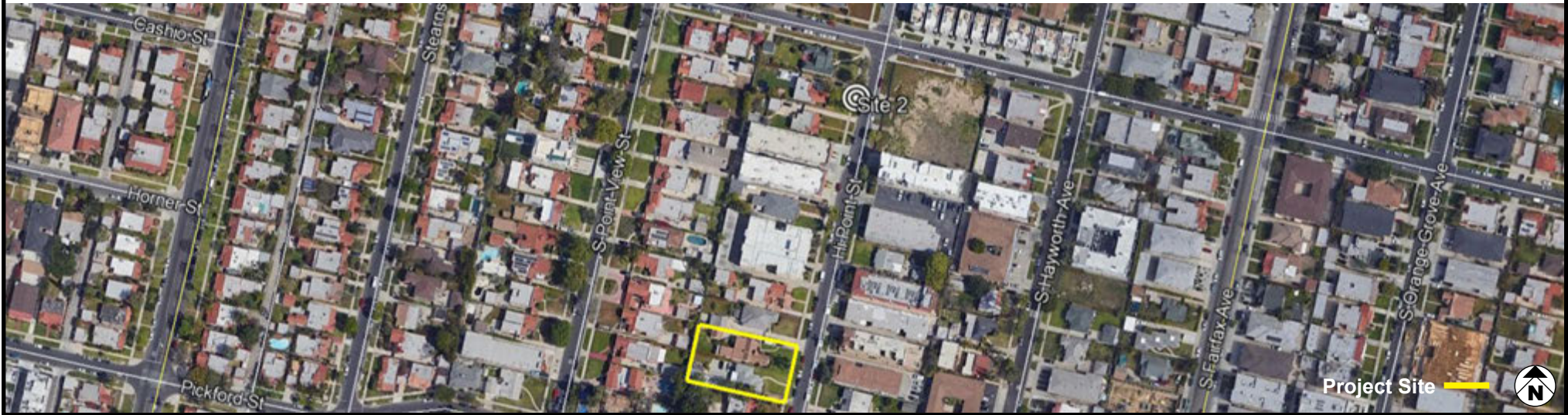
West



South



East



SOURCE: Google Earth - 2022

FIGURE 5



North



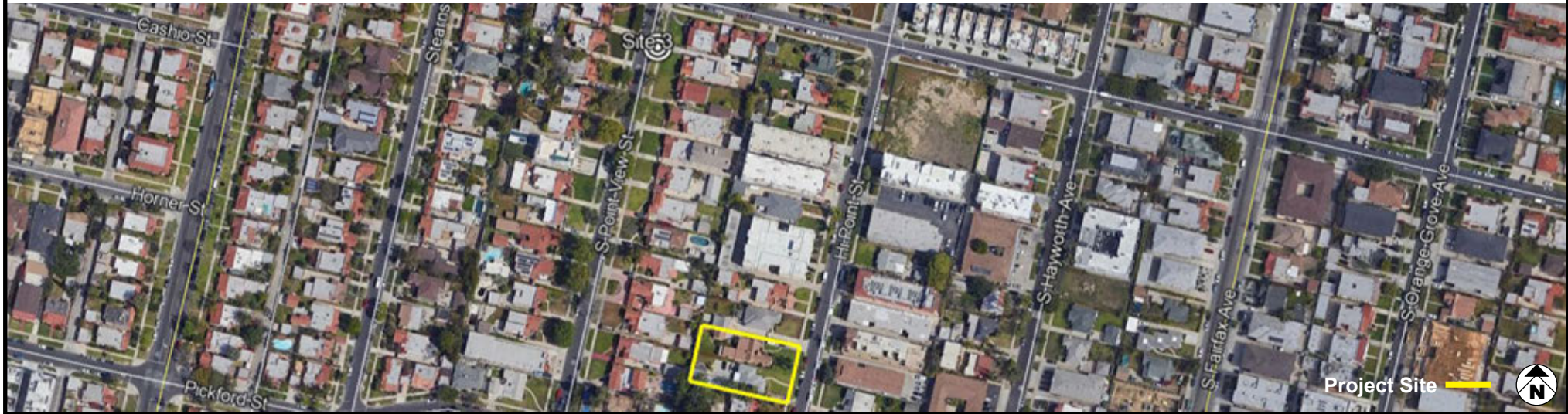
West



South



East



SOURCE: Google Earth - 2022

FIGURE 6



North



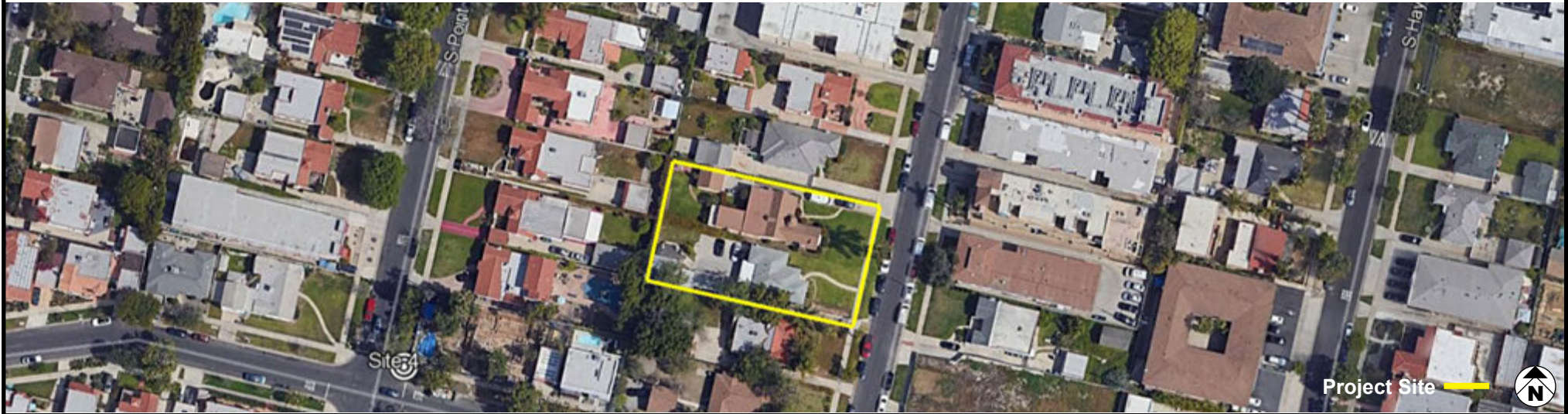
West



South



East



SOURCE: Google Earth - 2022

FIGURE 7



North



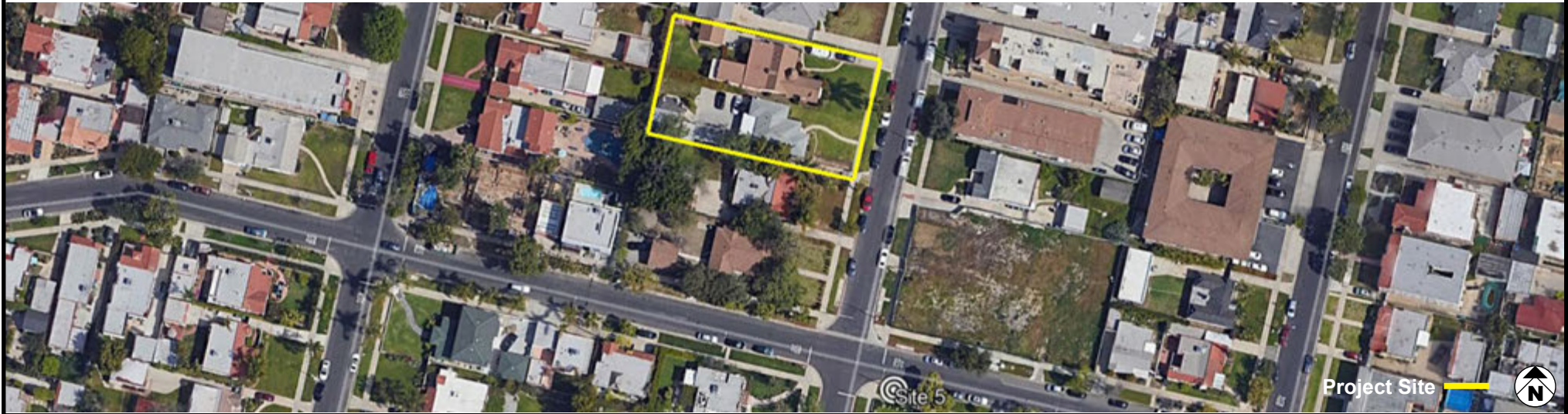
West



South



East



SOURCE: Google Earth - 2022

FIGURE 8

## Vibration Conditions

Based on field observations, the primary source of existing ground-borne vibration in the vicinity of the Project site is vehicle traffic on local roadways. According to the Federal Transit Administration,<sup>4</sup> typical road traffic-induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of approximately 63 VdB (at a 50-foot distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. A vibration level of 72 VdB is above the 60 VdB level of perceptibility.

## METHODOLOGY

### Ambient Noise Measurements

Noise-level monitoring was conducted by Meridian Consultants on May 2, 2022, at five locations within the Project area vicinity, as shown in **Figure 4** through **8**. Noise-level monitoring was conducted for 15-minute intervals at each location using a Larson Davis Model 831 sound-level meter. This meter satisfies the American National Standards Institute (ANSI) standard for general environmental noise measurement instrumentation. The ANSI specifies several types of sound-level meters according to their precision. Types 1, 2, and 3 are referred to as “precision,” “general-purpose,” and “survey” meters, respectively. Most measurements carefully taken with a Type 1 sound-level meter will have a margin of error not exceeding 1 dB.

The Larson Davis Model 831 is a Type 1 precision sound-level meter. This meter meets all requirements of ANSI S1.4-1983 and ANSI1.43-1997 Type 1 standards, as well as International Electrotechnical Commission (IEC) IEC61672-1 Ed. 1.0, IEC60651 Ed 1.2, and IEC60804 Type 1, Group X standards. The sound-level meter was located approximately 5 feet above ground and was covered with a Larson Davis windscreen. The sound-level meter was field calibrated with an external calibrator prior to operation.

### Construction Scenario

Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. As such, for purposes of this analysis, project construction is assumed to begin in November 2022 and is expected to last until November 2023. Construction would occur over five phases: (1) demolition, (2) grading, (3) building construction, (4) paving, and (5) architectural coating.

Each phase of construction would result in varying levels of intensity and a number of construction personnel. The construction workforce would consist of approximately 10 worker trips per day and 20 total hauling trips during demolition; 8 worker trips per day and 1,724 total hauling trips during grading; 27 worker trips per day and 4 vendor trip per day during building construction; 18 worker trip per day during paving; and 5 worker trips per day during architectural coating.

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<sup>4</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, FTA report no. 0123 (September 2018), [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf), accessed April 2022.

## Groundborne Vibration

Groundborne vibration impacts were evaluated by identifying potential vibration sources, estimating the distance between vibration sources and surrounding structure locations, and the distance between surrounding structure locations and vibration sensitive receptors. The evaluation allowed for a significance determination based on the significance thresholds.

The majority of the Project's operational-related vibration sources, such as mechanical and electrical equipment, would incorporate vibration attenuation mounts, as required by the particular equipment specifications. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project and, as such, vibration impacts associated with the Project would be minimal. Therefore, the groundborne vibration analysis is limited to Project-related construction activities.

## THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and groundborne vibration if it would result in:

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

Appendix G of the State CEQA Guidelines also includes:

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

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport, nor is it within the vicinity of private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

## Construction Noise

Section 112.05 of the City's Municipal Code sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Construction equipment includes crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors, and pneumatic or other powered equipment. Compliance with this



standard is only required where “technically feasible.”<sup>5</sup> Section 41.40 of the City’s Municipal Code prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City’s Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

## Operational Noise

Operational noise impacts are evaluated for Project-related off-site roadway traffic noise impacts and on-site stationary source noise from on-site activities and equipment.

- The Project would cause any ambient noise levels to increase by 5 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use within an area categorized as either “clearly incompatible” or “normally incompatible;” or cause ambient noise levels to increase by 3 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use within an area categorized as either “clearly incompatible” or “normally incompatible.”
- Project-related operational (i.e., nonroadway) noise sources such as outdoor activities, building mechanical/electrical equipment, etc., increase ambient noise level by 5 dBA, causing a violation of the City Noise Ordinance.

## Groundborne Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*<sup>6</sup> is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

- Project construction activities cause groundborne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.

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<sup>5</sup> In accordance with the City’s Noise Ordinances, “technically feasible” means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

<sup>6</sup> Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013), <https://cityofdavis.org/home/showdocument?id=4521>, accessed April 2022.

## NOISE ANALYSIS

### Construction

Noise from Project construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project Site. Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

#### *On-Site Construction Noise*

Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 77.2 dBA to 89.6 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 3: Typical Maximum Noise Levels for Project Construction Equipment**.

TABLE 3 TYPICAL MAXIMUM NOISE LEVELS FOR PROJECT CONSTRUCTION EQUIPMENT			
Equipment Description	Typical Duty Cycle (%)	Spec Lmax (dBA)	Actual Lmax (dBA)
Air Compressor	40	80.0	77.7
Backhoe	40	80.0	77.6
Concrete/Industrial saw	20	90.0	89.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Forklift	40	85.0	N/A
Grader	40	85.0	N/A
Paver	50	85.0	77.2
Roller	20	85.0	80.0
Tractor	40	84.0	N/A

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1

Note: N/A = not available.

These construction equipment reference noise levels are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. It is important to note, equipment would operate at different percentages over the course of an hour.<sup>7</sup> During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The estimated construction noise levels were calculated for a scenario in which a reasonable number of construction equipment was assumed to be operating simultaneously, given the physical size of the Project Site and logistical limitations, and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time and, as such, would likely generate lower noise levels than reported herein.

Separate forecasts of construction noise levels from on-site construction at each of the noise monitoring sites within the immediate vicinity were completed. The forecast noise levels at the nearest sensitive uses to the Project Site from construction activity are shown in **Table 4: Construction Maximum Noise Estimates**. As shown, average noise levels during construction would result in a maximum increase of 21.4 dBA (Leq-1hour) above the significance threshold without implementation of noise reduction measures at Site 1.

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7 Federal Highway Administration, Traffic Noise Model (2006).

**TABLE 4  
CONSTRUCTION MAXIMUM NOISE ESTIMATES**

Noise Monitoring Site	Nearest Off-Site Building Structures	Distance from Project Site (feet)	Construction Max Leq	Ambient Noise Leq (dBA)	Significance Threshold (dBA)	Maximum Noise Increase over Significance Threshold without Noise Reduction Measures (dBA)
Site 1	Residential uses along Hi Point Street	15	96.4	55.8	75	+21.4
Site 2	Residential uses along Hi Point Street south of Saturn Street	450	66.9	67.5	75	0.0
Site 3	Residential uses along Point View Street south of Saturn Street	490	66.1	50.5	75	0.0
Site 4	Residential uses on the corner of Point View Street and Pickford Street	200	73.9	55.0	75	0.0
Site 5	Residential uses along Pickford Street and Hi Point Street	175	75.1	57.0	75	+0.1

Source: FHWA, RCNM, version. 1.1.  
Refer to **Appendix B** for Construction Noise Worksheets

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the development of quieter equipment. Source control techniques can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) equipment emission level requirements. These control techniques can be used separately or in combination in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. A remedy for controlling much of the engine noise is the specification and use of optimal muffler systems. This noise control strategy would lead to replacement of worn mufflers and to retrofitting where mufflers are not in use. Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.<sup>8</sup>

<sup>8</sup> FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm), accessed April 2022.

Other effective methods of diminishing the noise impacts associated with individual pieces of construction equipment is to employ less noisy machinery. This is accomplished by specifying the quietest available equipment. Modifications such as dampening of metal surfaces or a redesign of a particular piece of equipment is effective in reduction noise due to vibration. These modifications are typically conducted by the manufacturer or with factory assistance. The reduction is controlled by the imposed limits on the technical capabilities of the manufacturer or the equipment user. Noise reductions of up to 5 dBA can be achieved using dampening materials.<sup>9</sup> Additionally, shields such as sound skins may achieve reductions of 20 dBA at high frequencies and 10 dBA in the middle frequency range. Sound aprons may achieve noise reductions of up to 10 dBA.<sup>10</sup> Sound aprons are typically designed from absorptive mats and are draped on the frames attached to the equipment. This material can be constructed from polyvinyl chloride (PVC) layers, lead-filled fabric, or rubber. These aprons are most useful when equipment only needs partial shielding or has to be regularly moved.

Additionally, limiting the number of noise-generating, heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 5 dBA.

Implementation of these regulatory compliance practices means that construction noise levels resulting in an increase of 25.7 dBA (Leq-1hour) above the significance threshold would be reduced by a minimum of 30 dBA (Leq-1hour). Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, construction noise levels would not be considered significant.

### ***Off-Site Construction Noise***

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export soil, and deliver supplies to the site. Trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. Approximately 1,724 total hauling trips would take place during the grading phase, totaling to approximately 39 haul truck trips per workday. Haul truck traffic would take the most direct route to the freeway ramp, which includes the freeway ramp.

Noise associated with construction truck trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and truck trips in a day. Project haul truck trips, which includes medium- and heavy-duty trucks, would generate noise levels of approximately 40.1 to 57.9 dBA, respectively, measured at a distance of 25 feet from the adjacent sensitive receptor. As shown in **Table**

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9 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm), accessed April 2022.

10 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm), accessed April 2022.

2, existing noise levels along Hi Point Street ranged from 55.8 dBA to 67.5 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

### Construction Vibration

**Table 5: On-Site Construction Vibration Impacts-Building Damage** It is important to note pile driving would not be required during construction. As shown in Table 5, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold at the adjacent residential uses. Impacts related to building damage from on-site construction vibration would not be considered significant.

TABLE 5 ON-SITE CONSTRUCTION VIBRATION IMPACTS - BUILDING DAMAGE						
Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment				Significance Threshold (PPV ips)
		Vibratory Roller	Loaded Trucks	Jackhammer	Small bulldozer	
1	Residential uses along Hi Point Street (15 Feet)	0.452	0.164	0.075	0.006	0.5
2	Residential uses along Hi Point Street (450 Feet)	0.003	0.001	0.000	0.000	0.5
3	Residential uses along Point View Street (490 Feet)	0.002	0.001	0.000	0.000	0.5
4	Residential uses along Pickford Street (200 Feet)	0.009	0.003	0.002	0.000	0.5
5	Residential uses along Pickford Street (175 Feet)	0.011	0.004	0.002	0.000	0.5

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment

Note: Refer to Appendix C for construction vibration worksheets.

## Operation

### *Fixed Mechanical Equipment Noise*

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in Section 112.02 of the LAMC, which prohibits equipment from causing more than a 5 dBA increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City’s threshold of significance.

## CUMULATIVE NOISE

For purposes of this analysis, development of the related projects will be considered to contribute to cumulative noise impacts. Noise, by definition, is a localized phenomenon and drastically reduces as distance from the source increases. As a result, only related projects and growth in the general area of the Project site (within 500 feet) would contribute to cumulative noise impacts. Cumulative construction-noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment. It is expected that, as with the Project, related projects would implement noise reduction techniques such as mufflers, shields, sound barriers, which would minimize any noise-related nuisances during construction. In addition, distance attenuation and intervening structures would further reduce construction noise levels and not result in noticeable increases. Therefore, the combined construction-noise impacts of related projects within 500 feet and the Project’s contribution would not cause a significant cumulative impact.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Given that these projects would be required to adhere to the City’s noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur.

## CERTIFICATION

The contents of this noise study represent an accurate depiction of the noise environment and impacts associated with the proposed Hi Point 38 Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (805) 413-4187.

Sincerely,



**Christ Kirikian**  
*Principal | Director of Air Quality & Acoustics*  
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**ATTACHMENT A**

**Noise Monitoring Data Sheets**

**Monitoring Location: Site 1**

**Monitoring Date: 5/2/2022**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
9:20:00	52.3	59.5	50.2
9:21:00	51.8	55.1	47.3
9:22:00	53.5	61.4	46.5
9:23:00	55.8	64.3	49.4
9:24:00	53.5	57.8	50.7
9:25:00	56.9	67.3	49.0
9:26:00	52.9	55.6	50.8
9:27:00	54.4	63.6	49.2
9:28:00	53.0	63.3	45.2
9:29:00	55.4	62.9	49.0
9:30:00	58.8	69.5	48.6
9:31:00	62.0	76.7	42.6
9:32:00	52.8	62.3	41.9
9:33:00	56.4	64.6	46.5
9:34:00	55.4	68.2	43.0
9:35:00	50.6	49.9	48.1

**15-minute LAeq**

**55.8**

**Monitoring Location: Site 2**

**Monitoring Date: 5/2/2022**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
9:40:58	49.9	57.9	43.5
9:41:58	55.2	64.9	47.4
9:42:58	54.7	65.1	48.8
9:43:58	62.4	78.6	48.5
9:44:58	65.3	74.9	49.9
9:45:58	55.7	69.1	48.8
9:46:58	56.6	66.4	49.9
9:47:58	57.3	66.8	52.7
9:48:58	72.1	82.1	50.7
9:49:58	75.1	82.8	62.1
9:50:58	60.9	68.1	57.6
9:51:58	73.3	86.6	58.2
9:52:58	69.0	74.8	63.3
9:53:58	63.5	70.1	48.2
9:54:58	54.8	67.0	47.3
9:55:58	58.2	60.4	52.3

**15-minute LAeq**

**67.5**

**Monitoring Location: Site 3**

**Monitoring Date: 5/2/2022**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
10:00:29	56.0	67.6	39.4
10:01:29	48.3	53.9	41.3
10:02:29	44.6	53.1	38.8
10:03:29	42.7	46.5	38.4
10:04:29	43.1	46.3	40.4
10:05:29	49.1	57.8	41.0
10:06:29	49.5	56.8	41.9
10:07:29	53.3	62.3	42.8
10:08:29	51.6	56.8	44.0
10:09:29	44.4	51.3	40.6
10:10:29	54.6	65.5	41.3
10:11:29	47.4	54.2	42.3
10:12:29	44.8	52.7	40.4
10:13:29	47.6	58.3	40.1
10:14:29	50.3	60.8	41.9
10:15:29	52.6	54.5	45.2

**15-minute LAeq**

**50.5**

**Monitoring Location: Site 4**

**Monitoring Date: 5/2/2022**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
10:19:20	48.2	51.3	45.9
10:20:20	48.1	54.2	45.1
10:21:20	50.1	58.1	46.4
10:22:20	53.5	61.3	46.6
10:23:20	51.3	60.4	45.8
10:24:20	62.1	70.5	50.0
10:25:20	59.7	70.1	46.0
10:26:20	54.1	64.2	46.3
10:27:20	55.4	64.6	46.5
10:28:20	48.5	52.8	46.4
10:29:20	52.6	61.6	47.7
10:30:20	51.4	59.6	46.3
10:31:20	55.0	62.3	47.7
10:32:20	55.0	62.9	47.3
10:33:20	50.8	55.2	48.8
10:34:20	51.5	51.3	50.7

**15-minute LAeq**

**55.0**

**Monitoring Location: Site 5**

**Monitoring Date: 5/2/2022**

**Monitoring Period**

<b>Time</b>	<b>LAeq</b>	<b>LASmax</b>	<b>LASmin</b>
10:37:53	57.8	68.9	48.5
10:38:53	51.7	53.7	49.7
10:39:53	52.6	54.8	49.9
10:40:53	55.5	66.8	48.1
10:41:53	59.4	68.2	47.8
10:42:53	50.8	58.0	47.9
10:43:53	50.7	54.3	47.3
10:44:53	54.6	61.8	47.6
10:45:53	49.9	52.3	48.0
10:46:53	51.2	57.1	48.5
10:47:53	55.3	65.3	48.4
10:48:53	53.5	61.6	47.1
10:49:53	56.2	64.3	47.9
10:50:53	55.9	65.2	50.2
10:51:53	56.8	66.4	50.2
10:52:53	65.1	65.1	59.4



**15-minute LAeq**

**57.0**



**ATTACHMENT B**

**Construction Noise Worksheet**

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 5/5/2022  
 Case Descr Demolition

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	55.8	55.8	55.8

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	15	0
Dozer	No	40		81.7	15	0
Backhoe	No	40		77.6	15	0
Tractor	No	40	84		15	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	100	93
Dozer	92.1	88.1
Backhoe	88	84
Tractor	94.5	90.5
Total	100	96.1

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	67.5	67.5	67.5



Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	450	0
Dozer	No	40		81.7	450	0
Backhoe	No	40		77.6	450	0
Tractor	No	40	84		450	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	70.5	63.5
Dozer	62.6	58.6
Backhoe	58.5	54.5
Tractor	64.9	60.9
Total	70.5	66.5

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	50.5	50.5	50.5

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	490	0
Dozer	No	40		81.7	490	0
Backhoe	No	40		77.6	490	0
Tractor	No	40	84		490	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	69.8	62.8
Dozer	61.8	57.9
Backhoe	57.7	53.8
Tractor	64.2	60.2
Total	69.8	65.8

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	200	0
Dozer	No	40		81.7	200	0
Backhoe	No	40		77.6	200	0
Tractor	No	40	84		200	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	77.5	70.5
Dozer	69.6	65.6
Backhoe	65.5	61.5
Tractor	72	68

Total                    77.5        73.6

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	57	57	57

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Concrete Saw	No	20		89.6	175	0
Dozer	No	40		81.7	175	0
Backhoe	No	40		77.6	175	0
Tractor	No	40	84		175	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	78.7	71.7
Dozer	70.8	66.8
Backhoe	66.7	62.7
Tractor	73.1	69.1
Total	78.7	74.7

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 5/5/2022

Case Descr Grading

---- Receptor #1 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	55.8	55.8	55.8

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40	85		15	0
Dozer	No	40		81.7	15	0
Backhoe	No	40		77.6	15	0

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	95.5	91.5
Dozer	92.1	88.1
Backhoe	88	84
Total	95.5	93.6

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	67.5	67.5	67.5

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40	85		450	0
Dozer	No	40		81.7	450	0
Backhoe	No	40		77.6	450	0

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	65.9	61.9
Dozer	62.6	58.6
Backhoe	58.5	54.5
Total	65.9	64.1

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	50.5	50.5	50.5

Description	Impact Device	Usage(%)	Equipment	Actual	Receptor	Estimated
			Spec Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40	85		490	0
Dozer	No	40		81.7	490	0
Backhoe	No	40		77.6	490	0

Calculated (dBA)

Equipment	*Lmax	Leq
-----------	-------	-----

Grader	65.2	61.2
Dozer	61.8	57.9
Backhoe	57.7	53.8
Total	65.2	63.4

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	55	55	55

Equipment

Description	Impact	Device	Usage(%)	Spec	Actual	Receptor	Estimated
				Lmax	Lmax	Distance	Shielding
				(dBA)	(dBA)	(feet)	(dBA)
Grader	No		40	85		200	0
Dozer	No		40		81.7	200	0
Backhoe	No		40		77.6	200	0

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	73	69
Dozer	69.6	65.6
Backhoe	65.5	61.5
Total	73	71.1

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	57	57	57

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		175	0
Dozer	No	40		81.7	175	0
Backhoe	No	40		77.6	175	0

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	74.1	70.1
Dozer	70.8	66.8
Backhoe	66.7	62.7
Total	74.1	72.3

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 5/5/2022

Case Descr Building Construction

---- Receptor #1 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	55.8	55.8	55.8

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	15	0
Forklift	No	40		85	15	0
Forklift	No	40		85	15	0
Backhoe	No	40		77.6	15	0
Tractor	No	40	84		15	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	91	83
Forklift	95.5	91.5
Forklift	95.5	91.5
Backhoe	88	84
Tractor	94.5	90.5
Total	95.5	96.4

\*Calculated Lmax is the Loudest value.



---- Receptor #2 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	67.5	67.5	67.5

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	450	0
Forklift	No	40		85	450	0
Forklift	No	40		85	450	0
Backhoe	No	40		77.6	450	0
Tractor	No	40	84		450	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	61.5	53.5
Forklift	65.9	61.9
Forklift	65.9	61.9
Backhoe	58.5	54.5
Tractor	64.9	60.9
Total	65.9	66.9

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	50.5	50.5	50.5

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	490	0
Forklift	No	40		85	490	0
Forklift	No	40		85	490	0
Backhoe	No	40		77.6	490	0
Tractor	No	40	84		490	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	60.7	52.8
Forklift	65.2	61.2
Forklift	65.2	61.2
Backhoe	57.7	53.8
Tractor	64.2	60.2
Total	65.2	66.1

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	55	55	55

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	200	0
Forklift	No	40		85	200	0
Forklift	No	40		85	200	0
Backhoe	No	40		77.6	200	0
Tractor	No	40	84		200	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	68.5	60.6
Forklift	73	69
Forklift	73	69
Backhoe	65.5	61.5
Tractor	72	68
Total	73	73.9

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 5	Residential	57	57	57

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	175	0
Forklift	No	40		85	175	0
Forklift	No	40		85	175	0
Backhoe	No	40		77.6	175	0
Tractor	No	40	84		175	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	69.7	61.7
Forklift	74.1	70.1
Forklift	74.1	70.1
Backhoe	66.7	62.7
Tractor	73.1	69.1
Total	74.1	75.1

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/5/2022  
Case Descrip Paving

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 1	Residential	55.8	55.8	55.8

		Equipment				
Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drum Mixer	No	50		80	15	0
Drum Mixer	No	50		80	15	0
Drum Mixer	No	50		80	15	0
Drum Mixer	No	50		80	15	0
Paver	No	50		77.2	15	0
Roller	No	20		80	15	0
Backhoe	No	40		77.6	15	0

Calculated (dBA)

Equipment	*Lmax	Leq
Drum Mixer	90.5	87.4
Drum Mixer	90.5	87.4
Drum Mixer	90.5	87.4
Drum Mixer	90.5	87.4
Paver	87.7	84.7
Roller	90.5	83.5
Backhoe	88	84
Total	90.5	94.8

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site 2	Residential	67.5	67.5	67.5

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drum Mixer	No	50		80	450	0
Drum Mixer	No	50		80	450	0
Drum Mixer	No	50		80	450	0
Drum Mixer	No	50		80	450	0
Paver	No	50		77.2	450	0
Roller	No	20		80	450	0
Backhoe	No	40		77.6	450	0

Calculated (dBA)

Equipment	*Lmax	Leq
Drum Mixer	60.9	57.9
Drum Mixer	60.9	57.9
Drum Mixer	60.9	57.9
Drum Mixer	60.9	57.9
Paver	58.1	55.1
Roller	60.9	53.9
Backhoe	58.5	54.5
Total	60.9	65.2

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Site 3	Residential	50.5	50.5	50.5

Description	Impact	Device	Usage(%)	Equipment		
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)
Drum Mixer	No		50	80	490	0
Drum Mixer	No		50	80	490	0
Drum Mixer	No		50	80	490	0
Drum Mixer	No		50	80	490	0
Paver	No		50	77.2	490	0
Roller	No		20	80	490	0
Backhoe	No		40	77.6	490	0

Calculated (dBA)

Equipment	*Lmax	Leq
Drum Mixer	60.2	57.2
Drum Mixer	60.2	57.2
Drum Mixer	60.2	57.2
Drum Mixer	60.2	57.2
Paver	57.4	54.4
Roller	60.2	53.2
Backhoe	57.7	53.8
Total	60.2	64.5

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site 4	Residential	55	55	55

Description	Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drum Mixer	No	50	80	80	200	0
Drum Mixer	No	50	80	80	200	0
Drum Mixer	No	50	80	80	200	0
Drum Mixer	No	50	80	80	200	0
Paver	No	50	77.2	80	200	0
Roller	No	20	80	80	200	0
Backhoe	No	40	77.6	80	200	0

Calculated (dBA)

Equipment	*Lmax	Leq
Drum Mixer	68	64.9
Drum Mixer	68	64.9
Drum Mixer	68	64.9
Drum Mixer	68	64.9
Paver	65.2	62.2
Roller	68	61
Backhoe	65.5	61.5
Total	68	72.3

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)



Description	Land Use	Daytime	Evening	Night
Site 5	Residential	57	57	57

Description	Impact	Device	Usage(%)	Equipment			
				Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drum Mixer	No		50		80	175	0
Drum Mixer	No		50		80	175	0
Drum Mixer	No		50		80	175	0
Drum Mixer	No		50		80	175	0
Paver	No		50		77.2	175	0
Roller	No		20		80	175	0
Backhoe	No		40		77.6	175	0

Calculated (dBA)

Equipment	*Lmax	Leq
Drum Mixer	69.1	66.1
Drum Mixer	69.1	66.1
Drum Mixer	69.1	66.1
Drum Mixer	69.1	66.1
Paver	66.3	63.3
Roller	69.1	62.1
Backhoe	66.7	62.7
Total	69.1	73.4

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/5/2022  
 Case Description: Architectural Coating

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site 1	Residential	55.8	55.8	55.8

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	15	0

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	88.1	84.1
Total	88.1	84.1

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site 2	Residential	67.5	67.5	67.5

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	450	0

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		58.6	54.6
	Total	58.6	54.6

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Site 3	Residential	50.5	50.5	50.5

Equipment

Description	Impact	Device	Usage(%)	Spec	Actual	Receptor	Estimated
				Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No		40		77.7	490	0

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		57.8	53.9
	Total	57.8	53.9

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site 4	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	200	0

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	65.6	61.6
Total	65.6	61.6

\*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site 5	Residential	57	57	57

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	175	0

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	66.8	62.8
Total	66.8	62.8

\*Calculated Lmax is the Loudest value.



**ATTACHMENT C**

**Construction Vibration Worksheet**

**Hi Point 38 Project  
Construction Vibration Model  
(15 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	15	0.191	0.048	94
Jackhammer		1	0.035	15	0.075	0.019	85
Large bulldozer		1	0.089	15	0.191	0.048	94
Loaded trucks		1	0.076	15	0.164	0.041	92
Pile Drive (impact)		1	0.644	15	1.386	0.346	111
Vibratory Roller		1	0.210	15	0.452	0.113	101
Small bulldozer		1	0.003	15	0.006	0.002	64

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**Hi Point 38 Project  
Construction Vibration Model  
(450 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	450	0.001	0.000	49
Jackhammer		1	0.035	450	0.000	0.000	41
Large bulldozer		1	0.089	450	0.001	0.000	49
Loaded trucks		1	0.076	450	0.001	0.000	48
Pile Drive (impact)		1	0.644	450	0.008	0.002	66
Vibratory Roller		1	0.210	450	0.003	0.001	57
Small bulldozer		1	0.003	450	0.000	0.000	20

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**



**Hi Point 38 Project  
Construction Vibration Model  
(490 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	490	0.001	0.000	48
Jackhammer		1	0.035	490	0.000	0.000	40
Large bulldozer		1	0.089	490	0.001	0.000	48
Loaded trucks		1	0.076	490	0.001	0.000	47
Pile Drive (impact)		1	0.644	490	0.007	0.002	65
Vibratory Roller		1	0.210	490	0.002	0.001	56
Small bulldozer		1	0.003	490	0.000	0.000	19

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**Hi Point 38 Project  
Construction Vibration Model  
(200 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	200	0.004	0.001	60
Jackhammer		1	0.035	200	0.002	0.000	52
Large bulldozer		1	0.089	200	0.004	0.001	60
Loaded trucks		1	0.076	200	0.003	0.001	58
Pile Drive (impact)		1	0.644	200	0.028	0.007	77
Vibratory Roller		1	0.210	200	0.009	0.002	67
Small bulldozer		1	0.003	200	0.000	0.000	30

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**Hi Point 38 Project  
Construction Vibration Model  
(175 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	175	0.005	0.001	62
Jackhammer		1	0.035	175	0.002	0.000	53
Large bulldozer		1	0.089	175	0.005	0.001	62
Loaded trucks		1	0.076	175	0.004	0.001	60
Pile Drive (impact)		1	0.644	175	0.035	0.009	79
Vibratory Roller		1	0.210	175	0.011	0.003	69
Small bulldozer		1	0.003	175	0.000	0.000	32

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

# CITY OF LOS ANGELES

CALIFORNIA

BOARD OF  
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SUPERINTENDENT OF BUILDING

JOHN WEIGHT  
EXECUTIVE OFFICER

## SOILS REPORT APPROVAL LETTER

May 13, 2022

LOG # 121387  
SOILS/GEOLOGY FILE - 2

Liv Lux Properties 5, LLC  
17514 Ventura Blvd. Suite 102  
Encino, CA 91316

TRACT: 3909  
LOT: 23 (Arb 3 & 4)  
LOCATION: 1551 - 1557 S. Hi Point St.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	21-1210	04/11/2022	LK Geotechnical
Laboratory Report	22-122-008	02/17/2022	EGLAB, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide recommendations for the proposed six-story apartment building over two-level subterranean garage. The earth materials at the subsurface exploration locations consist of alluvium. The consultants recommend to support the proposed structure(s) on conventional and/or mat-type foundations bearing on native undisturbed soils and/or a blanket of properly placed fill.

Engineering analyses provided by LK Geotechnical is based on laboratory testing performed by EGLAB, Inc. LK Geotechnical is accepting responsibility for use of the data in accordance to Code section 91.7008.5 of LABC.

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

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

1. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).
2. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
3. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
  5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
  6. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
  7. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).
  8. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater, except at locations where lateral over excavation is not possible, in which case the foundations may be deepened to bear in native soils, as recommended (7011.3).
  9. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
  10. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
  11. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).
- 201 N. Figueroa Street 3rd Floor, LA (213) 482-7045
12. All loose foundation excavation material shall be removed prior to commencement of framing. (7005.3).
  13. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
  14. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
  15. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)

16. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
17. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
18. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
19. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
20. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Shoring" starting on page 9 of the 04/11/2022 report; all surcharge loads shall be included into the design. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.
21. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
22. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
23. All foundations shall derive entire support from a blanket of properly placed fill, as recommended and approved by the soils engineer by inspection.
24. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.
25. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).
26. Slabs placed on approved compacted fill shall be at least 4 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
27. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.
28. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
29. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 15 of the 04/11/2022 report. All surcharge loads shall be included into the design.

30. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 15 of the 04/11/2022 report (1803.5.12). Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures.
31. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 15 of the 04/11/2022 report (1610.1). All surcharge loads shall be included into the design.
32. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
33. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
34. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
35. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
36. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
37. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
38. The structure shall be connected to the public sewer system per P/BC 2020-027.
39. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
41. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
42. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

1551 - 1557 S. Hi Point St.

43. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).
44. Installation of shoring, underpinning, slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
45. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]
46. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
47. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.



ROCIO DURAN  
Structural Engineering Associate II

RD/rd  
Log No. 121387  
213-482-0480

cc: Carolyn Wilson -BMR Enterprises, Applicant  
LK Geotechnical, Project Consultant  
LA District Office



**APPLICATION FOR REVIEW OF TECHNICAL REPORTS**

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012  
Telephone No. (213)482-0480.
- B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive,  
and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

<p>1. LEGAL DESCRIPTION</p> <p>Tract: <u>TR 3909</u></p> <p>Block: <u>None</u> Lots: <u>23 (Arb 3 &amp;4)</u></p> <p>3. OWNER: <u>Liv Lux Properties 5, LLC</u></p> <p>Address: <u>17514 Ventura Blvd. Suite 102</u></p> <p>City: <u>Encino</u> Zip: <u>91316</u></p> <p>Phone (Daytime): <u>323-677-2500</u></p>	<p>2. PROJECT ADDRESS:</p> <p><u>1551 - 1557 S. Hi Point St. Los Angeles, CA 90035</u></p> <p>4. APPLICANT <u>Carolyn Wilson - BMR Enterprises</u></p> <p>Address: <u>5250 Lankershim Blvd. Ste 500</u></p> <p>City: <u>North Hollywood</u> Zip: <u>91601</u></p> <p>Phone (Daytime): <u>818-486-0981</u></p> <p>E-mail address: <u>carolyn@bmrla.com</u></p>
---	---

5. Report(s) Prepared by: LK Geotechnical Engineering 6. Report Date(s): 4/11/22

7. Status of project:  Proposed  Under Construction  Storm Damage

8. Previous site reports?  YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions?  YES if yes, provide dates and attach a copy to expedite processing.

Dates: \_\_\_\_\_

10. Applicant Signature:  Position: Representative

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input checked="" type="checkbox"/> Soils Engineering	<u>363.00</u>	No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input type="checkbox"/> Supplemental		Other	
<input type="checkbox"/> Combined Supplemental		<input checked="" type="checkbox"/> Expedite	<u>181.50</u>
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	<u>544.50</u>
		Surcharge	<u>129.80</u>
		<b>TOTAL FEE</b>	<u>674.30</u>

Fee Due: 674.30  
Fee Verified By: RM Date: 4/20/22  
(Cashier Use Only)

Receipt #  
1308911

ACTION BY: \_\_\_\_\_

THE REPORT IS:  NOT APPROVED  APPROVED WITH CONDITIONS  BELOW  ATTACHED

For Geology	Date
For Soils	Date



**LK Geotechnical Engineering, Inc.**  
10120 National Boulevard, Los Angeles, CA 90034  
Engineer: 626.328.4346; Geologist: 310.866.8977

**GEOTECHNICAL INVESTIGATION REPORT  
PROPOSED 6-STORY APARTMENT BUILDING  
OVER 2-LEVEL SUBTERRANEAN GARAGE  
LOT 23 (ARB 3 & 4), TRACT 3909  
1551 & 1557 S. HI POINT STREET  
LOS ANGELES, CALIFORNIA**

**April 11, 2022  
LKGE Project No. 21-1210**

**FOR**

**Liv Lux Property Group  
17514 Ventura Blvd., Suite 102  
Encino, CA 91316**



April 11, 2022  
LKGE Project No. 21-1210

April 11, 2022  
LKGE Project No. 21-1210

Liv Lux Property Group  
17514 Ventura Blvd., Suite 102  
Encino, CA 91316

Subject: **GEOTECHNICAL INVESTIGATION REPORT**  
Proposed 6-Story Apartment Building Over 2-Level Subterranean Garage  
Lot 23 (Arb 3 & 4), Tract 3909  
1551 & 1557 S. Hi Point Street  
Los Angeles, California

Dear Liv Lux Property Group,


Pursuant to your request, LK Geotechnical Engineering, Inc. has completed a geotechnical investigation and prepared this report for the proposed improvements at the subject site. The primary objective of this investigation was to provide our best estimate of the geotechnical factors that pertain to the gross stability of the proposed improvements and to evaluate alternatives for a foundation system for the proposed structures.

The report includes a description and an evaluation of the soil materials and provides soils engineering recommendations for construction of the proposed improvements. This report is intended for submittal to the appropriate governmental authorities that control the issuance of necessary permits.

Based on our findings, the proposed project is geotechnically feasible, provided that the recommendations in this report are incorporated into the design and are implemented during construction of the project.

If you have any questions regarding the information contained in this report, please feel free to call this office.

Sincerely,  
**LK GEOTECHNICAL ENGINEERING, INC.**

  
Sean Lin, G.E. 2921  
Principal Engineer





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- Appendix A – Field Exploration
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## **1. SCOPE OF WORK**

To prepare this report, we have performed the tasks described in the following subsections:

### **1.1. Literature Review**

We reviewed geological literature including geologic maps, topographic maps and aerial photographs relevant to the subject site in preparation of this report. A list of literature reviewed is presented in the “References” section of this report.

### **1.2. Field Exploration**

We performed field exploration consisting of logging of one (1) exploratory soil boring on January 24, 2022. The exploration was performed using an 8-inch diameter hollow-stem auger drill rig. The boring was advanced to a maximum depth of approximately 41.5-feet below existing grade. The approximate boring location is shown on Plate 1. Detailed descriptions of the soils encountered during drilling are presented in Appendix A – Field Exploration.

### **1.3. Geotechnical Laboratory Testing**

Representative soil samples collected from our field exploration were delivered to the EGLab, Inc. (EGL) of Arcadia, California for testing, and to evaluate relevant engineering properties. The detailed laboratory test results are presented in Appendix B – Laboratory Testing. Based on our review of the laboratory data, LKGE concurs with and accept the laboratory testing results performed by EGLab, Inc.

### **1.4. Engineering Analysis and Report Preparation**

We compiled all geological and geotechnical data obtained from literature review, field exploration and laboratory test results, and then prepared this report to present our findings and the geotechnical recommendations, including seismic considerations, grading, foundations, foundation setback, retaining walls, floor slabs, temporary excavations, and drainage.

## **2. PROPOSED DEVELOPMENT AND SITE DESCRIPTION**

### **2.1. Proposed Development**

Based on the preliminary information provided to us, it is our understanding that the proposed project consists of removing the existing structures and constructing a 6-story apartment building over 2-level subterranean garage at the subject site. The subterranean basement is expected to be 23-theft in height. The proposed structures are shown on Plate 1 – Site Plan and Geotechnical Exploration Map and Plates CS-1 and CS-2 – Cross Section A-A’ and B-B’



## **2.2. Site Description**

The project site is located at 1551 & 1557 S. Hi Point Street in the City of Los Angeles, California. The site is bounded by Hi Point Street on the north, a one-story commercial building on the east and west and a two-story apartment on the south.

The site is currently occupied with a 1-story residences with a surface parking lot.

The proposed building site is essentially level. The regional topographic gradient is approximately 0.5 percent toward the south. Drainage across the site is by uncontrolled sheet flow to the adjacent sidewalks, street, as well as by infiltration within unpaved areas.

## **3. PREVIOUS GEOTECHNICAL DOCUMENTS**

### **3.1. Subject Site Geotechnical Documents**

The following is a summary of the available, pertinent geotechnical documents provided by the owner for the subject site. A PDF electronical copy of the referenced report is provided in the flash drive for the City's review.

- **1551 & 1557 Hi Point Street, A.G.I Geotechnical, Inc.**

The site was explored by A.G.I. Geotechnical, Inc, (AGI) on July 20, 2020 for an at-grade, 10-unit townhomes. Two (2) exploratory test borings were excavated using a hand auger to a maximum depth about 11-feet below grade. Groundwater was not encountered in their exploratory excavations to a maximum depth of 11-feet below grade. Alluvium was encountered in their exploratory borings, which is consistent with our recent exploration. AGI recommended that the proposed building be supported by conventional footings bearing into compacted fill. Based on our recent site exploration and observations, the proposed structure was not constructed and general soil conditions appear to remain essentially the same as described in the 2020 AGI report. AGI's boring logs and laboratory test results are included in Appendix D for your review.

It appears that the 2020 AGI report was never submitted to the City for review. A PDF electronical copy of the referenced report is provided in the flash drive for the City's review.

## **4. SITE GEOLOGY AND SUBSURFACE CONDITIONS**

### **4.1. Regional Geology**

According to the regional geologic map (Dibblee, 1991), the project the site is underlain by older alluvium (Qae). This material composes primarily sand and silty sand. A portion of the geologic map is reproduced as Plate 2 – Regional Geologic Map.



## **4.2. Subsurface Earth Materials**

Based on our field exploration, the earth materials observed at the site consist of alluvium.

### **4.2.1. Alluvium (Qae)**

Alluvium consisting of brown clayey sand, silty sand, poorly-graded sand with silt was encountered in our exploratory boring at the site. This material was observed to be medium stiff to stiff. The upper 6- to 12-inches of alluvium is anticipated to be disturbed. The undisturbed alluvium is considered suitable for foundation or slab support for the proposed structures and/or for support of new compacted fill, provided that our recommendations are followed and integrated into the improvement plans.

## **4.3. Excavation Characteristics**

The earth materials underlying the site should be generally excavatable with heavy-duty earthwork equipment in good working condition. Some gravels and man-made debris should be anticipated within the fill soils. Cave-in situations should be anticipated in the sandy soil during temporary excavation.

## **4.4. Groundwater**

Groundwater was observed within our exploratory boring at approximately 38 feet below existing grade. According to the State of California, Seismic Hazard Zone Report, the site is located within an area with historically highest groundwater level reportedly at approximately 10- to 20-feet below ground surface (see Plate 4). The current groundwater level appears to be below the level of the proposed structures. It should be noted that local fluctuations in groundwater levels may occur due to seasonal variations in rainfall, irrigation and water line leaks.

# **5. GEOLOGIC AND SEISMIC HAZARDS EVALUATION**

## **5.1. Seismic Hazard Zones Evaluation**

The southern California region is seismically active and commonly experiences strong ground shaking resulting from earthquakes along active faults. Ground shaking resulting from a moderate to major earthquake (Magnitude 6.0 or greater) can be expected during the lifespan of the existing and/or proposed structures. Property owners and the general public should be aware that any structure or slope in the southern California region could be subject to significant damage as a result of a moderate or major earthquake. The hazards associated with seismic activity in the vicinity of the site are discussed and evaluated in the following sections.

### **5.1.1. Earthquake Fault Zone**

The State of California established the Alquist-Priolo Earthquake Fault Zoning Act in 1972 which went into effect in 1973. The purpose of this Act is to prohibit the construction of most structures for human occupancy across the traces of active faults





and to mitigate the hazard of fault rupture. An "active fault" is defined by the State Mining and Geology Board as one which had surface displacement within the Holocene era (+/- 11,000 years) and is well defined at the surface. The term "sufficiently active" has been used if there is evidence of Holocene surface displacement along one or more of its segments or branches.

The Act was renamed the Alquist-Priolo Special Studies Zones Act in 1975 and then Alquist-Priolo Earthquake Fault Zoning Act in 1994. The original designation "Special Studies Zones" has been renamed "Earthquake Fault Zones." Under the Act, the State Geologist is required to delineate Earthquake Fault Zones (EFZ) along active faults in California. Development within these zones must include geologic investigations demonstrating that the sites are not threatened by surface displacement from future faulting. The California Geologic Survey (CGS) is required to delineate active faults, compile maps of EFZs and submit such Official Maps to the public and continually review and revise EFZs based on new geologic and seismic data. EFZ boundaries on early maps were positioned about 660 feet (200 meters) away from the fault traces to accommodate imprecise locations of the faults and possible existence of active branches. The policy since 1997 is to position the EFZ boundaries about 500 feet (150 meters) away from major active faults and about 200 to 300 feet (60 to 90 meters) away from well defined, minor faults.

Based on our review of the State of California Seismic Hazard Zones map, the site is not located within an Earthquake Fault Zone (see Plate 3). The closest known fault is the trace of the Newport-Inglewood fault which is mapped about 0.9-miles west of the site.

### **5.1.2. Soil Liquefaction Potential**

Soil liquefaction occurs when the pore pressures generated within a soil mass approach the effective overburden pressure. Liquefaction of soils may be caused by cyclic loading such as that imposed by ground shaking during earthquakes. The increase in pore pressure results in a loss of strength, and the soil then can undergo both horizontal and vertical movements, depending on the site conditions. Other phenomena associated with soil liquefaction include sand boils, ground oscillation, and loss of foundation bearing capacity. Liquefaction is generally known to occur in loose, saturated, relatively clean, fine-grained cohesionless soils at depths shallower than approximately 50 feet. Factors to consider in the evaluation of soil liquefaction potential include groundwater conditions, soil type, grain size distribution, relative density, degree of saturation, and both the intensity and duration of ground motion.

Based on our review of the State of California Seismic Hazard Zones map, the site is not located within a potential liquefaction hazard zone (see Plate 3). A detailed liquefaction hazard investigation of the site is not included within our scope of work.

## **5.2. CBC Seismic Design Parameters**

The future structures should be designed by the structural engineer in accordance with the applicable seismic building code. Based on our geotechnical investigation, the subject site is classified as Site Class D in accordance with the 2019 California Building Code that refers to the ASCE 7-16.



Per Section 11.4.8 of ASCE 7-16, structures shall be designed for the seismic response coefficient  $C_s$  determined by Eq. (12.8-2) for values of  $T \leq 1.5 T_s$  and taken as equal to 1.5 times the value computed in accordance with either Eq. (12.8-3) for  $T_L \geq T > 1.5 T_s$  or Eq. 37.5 (12.8-4) for  $T > T_L$ , where

$T$  = the fundamental period of the building

$$T_s = S_{D1}/S_{DS}$$

$T_L$  = long-period transition period

The design spectral response acceleration parameters presented on the following table generated by the Applied Technology Council (ATC) website, may be utilized for seismic design:

Site location (latitude, longitude): (34.0486, -118.3699)				
Spectral Period, $T$ (second)	$MCE_R$ ground motion (g)	Site-modified Spectral acceleration (g)		Seismic design acceleration (g)
0.2	$S_s = 2.042$	$F_a = 1.0$	$S_{MS} = 2.042$	<b><math>S_{DS} = 1.361</math></b>
1.0	$S_1 = 0.726$	$F_v = 1.7$	$S_{M1} = 1.234$	<b><math>S_{D1} = 0.823</math></b>
Site modified peak ground acceleration $PGA_M = 0.963$ g				
Long-period transition period $T_L = 8$ second				
Seismic Design Category = D				

If seismic response coefficient  $C_s$  recommended above is not applicable for structural design, our office can perform a site-specific ground motion hazard analysis upon the project structural engineer's request.

## 6. GEOTECHNICAL ENGINEERING RECOMMENDATIONS

### 6.1. Geotechnical Overview

Based on the findings of our investigation, the site is considered to be suitable from a soils engineering standpoint for construction of the proposed structures, provided the recommendations included herein are followed and integrated into the building and/or grading plans.

The following is a list of geotechnical considerations for this project:

- Based on our site observations, the near surface soils are disturbed and not suitable for structural support and will require mitigation during site development.
- Based on our review of laboratory test results, the on-site near surface soil has a "low" expansive potential. Mitigation for expansive soil has been incorporated into our recommendations.



- The proposed building should be supported by firm older alluvium. Conventional footings or mat foundation are suitable for support of the proposed structures.
- Based on the proposed subterranean garage floor and foundation elevations, the height of temporary excavation is expected to be up to 25-feet. Due to the space constraint, temporary shoring is required and should be designed per “Temporary Shoring” section.
- The site is located within the City of Los Angeles Methane Zone. A methane specialist should be consulted for the mitigation measures.

Our geotechnical engineering analyses performed for this report were based on the preliminary information provided to us. If the design substantially changes, then our geotechnical engineering recommendations would be subject to revision based on our evaluation of the changes.

## **6.2. Expansive Soil Evaluation**

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors, and may cause unacceptable settlement or heave of structures, concrete slabs supported on-grade, or pavements supported over these materials. Depending on the extent and location below finished subgrade, these soils could have a detrimental effect on the proposed construction.

Based on our review of laboratory testing results, the on-site near surface soil has a “low” expansive potential. Mitigation for expansive soil has been incorporated into our recommendations.

## **6.3. Site Preparation and Earthwork**

Prior to construction/grading, the area of the proposed development should be clear of any loose surficial soils, vegetation and/or man-made debris. Demolition debris and other unsuitable materials should be stripped and removed from the site. Water lines or other old utility lines or installations to be abandoned should be removed or crushed in place. Holes resulting from removal of buried obstructions which extend below finished site grades should be backfilled with compacted soils.

### **6.3.1. Over-Excavation and Subgrade Preparation**

For the proposed building, we recommend the footing supported by firm older alluvium. Therefore, over-excavation is not required.

For pavement and hardscape (patios, steps, walkways, etc.), we recommend scarify 6 inches below the subgrade, or to the depth of undocumented fill, whichever is deeper, and then recompact to 90% relative compaction.



Any excavated bottoms for footings or to receive new compacted fill should be inspected and approved by a representative from LKGE. prior to compaction work. Deeper excavations may be required in areas where soft, saturated, or unsuitable materials, for example, tree root balls or undocumented fill are encountered.

### **6.3.2. Compaction**

On-site materials are considered to be suitable for compaction, provided that all deleterious materials are removed from the site prior to compaction.

All new compacted fill should be compacted to at least 90 percent of the maximum dry density, as determined by the current ASTM D1557 and at about 2 percent above optimum moisture content. Fill should be placed in horizontal lifts of approximately 8 inches in loose thickness, and then compacted by mechanical methods, using sheepsfoot rollers, multiple wheel pneumatic tired rollers, or other appropriate compacting rollers.

It may be necessary to import soils to the site to be used as compacted fill. Imported materials should be a sandy type of material and approved by the geotechnical engineer prior to transporting to the job site. The sandy material should not have an Expansion Index which exceeds 20 and should not contain rocks larger than 8-inches maximum size.

### **6.3.3. Utility Trench Backfill**

Trench excavations to receive backfill shall be free of trash, debris or other unsatisfactory materials at the time of backfill placement. The utility should be bedded with clean sand to at least one foot over the crown. The bedding sand should have a sand equivalent (SE) of 30 or greater. The remainder of trench backfill may be onsite soils compacted to 90 percent of the laboratory maximum dry density as per ASTM D1557.

### **6.3.4. Shrinkage/Bulking Due to Compaction**

Based on our review of the in-situ soil density data, preliminary volumetric shrinkage on the order of 10 to 15 percent as a result of compaction of onsite soil may be assumed.

### **6.3.5. Weather Related Grading Considerations**

When rain is forecasted, we recommend all critical excavated bottoms, footings or trenches be covered with plastic sheeting to minimize subgrade soil saturation, and for the ease of removal of water.

Fill soil that has been spread and awaits compaction shall be properly compacted prior to rains. These fills, once compacted, shall have the surface sloped to drain to an area (temporary detention basin) where water can be removed easily.

Temporary drainage devices should be installed to collect and transfer excess water to the street in non-erosive drainage devices. Drainage should not be allowed to pond



anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

Once the earthwork is ready to resume after rainfall, the excavations and/or compaction conditions should be observed by this firm. Any soils saturated by the rain shall be removed and air-dried/mixed with dry materials for proper compaction. We will recommend additional mitigation measures based on the actual site conditions, if needed.

#### **6.4. Temporary Excavation**

Based on the proposed subterranean garage floor and foundation elevations, the height of temporary excavation is expected to be up to 25-feet. Due to the space constraint, temporary shoring is required and should be designed per recommendations presented in “Temporary Shoring” section.

For general temporary excavations, the maximum recommended height of unsurcharged, temporary vertical excavations in the earth materials at the site is 5 feet. Excavations above this height should be trimmed to a 1:1 (H:V) ratio where the space is available. Surcharge loads, including construction vehicles and materials, should not be placed within five (5) feet of the unsupported excavation edge.

Excavations shall not remove the lateral support from a public way, from an adjacent property or from an existing structure. Where proper temporary vertical excavations are not feasible due to space constraints, slot-cut or temporary shoring may be utilized. Temporary shoring consisting of “trench box” system may be used for surcharged footing or trench excavations (if applicable). It is the contractor’s responsibility to provide sufficient shoring during construction.

Surfaces exposed in slope excavations should be kept moist but not saturated to minimize raveling and sloughing during construction. Adequate provisions should be made to protect the slopes from erosion during periods of rainfall. Water should not be allowed to pond on the top of the excavation or to flow towards it. All excavations should be stabilized within 30 days of initial excavation.

All excavations shall be made in accordance with the regulations of the State of California, Division of Occupational Safety and Health, (Cal/OSHA). These recommended temporary excavation slopes do not preclude local raveling and sloughing. Provided our recommendations are followed, the resulting temporary excavations are anticipated to be safe from a geotechnical standpoint for the proposed construction operations and should not expose workers to hazards due to cave-ins, provided that geologic conditions exposed by the excavations are as anticipated.

Confined or trench excavations (i.e. retaining walls or utility trench excavations) should be made in accordance with the regulations of the State of California, Division of Occupational Safety and Health (Cal/OSHA). We recommend that confined excavations should be shored using hydraulic shoring, screw jacks or timber shoring, as determined by the project engineer.



All temporary excavations at the site should be observed and monitored by our representative to verify soil conditions so that any necessary modifications can be made based on variations of soil encountered at the site. Surcharged temporary excavations and shoring should be continuously observed by our representative. If adverse conditions are encountered during excavations, additional recommendations will be provided.

It is recommended that a pre-excavation site meeting be attended by the grading contractor, the soils engineer and an agency representative to discuss methods and sequence of excavation.

### 6.5. Temporary Shoring

Based on the proposed subterranean garage floor and foundation elevations, the height of temporary excavation is expected to be up to 25-feet. Due to the space constraint of property lines, temporary shoring will be required. A cantilevered shoring and/or a restrained (i.e. tied-back or braced) shoring system may be used, determined by the shoring engineer. All shoring systems shall have lagging to support the cut face between soldier piles.

Shoring shall be designed by a California licensed engineer experienced in the design and construction of shoring under similar conditions. Once the final excavation and shoring plans are complete, the plans and the design should be reviewed by LKGE for conformance with the design intent and recommendations.

- **Lateral Earth Pressures**

The cantilevered or restrained shoring walls should be designed using the lateral earth pressure presented in the following table and Plate SW-1 in Appendix C.

Shoring Type	Lateral Earth Pressure*	Pressure Distribution
Cantilevered Shoring	30H psf	Triangular Distribution
Restrained Shoring (Tied-back/Braced Shoring)	32H psf	Trapezoidal Distribution (see Plate SW-1)

\* H = wall height

- **Surcharge Loads**

Any surcharge (live, including traffic, or dead load) located within a 1:1 plane projected upward from the base of the shored excavation, including adjacent structures, should be added to the lateral earth pressures. The lateral contribution of a uniform surcharge load located immediately behind the temporary shoring may be calculated by multiplying the vertical surcharge pressure by 0.30. Lateral load contributions of surcharges located at a distance behind the shored wall may be provided once the load configurations and layouts are known. As a minimum, a 240 psf vertical uniform surcharge is recommended to account for nominal construction and/or traffic loads. More detailed lateral pressure and loading



information can be provided, if needed, for specific loading scenarios as recognized through the design process.

- **Soldier Piles**

Soldier piles should be at least 18-inch in diameter and should be designed for an allowable passive resistance of 300 pcf (equivalent fluid weight). The passive resistance value can be doubled if pile spacing is greater than 2.5D on center where D is the diameter of the drilled shaft for the soldier piles. The downward axial capacity of soldier pile can be designed for an allowable skin friction of 450 psf. The upper 1.5D should be neglected when calculating the axial capacity below the excavated level. Structural concrete should be used for the soldier piles below the excavation, sand-cement slurry may be used above the excavation where lagging will be installed.

Drilling of the soldier pile shafts can be accomplished using conventional drilling equipment. In the event of soil caving, it may be necessary to use casing and/or drilling mud to permit the installation of the soldier piles. Drilled holes for soldier piles should not be left open overnight. Concrete for piles should be placed immediately after the drilling of the hole is complete.

The concrete should be pumped to the bottom of the drilled shaft using a tremie. Once concrete pumping is initiated, the bottom of the tremie should remain below the surface of the concrete to prevent contamination of the concrete by soil inclusions. If steel casing is used, the casing should be removed as the concrete is placed.

Due to the proximity of the excavation to existing improvements, some means of monitoring the performance of the shoring system is recommended. Monitoring should consist of periodic surveying of lateral and vertical locations at the tops of all soldier piles. We will be pleased to discuss this further with the design consultants and the contractor when the design of the shoring system has been finalized. Also, we should review the shoring plans and calculations to evaluate whether our recommendations have been incorporated into the design.

- **Lagging**

Continuous treated timber lagging should be used between the soldier piles. The lagging can be designed for the recommended lateral earth pressure but limited to a maximum of 400 psf with consideration of soil arching. If treated timber is used, the lagging may remain in place. To develop the full lateral resistance, provisions should be taken to assure firm contact between the soldier piles and the soils; for this, we recommend that at least 1.5-sack sand-cement slurry fill be used behind the lagging.

- **Shoring with Rakers**

For design of the braced shoring wall with rakers, the “restrained” earth pressure should be used. The rakers should be supported with concrete foundation blocks (a.k.a. heel blocks) embedded into firm native soil. Foundation blocks should be at least 24 inches in width and at least 24 inches deep below the lowest adjacent grade into firm native soil. The size and



depth of the foundation block shall be determined by the structural engineer based on the design loads and performance criteria. Foundation blocks with the minimum dimensions specified above may be designed using an allowable bearing pressure of 2,500 psf. The allowable bearing capacity can increase 350 psf for each additional foot of width, and 450 psf for each additional foot of depth to a maximum allowable capacity of 6,000 psf.

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure within firm native soil. An allowable coefficient of friction of 0.3 may be used with the dead load forces. Passive earth pressure may be computed as an equivalent fluid having a density of 300 pcf with a maximum earth pressure of 4,500 psf.

- **Shoring with Tie-back Anchors**

For design of the shoring wall with tieback anchors, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn at 35 degrees from the vertical through the bottom of the excavation. These anchors should extend to a minimum of 20 feet beyond the potential active wedge and to a greater length as necessary to develop the desired capacities. Only the frictional resistance developed beyond the assumed active wedge should be included in the tie-back design. Tie-back anchors may be installed at angles of 15 to 40 degrees below a horizontal plane.

For the design of pressure-grouted anchors, the grout-to-ground bond strength of 2,500 psf along the bonded zone may be assumed. The capacity of the anchors should be determined by testing of the initial anchors as presented in "Tie-back Anchor Testing" Section.

The anchors should be filled with concrete/grout by pumping from the tip out. To minimize caving, we suggest that the portion of the anchor shaft within the active wedge be backfilled with sand-cement slurry. The sand-cement mixture should fill the portion of the tieback anchor tightly and should be flush with the face of the shoring when finished.

After tie-back anchor is no longer needed to support the excavation, stress should be carefully released and shoring system including tieback may be able to be left in place.

### **Installation Guidelines**

1. Tie-back installation shall be performed during continuous observation by LK Geotechnical Engineering, Inc. to confirm that the recommended earth materials are penetrated, that the dimensions of the installed anchors are at least as large as that indicated on the shoring plan, and that anchor installation has been performed as specified. The Contractor shall provide access and necessary facilities, including lighting, at their expense, to accommodate observations.
2. All anchors shall be installed at the specified locations, to the required depth, and at the specified angle of inclination. A tolerance of 3o will be permitted on the required angle of inclination.
3. After drilling, all holes shall be cleaned of loose soils. Concrete shall be placed by pumping from the tip of the anchor to the active wedge. Concrete placement shall begin within four





hours after completion of drilling. The portion of the anchor within the active wedge shall be backfilled with sand-cement slurry after the anchor has been tested as specified below. However, if excessive caving occurs, the active wedge portion of the excavation can be filled with slurry as the casing is pulled. A zone of soft soil shall (in this case) be placed between the anchor and slurry (before testing).

4. If a hollow-stem auger or casing is used due to caving, concrete shall be placed by pumping as the auger or casing is withdrawn while always maintaining a head of concrete inside the casing or auger.
5. Concrete placement shall be continuous without interruption, and at such a rate that fresh concrete will not be deposited on concrete hardened sufficiently to form seams and planes of weakness.
6. Any anchor deemed by the Owner or Geotechnical Consultant to be defective shall be replaced with substitute anchor(s) as directed by the Owner or Shoring Designer. The cost of installation of such substitute anchors shall be borne by the Contractor. Costs associated with analysis and design of substitute anchor(s) shall also be borne by the Contractor.

- **Tie-back Anchor Testing**

As an initial guideline, tie-back anchor testing should include 150% and 200% load tests. We recommend all anchors be check-tested to at least 150% of the designed working load in accordance with the following procedures:

- a. Test load anchors to 150% of the design-working load, incrementally noting loads, tendon extensions and soldier pile deflections. Hold load for 15 minutes. After pulling slack, the anchor movement shall not exceed 0.10 inch during the 15-minute load period. If the deflection is acceptable, reduce load to 100% of the design load and lock off.
- b. Where an anchor shows excessive movement for additional 15-minute intervals, the load should be reduced until the rate of movement is 0.10 inch per 15 minutes or less. The load at which acceptable movement is attained should be divided by 1.5 to establish the working load of the anchor and additional measures taken to carry the required load.

Geotechnical Consultant shall designate at least 5% of all proposed anchors for 200% load tests. Additional anchor steel reinforcement will likely be required for the 200 percent load test anchors and should be appropriately considered prior to anchor installation. Half of the 200% Test Anchors shall be tested for 30 minutes. The remaining Test Anchors shall be tested for a 24-hour period. Test anchors shall be tested in the following procedures:

- a. For the 30-minute test anchors, incrementally load the anchors to 200% of the design-working load noting loads, tendon/bar extensions and soldier pile deflections. Hold load for 30 minutes. Anchor movement shall not exceed 0.3 inch during the 30-minute load period. If the deflection is acceptable, reduce load to design load and lock off; otherwise, reduce the test load by 50% and repeat this step.



- b. For 24-hour test anchors, incrementally load to 200% and hold for 24 hours; check load after 24 hours. If a pre-stress loss of 8% or less is recorded, restore load to 100% of working load and lock off. If loss of pre-stress exceeds 8%, restore load to 150% of working load and hold for an additional 24 hours. Check load after second 24-hour hold and if loss of pre-stress is less than 8%; restore to 100% and lock off as before.
- c. Where an anchor shows a continuous loss of pre-stress during a subsequent 24-hour period, the test load shall continue to be reduced by 50% until loss of pre-stress is negligible. Then the test load shall be divided by 1.5 to establish the working load of that anchor and additional measures taken to carry the required shoring load.

Please note that any anchor pulled more than 12 inches shall not be used. Immediately after testing, the active wedge portion of tieback excavations should be filled with slurry.

- **Deflections**

Certain amount of deflection of a shored embankment will occur. For design of shoring, the maximum deflection shall not exceed  $\frac{1}{2}$  inch at the top of the shored embankment where a structure is within 1:1 (H:V) plane projected up from the base of the temporary excavation and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 (H:V) plane projected up from the base of temporary excavation.

If greater deflection occurs during construction, additional bracing/anchoring may be necessary to minimize settlement and loss of support of adjacent buildings, streets and/or utilities in adjacent streets and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design.

- **Shoring Monitoring**

Due to the proximity of the excavation to existing improvements, some means of monitoring the performance of the shoring system is recommended. Monitoring should consist of periodic surveying of lateral and vertical locations at the tops of all soldier piles. An initial survey should be taken prior to the first level of excavation so that an accurate baseline may be established. We will be pleased to discuss this further with the design consultants and the contractor when the design of the shoring system has been finalized. Also, we should review the shoring plans and calculations to evaluate whether our recommendations have been incorporated into the design.

## **6.6. Conventional Footings**

Conventional continuous footings and spread footings can be used for support of the proposed structures, provided footings are founded on firm alluvium. Footings shall be reinforced with a minimum of four (4), #4 ( $\frac{1}{2}$ -inch diameter) reinforced bars. Two bars shall be placed near the bottom and two bars placed near the top of the footing. The actual reinforcement of footings shall be designed by the project structural engineer.

Continuous footings should be at least 18 inches in width and at least 24 inches deep below the lowest adjacent grade into firm alluvium. Footings with the minimum dimensions specified above may be designed using an allowable bearing pressure of 2,500 psf.



Square footings should be at least 24 inches in width and at least 24 inches deep below the lowest adjacent grade into compacted fill. Footings with the minimum dimensions specified above may be designed using an allowable bearing pressure of 2,500 psf.

The allowable bearing capacity can increase 350 psf for each additional foot of width, and 450 psf for each additional foot of depth to a maximum allowable capacity of 6,000 psf.

The bearing pressure given is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading which includes the effects of wind or seismic forces.

The estimated static settlement is expected to be less than 1/2 inch with differential settlement estimated to be less than 1/4 inch within a span of 30 feet. Settlement of the proposed foundation system is expected to occur on initial load application.

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure within alluvium. An allowable coefficient of friction of 0.3 may be used with the dead load forces. Passive earth pressure may be computed as an equivalent fluid having a density of 300 pcf with a maximum earth pressure of 4,500 psf. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

#### **6.7. Mat Foundation**

As an alternative to conventional footings, mat foundation (a.k.a. structural slab foundation) may be used to support of the proposed building. The project structural engineer should design the reinforcement of mat slab. The proposed foundation should be designed for hydrostatic uplift where below the historical highest groundwater and be adequately waterproofed.

Mat foundation system should be at least 12 inches in thickness embedded into firm older alluvium. Mat foundation may be designed using an average bearing pressure of 2,000 psf. Where the concentrated load is located, the mat slab can be thickened and the local maximum bearing capacity can increase not to exceed 3,000 psf. A vertical unit modulus of subgrade reaction ( $k_1$ ) of 150 pci based on a 1'x1' load plate is estimated for the site clayey soil. The following modulus for a mat foundation with width of B (in feet) should be used for clayey soils.

$$K = k_1 (1/B)$$

The bearing pressure given is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading which includes the effects of wind or seismic forces.

The estimated static settlement is expected to be less than 1/2 inch with differential settlement estimated to be less than 1/4 inch within a span of 30 feet. Settlement of the proposed foundation system is expected to occur on initial load application.



Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure within alluvium or the future compacted fill. An allowable coefficient of friction of 0.3 may be used with the dead load forces. Passive earth pressure may be computed as an equivalent fluid having a density of 300 pcf with a maximum earth pressure of 4,500 psf. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

**6.8. Floor Slab-on-Grade**

Concrete slab-on-grade should be supported on 4-inches thick ¾-inch gravel over firm compacted subgrade to mitigate expansive soil. A vertical unit modulus of subgrade reaction ( $k_1$ ) of 150 pci based on a 1’x1’ load plate can be assumed for structural design.

Concrete slabs should be at least 4 inches thick and should be reinforced with a minimum of #4 rebar spaced not exceeding 16 inches on center, each way. The project structural engineer should design the reinforcement of slab based on the design performance criteria.

Prior to constructing concrete slab-on-grade, the subgrade shall be prepared in accordance with the recommendations in “Site Preparation and Earthwork” section.

**6.9. Moisture Retarder**

Concrete slabs to be covered with flooring should be protected by an acceptable plastic vapor retarder/barrier (minimum 10 mil thickness) placed underneath the slab. If moisture vapor transmission is a concern to the facility owner, an expert should be consulted to provide additional recommendations for the design and construction of slabs in moisture sensitive flooring areas.

**6.10. Retaining Walls**

The proposed basement retaining walls should be designed using the lateral earth pressures in accordance with the following table with the details shown on Plate RW-1 in Appendix C. Retaining walls greater than 6 feet in height should be designed considering the incremental seismic earth pressures shown on Plate RW-1.

<b>Retaining Slope Horizontal to Vertical</b>	<b>Active Pressure Equivalent Fluid Weight (pcf)</b>	<b>At-Rest Pressure Equivalent Fluid Weight (pcf)</b>
Level	36	67

In addition to lateral earth pressures recommended above, the proposed shoring and retaining walls should be designed to resist the surcharge imposed by adjacent structures, proposed structures, footings, and/or by adjacent traffic surcharge.

The lateral pressure due to adjacent vertical uniformly distributed loads may be considered lateral pressure equal to 33 percent ( $K_a = 0.33$ ) of the vertical uniformly distributed loads for the active condition. The lateral pressure due to adjacent vertical uniformly distributed loads



may be considered lateral pressure equal to 50 percent ( $K_o = 0.50$ ) of the vertical uniformly distributed loads for the at-rest condition.

The proposed retaining walls adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 psf (if applicable). If the traffic is located behind a 1:1 (H:V) surcharge plane projected upwards from the proposed retaining wall structure, then the traffic surcharge may be neglected.

All walls should be effectively waterproofed, provided with an adequate subdrainage system, and backfilled in accordance with the attached retaining wall backfill and subdrain details (Plate RWD-1) in Appendix C.

Where shoring will not allow the installation of a standard subdrain system outside the wall, installation of rock pockets through the wall may be utilized. The pockets should be a minimum of 12 inches in length, width and depth. The pocket should be filled with gravel and wrap with fabric and spaced no greater than 8 feet on center.

The subdrainage system, including outlet locations, should be clearly shown on the building and/or grading plans. The contractor is responsible to ensure that all subdrain outlets are constructed per plan. While all backfill should be compacted to the required density, care should be taken when working close to new walls to prevent excessive lateral pressure.

Retaining wall waterproofing in preventing moisture intrusion is beyond our scope of work and not the responsibility of LK Geotechnical Engineering, Inc. We recommend you retain a waterproofing expert to provide waterproofing details, application methods or effectiveness and installations per the project design requirements (if applicable).

### **6.11. Hardscape**

Patios, steps, walkways, etc. are not normally subject to building code requirements for structural support. In order to reduce the potential for distress due to potential settlement, the hardscape should be supported by compacted fill, and it may be desirable to provide additional steel and concrete thickness determined by the project structural engineer. At a minimum, hardscape slab should be reinforced with a minimum of #4 rebar spaced at a maximum distance of 16 inches on center, each way. It should be noted that hardscape constructed to the preceding specification may be subject to distress over time. Periodic maintenance or replacement may be necessary.

### **6.12. Pavement**

Prior to placing pavement structural section, the subgrade shall be prepared in accordance with the recommendations in "Site Preparation and Earthwork" section.

A flexible pavement section consisting of 3 inches of asphalt concrete over 4 inches of base material should be used. A flexible pavement section consisting of 4 inches of concrete over 6 inches of base material should be used for service lanes (truck and loading area), if applicable. The base material should be crushed aggregate base.



As an alternative, a rigid pavement section consisting of Portland Cement Concrete (PCC) can be used. The traffic loading is expected to be primarily light vehicles. Recommendations for the rigid concrete pavement design is provided herein on the following table.

Concrete Thickness	5 inches
95 Percent Compacted Subgrade	12 inches
Contraction Joint Spacing	10 ft.
Depth of Joint	1 inch
Compressive Strength of Concrete @ 28 days	3500 psi
Modulus of Rupture of Concrete @ 28 days	550 psi

Concrete slabs should be separated from other structures or fixed objects within or abutting the paved area by isolation joints. This serves to offset the effects of the differential horizontal and vertical movements of the structures which may fracture the concrete slab. When isolation joints are located where wheel and other loads are applied, the pavement edge at the joint should be thickened by 20 percent or two inches, whichever is greater.

A joint filler should be applied to any new isolated joints within the concrete slab. The joint filler should extend through the slab thickness and should be recessed below the pavement surface so that the joint can be sealed with joint sealant material. The types of joint filler materials recommended include bituminous mastic, bituminous impregnated cellulose or cork, sponge rubber, or resin-bound cork. Joint filler materials should be installed in accordance with the recommendations of the manufacturer.

### **6.13. Drainage Protection**

All pad and roof drainage should be collected and transferred to the street or an approved area in non-erosive drainage devices. Drainage should not be allowed to pond on the pad or against any foundation or retaining wall.

The California Building Code recommends a minimum 5 percent slope away from the perpendicular face of the building wall for a minimum horizontal distance of 10 feet. We recommend a minimum 5 percent slope away from the building foundations for a horizontal distance of 3 feet be established for any landscape areas immediately adjacent to the building foundations. In addition, we recommend a minimum 2 percent slope away from the building foundations be established for any impervious surfaces immediately adjacent to the building foundations for a minimum horizontal distance of 10 feet. Lastly, we recommend the installation of roof gutters and downspouts which deposit water into a buried drain system be installed instead of discharging surface water into planter areas adjacent to structures.

It is the responsibility of the contractor and ultimately the developer and/or property owner to ensure that all drainage devices are installed and maintained in accordance with the



approved plans, our recommendations, and the requirements of all applicable municipal agencies. This includes installation and maintenance of all subdrain outlets and surface drainage devices.

It is recommended that watering be limited or stop altogether during the rainy season when little irrigation is required. Over-saturation of the ground can cause major subsurface damage. Maintaining a proper drainage system will minimize the shrink/swell potential of sub-soils.

#### **6.14. Pre-Construction Survey**

We recommend that the client's representative prepare a pre-construction survey in case of any disputes from the adjacent property owner(s). The pre-construction survey should document existing on-site and off-site structures conditions (i.e. existing cracks, damages, and etc.) prior to construction (where applicable). If adverse conditions are encountered during excavations, additional recommendations may be necessary.

### **7. GENERAL INFORMATION**

#### **Accuracy of Provided Drawings**

LK Geotechnical Engineering, Inc. (LKGE) investigation, analysis, findings and/or recommendations of a site, with respect to the proposed improvements, are often dependent on several factors or information provided to LKGE by the client and/or the client's representative(s). Provided information or Drawings may include topographic surveys, architectural drawings, engineering plans and/or grading plans. It is LKGE's assumption that the provided Drawings, to be utilized as part of our investigation, accurately depict topographic conditions, existing and/or proposed structures and grades, property lines, easements, etc. It should be understood that LKGE's use of the provided Drawings does not mean or confirm that the provided Drawings are accurate. If revisions are made to the site Drawings, these documents should be submitted to LKGE as soon as possible. Additional exploration, analysis and/or revised recommendations may be necessary depending upon our review of the revised Drawings, etc.

#### **Environmentally Hazardous or Non-Hazardous Materials**

It should be clearly understood that environmental geologic services are not within the scope of this study. Environmental geologic services may include the detection of hazardous or non-hazardous materials, wastes or substances existing on the site from research of available records, exploratory methods, sampling, laboratory analysis, etc. or the recommended treatment and/or disposal of these materials, wastes or substances. If hazardous or non-hazardous materials, wastes or substances are revealed by supplementary investigations or studies or are encountered during construction or grading operations, appropriate environmental investigation(s) and analysis may be required. In this case, mitigation and/or treatment of hazardous or non-hazardous materials, wastes or substances may be necessary. It should be understood that the property owner and potential future property owner(s) shall acknowledge and/or indemnify that LKGE has neither created or contributed to the creation or existence of any hazardous or non-hazardous materials, wastes or substances or otherwise dangerous conditions at the site. All site



generated hazardous or non-hazardous materials, wastes or substances are the possession and responsibility of the property owner and potential future property owner(s).

### **Plan Review**

This report is based on the development plans provided to our office. We recommend that the client's representative(s) provide a complete set of the construction, building and/or grading plans to our office for review and/or approval, prior to initiation of construction. Any change in the scope of the project, from that addressed herein, may require additional geotechnical services by LKGE. Formal plans should be reviewed and approved by LKGE, prior to initiation of construction. The appropriate government reviewing agency may require that the building and/or grading plans be signed by a licensed geotechnical engineer and/or a licensed engineering geologist, prior to initiation of construction. The plan review fees will be billed in accordance with our current fee schedule.

### **Government Reviewing Agency and Additional Geotechnical Services**

This report is intended for submittal to the appropriate governmental authorities that control the issuance of necessary permits. The client or client's representative should submit the geotechnical reports to the appropriate government reviewing agency, unless specific arrangements are made with this office. It should be noted that the government reviewing agency has various fees for reviewing geotechnical reports, the fees for which are not included within our scope of work. If applicable, the report submittal fees will be billed in accordance with our current fee schedule. All geotechnical and/or engineering geologic aspects of the proposed development are subject to review and approval by the government reviewing agency. It should be understood that the government reviewing agency may approve or deny any portion of the proposed development, which may require additional geotechnical services by this office. Additional geotechnical services may include review responses, supplemental letters, plan review and signature, construction observations, meetings, etc. The fees for generating additional reports, letters, exploration, analysis, etc. will be billed on a time and material basis, per our previously approved work acknowledgment or a pre-determined, agreed fee.

### **Site Observations during Construction**

The appropriate government reviewing agency or building department requires that the geotechnical consultant of record provide site observations during grading and construction. The purpose of the site inspections is to verify site geotechnical and/or engineering geologic conditions and conformance with the intentions of the recommendations addressed herein. Although certain geotechnical and/or engineering geologic observations may not be required by the building department, the more site inspections typically reduce the risk for future problems. It is the client's or the client's representative(s) responsibility to contact the appropriate building department or building official regarding approval for all required inspections. Following is a general list of inspections required by this firm.

- a) Pre-grade meetings
- b) Foundation excavations for all structures (residence, retaining walls, pools, etc.)
- c) Temporary excavations/shoring
- d) Bottom excavations for primary and/or secondary structural fills





- e) Keyway excavations
- f) Compaction testing for primary and secondary structural fills
- g) Compaction testing for retaining wall backfill and utility trenches
- h) Subdrains for retaining walls, swimming pools or ponds

It is recommended that all foundation excavations be approved by this firm prior to placing forms, steel reinforcement and/or concrete. Any fill which is placed at the site should be tested for compaction, especially if used for engineering purposes. All cut-slopes and temporary excavations should be observed by a representative of this firm. Should the observation reveal any unforeseen hazard, appropriate action will be recommended.

Representatives of LKGE will observe work in progress, perform tests on soil, and observe excavations and trenches. Excavation bottom observations should be requested before the placement of subdrains or compacted fill. The approved plans and permits should be on the job site and available for review by this office. The site inspections during construction will be billed on a time and material basis in accordance with our current fee schedule.

It is advised that the client contact LKGE at least 1 week in advance of commencing constructing and/or grading to allow for contractual agreements for geotechnical services during the construction phases of your project. Please advise this office at least 48 hours prior to any required verification or approval.

### **Construction Site Maintenance**

It is the responsibility of the contractor to maintain a safe construction site and for the safe operation of all equipment. When excavations exist on the site, the areas should be secured by placing appropriate coverings, fencing, warning signs, etc. All excavations should be properly covered and secured. Excavation stock piles or spoil piles should either be removed from the site or be properly compacted, in accordance with recommendations presented herein. Fill temporarily stock-piled on the site should be placed in stable or approved areas and away from slopes, excavations or improvements. Earth materials generated from grading should not be disposed of along slopes or other unapproved locations. Workers should not be allowed to enter any un-shored excavations over 5-feet in depth, or depth specified herein. Water should not be allowed to saturate open footing trenches. Temporary erosion control measures and proper drainage control should be followed, especially during the rainy season.

It should be understood that the project contractor or others shall supervise and direct the work and they shall be solely responsible for all construction means, methods, techniques, sequences and procedures, and shall be solely and completely responsible for conditions of the job site, including safety of all persons and property during the performance of the work.

Periodic or continuous observation by LKGE is not intended to include verification of dimensions or review of the adequacy of the contractor's safety measures in, on, or near the construction site.

### **Final As-Built Reports**

During or upon completion of the project or grading, the appropriate government reviewing agency or building department often requires interim or final as-built geotechnical reports prepared by this



firm to document that foundations and/or fill placement were conducted per the recommendations addressed herein and/or the approved building and/or grading plans. Interim or final geotechnical reports are often required for placement of primary or secondary structural fill, retaining wall backfill, slope repairs, pile observations, etc. The interim or final geotechnical reports will be billed on a time and material basis, in accordance with our current fee schedule.

## **8. LIMITATIONS**

This report has been compiled for the exclusive use of the addressee(s) of the report, and their authorized representatives. It shall not be transferred to, or used by, a third party, to another project or applied to any other project on this site, other than as described herein, without the written consent and/or thorough review by this firm.

This report and the exploration are subject to the following conditions. Please read this section carefully, it limits our liability.

This report is based on the development plans provided to our office. In the event that any significant changes (from those discussed herein) in the design and/or location of the proposed structure(s) are planned, the conclusions and recommendations contained in this report may not be considered valid unless the changes are reviewed by LKGE and the conclusions and recommendations are modified and/or approved by this firm after such review.

The conclusions and recommendations contained herein are based on the findings and observations made at the test pit, trench and/or boring locations. While no great variations in fill, soil and/or bedrock conditions are anticipated, if conditions are encountered during construction which appears to differ from those disclosed herein, this firm should be notified immediately, so as to consider the need for modifications or revised geotechnical recommendations. Compliance with the design concepts, specifications or recommendations during construction requires our review during construction which pertains to the specific recommendations contained herein.

The subsurface conditions, excavations, characteristics and geologic structure described herein and shown on the enclosed cross-section(s) have been projected from individual test pits, trenches and/or borings placed on the subject property. The subsurface conditions and excavation characteristics, and geologic structure shown should in no way be construed to reflect any variations which may occur between or away from these exploratory excavations. The projection of geologic data is based on available information and experience and should not be considered exact.

It should be noted that fluctuations in the level of the ground-water may occur at the site due to variations in rainfall, temperature, irrigation, water line leaks, sewage disposal and/or other factors not evident at the time of measurements reported herein. LKGE assumes no responsibility for groundwater variations which may occur across the site. High groundwater levels can be extremely hazardous and saturation of earth materials can cause subsidence, settlement and/or slippage at the site.

The intent of this report is to advise our client and/or client's representative(s) on soils and engineering geologic conditions at the site with respect to the proposed improvements. Implementation of the advice presented in the Recommendations Section of this report is intended



to reduce the risk associated with the proposed project and should not be construed to imply total performance of the project. It should be understood that geotechnical consulting and the contents of this report are not perfect. Any errors or omissions noted by any party reviewing this report, and/or any other geotechnical aspect of this project, should be reported to this firm as soon as possible.

Geotechnical engineering is characterized by uncertainty or is described as an inexact science or art. The conclusions and recommendations presented herein are partly based on; 1) the evaluation of technical data gathered by this firm, 2) standard of practice, 3) experience, and, 4) professional judgment. The conclusions and recommendations presented herein should be considered advice. Other geotechnical consultants could arrive at different conclusions and recommendations. This report has been prepared in accordance with generally accepted practice. No warranties, either expressed or implied, are made as to the professional advice provided under the terms of the agreement and included in this report.

It should be understood that LKGE's services are limited to the disciplines of soils engineering and/or engineering geology. While LKGE may refer various professionals or outside services, working in associated disciplines, to their client's or client's representatives, LKGE is not responsible for the performance of work by third parties, which may include, but are not limited to, surveyors, civil or structural engineers, architects, contractors, etc. It should be clearly understood that LKGE is not a licensed surveyor, architect, civil or structural engineer or contractor. LKGE's periodic or continuous inspection(s) of geotechnical work on an LKGE project shall not relieve third party professionals of their responsibility to perform their work in accordance with the applicable and/or approved geotechnical reports, plans, specifications, safety requirements, etc. It should be understood that LKGE's periodic or continuous inspection(s) of geotechnical work on an LKGE project does not imply that LKGE is observing, verifying and/or approving all site work. LKGE will only make site inspections, per our approved work authorization agreement(s) and/or related to the appropriate geotechnical field services provided by LKGE and will not relieve others of their professional responsibilities.

Should the project be delayed beyond the period of one year after the date of this report, the site should be observed and the report reviewed to consider possible changed conditions.

This report is issued with the understanding that it is the responsibility of the owner, or his representative, to assure that the information and recommendations contained herein are called to the attention of the designers and builders for the project.



## 9. REFERENCES

- California Division of Mines and Geology, 1998, Seismic Hazard Zone Report for the Hollywood 7.5 Minute Quadrangles, Los Angeles County, California, SHZ Report 026, 47 pp.
- California Geological Survey, 2014, Earthquake Fault Zones, Hollywood Quadrangle, California, Scale 1"=2,000', Released July 1.
- California Geological Survey, 1999, Seismic Hazard Zones, Hollywood Quadrangle, California, Scale 1"=2,000', Released March 25.
- California Geological Survey, 2008, Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A, 108 pp.
- Dibblee, T. W., Jr., 1991, Geologic Map of the Hollywood and Burbank (south 1/2) quadrangles, Los Angeles, California, Dibblee Geological Foundation Map #DF-30, Scale 1"=2,000.
- State of California, California Geological Survey, 2007, Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps, Special Publication 42, Interim Revision 2007, 48 p.
- Southern California Earthquake Center, 1999, Recommended Procedures For Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California, 70 pages.
- Southern California Earthquake Center, 2002, Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Landslide Hazards in California, 132 pages.

<https://navigatela.lacity.org/navigatela/>

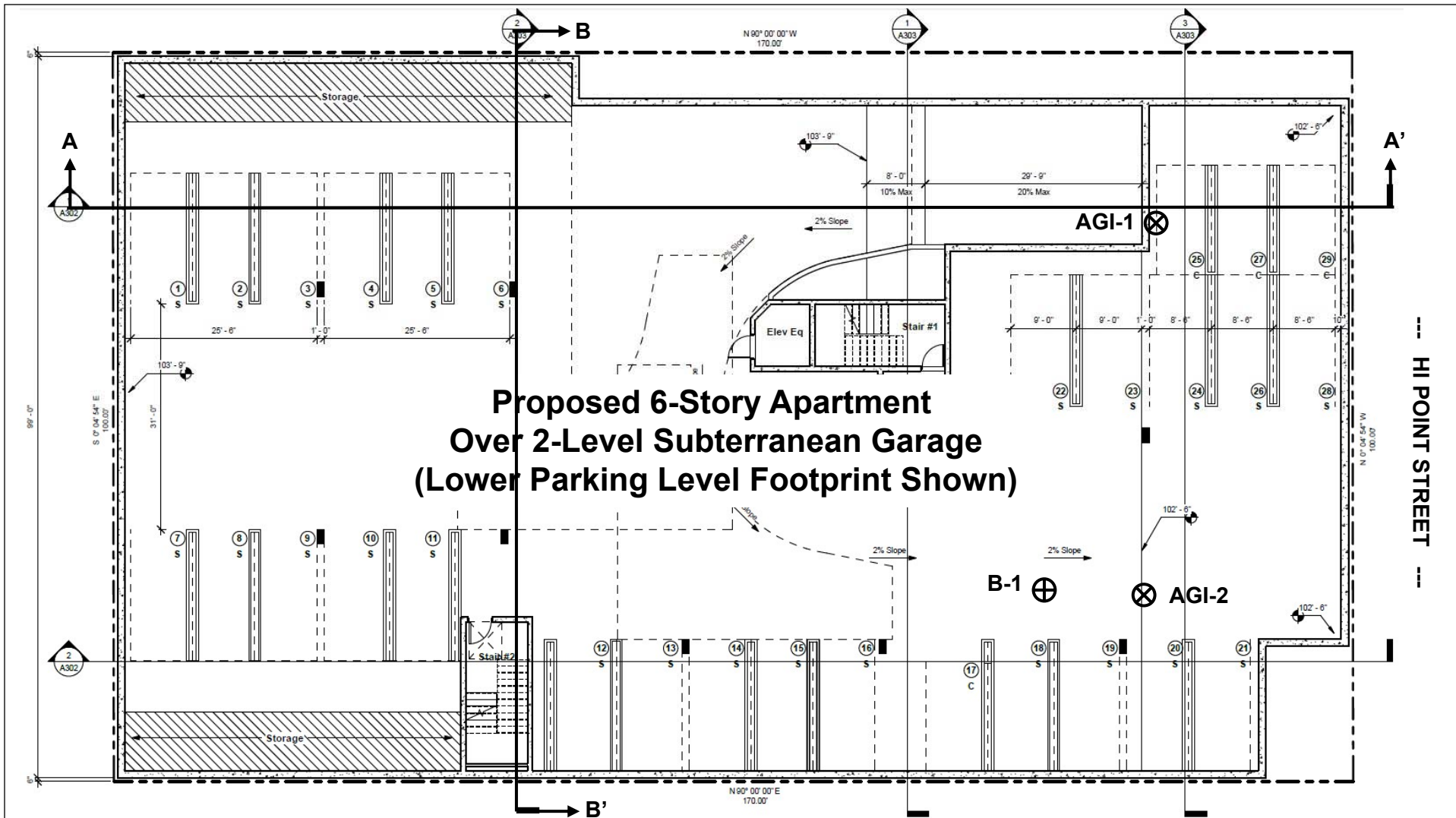
*Research and review of the public record files, available geologic reports and review agency correspondence prepared for the subject site and nearby properties. Research of the public record system is not a guarantee that all available geologic data was reviewed or present at the time of our research.*

### **1551 & 1557 S. Hi Point Street, Subject Site**

- A.G.I. Geotechnical, Inc., 2020, Soils Engineering Investigation, Proposed 10-Unit, 3-Story Townhome Building On-grade, Tract 3909, Lot 23 (Arb 3 & 4), 1551 – 1557 S. Hi Point Street, Los Angeles, California; Project No. 30-5575-00; report dated August 27, 2020.



# PLATES



**EXPLANATION**

⊕ B-1 Boring Location

⊗ AGI-1 Boring Location (AGI, 2020)

↑ A ↑ A' Line of Cross Section



LK Geotechnical Engineering, Inc.  
10120 National Blvd., Los Angeles, CA 90034  
Tel: 310.866.8977; Fax: 310.204.2459

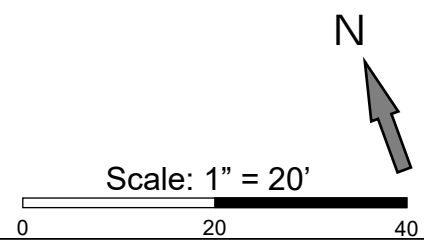
**Site Plan  
& Geotechnical Exploration Map**

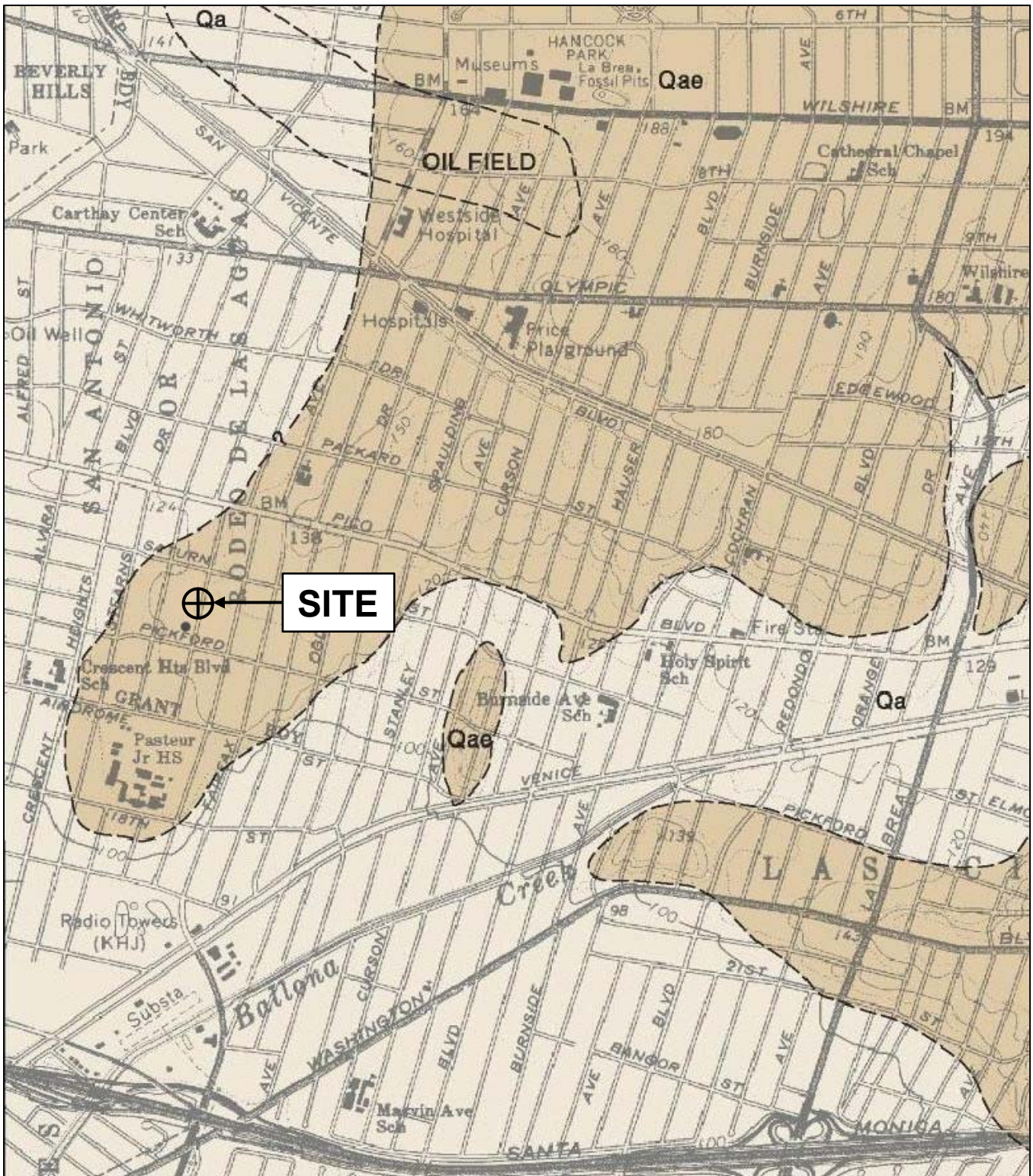
1551-1557 S. Hi Point Street  
Los Angeles, California

April 2022

Project 21-1210

Plate 1





Reference: Dibblee, 1991, Geologic Map of the Hollywood and Burbank (S1/2) Quadrangle.



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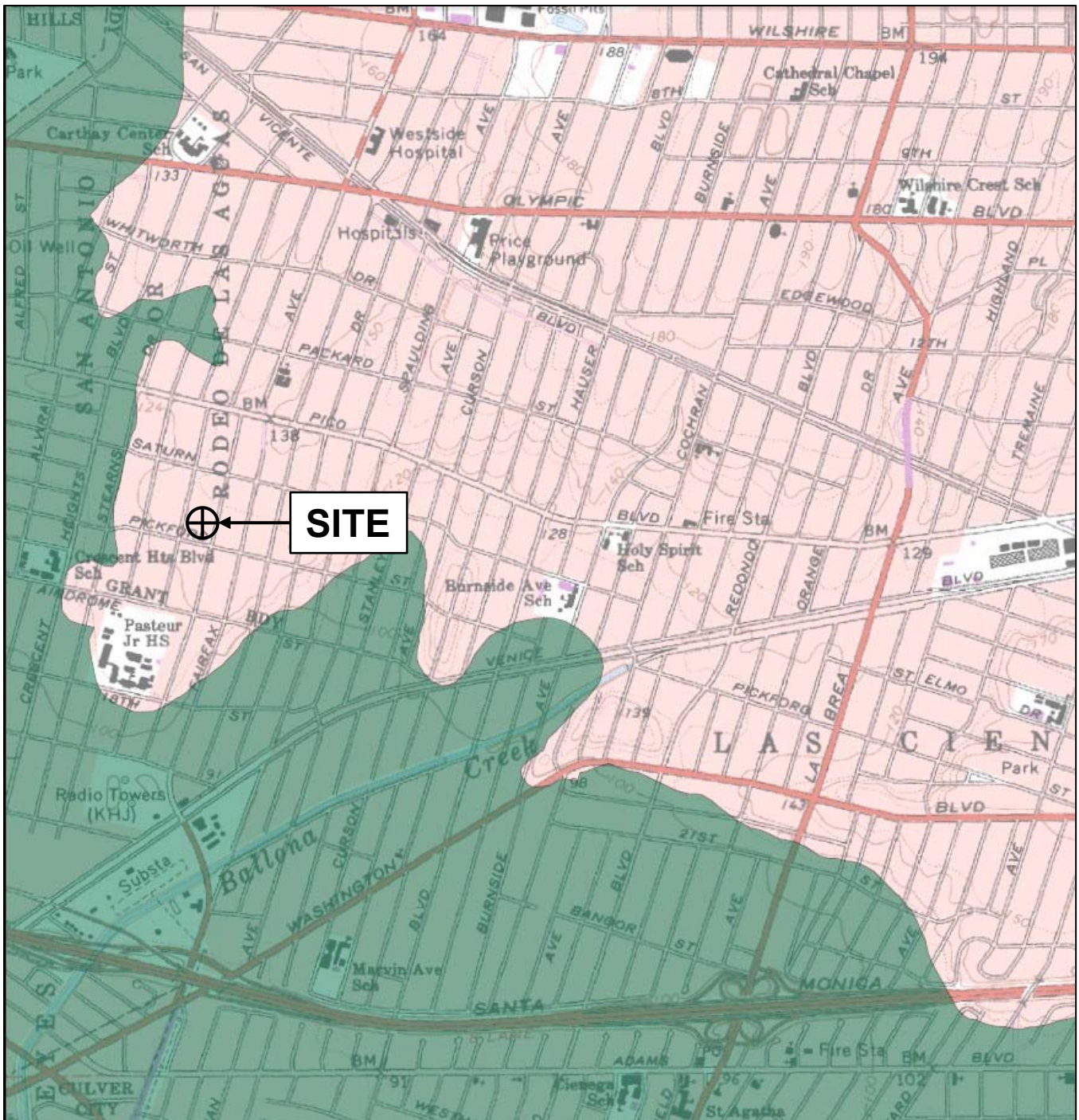
### Regional Geologic Map

1551-1557 S. Hi Point Street  
 Los Angeles, California

April 2022

Project 21-1210

Plate 2



Reference: CGS, 1999, Seismic Hazard Zones of the Hollywood Quadrangle.  
 CGS, 2014, Earthquake Fault Zones of the Hollywood Quadrangle.



**Geotechnical**  
 LK Geotechnical Engineering, Inc.  
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## Seismic Hazard Zones Map

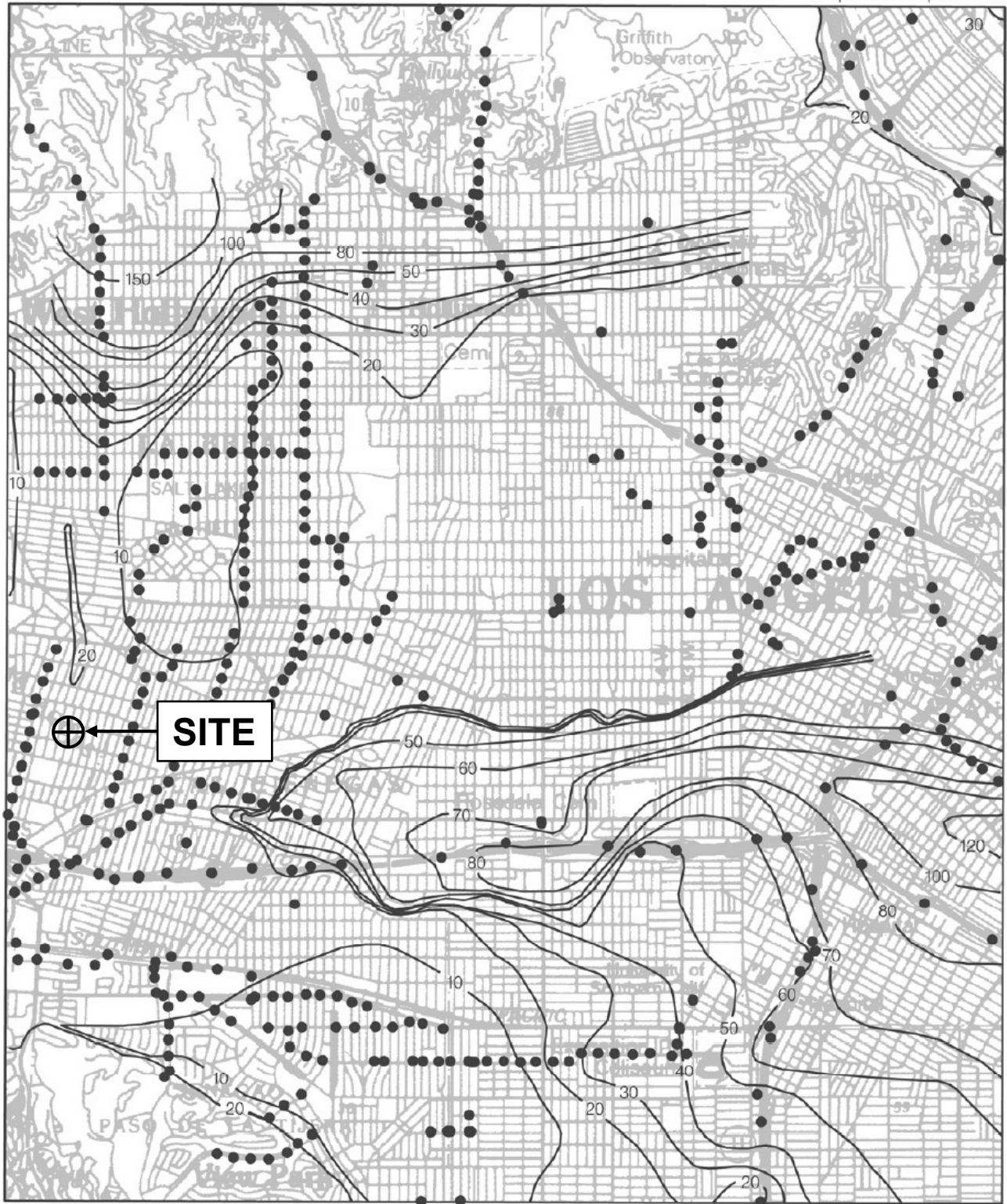
1551-1557 S. Hi Point Street  
 Los Angeles, California

April 2022

Project 21-1210

Plate 3





Base map enlarged from U.S.G.S. 30 x 60-minute series

● Borehole Site

— 30 — Depth to ground water in feet

Reference: CGS ,1997, Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle.



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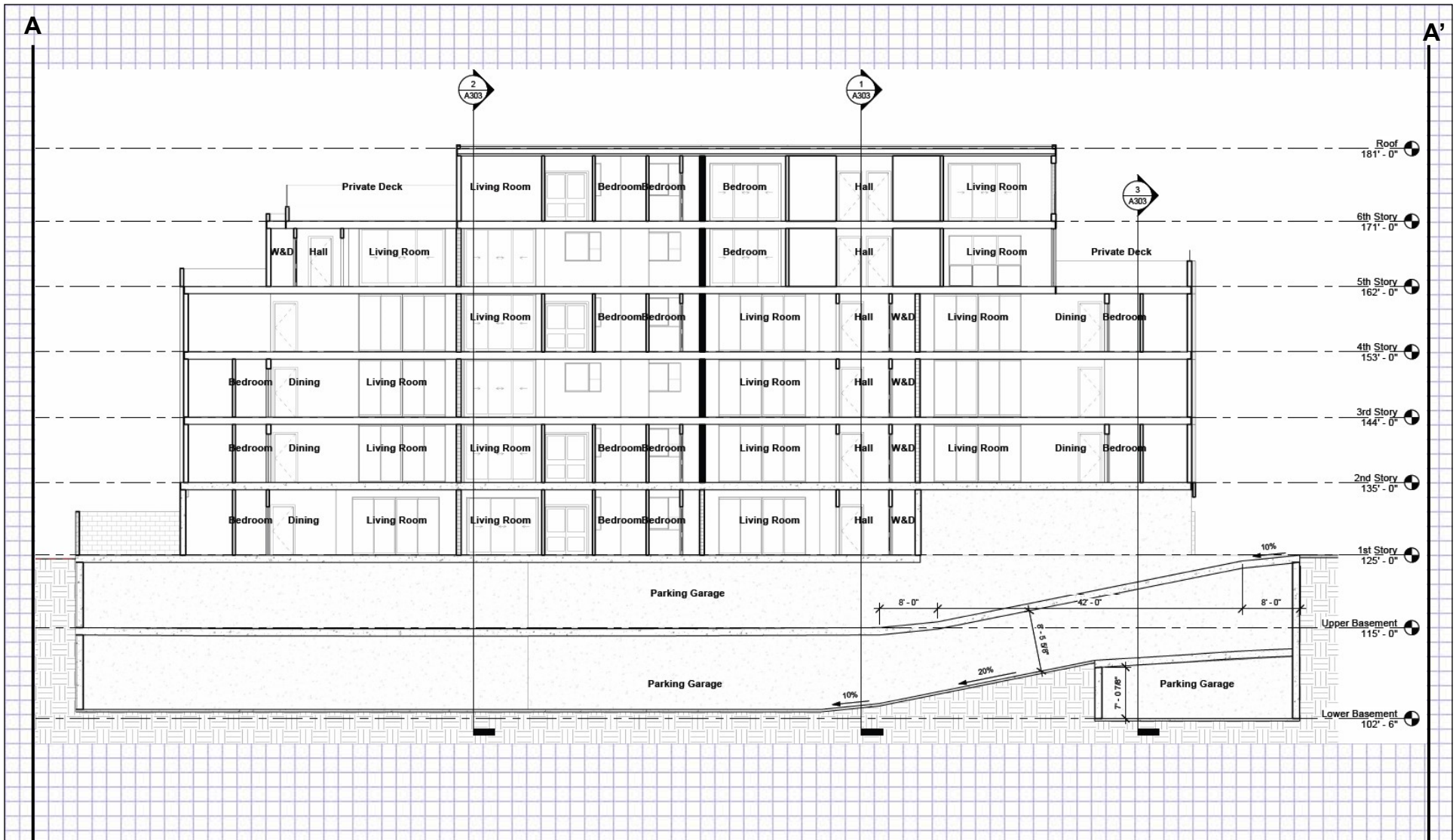
### Historically Highest Groundwater Map

1551-1557 S. Hi Point Street  
 Los Angeles, California

April 2022

Project 21-1210

Plate 4



Reference:



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### Cross Section A-A'

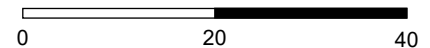
1551-1557 S. Hi Point Street  
 Los Angeles, CA

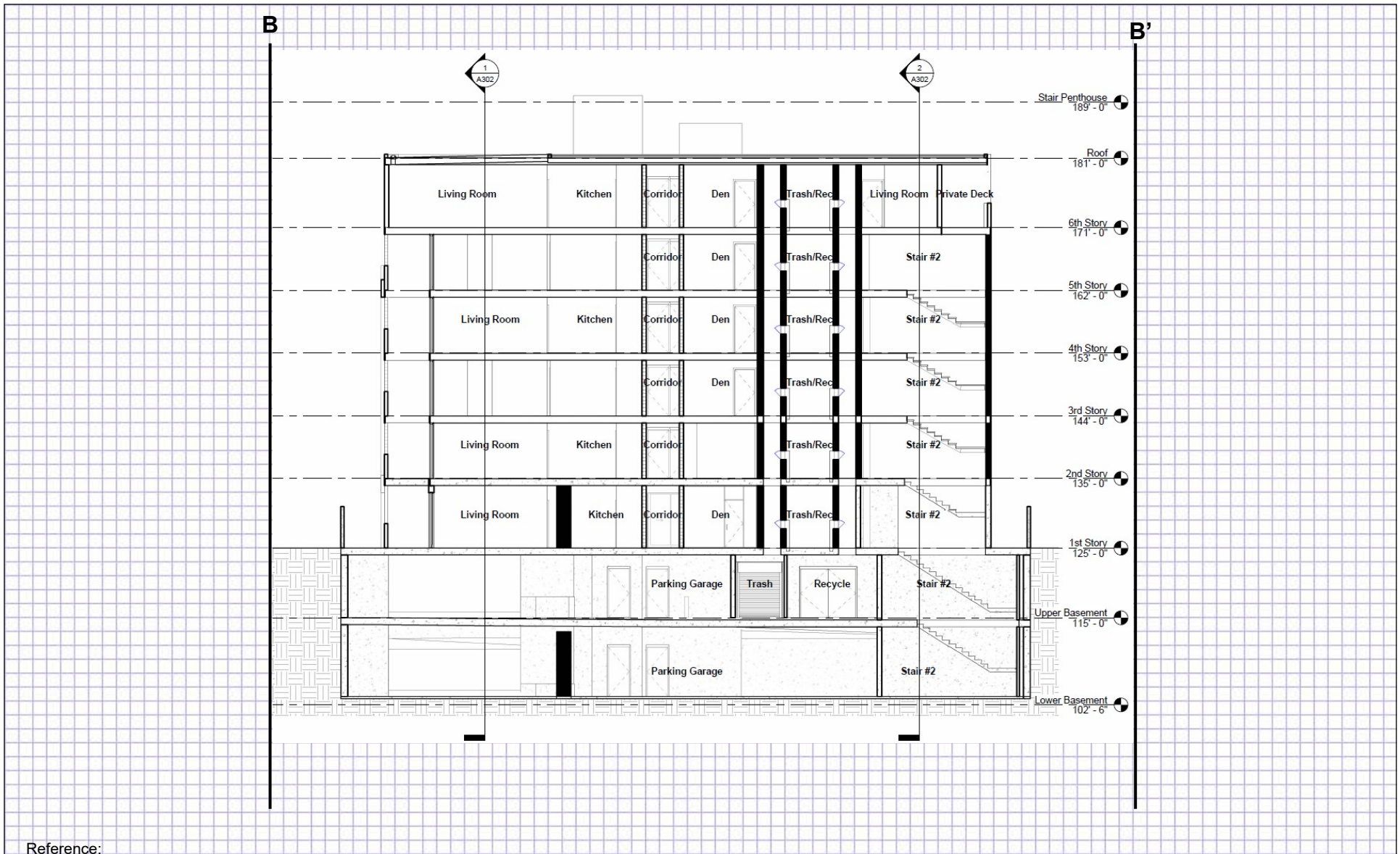
April 2022

Project 21-1210

Plate CS-1

Scale: 1" = 20'





Reference:



LK Geotechnical Engineering, Inc.  
 10120 National Blvd., Los Angeles, CA 90034  
 Tel: 310.866.8977; Fax: 310.204.2459

### Cross Section B-B'

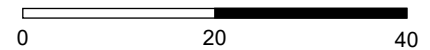
1551-1557 S. Hi Point Street  
 Los Angeles, CA

April 2022

Project 21-1210

Plate CS-2

Scale: 1" = 20'





## **Appendix A Field Exploration**

We performed a field exploration consisting of logging of one (1) exploratory soil boring on January 24, 2022. The exploration was performed using a hollow-stem-auger drill rig and a hand auger. The boring was advanced to a maximum depth of approximately 41.5-feet below existing grade. The approximate boring location is shown on Plate 1.

The Boring Logs are presented on Plates A-1a through A-1b. Boring logs describe the earth materials encountered, samples obtained, and show the field and laboratory tests performed. The borings were logged by an engineer or geologist using the Unified Soil Classification System. Drive and bulk samples of representative earth materials were obtained from the borings and delivered to the geotechnical laboratory for testing.

A California modified sampler was used to obtain drive samples of the soil encountered. This sampler consists of a 3-inch outside diameter (O.D.), 2.4-inch inside diameter (I.D.) split barrel shaft that was driven a total of 6-inches into the soil at the bottom of the boring. The soil was retained in brass rings for laboratory testing. Additional soil from each drive remaining in the cutting shoe was usually discarded after visually classifying the soil.





In addition, a Standard Penetration Test (SPT) sampler was used to obtain drive samples of soil encountered. SPT sampler consists of a 2-inch O.D., 1.4-inch I.D. split barrel shaft that is advanced into the soil at the bottom of the drilled hole a total of 18 inches. The number of blows required to drive the sampler the final 12 inches is presented on the boring logs. Soil samples obtained by the SPT were retained in plastic bags.

Upon completion of the geologic and geotechnical logging, the boring was backfilled with soil derived from the cuttings.

PROJECT ADDRESS 1551-1557 Hi Point Street Los Angeles, CA	PROJECT NO. 21-1210	HOLE ID B-1
	DRILLING METHOD Hollow Stem Auger	DATE DRILLED 1/24/2022
SURFACE ELEVATION (ft) N/A	BOREHOLE DIAMETER 8 inches	DRILLER Charlies Soil Sampling
GROUNDWATER DEPTH (ft) 38 ft	HAMMER TYPE & EFFICIENCY Automatic Trip/Eri = 81%	LOGGED BY SL

DEPTH (ft)	SAMPLE	BLOWS PER 6"	MOISTURE (%)	DRY UNIT WT (pcf)	USCS	DESCRIPTION	LAB TEST
------------	--------	--------------	--------------	-------------------	------	-------------	----------

0						<u>Older Alluvium (Qae)</u>	
					SC	Clayey Silty SAND; brown; soft to medium dense; damp to moist	
5		18 28	11.8	123.4	SM/SC	Clayey Silty SAND; brown; dense; slightly moist	
10		11 23	14.5	96.4	SM/SC	Clayey Silty SAND; brown; dense; slightly moist	
15		8 13	21.5	104.4	SM	Silty SAND; yellow brown; medium dense; damp	DS
20		16 28	20.6	107.9	SM/SC	Clayey Silty SAND; yellow brown; dense; slightly moist	C
25		12 18 22			SP	Poorly-graded SAND; light brown; dense; dry	





<b>LEGEND</b>  Bulk Sample  Cal. Mod. Sample  SPT Sample  Groundwater Level	<b>ACRONYM</b> : FC: fine content; PA: particle size analysis; DS: direct shear; C: consolidation; AL: Atterberg limits; EI: expansive index; CR: corrosivity; CP: compaction curve; R: R-value  <b>NOTES</b> : * Borehole was backfilled with soil cuttings.
---	--

<b>PROJECT ADDRESS</b> 1551-1557 Hi Point Street Los Angeles, CA	<b>PROJECT NO.</b> 21-1210	<b>HOLE ID</b> B-1
	<b>DRILLING METHOD</b> Hollow Stem Auger	<b>DATE DRILLED</b> 1/24/2022
<b>SURFACE ELEVATION (ft)</b> N/A	<b>BOREHOLE DIAMETER</b> 8 inches	<b>DRILLER</b> Charlies Soil Sampling
<b>GROUNDWATER DEPTH (ft)</b> 38 ft	<b>HAMMER TYPE &amp; EFFICIENCY</b> Automatic Trip/Eri = 81%	<b>LOGGED BY</b> SL

DEPTH (ft)	SAMPLE	BLOWS PER 6"	MOISTURE (%)	DRY UNIT WT (pcf)	USCS	DESCRIPTION	LAB TEST
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continued...

25						<b>Older Alluvium (Qae)</b>	
	19 32	3.9	99.9	SP		Poorly-graded SAND; light brown; dense; dry	C
30	11 12 8			SP		Poorly-graded SAND; light brown; dense; dry	
	8 12	31.1	89.5	CL		CLAY; brown; stiff; slightly moist	
35	5 8 10			CL		CLAY; olive; stiff; slightly moist	
▽						At 38 feet: encountered ground water	
40	15 20 26					Poorly-graded SAND; olive; dense; wet	
						Total Depth = 41.5 ft	
45							
50							

<b>LEGEND</b>  Bulk Sample  Cal. Mod. Sample  SPT Sample  Groundwater Level	<b>ACRONYM</b> : FC: fine content; PA: particle size analysis; DS: direct shear; C: consolidation; PI: Atterberg limits; EI: expansive index; CR: corrosivity; CP: compaction curve; R: R-value  <b>NOTES</b> : * Borehole was backfilled with soil cuttings
---	--



## Appendix B Laboratory Testing

Representative soil samples collected from our field exploration were delivered to the EGLab, Inc. (EGL) of Arcadia, California for testing, and to evaluate relevant engineering properties. Based on our review of the laboratory data, LKGE concurs with and accept the laboratory testing results performed by EGLab, Inc.

### Laboratory Moisture Content and Density Tests

The moisture content and dry densities of selected driven samples obtained from the exploratory borings were evaluated in general accordance with the latest version of ASTM D 2937. The results are shown on the attached EGL report.

### Direct Shear Test

Direct shear testing was conducted on representative soil samples to determine their shear strength in accordance with the ASTM D3080. The sample was saturated under normal load before testing. For each test, three samples were placed, one at a time, into the test apparatus and subjected to a range of normal loads appropriate for the anticipated conditions. The samples were then sheared at a constant shear rate of 0.01-inches per minute. Shear deformation was recorded until a maximum of about 0.3 inches of horizontal displacement was achieved. Ultimate shear strengths for each sample were selected from the shear stress-displacement data. Based on the test data, the stress generally becomes constant beyond 0.2 inch of displacement and it is our opinion that the samples were sheared to its ultimate strength status. The shear strength parameters are presented in the following table and on the attached EGL report.

Sample Location	Depth (ft.)	Soil Type	Soil Description	Ultimate Strength Parameters	
				Cohesion (psf)	Friction Angle (degrees)
B-1	15	Qa	Silty Clay	529	27

### Consolidation Test

Consolidation testing was performed on representative soil samples under consolidated drained conditions per the ASTM D2435 Method. Axial loads were carried to a maximum of 8,000 psf. To hasten consolidation, investigate the collapsibility potential and similar possible adverse field conditions, water was added to an axial load of 2,000 psf. Compressibility of the soils within the zone of significant stress was investigated and the results are provided on the attached EGL report. The collapse/swell potential is tabulated below:

Sample Location	Depth (ft.)	Soil Type	Soil Description	Percent of Collapse (-)/ Swell (+)	Collapse Index
B-1	20	Qa	Silty CLAY	0	None
B-1	27.5	Qa	Poorly-grade SAND	+0	None

EGLAB, INC.,  
11819 Goldring Road, Unit D, Arcadia, CA 91006  
Ph: 626-263-3588; Fax: 626-263-3599; Email: ryan@eglab.com

---

February 17, 2022

LK Geotechnical Engineering, Inc.  
10120 National Boulevard  
Los Angeles, California 90034

Attn: Mr. Sean Lin

Project Name: 1551 - 1557 Hi Point Street, Los Angeles  
Project No: 21-1210  
EGL Job No. 22-122-008

Dear Mr. Lin:

We have completed the testing program conducted on samples from the above project. The tests were performed in accordance with testing procedures as follows:

<u>TEST</u>	<u>METHOD</u>
Moisture & Dry Density	ASTM D2937
Consolidation	ASTM D2435
Direct Shear	ASTM D3080

Enclosed is the Summary of Test Results.

We appreciate the opportunity to provide testing services to LK Geotechnical Engineering, Inc. Should you have any questions, please call the undersigned.

Sincerely yours,  
**EGLAB, Inc.**

  
\_\_\_\_\_  
Ryan Jones, GE  
Principal Engineer





## SUMMARY OF LABORATORY TEST RESULTS

PROJECT NAME: 1551-1557 Hi Point Street, Los Angeles

EGLAB JOB NO.: 22-122-008

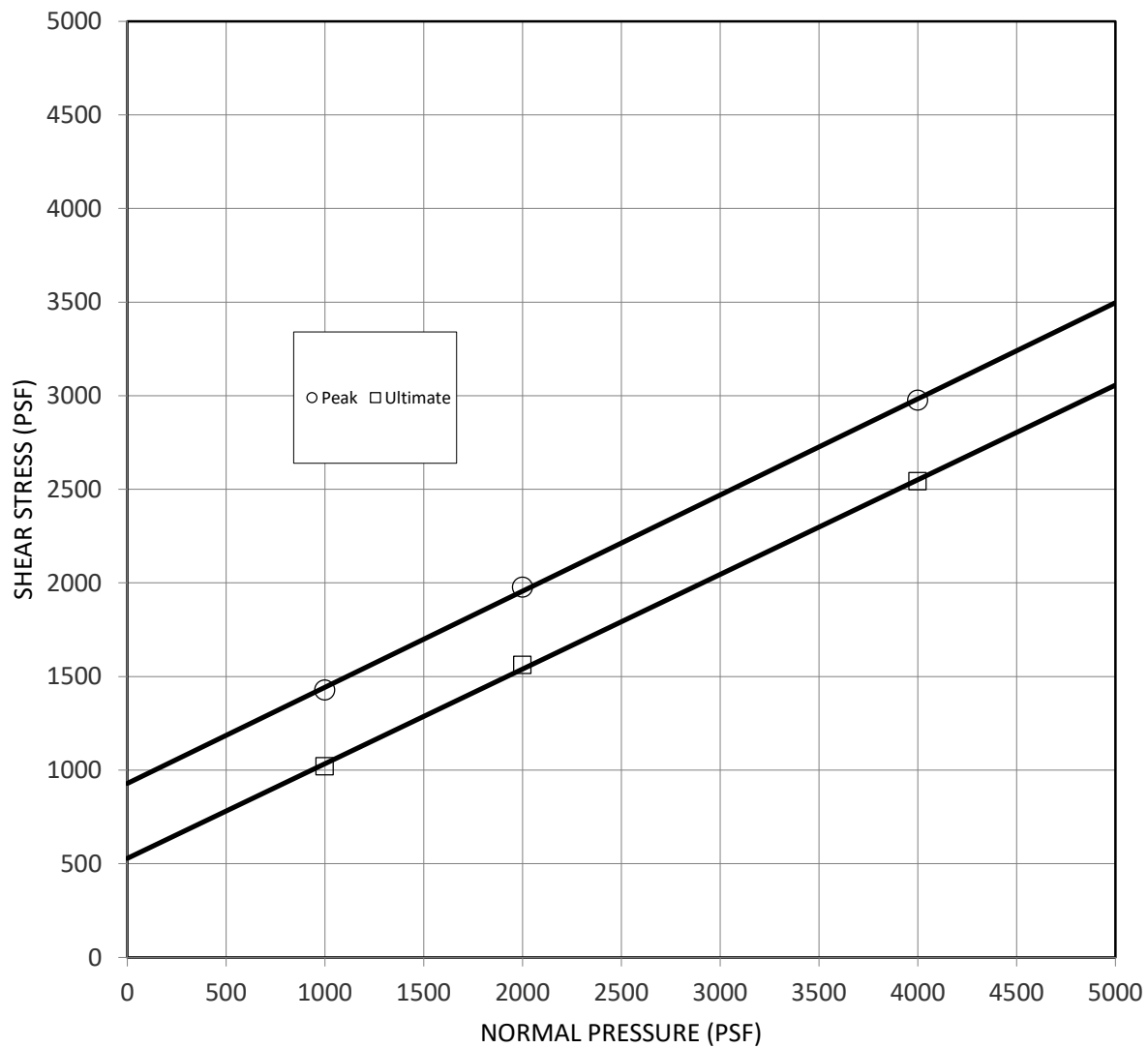
PROJECT NO.: 21-1210

CLIENT: LK Geotechnical, Inc.

DATE: 2/16/2022

SUMMARIZED BY: JT

BORING NO.	SAMPLE NO.	DEPTH (ft)	MOISTURE CONTENT ASTM D2216 (%)	DRY DENSITY ASTM D2937 (PCF)
B-1	N/A	5.0	11.8	123.4
B-1	N/A	10.0	14.5	96.4
B-1	N/A	15.0	21.5	104.4
B-1	N/A	20.0	20.6	107.9
B-1	N/A	27.5	3.9	99.9
B-1	N/A	32.5	31.1	89.5



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	N/A	15.0	Ring	CL	○	929	27
					□	529	27

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)	$\gamma_d$ (pcf)	S (%)
1000	21.5	26.0	104.0	100
2000	21.5	25.6	104.5	100
4000	21.5	23.8	105.2	100

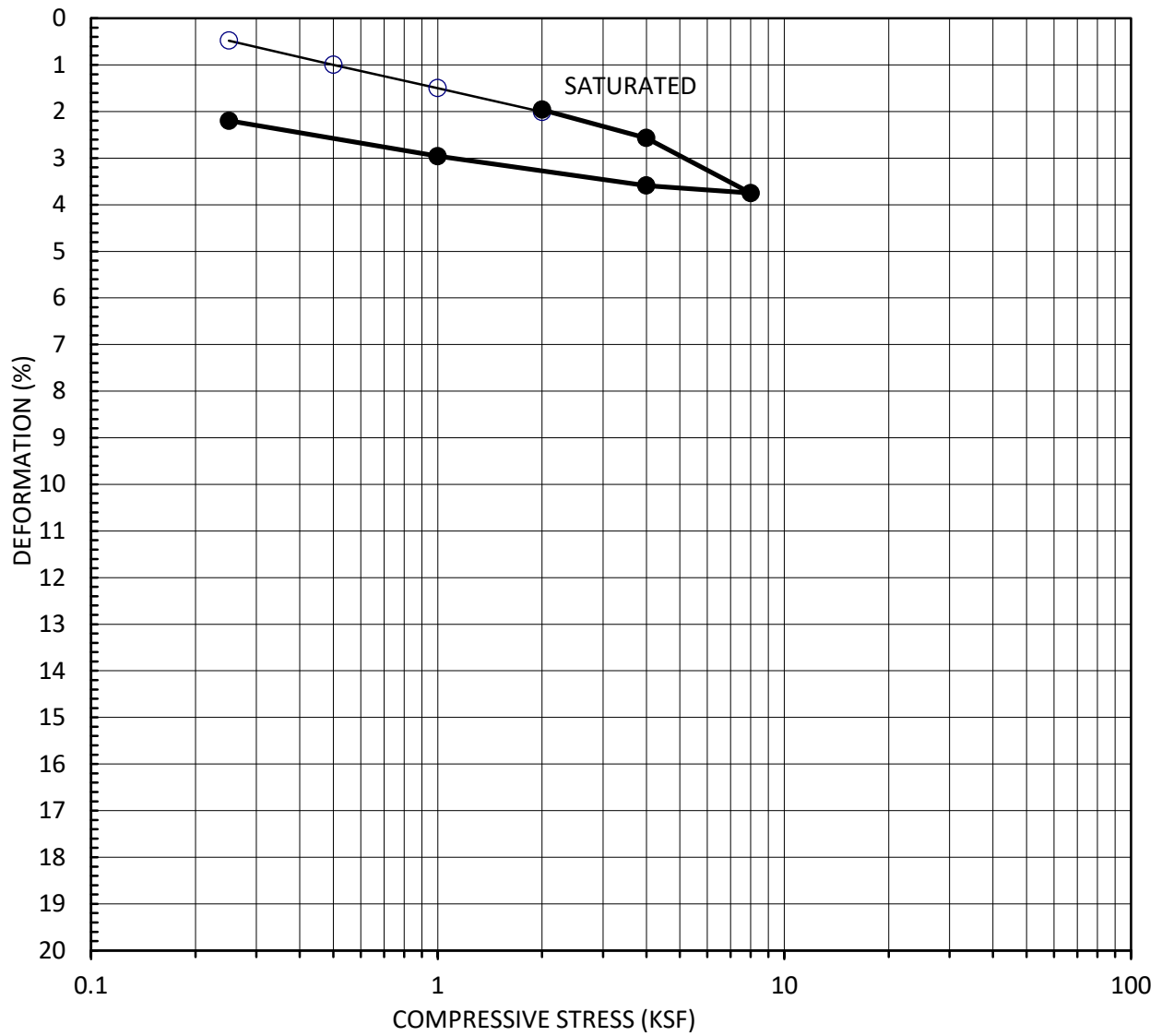
<b>EGLAB, INC.</b>	<b>Project Name:</b>	
	1551-1557 Hi Point Street, Los Angeles	
	Client:	LK Geotechnical
	Project No.:	21-1210
	EGLAB Project No.:	22-122-008

## DIRECT SHEAR

02/22

(ASTM D3080)

Figure



Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-1	N/A	20.0	CL	20.6	108.2	0.557

**EGLAB, INC.**

Project Name:

1551-1557 Hi Point Street, Los Angeles

Client: LK Geotechnical, Inc.

Project No.: 21-1210

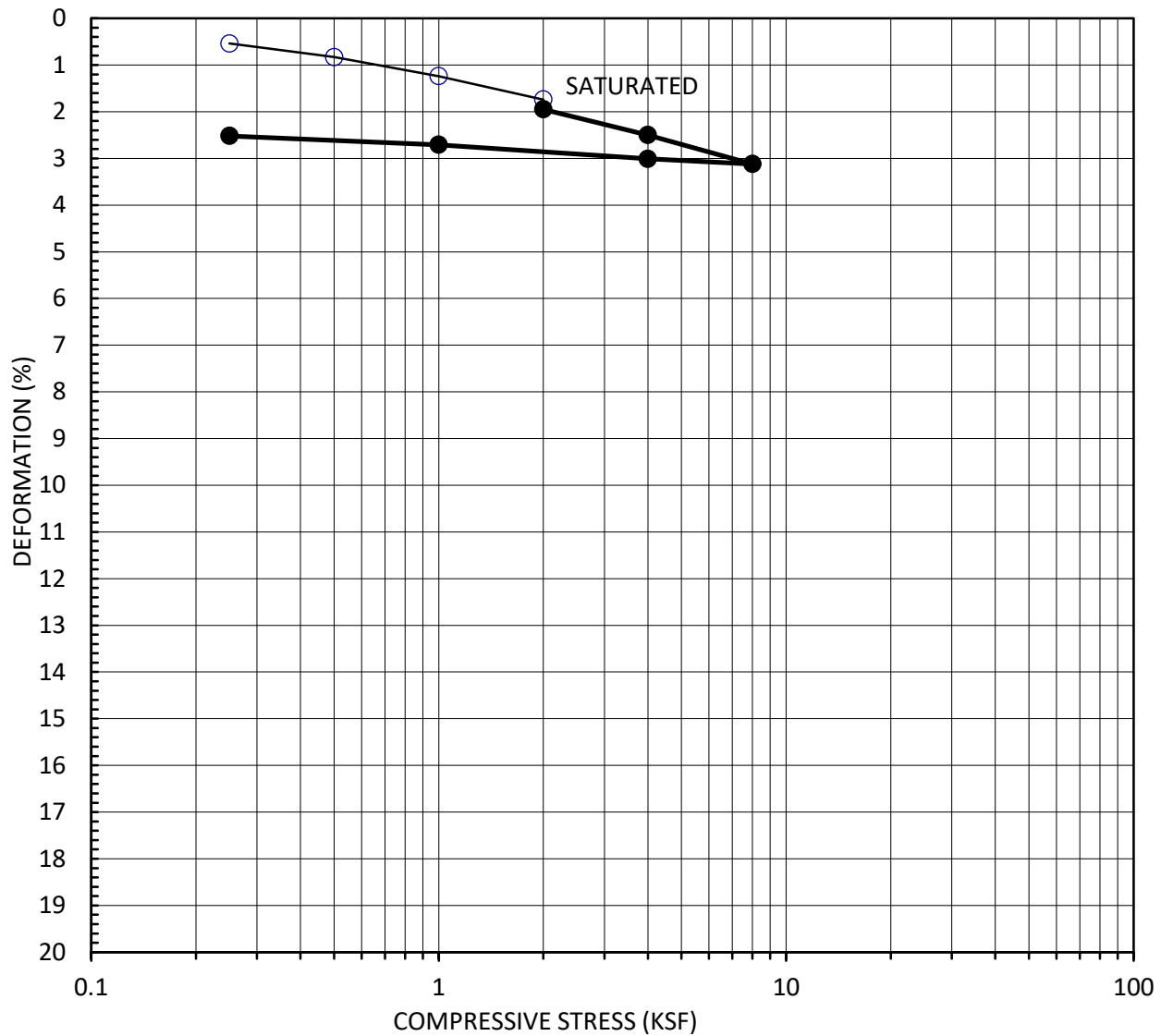
EGLAB Project No.: 22-122-008

**CONSOLIDATION**

02/22

(ASTM D2435)

Figure



Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-1	N/A	27.5	SP	3.9	101.3	0.663

**EGLAB, INC.**

Project Name:

1551-1557 Hi Point Street, Los Angeles

Client: LK Geotechnical, Inc.

Project No.: 21-1210

EGLAB Project No.: 22-122-008

## CONSOLIDATION

02/22

(ASTM D2435)

Figure



## Appendix C Engineering Calculations and Design Details

### List of Plates

Plate No.	Plate Name
SW-1	Earth Pressures for Shoring Wall
RW-1	Earth Pressures for Retaining Wall
RWD-1	Typical Retaining Wall Subdrain & Backfill Detail

# Earth Pressure Analyses: General Limit Equilibrium (GLE) - Trial Wedge Method

## Shoring Wall Parameters

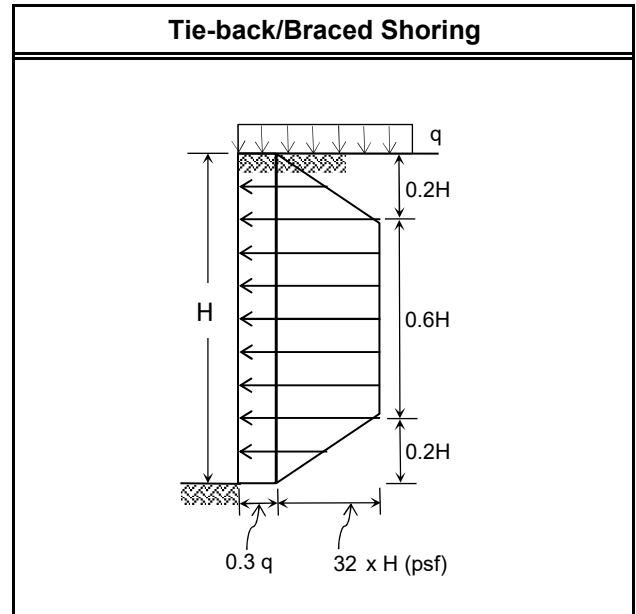
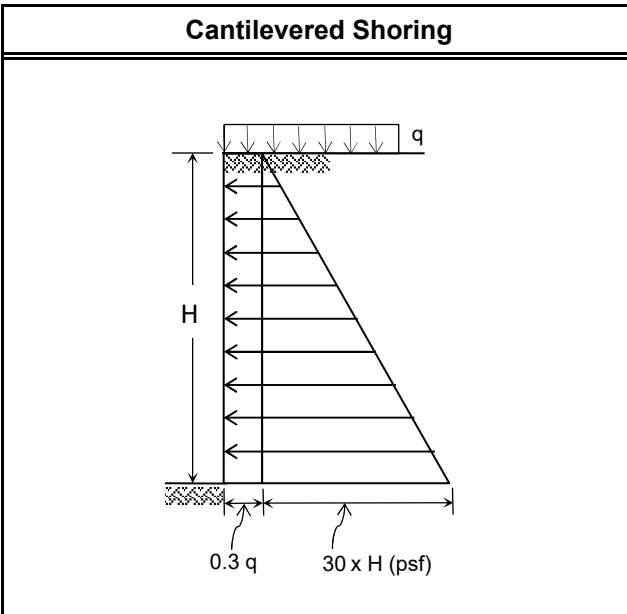
Height of wall,  $H = 25.0$  feet  
 Angle of back slope,  $\beta = 0.0$  degrees

## Soil Parameters

Unit weight,  $\gamma = 125.0$  pcf

Condition	Shear Strength Used	Cohesion C (psf)	Friction angle $\phi$ (deg)	Factor of Safety, F.S.	Design Cohesion $C_d$ (psf)	Design Friction angle $\phi_d$ (deg)
Static	Ultimate	370.0	28.0	1.25	296.0	23.0

Failure plane angle (deg)	Assumed tension crack (ft)	Failure plane length (ft)	Weight of soil wedge (lb/ft)	Active Force, $P_A$ (lb/ft)	Active $EFW_A$ (pcf)
42	9.0	23.9	37728.0	6083.6	19.5
44	8.5	23.8	35807.8	6773.4	21.7
46	8.0	23.6	33818.3	7351.5	23.5
48	7.7	23.3	31819.7	7821.9	25.0
50	7.5	22.9	29844.5	8188.5	26.2
52	7.3	22.4	27909.3	8454.7	27.1
54	7.2	22.0	26022.0	8623.2	27.6
56	7.2	21.5	24184.9	8695.6	27.8
58	7.2	21.0	22397.4	8672.9	27.8
60	7.2	20.5	20656.6	8554.6	27.4
62	7.4	20.0	18958.8	8339.7	26.7
64	7.6	19.4	17299.0	8025.8	25.7
66	7.9	18.8	15671.8	7610.1	24.4
68	8.2	18.1	14070.8	7088.7	22.7
70	8.7	17.3	12488.8	6457.6	20.7
72	9.3	16.5	10917.0	5713.2	18.3



LK Geotechnical Engineering, Inc.  
 10120 National Blvd., Los Angeles, CA 90034  
 Tel: 310.866.8977; Fax: 310.204.2459

## EARTH PRESSURES FOR SHORING WALL

1551 & 1557 S. Hi Point Street  
 Los Angeles, California

DATE:	April 2022	PROJECT#	21-1210	PLATE	SW-1
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# Earth Pressure Analyses: General Limit Equilibrium (GLE) - Trial Wedge Method

## Retaining Wall Parameters

Height of wall, H = 23.0 feet  
 Angle of back slope,  $\beta$  = 0.0 degrees

## Ground Motion Parameters

$PGA_M$  = 0.963 g  
 $k_h = PGA_M/3$  = 0.321

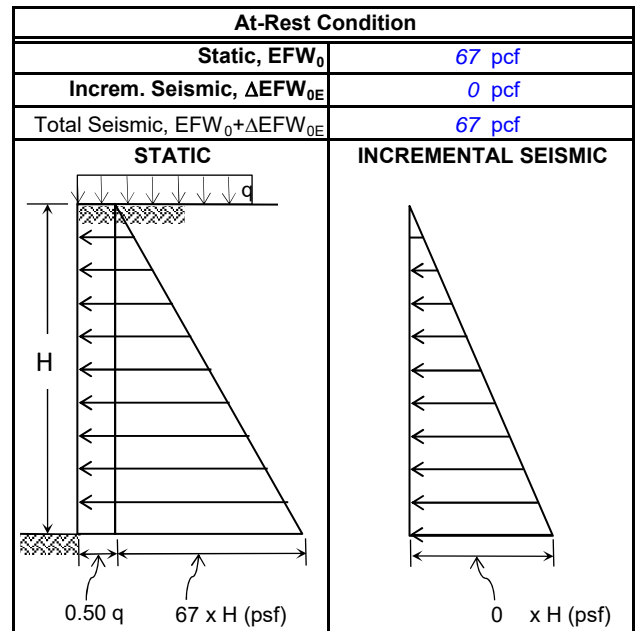
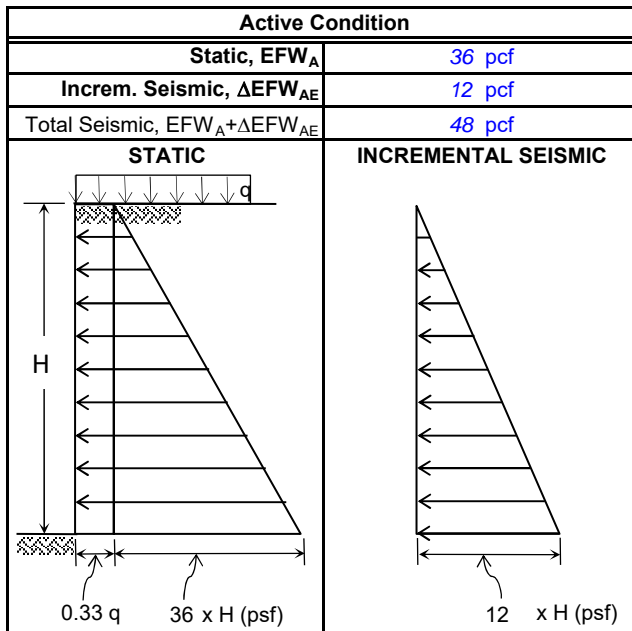
## Soil Parameters

Unit weight,  $\gamma$  = 125.0 pcf

Condition	Shear Strength Used	Cohesion C (psf)	Friction angle $\phi$ (deg)	Factor of Safety, F.S.	Design Cohesion $C_d$ (psf)	Design Friction angle $\phi_d$ (deg)
Static	Ultimate	370.0	28.0	1.50	246.7	19.5
Seismic	Ultimate	370.0	28.0	1.00	370.0	28.0

Failure plane angle (deg)	Assumed tension crack (ft)	Failure plane length (ft)	Weight of soil wedge (lb/ft)	Active Force, $P_A$ (lb/ft)	Active $EFW_A$ (pcf)	Failure plane angle (deg)	Total Seismic Force, $P_E$ (lb/ft)	Total Seismic $EFW_E$ (pcf)
40	6.9	25.0	35816.1	7177.0	27.1	40	10764.6	40.7
42	6.5	24.6	33746.1	7778.1	29.4	42	10966.6	41.5
44	6.2	24.1	31717.7	8278.8	31.3	44	11076.3	41.9
46	6.0	23.6	29752.1	8685.2	32.8	46	11101.6	42.0
48	5.8	23.1	27857.7	9002.4	34.0	48	11048.7	41.8
50	5.7	22.6	26036.3	9234.4	34.9	50	10921.7	41.3
52	5.6	22.0	24286.0	9384.3	35.5	52	10723.9	40.5
54	5.6	21.5	22602.8	9454.1	35.7	54	10457.2	39.5
56	5.6	21.0	20981.7	9444.5	35.7	56	10123.0	38.3
58	5.6	20.5	19417.3	9355.6	35.4	58	9721.6	36.8
60	5.7	19.9	17903.9	9186.1	34.7	60	9252.7	35.0
62	5.9	19.4	16436.1	8933.9	33.8	62	8715.4	33.0
64	6.1	18.9	15007.9	8595.6	32.5	64	8108.5	30.7
66	6.3	18.3	13613.8	8167.0	30.9	66	7430.4	28.1
68	6.6	17.7	12247.8	7642.6	28.9	68	6679.6	25.3
70	7.0	17.0	10903.3	7016.4	26.5	70	5855.4	22.1

*For seismic design, use Total Seismic Pressure  $EFW = 48.0$*



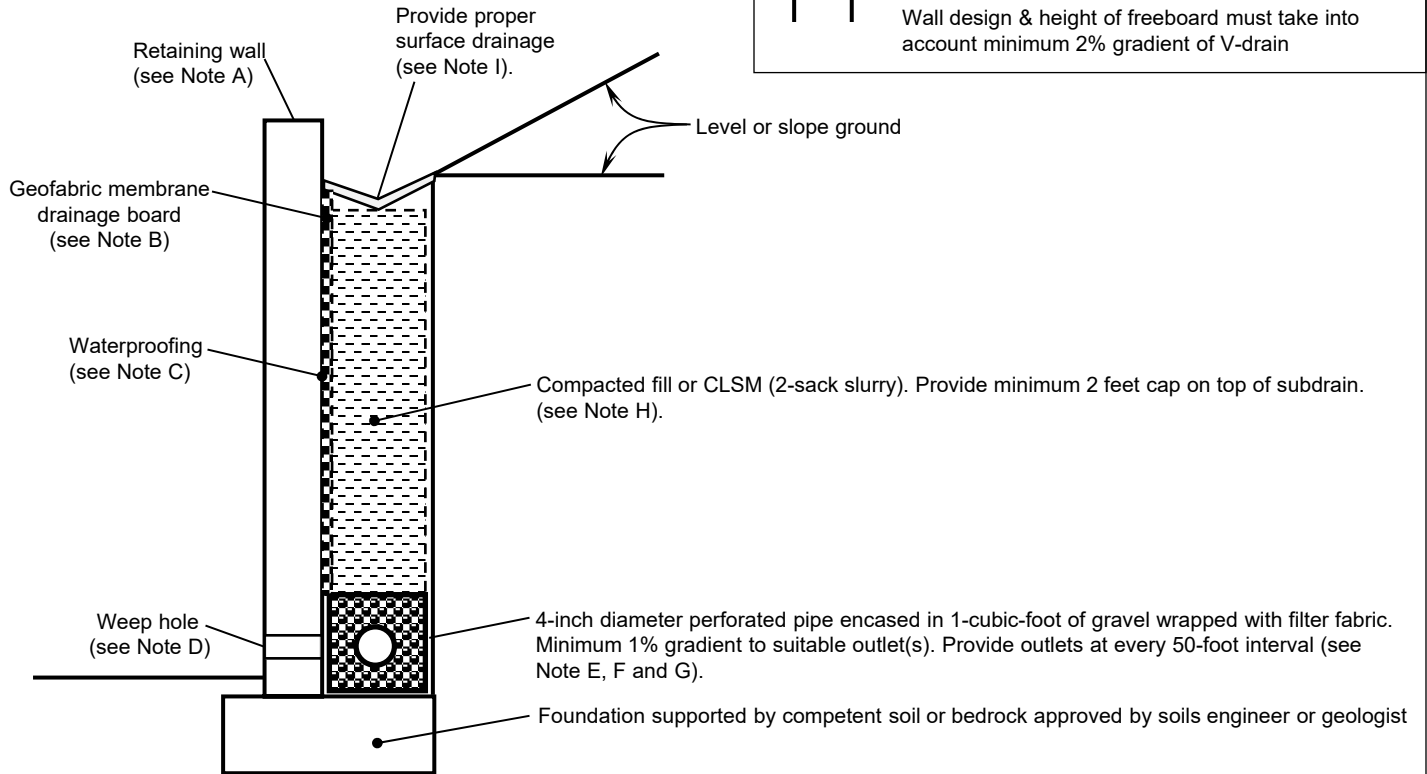
**LK Geotechnical**  
 LK Geotechnical Engineering, Inc.  
 10120 National Blvd., Los Angeles, CA 90034  
 Tel: 310.866.8977; Fax: 310.204.2459

## EARTH PRESSURES FOR RETAINING WALL

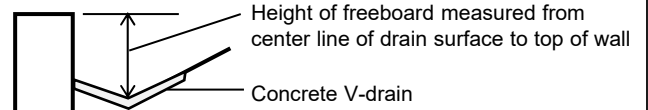
**With Level Backslope**  
 1551 & 1557 S. Hi Point Street  
 Los Angeles, California

DATE:	April 2022	PROJECT#	21-1210	PLATE	RW-1
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## RETAINING WALL SUBDRAIN & BACKFILL DETAIL



## FREEBOARD DETAIL



Wall design & height of freeboard must take into account minimum 2% gradient of V-drain

### **General Notes:**

- A. Retaining wall plans should be reviewed and approved by the soils engineer.
- B. Geofabric membrane drainage board (MiraDrain or equivalent) or a blanket of gravel should be installed behind the wall.
- C. Waterproofing should be provided where moisture intrusion through the wall is undesirable. Waterproofing of the wall is not under purview of the soils engineer or geologist.
- D. Weepholes should be minimum 3-inches in diameter and provided at 10-foot maximum intervals. If exposure is permitted, weepholes should be located 6- to 12-inches above finished grade. If exposure is not permitted, a solid pipe under the sidewalk or slab discharge through the curb face or equivalent should be provided. For a basement type of retaining wall, a proper subdrain outlet system should be provided.
- E. Subdrain should consist of 4-inch diameter perforated PVC pipe encased in minimum 1-cubic-foot per linear foot of 3/4-inch gravel wrapped with filter fabric (Mirafi 140NC or approved equivalent). As an alternative, subdrain could consist of 4-inch diameter perforated PVC pipe wrapped with filter sock encased in minimum 1-cubic-foot per linear foot of Caltrans Class 2 permeable base.
- F. Subdrain perforated PVC pipe should be SDR 35, Schedule 40 or approved equivalent. Pipe should be installed with perforations pointing down. Perforations should be 3/8-inches in diameter placed at the ends of a 120-degree arc in two rows at 3-inches on center (staggered).
- G. Outlet portion of subdrain should have a 4-inch diameter solid pipe discharged into a suitable disposal area designed by the project civil engineer. The subdrain outlet pipe should be accessible for maintenance and must remain clear at all time.
- H. All man-made fill shall be compacted to a minimum 90% of the maximum dry density determined per ASTM D1557. All placement and compaction should be observed and verified by our field representative.
- I. All drains should be sloped at a minimum 1 percent gradient to suitable disposal area designed by the project civil engineer.
- J. Other subdrain and backfill options are subject to review by the soils engineer and governing municipal agency.



LK Geotechnical Engineering, Inc.

10120 National Blvd., Los Angeles, CA 90034

Tel: 310.866.8977; Fax: 310.204.2459

## **TYPICAL RETAINING WALL SUBDRAIN & BACKFILL DETAIL**

Plate RWD-1








**Appendix D**  
**Previous Boring Logs and Laboratory Test Results**

# BORING LOGS

## LEGEND

 Ring Sample, or Bulk Sample

 Standard Penetration Test (SPT)

 Ground Water Level

SOIL SIZE	
COMPONENT	SIZE RANGE
Boulders	Above 12"
Cobbles	3"-12"
Gravel	#4 - 3"
coarse	3/4" - 3"
fine	#4 - 3/4"
Sand	#200-#4
coarse	#10-#4
medium	#40-#10
fine	#200-#40
Fines (Silt or Clays)	Below #200

PLASTICITY OF FINE GRAINED SOILS	
PLASTICITY INDEX	VOLUME CHANGE POTENTIAL
0-15	Probably Low
15-30	Probably Moderate
30 or more	Probably High

WATER CONTENT
Dry: No feel of moisture
Damp: Much less than normal moisture
Moist: Normal moisture
Wet: Much greater than normal moisture
Saturated: At or near saturation

RELATIVE DENSITY	
SANDS & GRAVELS	BLOWS PER FOOT
Very loose	0-4
Loose	4-10
Medium dense	10-30
Dense	30-50
Very dense	Over 50

CONSISTENCY	
CLAYS & SILTS	BLOWS PER FOOT
Very soft	0-2
Soft	2-4
Firm	4-8
Stiff	8-15
Very stiff	15-30
Hard	Over 30

	GROUP SYMBOLS	DESCRIPTIONS	DIVISIONS	
COARSE-GRAINED SOILS (Less than 50% Fines)	GW	Well-graded gravels or gravel-sand mixtures, less than 5% fines	GRAVELS More than half of coarse fraction is larger than No. 4 sieve size	
	GP	Poorly-graded gravels or gravel-sand mixtures, less than 5% fines		
	GM	Silty gravels, gravel-sand silt mixtures, more than 12% fines		
	GC	Clayey gravels, gravel-sand-clay mixtures, more than 12% fines		
	FINE-GRAINED SOILS (More than 50% Fines)	SW	Well-graded sands or gravelly sands, less than 5% fines	SANDS More than half of coarse fraction is smaller than No. 4 sieve size
		SP	Poorly-graded sands or gravelly sands, less than 5% fines	
		SM	Silty sands, sand-silt mixtures, more than 12% fines	
		SC	Clayey sands, sand-clay mixtures, more than 12% fines	
		ML	Inorganic silt, very fine sands, rock flour, silty or clayey fine sands	
CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays			
	OL	Organic silts or organic silt-clays of low plasticity	SILTS AND CLAYS Liquid limit less than 50	
	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts		
	CH	Inorganic clays of high plasticity, fat clays	SILTS AND CLAYS Liquid limit less than 50	
	OH	Organic clays of medium to high plasticity		
	PT	Peat, mulch, and other highly organic soils	HIGHLY ORGANIC SOILS	



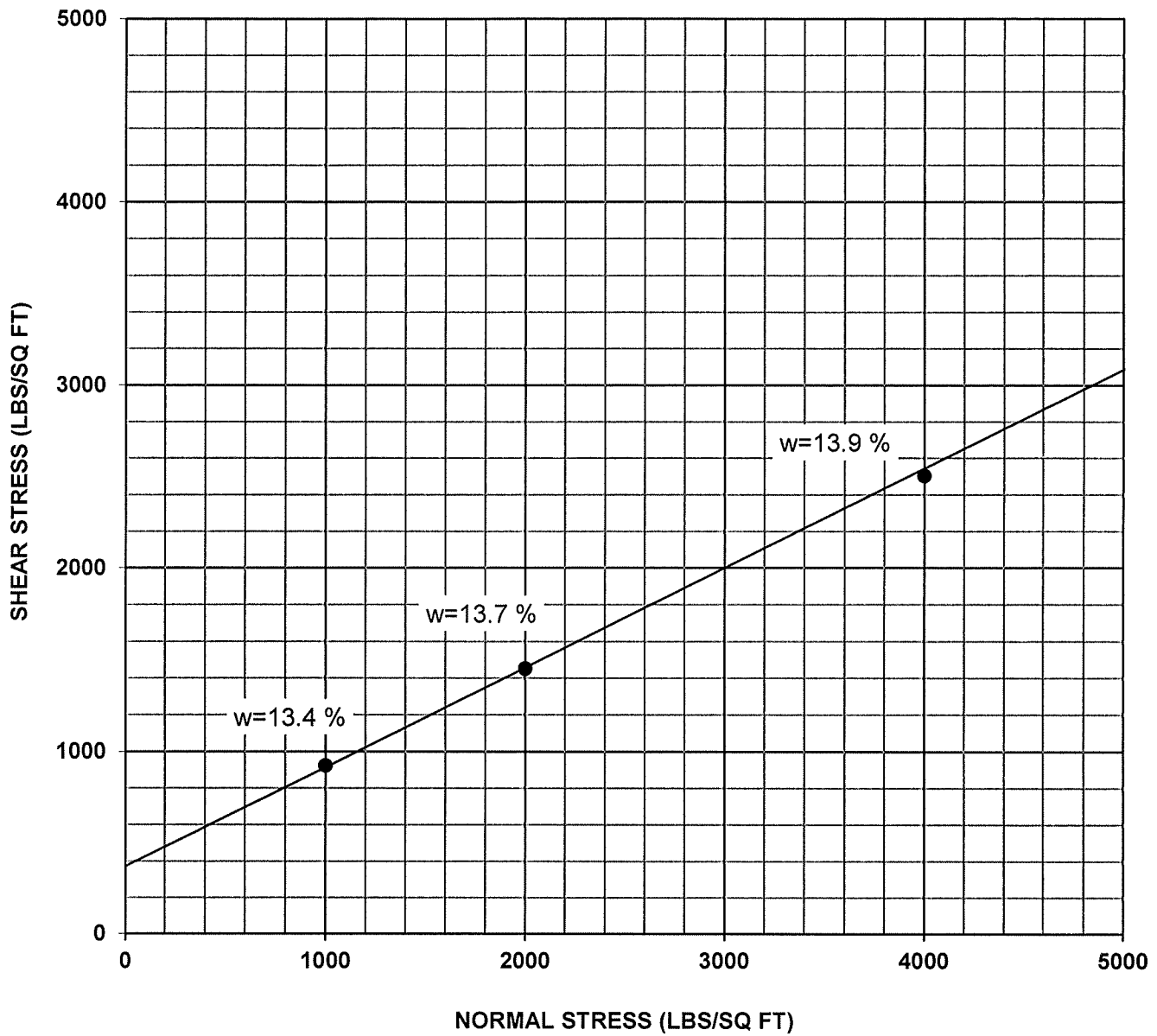
**A.G.I. GEOTECHNICAL, INC.**

Engineering Geology • Geotechnical Engineering





**DIRECT SHEAR TEST  
REMOLDED SATURATED SAMPLE @ 90% MAXIMUM DENSITY**



PROJECT NO. 30-5575-00

BORING NO. B-1

DEPTH (FT) 0-5

REPRESENTATIVE FOR Alluvium  
SOIL TYPE AND DESCRIPTION Clayey SAND (SC), (E.I. = 12, Very Low)

COHESION, C (LBS/SQ FT) 370

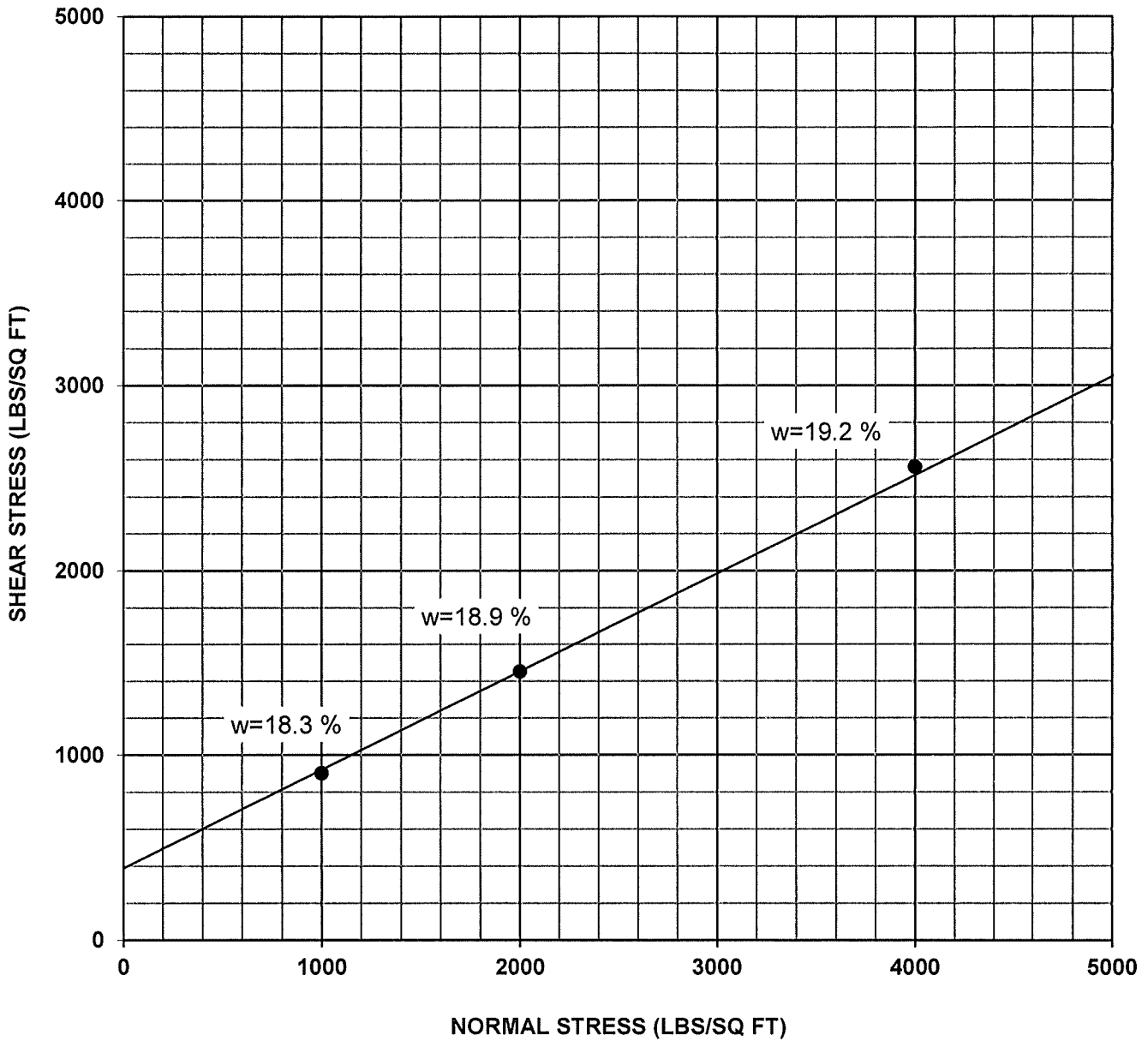
FRICTION,  $\phi$  (DEG) 28.5

METHOD OF COMPACTION  
ASTM:D-1557



A.G.I. GEOTECHNICAL, INC.

**DIRECT SHEAR TEST  
UNDISTURBED SATURATED SAMPLE**



PROJECT NO. 30-5575-00

BORING NO. B-1

DEPTH (FT) 2

REPRESENTATIVE FOR Alluvium  
SOIL TYPE AND DESCRIPTION Clayey SAND (SC)

COHESION, C (LBS/SQ FT) 389

FRICTION,  $\phi$  (DEG) 28.0

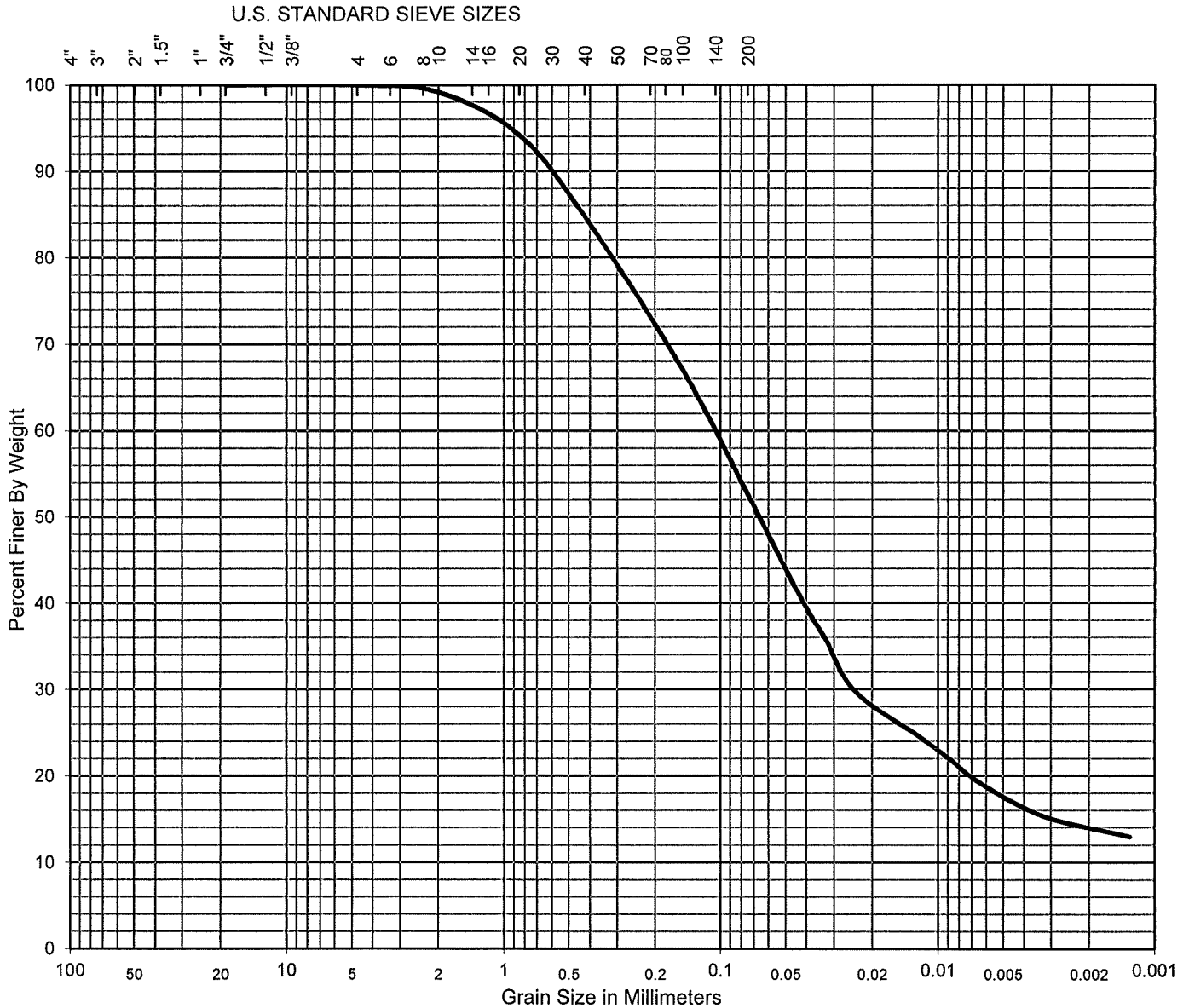
METHOD OF COMPACTION  
NOT APPLICABLE



# GRAIN SIZE DISTRIBUTION

PROJECT NO. <u>30-5575-00</u>	BORING NO. <u>B-1</u>	DEPTH (FT) <u>0-5</u>
Liquid Limit (%) <u>-</u>	Plastic Limit (%) <u>-</u>	Plasticity Index <u>-</u>
Gravel (%) <u>-</u>	Sand (%) <u>47.4</u>	Silt & Clay (%) <u>52.6</u>
D <sub>10</sub> (mm) <u>-</u>	D <sub>30</sub> (mm) <u>-</u>	D <sub>60</sub> (mm) <u>-</u>
C <sub>u</sub> <u>-</u>	C <sub>c</sub> <u>-</u>	% Fines (< 75µm) <u>52.6</u>

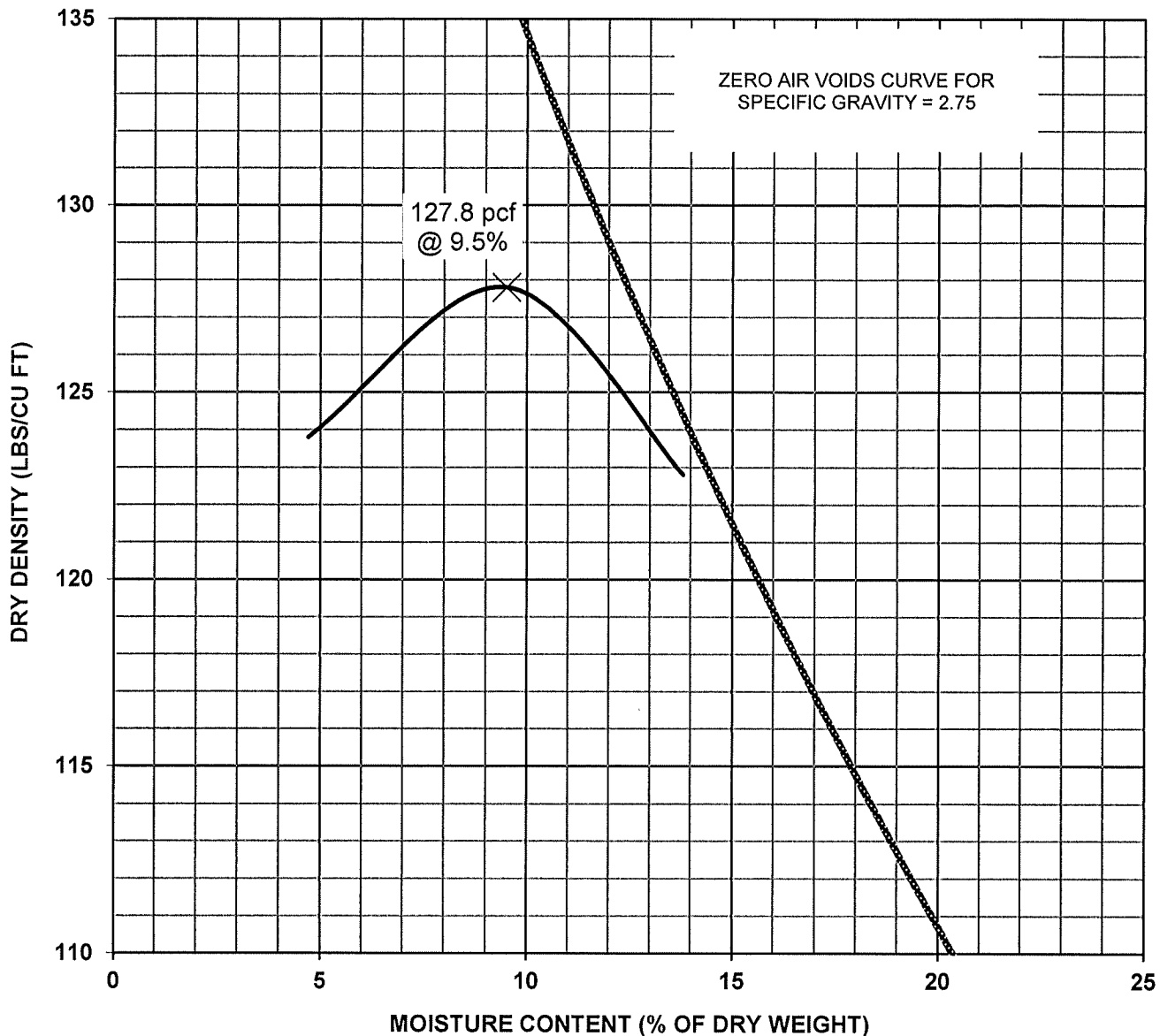
REPRESENTATIVE FOR Alluvium  
 SOIL TYPE AND DESCRIPTION Clayey Fine SAND (SC)







### MAXIMUM DENSITY CURVE



PROJECT NO. 30-5575-00

BORING NO. B-1

DEPTH (FT) 0-5

REPRESENTATIVE FOR Alluvium  
 SOIL TYPE AND DESCRIPTION Clayey Fine SAND (SC), (E.I. = 12, Very Low)

MAXIMUM DRY DENSITY (LBS/CU FT) 127.8  
 OPTIMUM MOISTURE CONTENT (% OF DRY WEIGHT) 9.5

METHOD OF COMPACTION  
 ASTM:D-1557



A.G.I. GEOTECHNICAL, INC.

# APPLICATIONS



## TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report (CP-4068) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

**Property Address:** 1551 and 1557 S Hi Point St. Los Angeles, CA 90035

**Date of Field Visit:** 09/24/23

*Does the property contain any of the following protected trees or shrubs?*

**Yes** (Mark any that apply below)

- Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
- Southern California Black Walnut (*Juglans californica*)
- Western Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- Mexican Elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

**No**

*Does the property contain any street trees in the adjacent public right-of-way?*

**Yes**       **No**

*Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?*

**Yes**       **No**

Does the project occur within the Coastal Zone and contain any of the following trees?

Yes (Mark any that apply below)

- Blue Gum Eucalyptus (*Eucalyptus globulus*)
- Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
- Other Eucalyptus species

No

Have any trees or shrubs been removed in the last two years?

Yes      No

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

Yes      No

If Yes, provide permit information: \_\_\_\_\_

### Tree Expert Credentials (if applicable)

Name of Tree Expert: \_\_\_\_\_

Mark which of the following qualifications apply:

- Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- Registered consulting arborist with the American Society of Consulting Arborists


Certification/License No.: \_\_\_\_\_

### Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Efraim Barazani, Manager

Owner Signature



Date 9/26/23



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### Arborist Report

1551-1557 S. Hi Point St., Los Angeles, CA 90035  
c/o Liv Lux Properties 5, LLC  
17514 Ventura Blvd., Suite 102, Encino, CA 91316  
April 28, 2022

The following arborist assessment was conducted by Brandon Linz of Brandon's Landscapes, Inc. under ISA# WE-8719A on April 26, 2022 at 1551-1557 S. Hi Point St., Los Angeles, CA 90035

#### Specifications:

<b>ID #</b>	#1
<b>Common Name</b>	Citrus
<b>Botanical</b>	
<b>DBH: 7 3/4"</b>	<b>Height: 15'      Spread: 8'</b>

**Location** See Map



Decay

**Specifications:**

<b>ID #</b>	#2		
<b>Common Name</b>	Queen Palm		
<b>Botanical</b>	<i>Syagrus romanzoffiana</i>		
<b>DBH: 15 ½"</b>	<b>Height: 50'</b>	<b>Spread: 15'</b>	

**Location** See Map



**Specifications:**

<b>ID #</b>	#3		
<b>Common Name</b>	Ligustrum		
<b>Botanical</b>	Ligustrum japonicum		
<b>DBH: 12 ½"</b>	<b>Height: 10'</b>	<b>Spread: 18'</b>	

Location See Map



**Too close to structure**



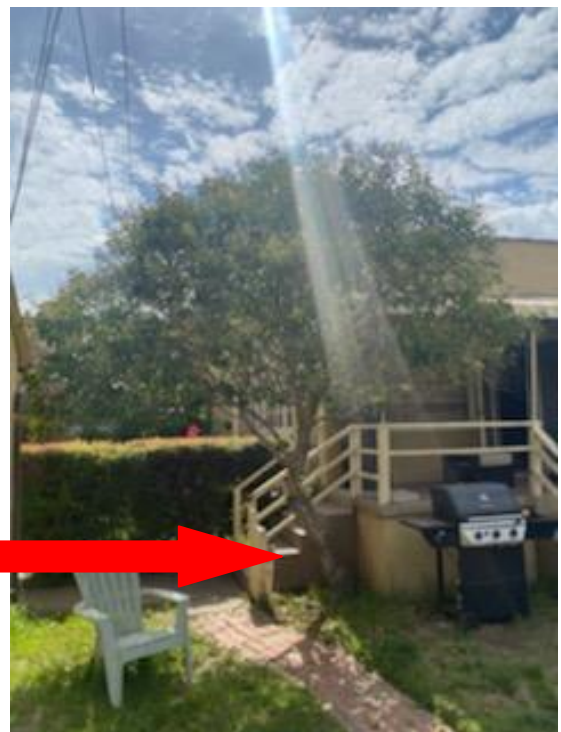
**Decay**



**Specifications:**

<b>ID #</b>	#4		
<b>Common Name</b>	Ligustrum		
<b>Botanical</b>	Ligustrum japonicum		
<b>DBH: 7 1/4"</b>	<b>Height: 15'</b>	<b>Spread: 12'</b>	

**Location** See Map



**Too close to structure**

**Specifications:**

<b>ID #</b>	#5
<b>Common Name</b>	Ligustrum
<b>Botanical</b>	Ligustrum japonicum
<b>DBH: 8 ½"</b>	<b>Height: 15'</b> <b>Spread: 8'</b>

**Location** See Map



**Decay**





**This arborist report assesses five trees at 1151-1557 Hi Point St., Los Angeles, CA 90035.**

Tree #1: Citrus has a DBH of 7 1/2". Tree #1 is in moderate health, drought stress and decay was observed upon inspection. Due to the drought stress, I recommend installing drip irrigation to provide adequate water for the tree. I also recommend pruning the tree by a certified arborist in order to remove the dead branches as well as do necessary corrective pruning. Decay is also present in the trunk this causes the tree to not be structurally sound. This is not a protected tree according to the City of Los Angeles Ordinance No. 177404.

Tree #2: Syagrus romanzoffiana has a DBH of 15 1/2". Tree #2 is in good health and there are no issues found by arborist. I recommend pruning by a certified arborist. This is not a protected tree according to the City of Los Angeles Ordinance No. 177404.

Tree #3: Ligustrum japonicum has a DBH of 12 1/2". Tree #3 is in poor health; decay and an infestation of wood borers was observed upon inspection. The wood borers feed on the dead and decaying wood inside the tree and will causes the tree to not be structurally sound which can pose a safety risk, potentially causing damage to property and persons. This tree is growing in close proximity to the structure, as the tree matures, it will damage the structure. This is not a protected tree according to the City of Los Angeles Ordinance No. 177404.

Tree #4: Ligustrum japonicum has a DBH of 6 1/2". Tree #4 is in moderate health. This tree is growing in close proximity to the structure, as the tree matures, it will damage the structure. This is not a protected tree according to the City of Los Angeles Ordinance No. 177404.

Tree #5: Ligustrum japonicum has DBH of 7 3/4". Tree #5 is in poor health, decay was observed upon inspection. Decay in the trunk causes the tree to not be structurally sound which can pose a safety risk, potentially causing damage to property and persons. This tree is growing in close proximity to the structure, as the tree matures, it will damage the structure. This is not a protected tree according to the City of Los Angeles Ordinance No. 177404.

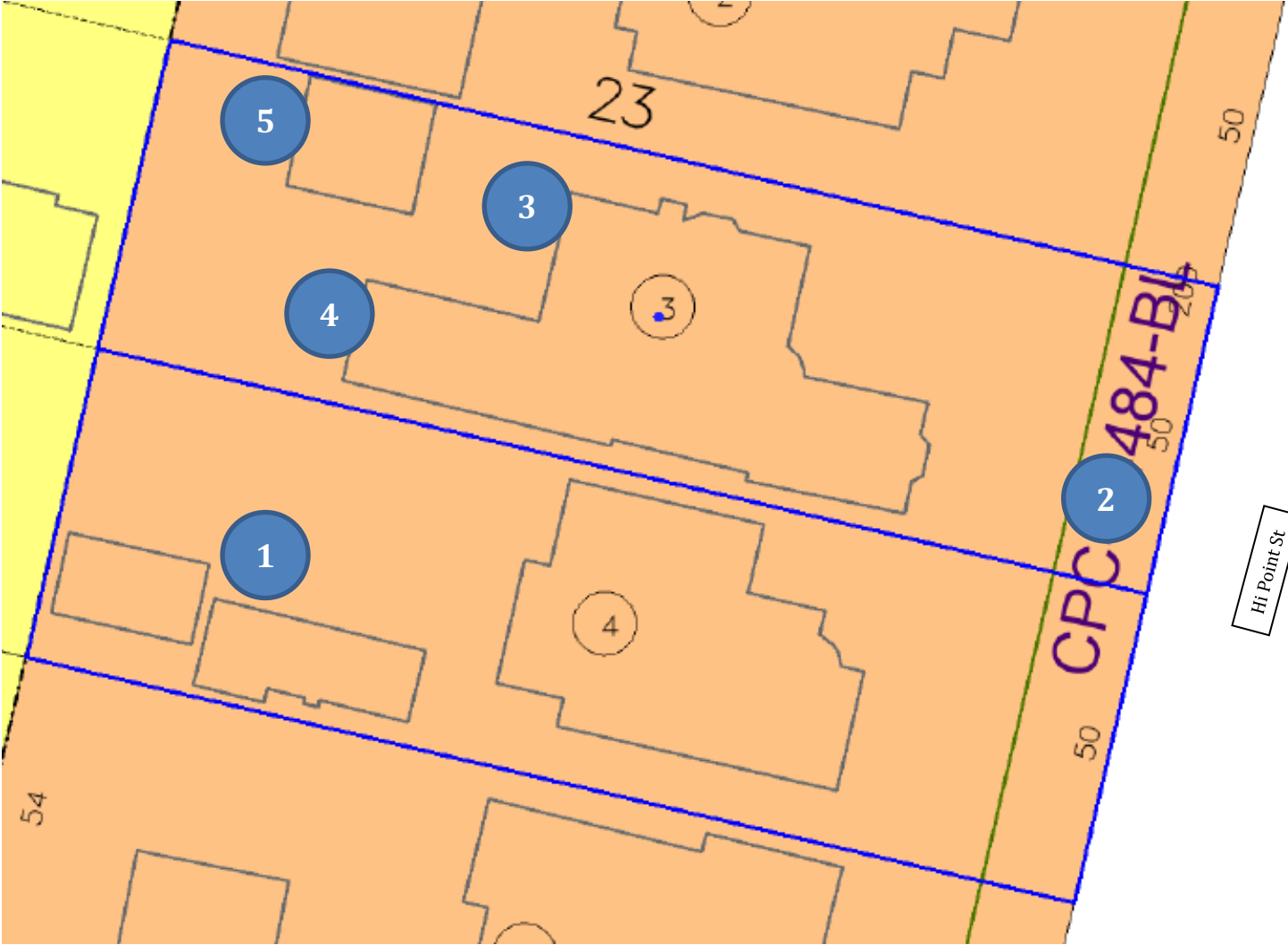
**Note:** There are no protected trees (All California native oaks, Western sycamore (*Platanus racemosa*), Southern California black walnut (*Juglans californica*) or California bay (*Umbellularia californica*)) on this property or on the abutting properties that will be affected by construction. Los Angeles Protected Tree Ordinance #177404.

**Note:** There are no protected shrubs (Mexican Elderberry – *Sambucus Mexicana*, or Toyon – *Heteromeles arbutifolia*) on this property or on the abutting properties that will be affected by construction. Los Angeles Protected Shrub Ordinance #186873.

Certified Arborist,



Brandon Linz  
Arborist# WE-8719A



Hi Point St