DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: November 21, 2024
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvian Street
Van Nuys, CA 91401

And via Teleconference. Information will be provided not later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and or by contacted cpc@lacity.org

Public Hearing: Required
Appeal Status: Not further appealable.
Expiration Date: November 21, 2024
Multiple Approval: No

Case No.: DIR-2023-5803-TOC-HCA-1A
CEQA No.: ENV-2023-5804-CE
Related Cases: N/A
Council No.: 13 – Soto - Martinez
Plan Area: Silver Lake – Echo Park – Elysian Valley
Specific Plan: N/A
Certified NC: Silver Lake
Zone: R3-1VL

Applicant: c/o Jeff Martin
1030 Manzanita LLC

Applicant's Representative: Matthew Hayden
Hayden Planning

Appellant: Guido Raimondo

Appellant's Representative: N/A

PROJECT LOCATION: 1032 – 1044 North Manzanita Street

PROPOSED PROJECT: The Project involves the construction, use, and maintenance of a new six-story, 50-unit residential building of which five (5) dwelling units (10% of the proposed density) will be set aside for Extremely Low Income (ELI) Households. The Project will provide 80 residential parking spaces located between the ground floor and one (1) subterranean level. The Project will provide a total of 46 bicycle parking spaces (42 long-term spaces and 4 short-term spaces).

APPEAL: An appeal of the August 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** a Tier 3 TOC housing development project consistent with the Transit Oriented Communities Affordable Housing Incentive Program with a total of 50 dwelling units, including 5 dwelling units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following three (3) Additional incentives:

a. **Yard/Setbacks.** A reduction of the northerly and southerly side yard setback by up to 30 percent;

b. **Height.** An increase in maximum building height by two additional stories up to 22 additional feet; and

c. **Open Space.** A reduction in open space by up to 25 percent of the otherwise required; and,

3. Adopted the Conditions of Approval and Findings.

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 Transit Oriented Communities (TOC) Affordable Housing Incentive Program request to permit the following three incentives for a qualifying Tier 3 project totaling 50 dwelling units, reserving five (5) units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

   a. Yards/Setbacks. A reduction of the northerly and southerly side yard setbacks by up to 30 percent;

   b. Height. An increase in maximum building height by two additional stories up to 22 additional feet; and

   c. Open Space. A reduction in open space by up to 25 percent otherwise required; and,

4) **Adopt** the Planning Director's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

Esther Ahn
City Planner

David Woon
Planning Assistant

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.

TABLE OF CONTENTS

Exhibits:

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed Project involves the demolition of three existing single-family houses and accessory structures and the construction, use, and maintenance of a new six-story, 50-unit residential building of which five (5) dwelling units will be reserved for Extremely Low Income Households. The Project will have a maximum building height of 79 feet, comprised a with a floor area of 71,508 square feet with a Floor Area Ratio (FAR) of 4.43:1, as shown in *Figure 1*. The Project will contain 10 studio units, 8 one-bedroom units (including loft units), 25 two-bedroom units, and 7 three-bedroom units. The Project will provide 80 automobile parking spaces within the ground and subterranean floor level with access along North Manzanita Street. The Project will provide a total of 46 bicycle parking spaces; 4 short-term bicycle spaces will be located in front of the building frontage near the building lobby and 42 long-term bicycle spaces will be stored within the bicycle room in the subterranean garage.

Figure 1: Rendering of the proposed project.

On August 22, 2024, the Director of Planning approved the Project's request for three Additional Incentives pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program in exchange for five (5) units, or 10 percent of the proposed density, for Extremely Low Income Households. The incentives permit an increased maximum building height and a reduction in the minimum side yard setbacks and open space requirements. The Project proposes a maximum building height of 79 feet, an increase of 22 feet otherwise required in the R3-1VL Zone and in consideration of a height exception pursuant to LAMC Section 12.21.1 B2. With the approved incentives, the Project will maintain a front and rear yard setback of 15 feet (consistent with the R3-1VL Zone) and side yards setbacks of 6 feet and 4 inches (after a 30% reduction). The Project will maintain a minimum of 5,100 square-feet of open space which include common and private open space areas, i.e. private balconies, a recreation room and a roof deck.

APPEAL SCOPE

The Appellant, Guido Raimondo, challenges the Director of Planning's determination on August 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-2023-5804-CE as the environmental clearance for the project. The appellate body is the City Planning Commission; the decision of the City Planning Commission with respect to the TOC approval is not further appealable.

PROJECT BACKGROUND

The subject property is comprised of three lots with a total lot area of 22,503 square feet (0.52 acres) in the Silver Lake neighborhood. The property experiences a gradual incline from northeast to southwest along North Manzanita Street and from the property frontage towards the easterly rear. The project site has a frontage of approximately 180 feet along North Manzanita Street and a depth of approximately 125 feet as shown in *Figure 2*. The property is currently developed with three single-family houses and accessory structures.

Figure 2: Aerial view of the subject property

The Project site is zoned R3-1VL and is located within the Silver Lake - Echo Park - Elysian Valley Community Plan with a General Plan Land Use Designation of Medium Residential. The site is located within a Transit Priority Area, Hillside Area, Urban Agriculture Incentive Zone, Special Grading Area, and is within 0.35 kilometers from the Upper Elysian Park Fault. The site is also located outside a flood zone and within a Housing Element Inventory of Sites.

The Project site is located in an urbanized neighborhood bound by North Manzanita Street to the west and single- and multi-family residences to the north, east and south. Approximately 500 feet north of the project site is West Santa Monica Boulevard and West Sunset Boulevard. Both streets are high trafficked east-west corridors that provide access to a variety of residential, commercial,

office, and community facility uses across Los Angeles. These corridors also include public transit stops for Metro Bus Lines 2 and 4, which connect commuters to housing, job centers, and essential services. Surrounding properties are zoned R3-1VL, [Q]RD1.5-1D, C2-1D, and [Q]C2-1VL.

Streets

North Manzanita Street - Adjoining the project site to the west, is a designated Local Street - Standard, with a roadway width of 36 feet and a right-of-way width of 60 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk. The corridor permits northbound and southbound traffic flow.

Approximately 500 feet north of the project site is West Santa Monica Boulevard and West Sunset Boulevard. Both streets are high trafficked east-west corridors that provide access to a variety of residential, commercial, office, and community facility uses across Los Angeles. These corridors also include public transit stops for Metro Bus Lines 2 and 4.

APPEAL ANALYSIS

On September 6, 2024, within the required 15-day appeal period, an appeal was filed by Guido Raimondo for the Director of Planning's determination approving the Site Plan Review request. Mr. Raimondo is the owner of the property located just south of the Project site on 1024 North Manzanita Street.

The following section provides a summary of the Appellant's appeal points and Staff's Response to each appeal point. The full appeal application and justification document are provided in Exhibit "A".

Appeal Point #1: The Project is out of scale with the existing neighborhood. The increase in height will result in a loss of privacy, daylight, and peace.

Staff Response:

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 proposed Project is located in a Tier 3 TOC Affordable Housing Incentive Area and has requested three (3) Additional Incentives to permit the construction of a 50-unit, six-story residential building. The Additional Incentives that provide relief from height, yard setback, and open space 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 required percentage of units dedicated to on-site restricted affordable units by setting aside five (5) dwelling units for Extremely Low Income Households, which equates to 17 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 a result, the Director was required to grant the requested incentives per LAMC Section 12.22.A.31.(b)(2). The Project is requesting the following three (3) Additional Incentives: 1) a reduction of the northerly and southerly side yard setbacks by up to 30 percent; an increase in maximum building height by two additional stories up to 22 additional feet; and 3) a reduction in open space by up to 25 percent. Granting the Additional Incentives will allow the developer to expand the building footprint and facilitate the construction of more dwelling units, including affordable units, while remaining in compliance with all other applicable zoning regulations.

The Project has also been conditioned to incorporate a variety of building materials and architectural components to create visually interesting building façades and minimize impacts on surrounding properties. The Project will utilize a mixture of stucco, concrete, metal finishings, glass windows and guardrails for the massing of the new residential building to create a clear and coherent design that respects the surrounding neighborhood. The Project does not propose any outdoor balconies along the southerly side yard that would look into the Appellant's property. In

addition, the Project proposes side yard setbacks of 6 feet and 4 inches which will feature landscaping, buffers, and retaining walls to reduce privacy concerns and potential nuisances. The side yard setback areas will not be utilized as walkways for residents and will primarily be utilized to manage the landscaping planted along the perimeter of the site. As such, the design, height, and scale of the Project have been thoughtfully considered in addressing the quality of life of its neighbors.

Appeal Point #2: The Project is like to exacerbate traffic congestion and parking shortages, leading to potential safety hazards and reduced quality of life.

Staff Response:

There is no substantial evidence in the record that supports appellant's unsubstantiated contention that the Project will adversely impact traffic, safety, and the quality of life in the neighborhood, as set forth in the Justification of the Class 32 Categorical Exemption prepared for the subject Project (see "Exhibit D"). On September 24, 2024, Planning and Los Angeles Department of Transportation (LADOT) staff completed a Transportation Study Assessment form and determined that the proposed project is not required to conduct a Vehicle Mile Traveled (VMT) analysis, an Access, Safety, and Circulation Evaluation, or an Access Assessment. With the demolition of the three existing single-family houses and the construction of the 50-unit multi-family housing development, LADOT's VMT calculator determined that the project will not exceed a daily trip threshold for a VMT analysis. In the Planning Case Referral Form completed by the Bureau of Engineering in October 2022, no dedications or improvements are required for the portion of North Manzanita Street fronting the Project site with the exception of the repair of the damaged, cracked, and off-grade sidewalk. The Project will comply with these repairs. In addition, to create a safe and comfortable space for pedestrians, the Project will install landscaping along the front yard of North Manzanita Street and three (3) additional street trees along the parkway (for a total of six (6) street trees). The street trees will provide shade coverage and cooling from excessive heat. Therefore, the Project does not adversely impact traffic, safety, and the quality of life in the neighborhood.

Pursuant to SB 743 and Section 21099(d)(1) of the Public Resources Code, a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if the project is a residential, mixed-use residential, or employment project, and if the project is located on an infill site within a transit priority area. The proposed Project involves a construction of a multi-family residential development and is located within a transit priority area. Therefore, aesthetic and parking impacts related to the Project shall not be considered a significant impact on the environment. In addition, in the ruling of San Franciscans Upholding the Downtown Plan v. City & County of San Francisco (2002) 102 Cal.App.4th 656, the court ruled that parking is not an impact for the purposes of CEQA.

Pursuant to AB 2097, projects located within ½ mile of a major transit stop are not required to provide any automobile parking spaces. The Project site is located within ½ mile from the intersection of West Sunset Boulevard and North Sanborn Avenue which functions as a major transit stop for the Metro 2 and 4 Bus Lines, therefore the Project is not required to provide any parking. Nevertheless, the Project will provide a total of 80 residential parking spaces within the ground floor level and one (1) subterranean floor level. The Project will also provide a total of 46 bicycle parking spaces. With the proposed number of automobile and bicycle parking spaces, and the site's proximity to public transit services, the Project will support the use of multi-modal transportation in the community.

Appeal Point #3: Construction of the proposed Project will have a negative impact on wildlife habitats, noise and air pollution. The Project will also have a negative visual impact.

Staff Response:

On August 9, 2024, Planning Staff drafted a Justification determining that the proposed Project is exempt from CEQA pursuant to a Class 32 Categorical Exemption (see "Exhibit D") and that there is no substantial evidence demonstrating that an exception to a categorical exemption applies. Supporting the Class 32 Categorical Exemption are technical reports and documents that had been prepared in 2023, and address air quality, noise impacts, water quality, traffic, biological resources, and trees. An Owner's Declaration of Biological Resources was also submitted into the file, dated August 23, 2023, stating that the Project site does not contain any of the listed biological resources including water resources, protected trees and/or shrubs, and any other sensitive/special resources. Based on these reports, the proposed Project will not result in a significant impact to the environment.

As discussed Staff's Response to Appeal Point #1, 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. In addition, The Project as proposed and as conditioned, meets the intent of the Citywide Design Guidelines. The Project will incorporate a variety of building materials and architectural components to create visually interesting building façades and minimize impacts on surrounding properties. The Project will utilize a mixture of stucco, concrete, metal finishings, glass windows and guardrails for the massing of the new residential building to create a clear and coherent design that respects the surrounding neighborhood. The Project will also provide street trees to protect residents and pedestrians from rain and excessive sunlight.

In addition, as discussed in Staff's Response to Appeal Point #2, the proposed Project involves a construction of a multi-family residential development and is located within a transit priority area. Therefore, aesthetic and parking impacts related to the Project shall not be considered a significant impact on the environment pursuant to SB 743 and Section 21099(d)(1) of the Public Resources Code.

Staff Response:

Appeal Point #4: The local infrastructure of the community, including schools, utilities, and public services, may be unable to accommodate the additional demand created by this development.

Staff Response:

As concluded in the Justification of the Class 32 Categorical Exemption prepared for the subject Project, the Project site can be adequately served by all required utilizes and public services (see Exhibit "D"). 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 and commercial 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 Central Bureau, Rampart Division, and the Central Fire Department. These utilities and services will continue to serve the Project site. Therefore, the Appellant's claim that the existing local infrastructure will be unable to accommodate the demand created by the Project is incorrect and not supported by substantial evidence.

Appeal Point #5: Community concerns have not been adequately addressed in the approval of the Project.

Staff Response:

Planning Staff did not receive any comments or correspondence from the community.

CONCLUSION AND RECOMMENDATION

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 a Class 32 Categorical Exemption under CEQA. 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 partial 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 50 dwelling units with five (5) units reserved for Extremely Low Income Households as described herein.

EXHIBIT A

APPEAL APPLICATION MATERIALS

APPLICATIONS

APPEAL APPLICATION
Instructions and Checklist

PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals use form CP13-7840. For Building and Safety Appeals and Housing Department Appeals use form CP13-7854.

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.

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)

CASE INFORMATION

Case Number: DIR-2023-5803-TOC-HCA

APN: _____

Project Address: 1030 MANZANITA ST

Final Date to Appeal: SEPTEMBER 6, 2024

APPELLANT

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

APPELLANT INFORMATION

Appellant Name: GUIDO RAIMONDO

Company/Organization:

Mailing Address: 1024 MANZANITA ST

City: LOS ANGELES **State:** CA **Zip Code:** 90029

Telephone: 818 877 9451 **E-mail:** GUIDORAIMONDOFILM@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

Name:

Company/Organization:

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:

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: guido raimondo **Date:** 10/6/2024

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: **$172**

Reviewed & Accepted by (DSC Planner): Ruben Vasquez

Receipt No.: **200145678730** **Date:** 9/9/24

☐ 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 LAMC Section 19.01 B.1(b)

4. Noticing Requirements (Applicant 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.

☐ *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 COMMUNITES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 13B.2.5. (Director Determination) of Chapter 1A or LAMC Section 13B.3.3. (Class 3 Conditional Use) of Chapter 1A as applicable.

- 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 13B.7.3.G. of Chapter 1A.

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

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 13B.6.2.G. of Chapter 1A. Nuisance Abatement/Revocations cases are only appealable to the City Council.

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.

Guido Raimondo

1024 Manzanita St

+1 818 877 9451

I am writing to formally appeal the decision to approve the permit for the construction of a six-story apartment building at 1030 Manzanita St, 90029. As a resident of Manzanita St and a neighboring property owner, I have significant concerns about how this development will impact our community.

1. Impact on Residential Character: The proposed six-story building is out of scale with the existing neighborhood, which primarily consists of one- to two-story residences. This drastic increase in height will alter the character of our community and diminish the residential charm that currently defines our area. This building is going to tower over my home, and the homes of all of its neighbors. There will be a lack of privacy, loss of daylight and peace. We can't have a 6 story building 6 feet away from our property line. This building is a fit for a boulevard not a small residential street like Manzanita. There were codes and regulations for a reason and the fact that there is a bus stop close by (that is safe to say none of the residents of those luxury apartments will use) shouldn't change that.

2. Traffic and Parking Concerns: The additional density from this development is likely to exacerbate existing traffic congestion and parking shortages in our neighborhood. It's already hard to find parking and cars are often double parked, because of the nearby Erewhon. The increase in the number of residents and vehicles will strain the already limited parking and road capacity, leading to potential safety hazards and reduced quality of life for current residents.

3. Environmental and Aesthetic Impact: The construction of such a large structure will have significant environmental impacts, including potential changes to local wildlife habitats and increased noise and air pollution. The butterfly sanctuary will be disrupted and will probably cease to exist. Furthermore, the aesthetic of a six-story building will starkly contrast with the surrounding architecture, leading to a negative visual impact.

4. Infrastructure Strain: Our local infrastructure, including schools, utilities, and public services, may be unable to accommodate the additional demand created by this development. This strain could affect the quality and accessibility of these essential services for all residents.

5. Previous Community Concerns: During the public review process, many residents expressed their concerns regarding this development. It appears that these concerns have not been adequately addressed in the final decision.

In light of these concerns, I respectfully request that the Planning Commission reconsider this permit approval. I urge you to take into account the significant impact this development will have on our community and explore alternative solutions that align with the neighborhood's character and infrastructure capacity.

Thank you for considering my appeal. I would appreciate the opportunity to discuss these issues further and provide additional documentation if necessary.

EXHIBIT B

DETERMINATION LETTER

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

ELIZABETH ZAMORA
VICE-PRESIDENT

MARIA CABILDO
CAROLINE CHOE
MARTINA DIAZ
KAREN MACK
MICHAEL R. NEWHOUSE

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

August 22, 2024

Applicant/Owner
c/o Jeff Martin
1030 Manzanita LLC
313 Grand Boulevard, Unit #1260
Venice, CA 90291

Representative
Matthew Hayden
Hayden Planning
10100 Venice Boulevard
Los Angeles, CA 90232

Case No.:	DIR-2023-5803-TOC-HCA
Related Case No.:	N/A
CEQA:	ENV-2023-5804-CE
Location:	1032 – 1044 North Manzanita Street
Council District:	13 – Soto-Martinez
Neighborhood Council	Silver Lake
Community Plan Area:	Silver Lake – Echo Park – Elysian Valley
Land Use Designation:	Medium Residential
Zones:	R3-1VL
Legal Description:	Lots 21-23, Block E, Manzanita Heights TR

Last Day to File an Appeal: September 6, 2024

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 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 Tier 3 TOC housing development project consistent with the Transit Oriented Communities Affordable Housing Incentive Program with a total of 50 dwelling units, including 5 dwelling units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following three (3) Additional incentives:

    a. **Yard/Setbacks.** A reduction of the northerly and southerly side yard setback by up to 30 percent;
    b. **Height.** An increase in maximum building height by two additional stories up to 22 additional feet; and
    c. **Open Space.** A reduction in open space by up to 25 percent of the otherwise

required; and

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

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.22 A.31 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 City Planning. Each change shall be identified and justified in writing.

2. **On-site Restricted Affordable Units.** A total of 50 units shall be set aside 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 LAHD to make 10 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, and in consideration of the project's SB 8 or SB 330 Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination. The project shall comply with any other requirements stated in project's Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination Letter, dated August 15, 2023, including but not limited to replacement unit requirements and requirements regarding relocation, right of return, and right to remain for occupants of protected units.

5. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from the Los Angeles Housing Department (LAHD) regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.

6. **Base Incentives.**

   a. **Residential Density**. The project shall be limited to a maximum density of 50 residential units, including On-site Restricted Affordable Units.

b. **Floor Area Ratio.** Development of the subject property shall be limited to a maximum Floor Area Ratio (FAR) of up to 4.43:1.

c. **Parking.**

i. **Automobile Parking.** Pursuant to California Government Code Section 65915(p)(3) and AB 2097, the project shall not be required to provide any minimum vehicle parking. The applicant may choose to provide a greater amount of vehicle parking.

ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.

iii. **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 the Los Angeles Housing Department.

iv. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

7. **Additional Incentives.**

a. **Yards/Setbacks.** The project shall be permitted a reduction of up to 30 percent in the northerly and southerly side yard setbacks. The northerly and southerly side yard setbacks shall be limited to 6 feet and 4 inches in lieu of 9 feet otherwise required by 12.10 C.

b. **Height.** The project shall be permitted a maximum building height of 79 feet in lieu of the required 57 feet otherwise required by LAMC Sections 12.21.1.A1 and 12.21.1.B2.

c. **Open Space.** The project shall be permitted up to a 25 percent reduction in open space, or a minimum of 5,100 square feet in lieu of the required 6,800 square feet otherwise required by LAMC Section 12.21 G.

Site Plan Review Conditions

8. **Landscaping.**

a. 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.

b. All planters containing trees shall have a minimum depth of 42 inches, including those located on the rooftop.

c. Landscape Plan. Landscaping shall be substantial conformance with the Landscape Plan stamped "Exhibit A".

9. **Tree Requirement.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of eighty-six (86) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right of way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit

issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right of way is proven to be infeasible due to City determined physical constraints.

10. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).

11. **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.

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

13. **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 or a green wall.

14. **Trash Collection.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

15. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, 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.

16. **Solar Energy.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, to the satisfaction of the Department of Building and Safety.

17. **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.

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. **Covenant.** Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached 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 for inclusion in case file.

20. **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.

21. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

22. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

23. **Department of Building & 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.

24. **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.

25. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

26. **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.

27. **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.

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

    Applicant shall do all of the following:

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

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property is comprised of a three lot with a total lot area of 22,503 square feet (0.52 acres) in the Silver Lake neighborhood. The property experiences a gradual incline from northeast to southwest along North Manzanita Street and from the property frontage towards the easterly rear. The project site has a frontage of approximately 180 feet along North Manzanita Street and a depth of approximately 125 feet. The property is currently developed with three single-family houses and accessory structures.

The Project site is zoned R3-1VL and is located within the Silver Lake – Echo Park – Elysian Valley Community Plan with a General Plan Land Use Designation of Medium Residential. The site is located within a Transit Priority Area, Hillside Area, Urban Agriculture Incentive Zone, Special Grading Area, and is within 0.35 kilometers from the Upper Elysian Park Fault. The site is also located outside a flood zone and within a Housing Element Inventory of Sites.

The proposed Project involves the demolition of three existing single-family houses and accessory structures and the construction, use, and maintenance of a new six-story, 50-unit residential building of which five (5) dwelling units will be reserved for Extremely Low Income Households. The Project will provide 80 automobile parking spaces within the ground and subterranean floor level with access along North Manzanita Street. The Project will provide a total of 46 bicycle parking spaces; 4 short-term bicycle spaces will be located in front of the building frontage near the building lobby and 42 long-term bicycle spaces will be stored within bicycle room in the subterranean garage. The Project will comprise of a floor area of 71,508 square feet and Floor Area Ratio (FAR) of 4.43:1. The Project will contain 10 studio units, 8 one-bedroom units (including loft units), 25 two-bedroom units, and 7 three-bedroom units.

Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the applicant requests Base Incentives and three Additional Incentives in exchange for reserving 10 percent, or five (5) units, for Extremely Low Income Households. The Project will provide 80 residential parking spaces located between on the ground floor and one (1) subterranean level. Pursuant to AB 2097, projects located within ½ mile of a major transit stop are not required to provide any parking. The Project will provide a total of 46 bicycle parking spaces of which 42 long-term spaces will be located in an enclosed bicycle storage room in the subterranean floor level and four (4) short-term spaces will be located in front of the building lobby entrance along North Manzanita Street. A new two-way driveway will be constructed along North Manzanita Street with access to residential parking spaces, the trash collection room, storage rooms, and utility rooms. A total of 5,126 square feet will be dedicated to open space which includes private balconies, a recreation room, and a roof deck. The Project will provide a total of 13 on-site trees and three (3) street trees. The new street trees will complement the existing three (3) street trees that front the Project site along North Manzanita Street.

The Project meets all eligibility requirements for the Transit Oriented Communities (TOC) Affordable Housing Incentive Program. The Project is eligible for Base Incentives and up to three Additional Incentives. The Project meets the TOC Guideline requirements of providing at least 10 percent of the total units for Extremely Low Income Households in exchange for three Additional Incentives.

Surrounding Properties

The Project site is located in an urbanized neighborhood bound by North Manzanita Street to the west and single- and multi-family residences to the north, east and south. Approximately 500 feet north of the project site is West Santa Monica Boulevard and West Sunset Boulevard. Both streets are high trafficked east-west corridors that provide access to a variety of residential, commercial, office, and community facility uses across Los Angeles. These corridors also include public transit stops for Metro Bus Lines 2 and 4 which connects commuters to housing, job centers, and essential services. As such,

the project is an eligible Tier 3 Transit Oriented Communities (TOC) project. Surrounding properties are zoned R3-1VL, [Q]RD1.5-1D, C2-1D, and [Q]C2-1VL.

Streets and Circulation

North Manzanita Street – Adjoining the project site to the west, is a designated Local Street - Standard, with a roadway width of 36 feet and a right-of-way width of 60 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk. The corridor permits northbound and southbound traffic flow.

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.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2015. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Los Angeles Housing Department has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated August 15, 2023, that the replacement requirement for this project will consist of one (1) unit restricted to Extremely Low Income Households and one (1) unit restricted to Very Low Income Households.

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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 it 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 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed development, the Project is required to reserve 10 percent of the 50 total dwelling units for Extremely Low Income Households which equates to five (5) on-site dwelling units as part of the Housing Development. Therefore, 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 is defined as 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 500 feet from West Santa Monica Boulevard and West Sunset Boulevard which includes public transit infrastructure and a Major Transit Stop for Metro Bus Lines 2 and 4. As such, the Project meets the eligibility 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 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 SB 330 Determination made by the Los Angeles Department dated August 15, 2023, the replacement requirement for this project will consist of one (1) unit restricted to Extremely Low Income Households and one (1) unit restricted to Very Low Income Households. The Project will set aside five (5) units for Extremely Low Income Households. Therefore, 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. The Project will construct an six-story residential building with 50 dwelling units. The TOC Incentives are applied throughout the entirety of the site and no development bonuses under any other state or local program will be utilized. The Project will reserve five (5) units for Extremely Low Income Households and provide 45 market-rate units. As such, 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 qualified to receive the Base Incentives listed in the TOC Guidelines. The Project also requests three Additional Incentives as follows: (1) up to a 30 percent reduction in the northerly and southerly side yard setbacks, (2) an increase of up to two additional stories up to 22 additional feet in maximum building height, and (3) up to a 25 percent reduction in open space. The Project shall set aside a minimum of 11 percent of the base units proposed, or four (4) units, for the three requested Additional Incentives. The Project proposes five (5) units set aside for Extremely Low Income Households

and 45 market-rate units. As such, the Project meets the eligibility requirement for 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 not seeking Additional Incentives beyond the three permitted in exchange for reserving at least 10 percent of the total units for Extremely Low Income households. The Project will set aside 10 percent of the total units, or 5 units, for Extremely Low Income Households. As such, the Project need not adhere to the labor standards required in LAMC Section 11.5.11; 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 proposed residential building is located on three lots which are designated within a Tier 3 TOC Affordable Housing Incentive Area. With 50 dwelling units proposed, the Project will reserve 10 percent of the total proposed number of units, or five (5) units, for Extremely Low Income Households.

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. Therefore, 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 as proposed and as conditioned, meets the intent of the Citywide Design Guidelines (adopted by City Planning Commission October 24, 2019). The proposed development has been conditioned to ensure a well-designed project and compliance with the Design Guidelines. The Project is designed such that vehicular access to the project's on-site parking will take place at one two-way driveway located along North Manzanita Street. The Project's main building entrance will also be located along North Manzanita Street with short-term bicycle parking installed along the building frontage and long-term bicycle parking located within the project's subterranean level. The Project's residential lobby and several of the dwelling units and private balconies will overlook the street, creating a sense of transparency and "eyes on the street". Regarding façade articulation, the Project will utilize breaks along the

building's exterior with changes in depth, color, building materials, windows, and balconies as shown in the "Exhibit A". These design features not only provide visual interest to the Project but also promote a safe, comfortable, and pedestrian-friendly environment.

The Project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping and screening of any mechanical equipment from the public right- of-way. The Project has also been conditioned to incorporate a variety of building materials and architectural components to create visually interesting building façades and minimize impacts on surrounding properties. The Project will utilize a mixture of stucco, concrete, metal finishings, glass windows and guardrails for the massing of the new residential building to create a clear and coherent design that respects the surrounding neighborhood. The Project will also provide street trees to protect residents and pedestrians from rain and excessive sunlight. 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

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

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

   The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

   The list of Additional Incentives in the Transit Oriented Communities Guidelines was 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.

   Yard/Setback. The requested Additional Incentive to permit up to a 30 percent reduction in the northerly and southerly side yard setbacks is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The proposed six-story residential building will be developed in the R3-1VL Zone which require a 15-foot front yard setback, 9-foot yard side yard setbacks, and a 15-foot rear yard setback. The proposed Project will utilize the Tier 3 yard/setback incentive to reduce the northerly and southerly side yard setback requirement to 6 feet and 4 inches. The Project will maintain a front and rear yard setback of 15 feet in accordance with the zoning of the Project site. With the incentive, the Project will dedicate more floor area to the construction of additional dwelling units thereby allowing for more affordable units to be set aside for

Extremely Low Income households. This incentive supports the Applicant's decision to reserve 10 percent, or five (5) units, as affordable housing units.

Height. The requested Additional Incentive for an increase in height is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. For this project, the LAMC limits properties located in the R3-1VL Zone to a maximum height of 45 feet and no limitations on the number of stories. Pursuant to LAMC Section 12.21.1.B2, the property is qualified for a height exception which permits a building or structure to exceed the maximum building height by no more than 12 feet whenever the highest point of elevation of the adjoining sidewalk or ground surface within a five-foot horizontal distance measured from the exterior wall of a building exceeds grade level by more than 20 feet, for a maximum height of 57 feet. The requested Tier 3 incentive allows the applicant to increase height by two additional stories up to 22 additional feet. The project proposes a residential building with six stories and a maximum building height of 79 feet (LAMC Section 12.21.1 B.3 permits roof structures housing elevators or stairways to exceed the building height limit by up to 10 feet). The incentive allows the applicant to utilize more of the total building square footage for residential units, which facilitates the construction of more affordable housing units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 10 percent of the total units proposed for Extremely Low Income Households. Therefore, the Additional Incentive is necessary to provide for affordable housing costs.

Open Space. The requested Additional Incentive for a 25 percent reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. For this Project, the LAMC requires a total open space area of 6,800 square feet. The requested Tier 3 incentive allows the applicant to reduce the open space requirement to 5,100 square feet. The Project proposes a total open space area of 5,126 square feet, which includes common and private open space. The incentive allows the applicant to utilize more of the total building square footage for residential units, which facilitates the construction of more affordable housing units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 10 percent of the total units proposed for Extremely Low Income Households. Therefore, the Additional Incentive is necessary to provide for affordable housing costs.

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

There 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 proposed Project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the State'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. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines. The Class 32 Exemption is intended to promote infill development within urbanized areas. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "Infill Projects" as further described in the analysis for Case No. ENV-2023-3562-CE. The five conditions which the Project must meet in order to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. The project, as proposed, was determined to meet all five conditions. Furthermore, planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project. The project site does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historic-Cultural Monuments.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on public health and safety, or the physical environment or on any real property that is listed in the California Register of Historical Resources.

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 and federal law.

ADDITIONAL MANDATORY FINDINGS

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

3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

   The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated August 2024 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The

measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

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.gov/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.gov/development-services/forms. Public offices are located at:

Metro DSC	Van Nuys DSC
201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org (213) 482-7077	6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org (818) 374-5050
South LA DSC	**West LA DSC**
(In person appointments available on Tuesdays and Thursdays 8am-4pm only) 8475 S. Vermont Avenue 1st Floor Los Angeles, CA 90044 planning.southla@lacity.org	(CURRENTLY CLOSED) 1828 Sawtelle Boulevard West Los Angeles, CA 90025 planning.westla@lacity.org (310) 231-2901

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.gov). 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

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker 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:

Heather Bleemers, Senior City Planner

Prepared by:

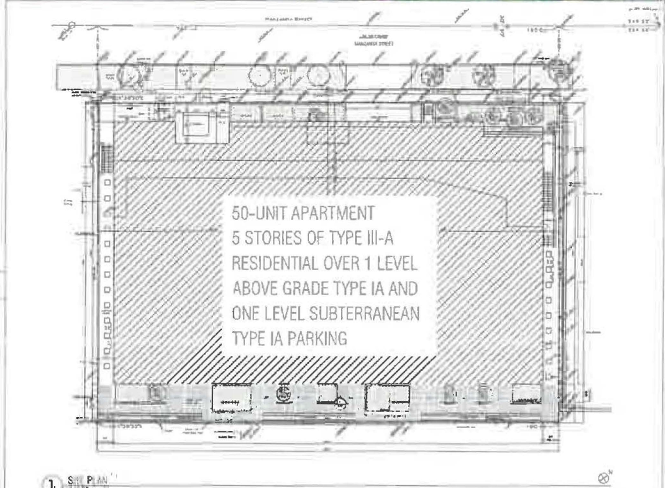
Esther Ahn, City Planner

David Woon, Planning Assistant

MANZANITA APARTMENTS

1032, 1038, 1044 Manzanita Street, LOS ANGELES CA 90029

PROJECT DIRECTORY



1 SITE PLAN

PROJECT INFORMATION

LEGAL DESCRIPTION
LOTS 21, 22 & 23 IN BLOCK E MANZANITA HEIGHTS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 19 PAGE 69 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY
LOT APN# 5427-005-025/026/027
ZONE RD-1VL
CODE
2023 LOS ANGELES AMENDMENT BUILDING CODE BASED ON 2022 CALIFORNIA BUILDING CODE 2021 INTERNATIONAL BUILDING CODE AND 2023 LOS ANGELES GREEN BUILDING CODE
CONSTRUCTION TYPE
5 STORIES OF TYPE III-A RESIDENTIAL OVER 1 LEVEL ABOVE GRADE TYPE IA AND ONE LEVEL SUBTERRANEAN TYPE IA. ALL FULLY SPRINKLERED TO NFPA 13 REQUIREMENTS
OCCUPANCY
R2 OCCUPANCY (70,441 SF) AND S2 PARKING (31,857 SF)
PROJECT FUNDING
100% PRIVATELY FUNDED. NO TAX CREDIT. NOT PUBLIC HOUSING. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON THE BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT RECEIVED FROM STATE OR FEDERAL
TOTAL PARCEL AREA 22,502.9 SF PER ZIMAS

PROJECT DESCRIPTION
50-UNIT, 6-STORY APARTMENT BUILDING WITH 5 LEVELS OF APARTMENTS ABOVE GROUND FLOOR & SUBTERRANEAN RESIDENTIAL PARKING LEVELS. PROJECT WILL BE A TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE TOC PROJECT TIER 3. 10% OF TOTAL UNITS (5 UNITS) TO BE EXTREMELY LOW INCOME (ELI)

DENSITY
22,502.9 sf (Lot Area) / 800 sf (per unit allowable) = 28.13 (ROUND UP) = 29 UNITS

TRANSIT ORIENTED COMMUNITIES (TOC) (L.A. MUNICIPAL CODE 12.22A.31)
PROJECT IS TIER 3
1a) TIER 3 DENSITY = 70% MAXIMUM INCREASE
29 X 70% = 49.3 (ROUND UP) = 50 UNITS
1b) TIER 3 FLOOR AREA RATIO (FAR) ALLOWS AN INCREASE FROM 3:1 FAR TO 4.5:1 FAR
172 X 95 = 16,150 sf x 3 (FAR) = 48,450 sf
16,150 (Buildable area) x 4.50 (FAR) = 72,675 sf ALLOWED > 71,508 sf PROVIDED (4.43:1 FAR)
2) AUTOMOBILE PARKING
RESIDENTIAL TIER 3 PARKING IS 0.5 SPACES PER UNIT.
50 UNITS x 0.5 = 25 PARKING SPACES ARE REQUIRED AND 80 PROVIDED
PARKING SPACES PROVIDED (SEE TABLE BELOW)

LEVEL	ACCESSIBLE	STANDARD	COMPACT	TOTAL
1	0	11	29	40
P1	2	13	25	40
TOTAL	2	24	54	80

ACCESSIBLE PARKING
TOTAL NUMBER OF PARKING = 80 ASSIGNED STALLS
MINIMUM REQUIRED NUMBER OF ACCESSIBLE SPACES IS 2% OF 80 = 1.6 (ROUND UP) = 2
TOTAL REQUIRED/PROVIDED VAN ACCESSIBLE PARKING SPACES = 2
NO GUEST PARKING SO NO GUEST ACCESSIBLE PARKING SPACES

EV CHARGING STATION PARKING
TOTAL NUMBER OF PARKING = 80 STALLS
MINIMUM REQUIRED NUMBER OF EV CHARGING STATION STALLS IS 30% OF 80 = 24
TOTAL REQUIRED/PROVIDED EV STALLS = 24

80 RESIDENTIAL PARKING (INC. 2 ACCESSIBLE SPACE, 24 EV)

3) AFFORDABLE HOUSING
TIER 3 REQUIRES 10% OF TOTAL UNITS TO BE EXTREMELY LOW INCOME (ELI)
TOTAL NUMBER OF UNITS TO BE EXTREMELY LOW INCOME (ELI)
10% X 50 = 5 ELI UNITS
45 MARKET RATE + 5 AFFORDABLE UNITS = 50 UNITS TOTAL

ADDITIONAL TIER 3 INCENTIVES (3 ALLOWED)
i) TWO YARD SETBACKS
1. SIDE YARDS 30% DECREASE FROM 9'-0" TO 6'-4"
2. SIDE YARD 30% DECREASE FROM 9'-0" TO 6'-4"

ii) HEIGHT
TIER 3 ALLOWS TWO ADDITIONAL STORIES UP TO 22 ADDITIONAL FEET. HEIGHT INCREASE FROM 45' (57') TO 67' (79'). TOP 11' TO BE STEPPED-BACK AT LEAST 15' FROM THE GROUND FLOOR FACADE ALONG STREET FRONTAGE.

iii) OPEN SPACE
TIER 3 ALLOWS A 25% DECREASE IN THE REQUIRED OPEN SPACE (SEE CALCULATION ON THIS SHEET)

YARDS
FRONT YARDS = 7'-6" (PER LAMC 12.22 C 6 FRONT YARD NEED NOT EXCEED 50% WHEN THE ELEVATION OF THE GROUND 50'-0" FROM THE FRONT LOT LINE DIFFERS BY 10'-0" OR MORE FROM THE CURB LEVEL - 15 FT / 50% = 7-6")
SIDE YARDS = 6'-4" (SEE ADDITIONAL INCENTIVES ABOVE)
REAR YARD = 15'-0"

RESIDENTIAL DATA
SEE A-2.1 FOR ZONING CODE FLOOR AREA CALCULATIONS

FLOOR AREA	ZONING	BUILDING	SCHOOL FEE
SECOND FLOOR	15,127 SF	15,583 SF	14,387 SF
THIRD FLOOR	15,127 SF	15,583 SF	14,797 SF
FOURTH FLOOR	13,543 SF	14,486 SF	13,295 SF
FIFTH FLOOR	13,506 SF	13,295 SF	12,820 SF
SIXTH FLOOR	11,897 SF	11,595 SF	10,421 SF
FIRST FLOOR	1,142 SF	18,195 SF	
P1 PARKING	497 SF	15,867 SF	
TOTAL	71,508 SF	102,298 SF	64,590 SF

ZONING HEIGHT
LOWEST POINT 5'-0" FROM BUILDING = 365.25'
HIGHEST PARAPET = 444.25'
ZONING CODE HEIGHT = 67'-0" + 12'-0" ADDITIONAL HEIGHT ON A SLOPING LOT (PER LAMC 12.21.1 B 2) = 79'-0" ALLOWED & PROPOSED. MAXIMUM 67'-0" ALLOWED AND PROPOSED AT ANY POINT.
NUMBER OF STORIES: 6-STORY APARTMENT BUILDING WITH 5 LEVELS OF APARTMENTS ABOVE GROUND FLOOR & SUBTERRANEAN RESIDENTIAL PARKING LEVELS.

PER LAMC SEC 12.21.1 B 2. WHENEVER THE HIGHEST POINT OF ELEVATION OF THE ADJOINING SIDEWALK OR GROUND SURFACE WITHIN A FIVE-FOOT HORIZONTAL DISTANCE MEASURED FROM THE EXTERIOR WALL OF A BUILDING EXCEEDS GRADE LEVEL BY MORE THAN 20 FEET, A BUILDING OR STRUCTURE MAY EXCEED THE HEIGHT IN NUMBER OF FEET PRESCRIBED IN THIS SECTION BY NOT MORE THAN 12 FEET

1 PER THE SURVEY, THE HIGHEST ELEVATION OF THE ADJOINING SIDEWALK IS 375.86 (SOUTHWEST CORNER) AND THE HIGHEST ELEVATION IS 355.6 (SOUTHEAST CORNER) A DIFFERENCE OF 20.64' (20'-8") WHICH QUALIFIES THE PROJECT FOR THE CODE EXCEPTION

2 THE PROPOSED PROJECT WILL NOT EXCEED 67 FEET AT ANY POINT AS MEASURED TO THE GROUND BELOW IT PER THE CODE EXCEPTION

BUILDING CODE HEIGHT
GRADE PLANE = 378.78'
TOP OF ROOF = 439.50'
BUILDING CODE HEIGHT = 60.72' = 60'-9" (SEE DIAGRAM BELOW FOR GRADE PLANE CALCULATION)

MANZANITA BLVD

GRADE PLANE DIAGRAM

OPEN SPACE CALCULATION
SEE A-2.3 FOR OPEN SPACE DIAGRAMS

OPEN SPACE REQUIRED

12 UNITS < 3 HABITABLE ROOMS @ 100 SF =	1,200 SF
21 UNIT WITH = 3 HABITABLE ROOMS @ 125 SF =	2,625 SF
17 UNIT WITH > 3 HABITABLE ROOMS @ 175 SF =	2,975 SF
TOTAL REQUIRED	6,800 SF

6,800 SF LESS 25% REDUCTION PER TOC TIER 3 ADDITIONAL INCENTIVE = 5,100 SF REQUIRED
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL ROOM = 0.25 X 5,100 = 1,275 SF

OPEN SPACE PROVIDED — TOTAL
PRIVATE OPEN SPACE (50% MAX. OF TOTAL 3,550 SF)
(12) BALCONIES 12 x 50 SF = 600 SF — 600 SF

COMMON OPEN SPACE

	REAR YARD	REC ROOM	ROOF DECK	PLANTERS	TOTAL
2ND FLOOR	-	3,601 SF	-	-	
3RD FLOOR	-	-	-	-	
4TH FLOOR	-	-	-		
5TH FLOOR	-	-	-		
6TH FLOOR	-	-	-	-	
ROOF DECK	-	-	3,251 SF	613 SF	
SUBTOTAL	-	1,275 SF*	3,251 SF		4,526 SF
TOTAL					5,126 SF

*ONLY 1,275 SF COUNTED TOWARD TOTAL
(MIN. PLANTED 25% OF REQUIRED COMMON OPEN SPACE)
5,100 SF REQUIRED OPEN SPACE LESS 600 SF PRIVATE OPEN SPACE AND LESS 1,275 SF OF INDOOR REC. ROOM = 3,225 SF REQUIRED COMMON SPACE
25% OF 3,225 SF TO BE PLANTED = 807 SF REQUIRED. 613 SF PROVIDED

TOTAL PROVIDED OPEN SPACE 5,126 SF ≥ TOTAL REQUIRED 5,100 SF

ONE 24" BOX TREE PER 4 UNITS @ 50 UNITS, SO 13 TREES REQUIRED. 16 TREES PROVIDED

PROPOSED UNITS
10 STUDIO UNITS
2 ONE BEDROOM UNITS
6 2-STORY LOFT UNITS (3 HABITABLE ROOMS FOR OPEN SPACE)
25 TWO BEDROOM UNITS
7 THREE BEDROOM UNITS
50 TOTAL UNITS

RESIDENTIAL SUMMARY

UNIT NUMBER	TYP	HABITABLE ROOMS	UNIT AREA
201	2-BDRM	3	1,198 SF
203	STUDIO	2	404 SF
209	2-BDRM	3	828 SF
210	2-BDRM	3	1,028 SF
211	STUDIO	2	710 SF
212	2-BDRM	4	1,198 SF
213	STUDIO	2	777 SF
214	STUDIO	2	752 SF
215	2-BDRM	4	1,208 SF
216	3-BDRM	4	1,286 SF
301	2-BDRM	3	1,179 SF
303	LOFT	3	1,323 SF
304	LOFT	3	1,295 SF
305	LOFT	3	1,202 SF
306	LOFT	3	1,283 SF
307	LOFT	3	1,337 SF
308	LOFT	3	1,218 SF
309	2-BDRM	3	828 SF
310	2-BDRM	3	1,028 SF
311	STUDIO	2	708 SF
312	2-BDRM	4	1,198 SF
315	2-BDRM	4	1,208 SF
316	3-BDRM	4	1,266 SF
403	2-BDRM	3	1,179 SF
409	2-BDRM	3	828 SF
410	2-BDRM	3	1,028 SF
411	STUDIO	2	710 SF
412	2-BDRM	4	1,194 SF
415	2-BDRM	4	1,208 SF
416	3-BDRM	4	1,266 SF
501	3-BDRM	4	1,435 SF
502	1-BDRM	2	884 SF
503	1-BDRM	2	893 SF
504	2-BDRM	3	1,263 SF
505	2-BDRM	3	1,203 SF
510	2-BDRM	3	1,028 SF
511	STUDIO	2	710 SF
512	2-BDRM	4	1,198 SF
515	2-BDRM	4	1,208 SF
516	3-BDRM	4	1,268 SF
PH1	2-BDRM	3	1,259 SF
PH2	2-BDRM	3	1,243 SF
PH3	3-BDRM	4	1,633 SF
PH10	2-BDRM	3	1,026 SF
PH11	STUDIO	2	710 SF
PH12	2-BDRM	4	1,198 SF
PH13	STUDIO	2	777 SF
PH14	STUDIO	2	752 SF
PH15	2-BDRM	4	1,208 SF
PH16	3-BDRM	4	1,286 SF

50 RESIDENTIAL TOTAL — 54,337 SF

BICYCLE PARKING SUMMARY PER ORDINANCE #185480.
RESIDENTIAL LONG TERM
1-25 UNITS = 1 LONG TERM SPOT/UNIT — 25/1 = 25
26-50 UNITS = 1 LONG TERM / 1.5 UNIT — 25/1.5 = 16.67 = 17
TOTAL = 42 LONG TERM

RESIDENTIAL SHORT TERM
1-25 UNITS = 1 SHORT TERM SPOT PER 10 UNITS — 25/10 = 2.5 SHORT TERM
26-50 UNITS = 1 SHORT TERM PER 15 UNIT — 25/15 = 1.67 = 2
TOTAL = 4.2 = 4 SHORT TERM

TOTAL REQUIRED AND PROVIDED = 42 + 4 = 46

(per 12.21A 16(b) - Fractions, any fraction up to and including one-half may be disregarded.)

2 VICINITY MAP
N.T.S.

ABBREVIATIONS

DRAWING INDEX

ARCHITECTURAL

A-1.0	COVER PAGE	A-4.0	NORTHWEST ELEVATION
A-2.0	SURVEY	A-4.1	SOUTHWEST ELEVATION
A-2.1	SITE PLAN	A-4.2	SOUTHEAST ELEVATION
A-2.2	AREA CALCULATION	A-4.3	NORTHEAST ELEVATION
A-2.3	OPEN SPACE DIAGRAM	A-5.0	SECTION
A-2.4	BIKE RACK INFORMATION	A-5.1	SECTION
A-2.5	FAR FORMS		
A-3.0	P1 PARKING PLAN		
A-3.1	GROUND FLOOR PARKING PLAN		
A-3.2	SECOND FLOOR PLAN		
A-3.3	THIRD FLOOR PLAN		
A-3.4	FOURTH FLOOR PLAN		
A-3.5	FIFTH FLOOR PLAN		
A-3.6	SIXTH FLOOR PLAN		
A-3.7	ROOF PLAN		

EXHIBIT "A"
Page No. 1 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

26 August 2024

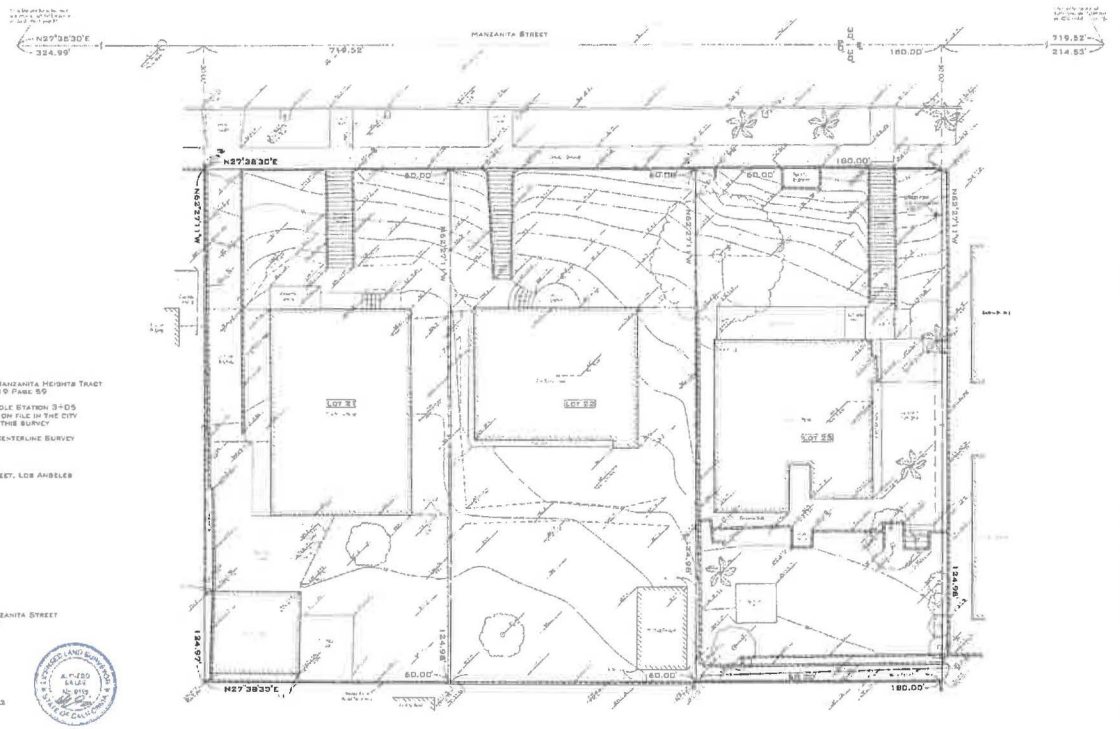
PROJECT INFORMATION

A-1.0

SCALE: 1" = 10'

TOPOGRAPHY SURVEY

EXHIBIT "A"
Page No. 2 of 28
Case No. DIR-2023-5803-TOC-HCA



LEGAL DESCRIPTION: LOTS 21, 22 & 23 IN BLOCK E OF MANZANITA HEIGHTS TRACT IN MISCELLANEOUS RECORDS BOOK 19 PAGE 69

BENCH MARK: THE ELEVATION OF 376.7 ON SEWER MANHOLE STATION 3+05 AS SHOWN ON SEWER 'Y' MAP NO. 7219-2 ON FILE IN THE CITY OF LOS ANGELES WAS USED AS DATUM FOR THIS SURVEY

BOUNDARY: RECORD INFORMATION ADJUSTED TO FOUND CENTERLINE SURVEY MONUMENTS

DATE OF SURVEY: SEPTEMBER 27, 2022

SITE ADDRESSES: 1032, 1038 & 1044 MANZANITA STREET, LOS ANGELES

AREA OF LOT 21: 7,499 SQUARE FEET, 0.17 ACRES
AREA OF LOT 22: 7,499 SQUARE FEET, 0.17 ACRES
AREA OF LOT 23: 7,499 SQUARE FEET, 0.17 ACRES

A.P.N.: 5427-006-025, 026 & 027

PLAN PREPARED FOR: JEFF MARTIN
1032, 1038, 1044 MANZANITA STREET
LOS ANGELES, CA 90029

PLAN PREPARED BY: SILLAS LAND SURVEYING
1644 N. AVON STREET
BURBANK, CA 91505
(661) 839-2188
ALFRED SILLAS, L.S. 9113

LICENSED LAND SURVEYOR — No. 9113 — STATE OF CALIFORNIA

wtarch

MANZANITA APARTMENTS
1032, 1044 Manzanita Street, Los Angeles, CA 90029

30 August 2024

SURVEY

A-2.0

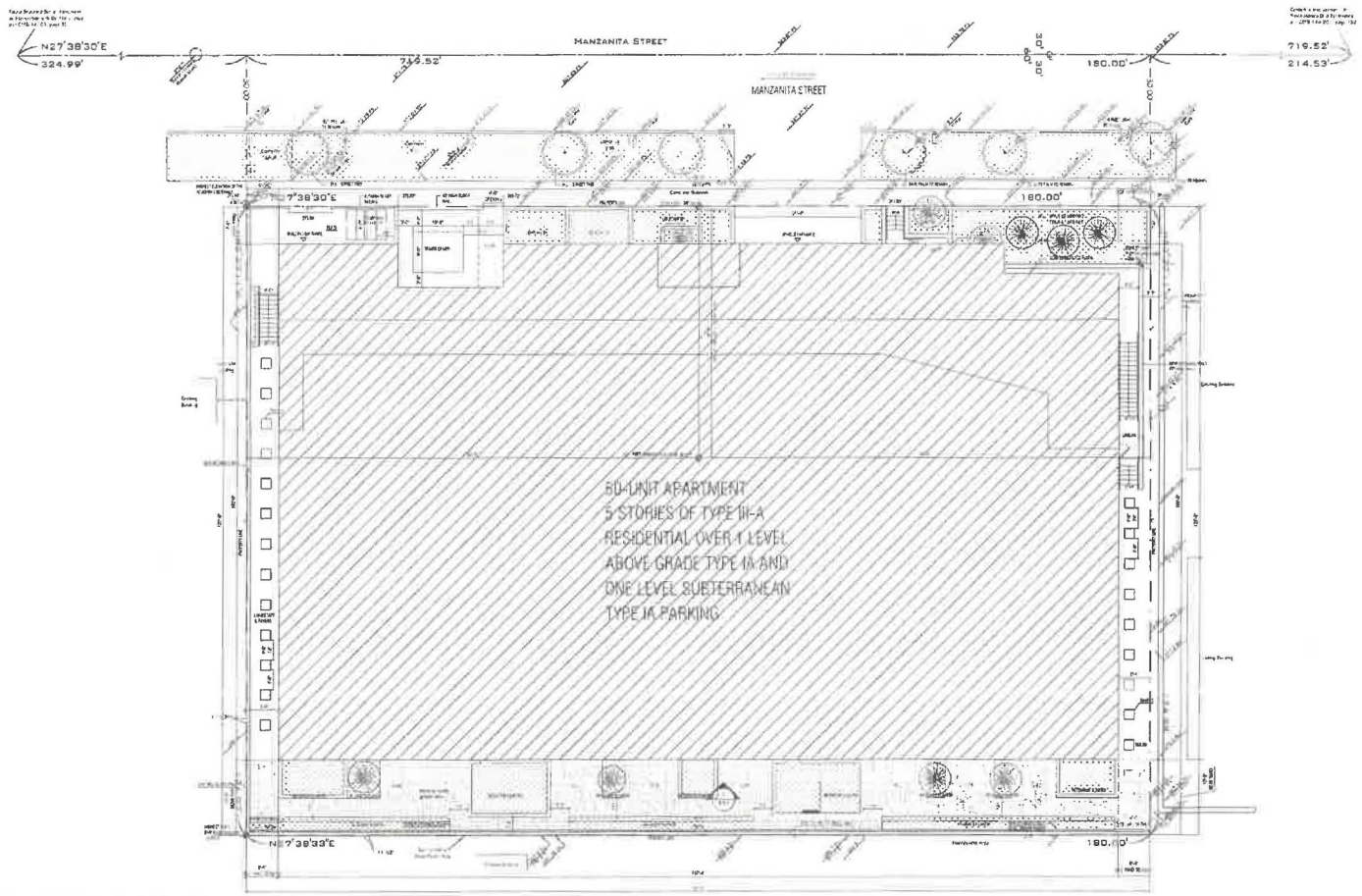


EXHIBIT "A"
Page No. 3 of 28
Case No. DIR-2023-5803-TOC-HCA

YARDS:

CURB POINT = 365.59'

DIFFERENCE = 21.34' > 10'

FRONT YARDS = 7'-0" (PER LAMC 12.22 C 6 FRONT YARD NEED NOT EXCEED 10'% WHEN THE ELEVATIONS OF THE GROUND 10'-0" FROM THE FRONT LOT LINE BEFORE BY 10'-0" OR MORE FROM THE CURB LEVEL. - 14 FT / 56% = 7'-0")

ZONING HEIGHT:

HIGHEST POINT OF ELEVATION OF THE ADJOINING SIDEWALK = 376.59'

DIFFERENCE = 20.66' > 20'

ZONING CODE HEIGHT = 45'-0" + 12'-0" ADDITIONAL HEIGHT ON A SLOPING LOT (PER LAMC 12.21.1.3.2) = 79'-0" ALLOWED & PROPOSED, MAXIMUM 57'-0" ALLOWED AND PROPOSED AT ANY POINT

SITE PLAN

wtarch

Masoud Dyban

MANZANITA APARTMENTS

30 August 2024

SITE PLAN

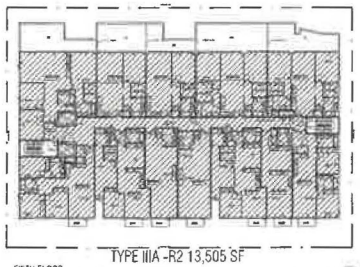
A-2.1

EXHIBIT "A"
Page No. 4 of 28
Case No. DIR-2023-5803-TOC-HCA

FLOOR AREA CALCULATIONS (ZONING):

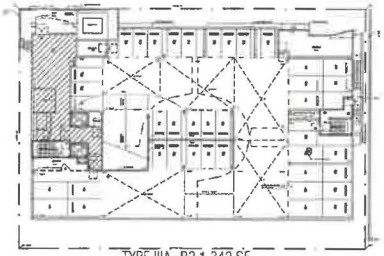
P1 PARKING	497 SF
FIRST FLOOR	1 342 SF
SECOND FLOOR	15 127 SF
THIRD FLOOR	15 127 SF
FOURTH FLOOR	13 563 SF
FIFTH FLOOR	13 505 SF
SIXTH FLOOR	11 897 SF
TOTAL FLOOR AREA PROPOSED:	71 484 SF

FLOOR AREA (ZONING):
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DESIGNATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.



FIFTH FLOOR
3/64" = 1'-0" 6

THIRD FLOOR
3/64" = 1'-0" 4

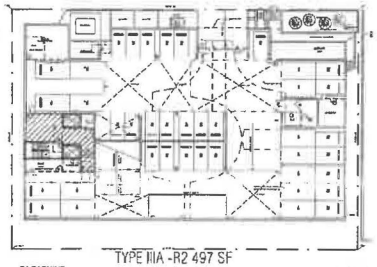


GROUND FLOOR
3/64" = 1'-0" 2

SIXTH FLOOR
3/64" = 1'-0" 7

FOURTH FLOOR
3/64" = 1'-0" 5

SECOND FLOOR
3/64" = 1'-0" 3



P1 PARKING
3/64" = 1'-0" 1

wtarch

MANZANITA APARTMENTS

28 August 2024

AREA CALCULATION

A-2.2

wtarch

EXHIBIT "A"
Page No. 5 of 28
Case No. DIR-2023-5803-TOC-HCA

OPEN SPACE CALCULATION
SEE A-2.3 FOR OPEN SPACE DIAGRAMS

OPEN SPACE REQUIRED

12 UNITS < 3 HABITABLE ROOMS @ 100 SF =	1,200 SF
21 UNIT WITH = 3 HABITABLE ROOMS @ 125 SF =	2,625 SF
17 UNIT WITH > 3 HABITABLE ROOMS @ 175 SF =	2,975 SF
TOTAL REQUIRED	6,800 SF

6,800 SF LESS 25% REDUCTION PER TOC TIER 3 ADDITIONAL INCENTIVE = 5,100 SF REQUIRED
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL ROOM = 0.25 X 5,100 = 1,275 SF

OPEN SPACE PROVIDED — TOTAL
PRIVATE OPEN SPACE (50% MAX OF TOTAL 2,550 SF)
(12) BALCONIES 12 x 50 SF = 600 SF — 600 SF

COMMON OPEN SPACE

	REAR YARD	REC. ROOM	ROOF DECK	PLANTERS	TOTAL
2ND FLOOR	-	3,601 SF	-	-	
3RD FLOOR	-	-	-	-	
4TH FLOOR	-	-	-	-	
5TH FLOOR	-	-	-	-	
6TH FLOOR	-	-	-	-	
ROOF DECK	-	-	3,251 SF	813SF	
SUBTOTAL	-	1,275 SF*	3,251 SF		4,526 SF
TOTAL					5,126 SF

*ONLY 1,275 SF COUNTED TOWARD TOTAL
(MIN. PLANTED, 25% OF REQUIRED COMMON OPEN SPACE)
5,100 SF REQUIRED OPEN SPACE LESS 600 SF PRIVATE OPEN SPACE AND LESS 1,275 SF OF INDOOR REC. ROOM = 3,225 SF REQUIRED COMMON SPACE
25% OF 3,225 SF TO BE PLANTED = 807 SF REQUIRED, 813 SF PROVIDED

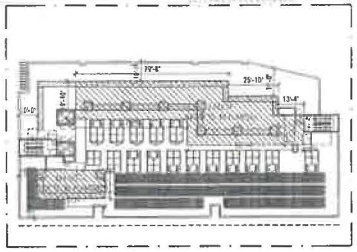
TOTAL PROVIDED OPEN SPACE 5,126 SF > TOTAL REQUIRED 5,100 SF

ONE 24" BOX TREE PER 4 UNITS @ 50 UNITS, SO 13 TREES REQUIRED/PROVIDED

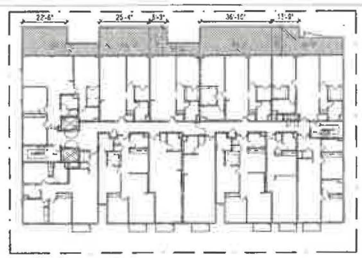
PRIVATE OPEN SPACE

COMMON OPEN SPACE

PLANTED COMMON OPEN SPACE

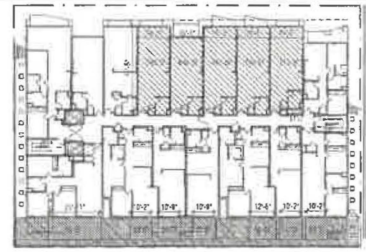


ROOF
3/64" = 1'-0" (8)

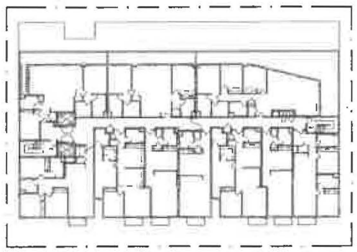


FIFTH FLOOR — 5 TOTAL BALCONIES
3/64" = 1'-0" (6)

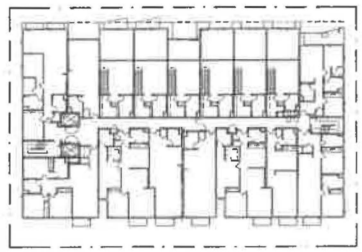
3,601 SF OF RECREATION ROOM (5,100 SF)
1,275 SF COUNTS AS OPEN SPACE



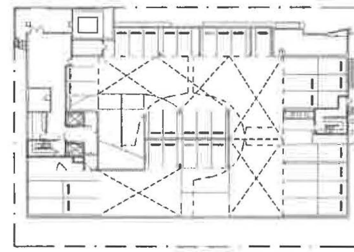
SECOND FLOOR — 7 TOTAL BALCONIES
3/64" = 1'-0" (3)



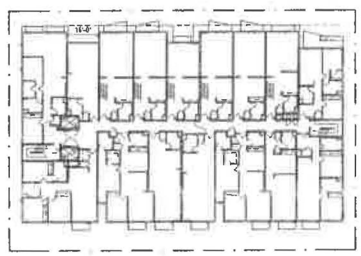
SIXTH FLOOR
3/64" = 1'-0" (7)



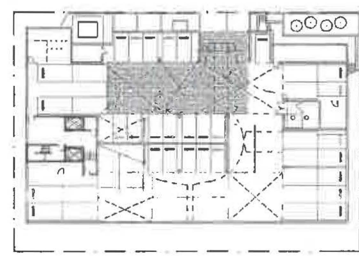
FOURTH FLOOR
3/64" = 1'-0" (5)



GROUND FLOOR
3/64" = 1'-0" (2)



THIRD FLOOR
3/64" = 1'-0" (4)



P1 FLOOR
3/64" = 1'-0" (1)

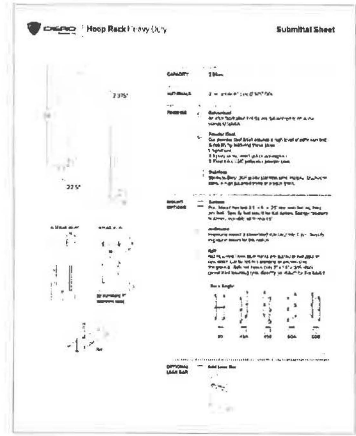
MANZANITA APARTMENTS

20 August 2024

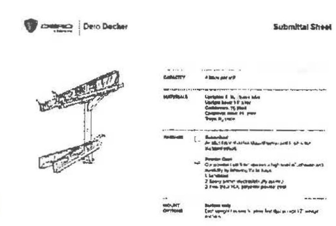
OPEN SPACE DIAGRAMS

A-2.3

AS NOTED



1-TIER BIKE RACK
N.T.S.
2



2-TIER BIKE RACK
N.T.S.
1

NOTES

wtarch

Masoud Beyban

MANZANITA APARTMENTS

20 August 2024

BIKE RACK INFO

A-2.4

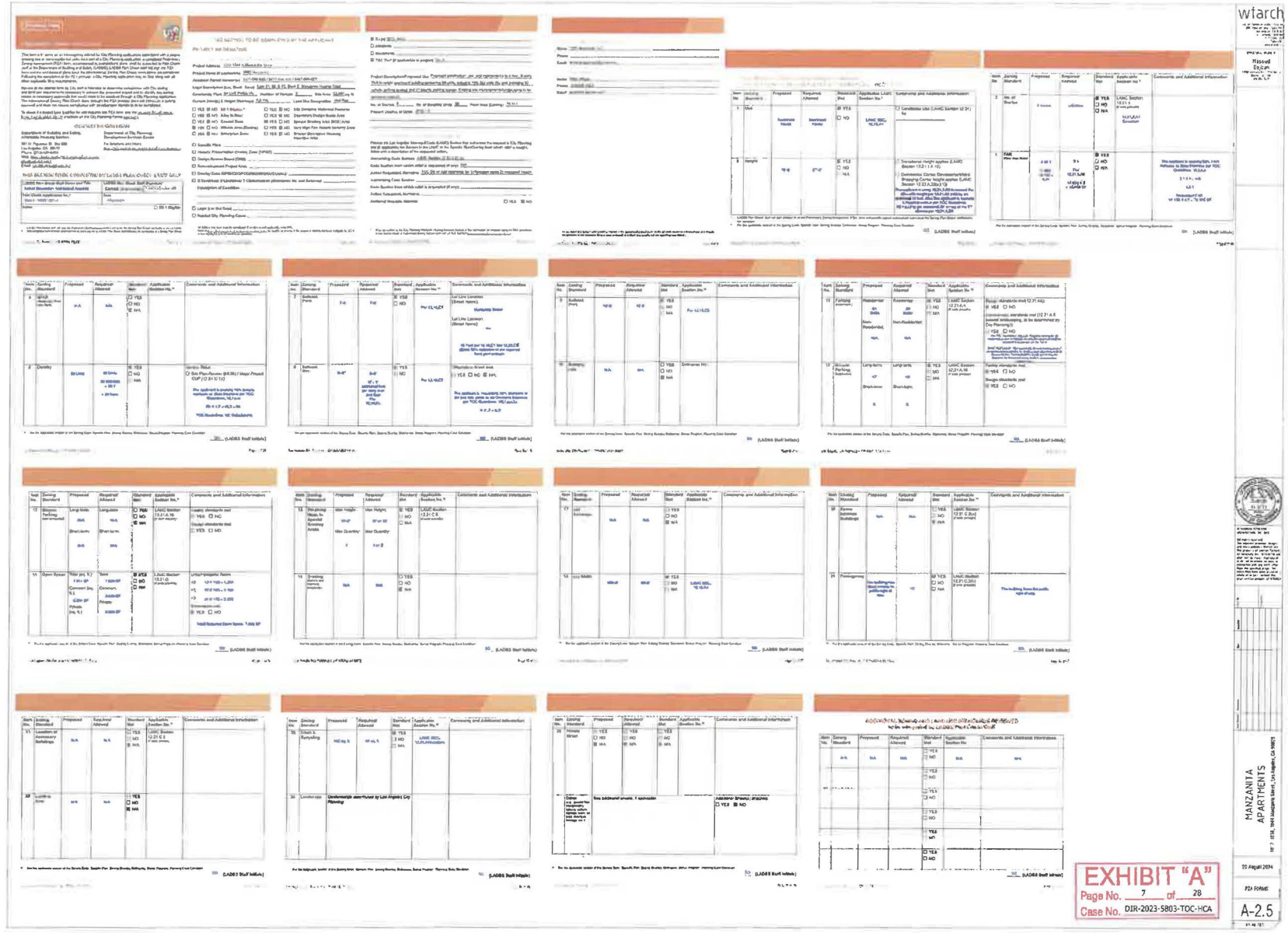


EXHIBIT "A"
Page No. 7 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA APARTMENTS

20 August 2024

PLN FORMS

A-2.5

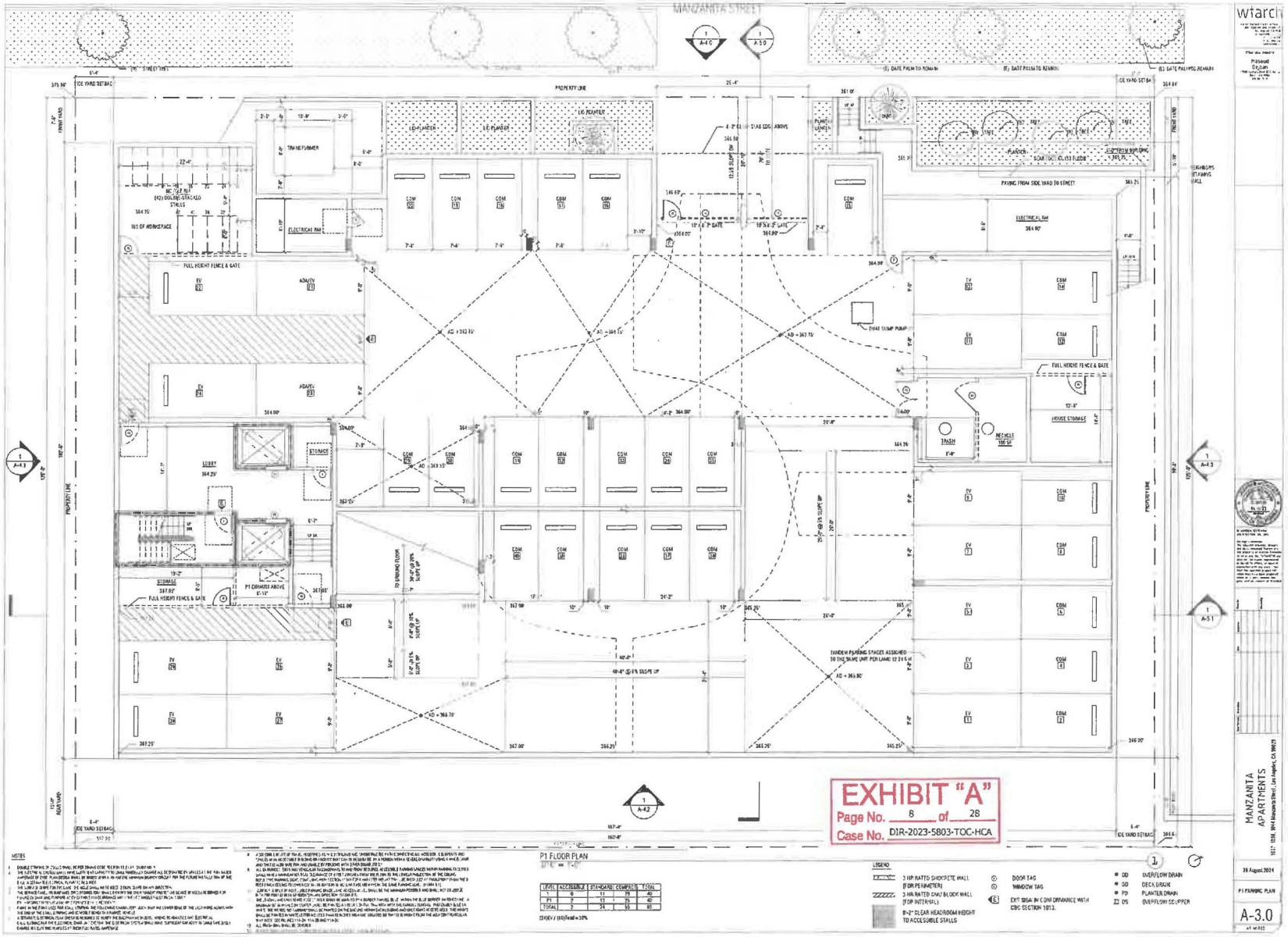


EXHIBIT "A"
Page No. 8 of 28
Case No. DIR-2023-5803-TOC-HCA

LEVEL	ACCESSIBLE	STANDARD	COMPACT	TOTAL
1	6	31	29	66
P1	2	13	25	40
TOTAL	2	24	54	80

LEGEND

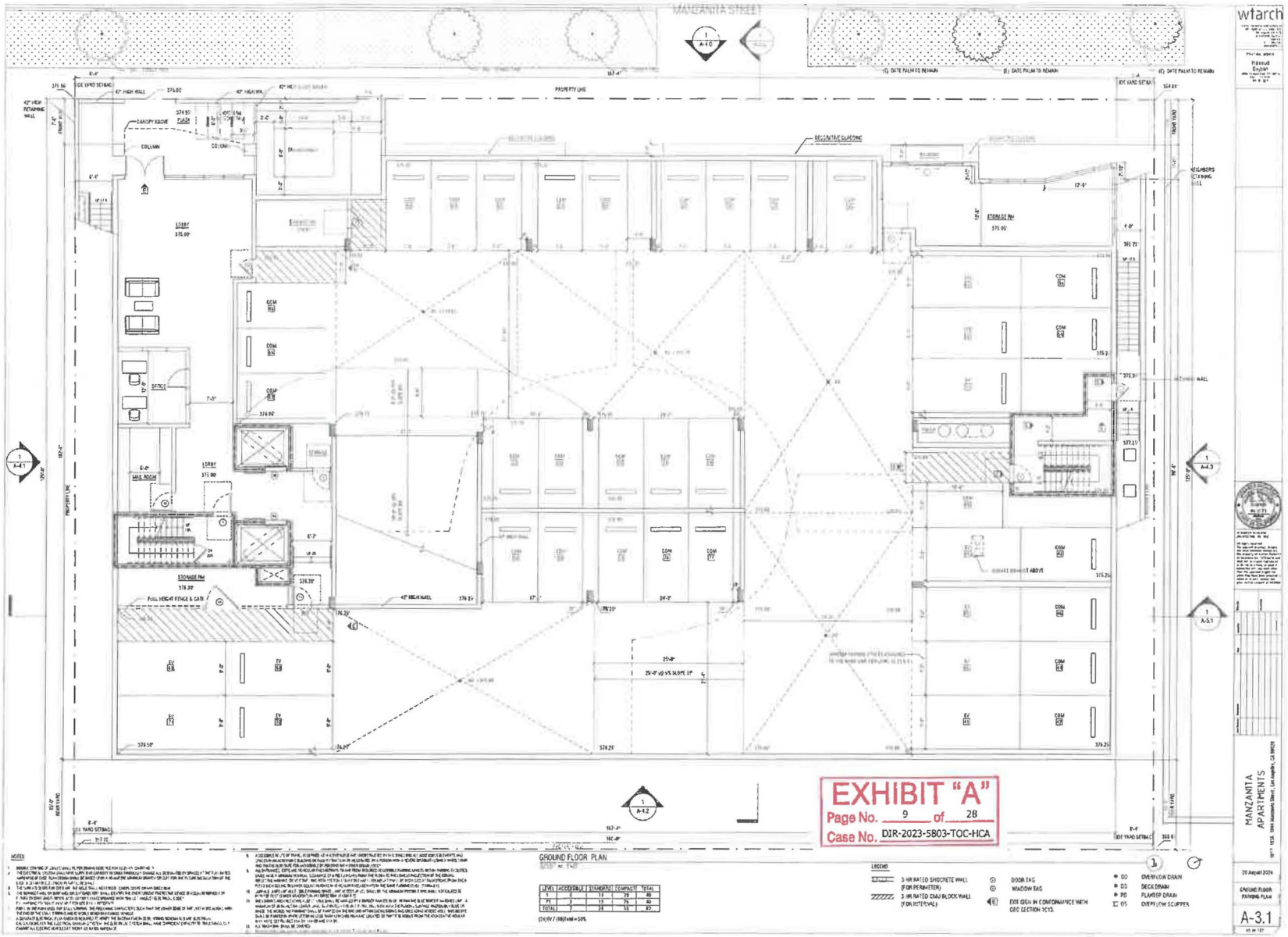
- 3 HR RATED SHOCRETE WALL (FOR PERIMETER)
- 3 HR RATED CMU BLOCK WALL (FOR INTERIOR)
- 8'-2" CLEAR HEADROOM HEIGHT TO ACCESSIBLE STALLS
- DOOR TAG
- WINDOW TAG
- EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER

MANZANITA APARTMENTS
1617-1634, 1644 Manzanita Street, Los Angeles, CA 90029

30 August 2024

P1 PARKING PLAN

A-3.0



GROUND FLOOR PLAN

LEVEL	ACCESSIBLE	STANDARD	COMPACT	TOTAL
1	6	13	26	45
P1	2	13	26	40
TOTAL	7	26	55	85

LEGEND

- 3 HR RATED SHOCRETE WALL (FOR PERIMETER)
- 3 HR RATED CMU BLOCK WALL (FOR INTERIOR)
- DOOR TAG
- WINDOW TAG
- EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS/SC OVERFLOW SCUPPERS

wtarch

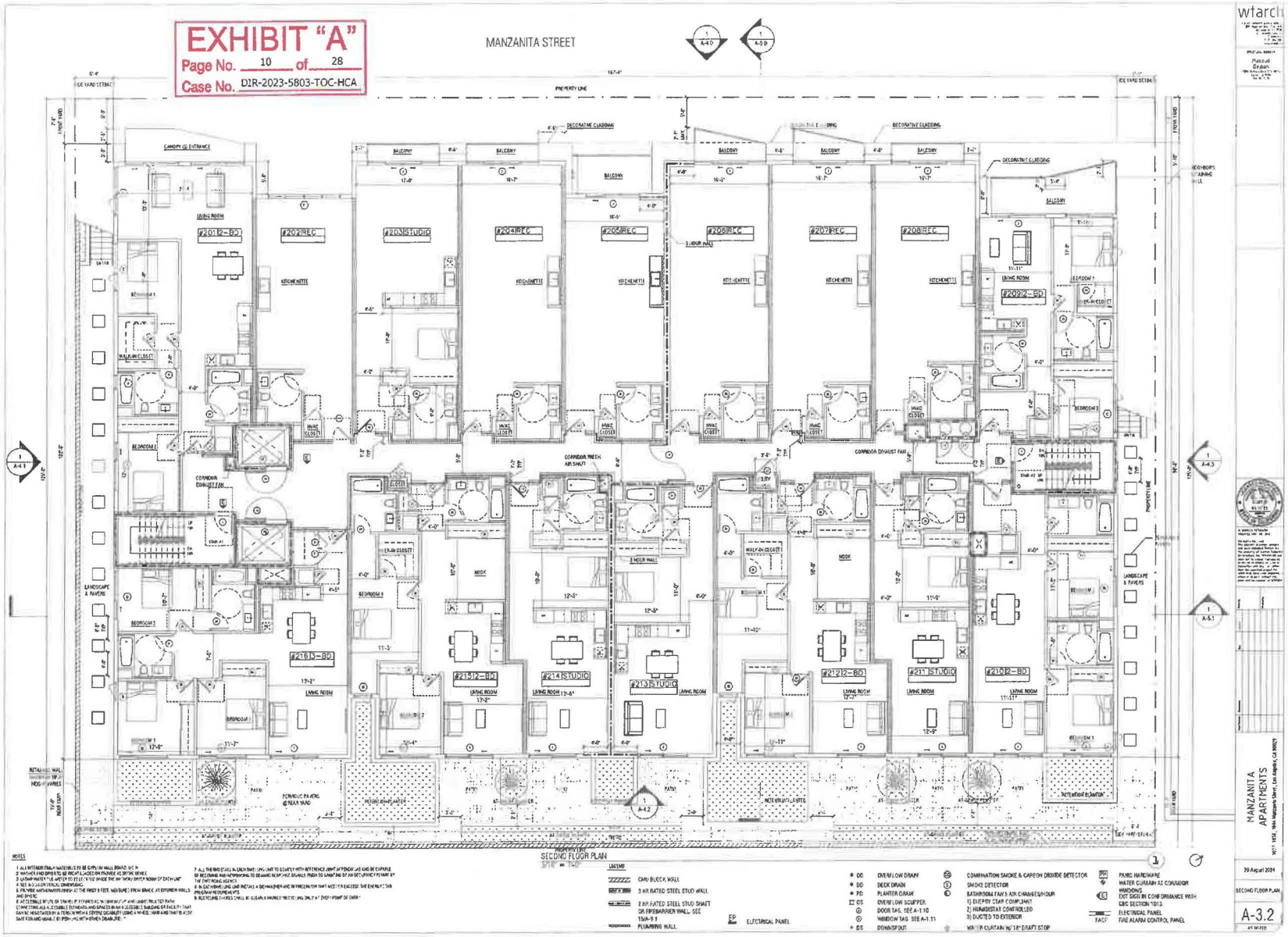
MANZANITA APARTMENTS

20 August 2024

GROUND FLOOR PARKING PLAN

A-3.1

EXHIBIT "A"
Page No. 10 of 28
Case No. DIR-2023-5803-TOC-HCA



wtarch

MANZANITA APARTMENTS

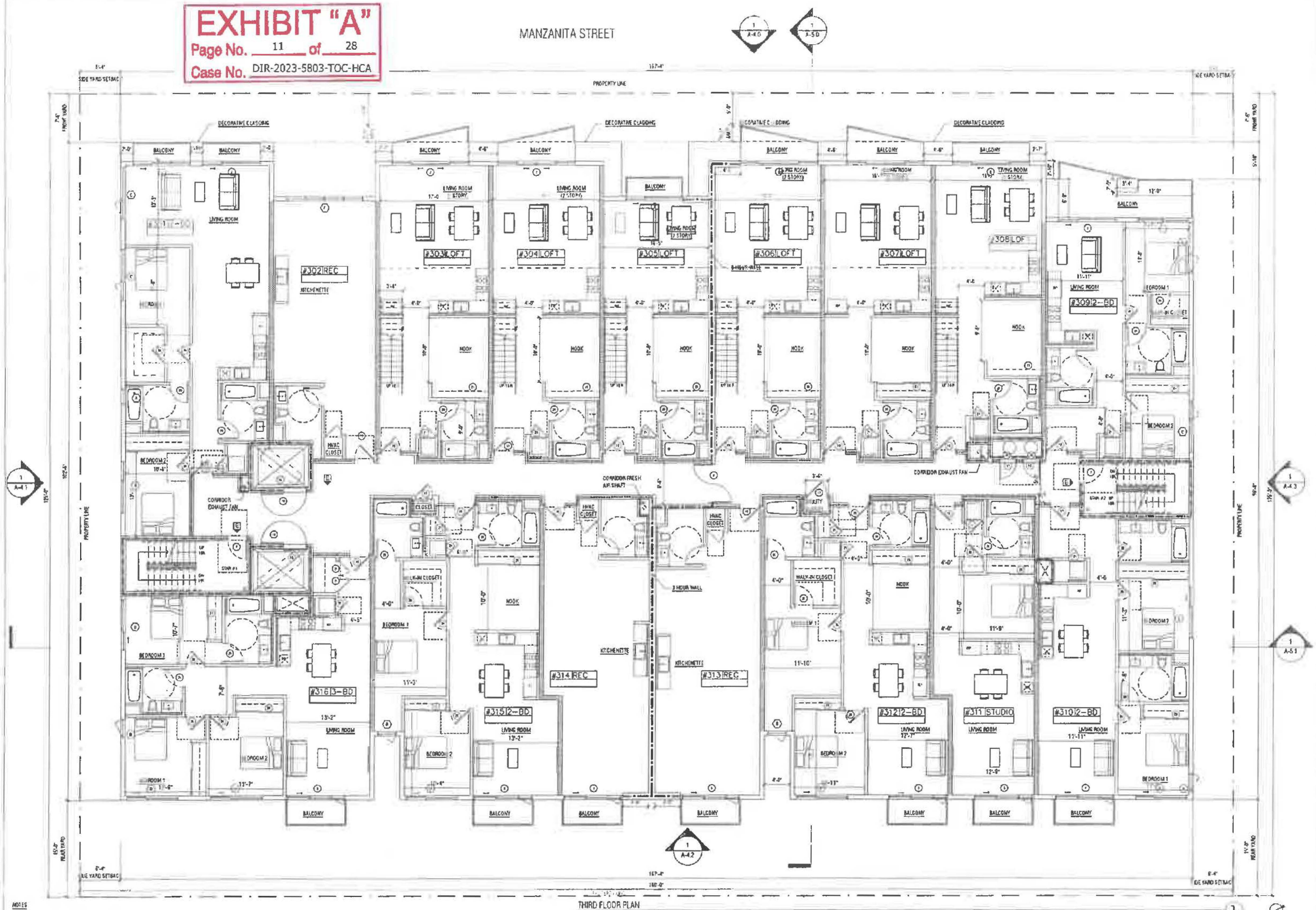
29 August 2024

SECOND FLOOR PLAN

A-3.2

EXHIBIT "A"

Page No. 11 of 28
Case No. DIR-2023-5803-TOC-HCA



THIRD FLOOR PLAN

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD U.O.N.
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LAUNDRY WATER SUB-METER TO BE LOCATED INSIDE THE WASHER/DRYER ROOM OF EACH UNIT.
4. SEE A-5.1 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEED THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL
- 3 HR RATED CMU BLOCK WALL PER DETAIL 7/A-9.0
- STEEL STUD WALL PER DETAIL 13/A-9.1.
- 1 HR RATED STEEL STUD WALL PER DETAIL 9/A-9.1, MUST MEET SOUND TRANSMISSION CLASS OF 50 (STC 50)
- ELECTRICAL PANEL
- OD — OVERFLOW DRAIN
- DD — DECK DRAIN
- PD — PLANTER DRAIN
- OS — OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG SEE A-1.11
- DS — DOWNSPOUT
- COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN 18" DRAFT STOP
- PH — PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP — FIRE ALARM CONTROL PANEL

wtarch

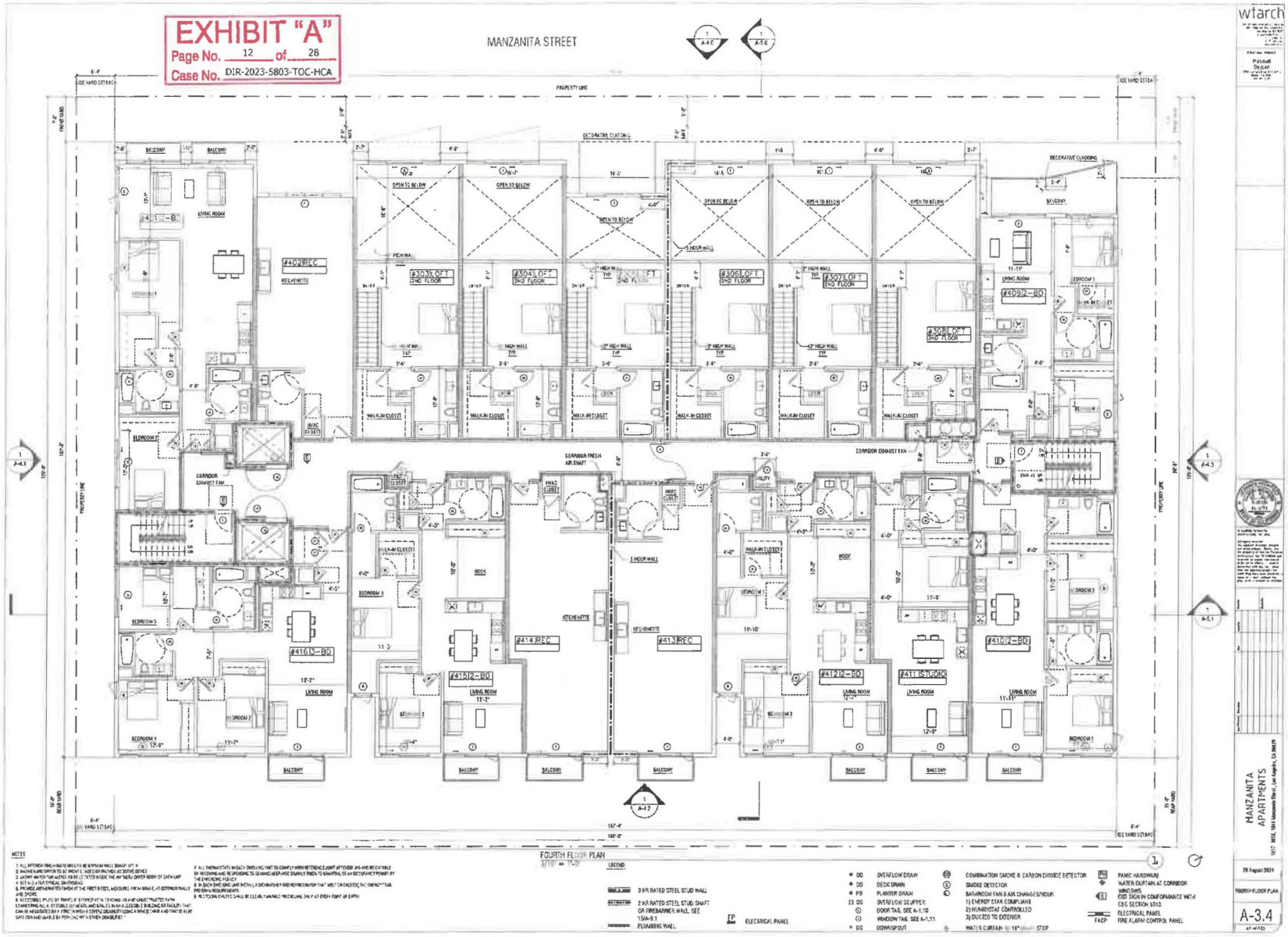
MANZANITA APARTMENTS

29 August 2024

THIRD FLOOR PLAN

A-3.3

EXHIBIT "A"
Page No. 12 of 28
Case No. DIR-2023-5803-TOC-HCA



NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD (GT.)
2. WASHER/DRYER TO BE PROVIDED, ADD'L DRYER PROVIDED AT COMMON AREA
3. LAUNDRY WATER SUPPLIED TO BE LOCATED INSIDE THE APARTMENT UNIT
4. SEE A-2.3 FOR TYPICAL DIMENSIONS
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS
6. ACCESSIBLE PATH OF TRAVEL IS DEFINED AS A CONTINUOUS UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE SPACES AND ELEMENTS WITHIN A COVERED DWELLING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PEOPLE WITH OTHER DISABILITIES.
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF INCREASING OR DECREASING THE HEATING SETPOINT TEMPERATURE BY AT LEAST 4°F (2°C) WITHIN 30 MINUTES BY AN OCCUPANT'S PRESENCE BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT, BOTH LED DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEED THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RESTROOM FACILITIES SHALL BE CLEAN AND READILY ACCESSIBLE AND SHALL BE AT AN EVEN FRONT OF ENTRY.

LEGEND

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL, SEE 1/SA9.1
- PLUMBING WALL
- EP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- ES OS OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- CO COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- SD SMOKE DETECTOR
- BATHROOM FAN & AIR CHANGES/HOUR: 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN @ 18" STOP
- PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

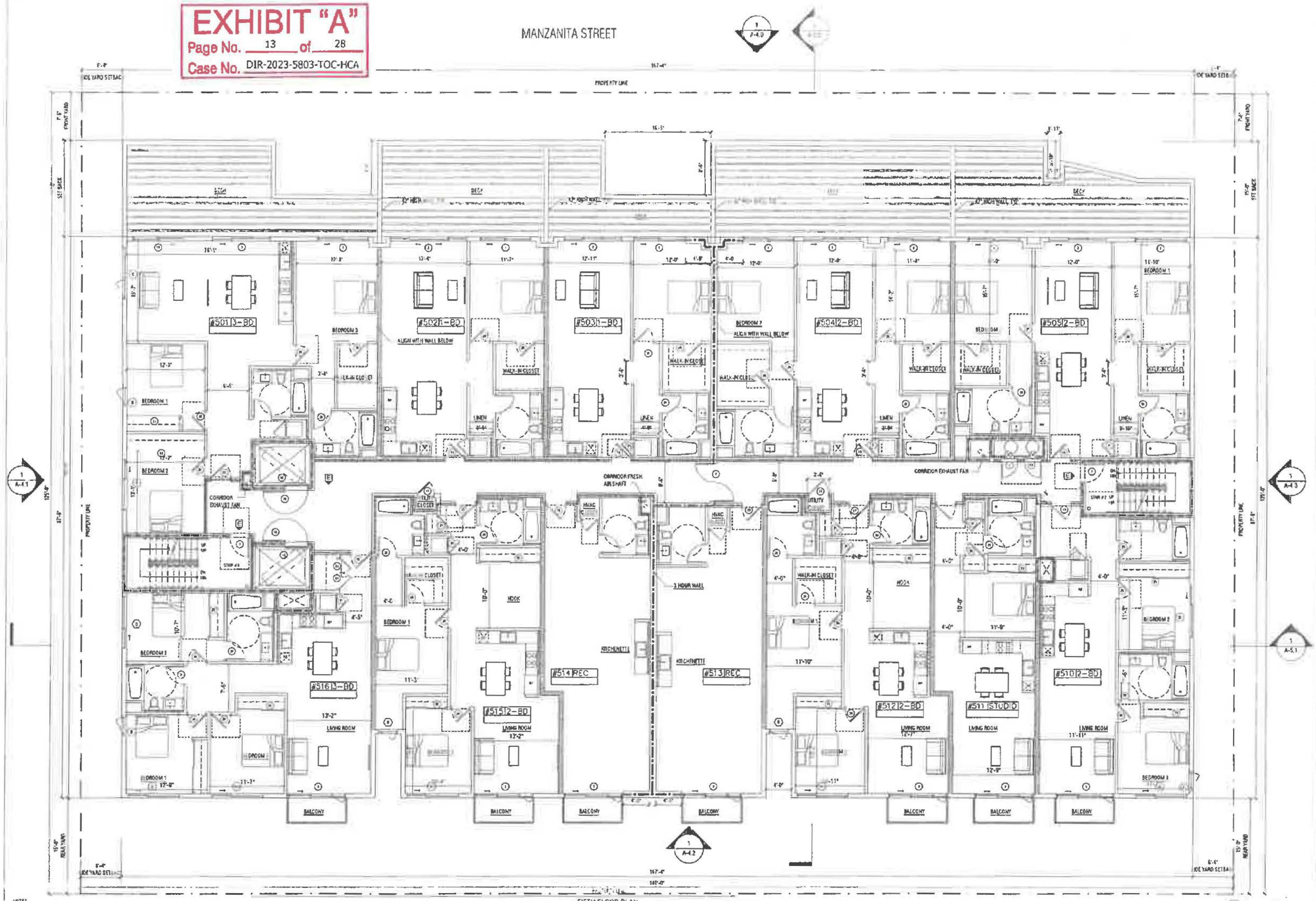
wtarch

MANZANITA APARTMENTS
1317, 1319 Manzanita Blvd., Los Angeles, CA 90029

29 August 2024
FOURTH FLOOR PLAN
A-3.4

EXHIBIT "A"
Page No. 13 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET



FIFTH FLOOR PLAN

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD U.O.N.
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.1 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEED THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL
- FP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- DOOR TAG. SEE A-1.10
- WINDOW TAG. SEE A-1.11
- DS DOWNSPOUT
- COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN ... 18" ... STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- E EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

wtarch

Masoud Bayban

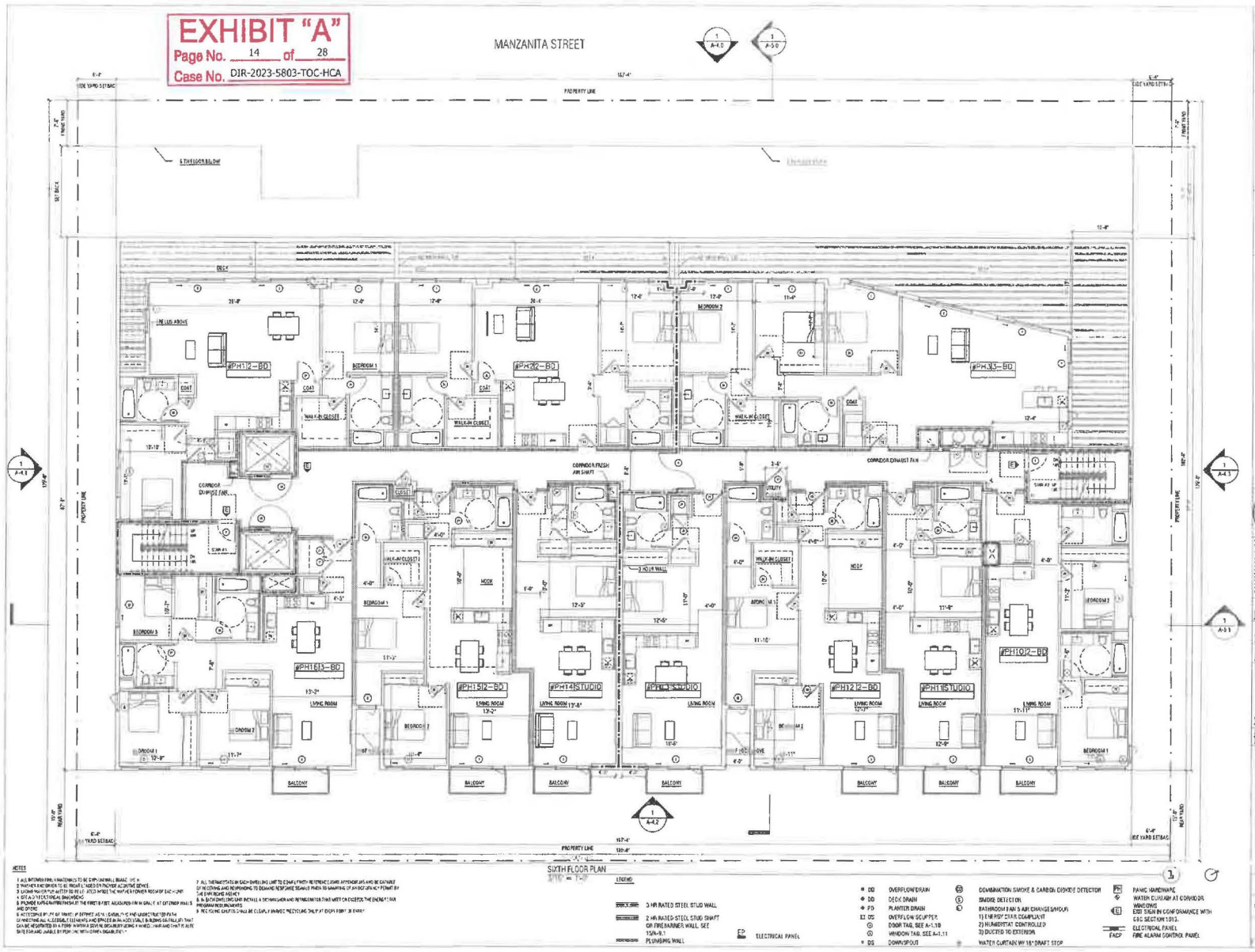
MANZANITA APARTMENTS
1032, 1044 Manzanita Street, Los Angeles, CA 90029

20 August 2024

FIFTH FLOOR PLAN

A-3.5

EXHIBIT "A"
Page No. 14 of 28
Case No. DIR-2023-5803-TOC-HCA



wtarch

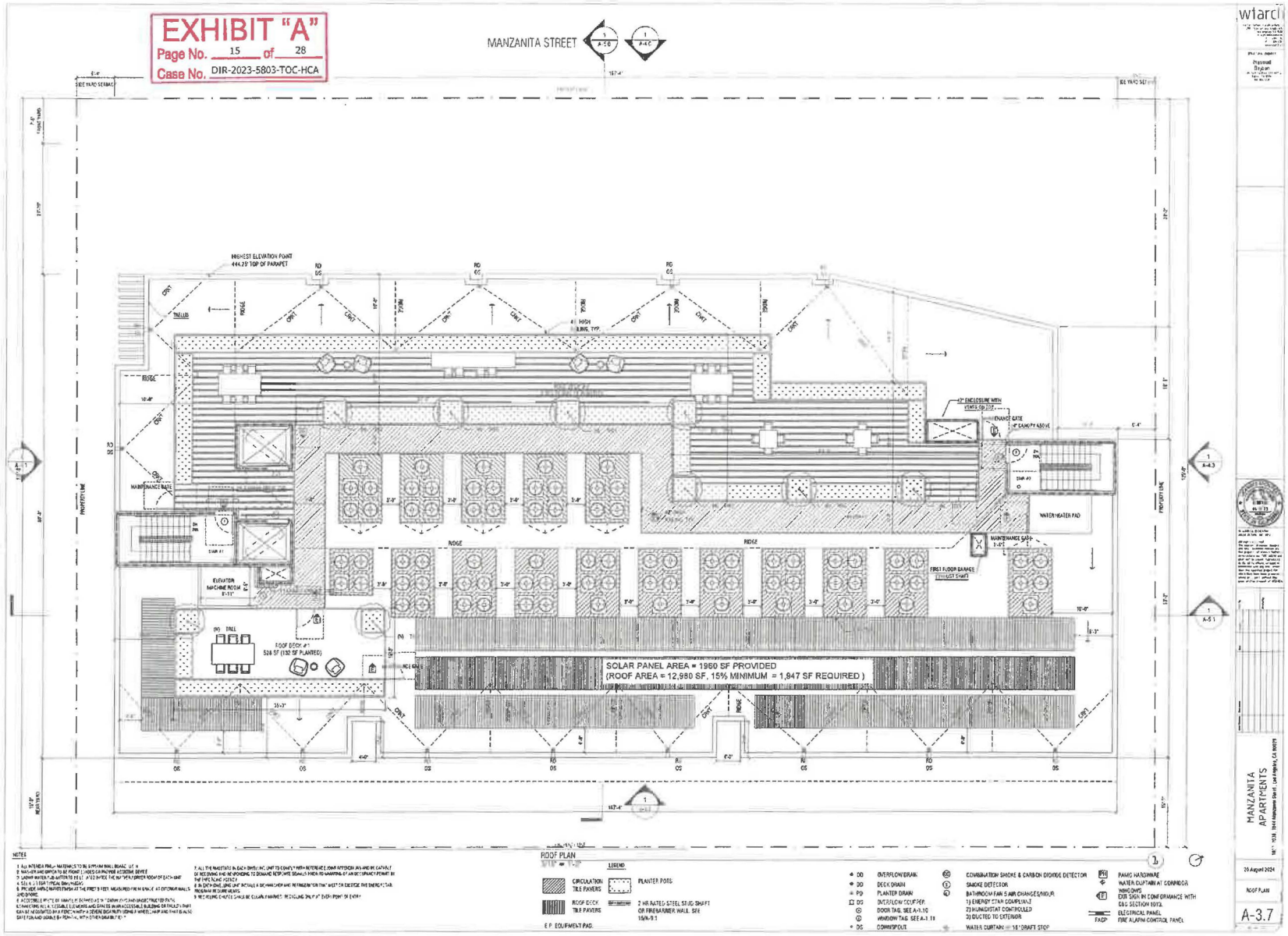
MANZANITA APARTMENTS

20 August 2024

SIXTH FLOOR PLAN

A-3.6

EXHIBIT "A"
Page No. 15 of 28
Case No. DIR-2023-5803-TOC-HCA



NOTES

1. ALL INTERIOR PARTY WALLS TO BE GYPSUM WALLBOARD, UL# N
2. WASHER AND DRYER TO BE FRONT LOADING FULL SIZE ACCESSIBLE UNITS
3. SHOWER/BATHTUB WITH SEAT TO BE LOCATED ON THE FIRST FLOOR OF EACH UNIT
4. SEE A-3.1 FOR TYPICAL BATHROOMS
5. PROVIDE HANDRAIL FINISH AT THE STREET SIDE MEASURED FROM GRADE AT EXTERIOR WALLS AND RAMPS
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS A CONTINUOUS UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PEOPLE WITH OTHER DISABILITIES.
7. ALL THE WINDOWS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA8 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DEHUMIDIFIER AND REFRIGERATOR THAT MEET OR EXCEED THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" EVERY FLOOR OF ENTRY

LEGEND

- CIRCULATION TILE PAVERS
- PLANTER POTS
- ROOF DECK TILE PAVERS
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- E.P. EQUIPMENT PAD.

- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- IS INTERFLOW SCUPPER
- DS DOWNSPOUT
- DOOR TAG. SEE A-1.10
- WINDOW TAG. SEE A-1.11
- COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- SMOKE DETECTOR
- BATHROOM FAN (1 AIR CHANGE/HOUR)
  1) ENERGY STAR COMPLIANT
  2) HUMIDISTAT CONTROLLED
  3) DUCTED TO EXTERIOR
- WATER CURTAIN @ 18" DRAFT STOP
- PHS PANIC HARDWARE
- WATER CLOSET IN AT CORRIDOR
- WINDOWS
- EXIT SIGN IN CONFORMANCE WITH E&S SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

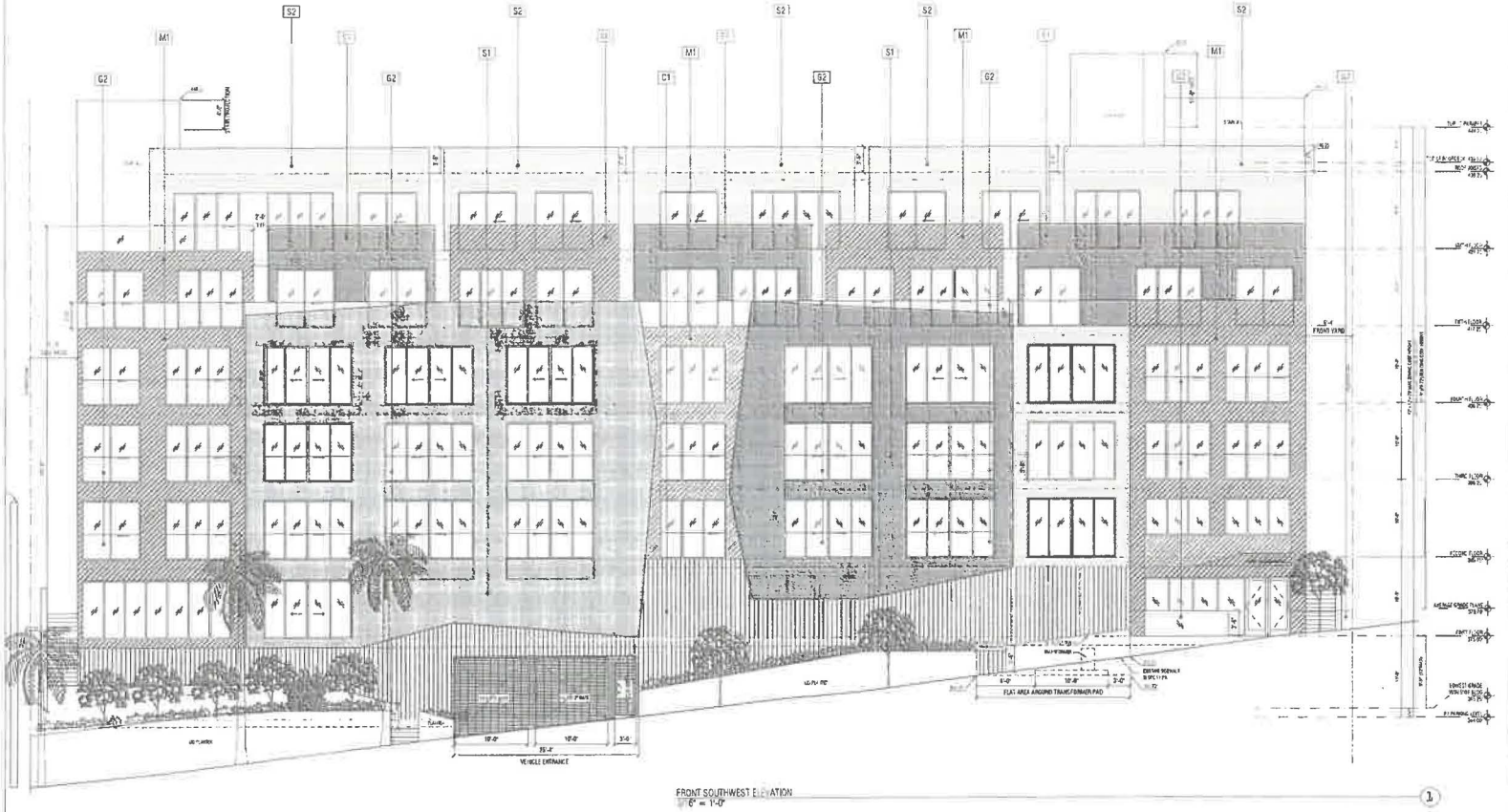
wtarch

MANZANITA APARTMENTS

20 August 2024

ROOF PLAN

A-3.7



FRONT SOUTHWEST ELEVATION
3/8" = 1'-0"

FINISH SCHEDULE	
S1	20/30 SAND STUCCO FINISH (WHITE)
S2	20/30 SAND STUCCO FINISH (TAN)
S3	20/30 SAND STUCCO FINISH (BLACK)
M1	METAL FINISH - ALUCOBOND (BLACK, RUNNING BOND)
C	CONCRETE - RAKED TEXTURE
G1	WINDOW
G2	GLASS GUARDRAIL

EXHIBIT "A"
Page No. 16 of 28
Case No. DIR-2023-5803-TOC-HCA

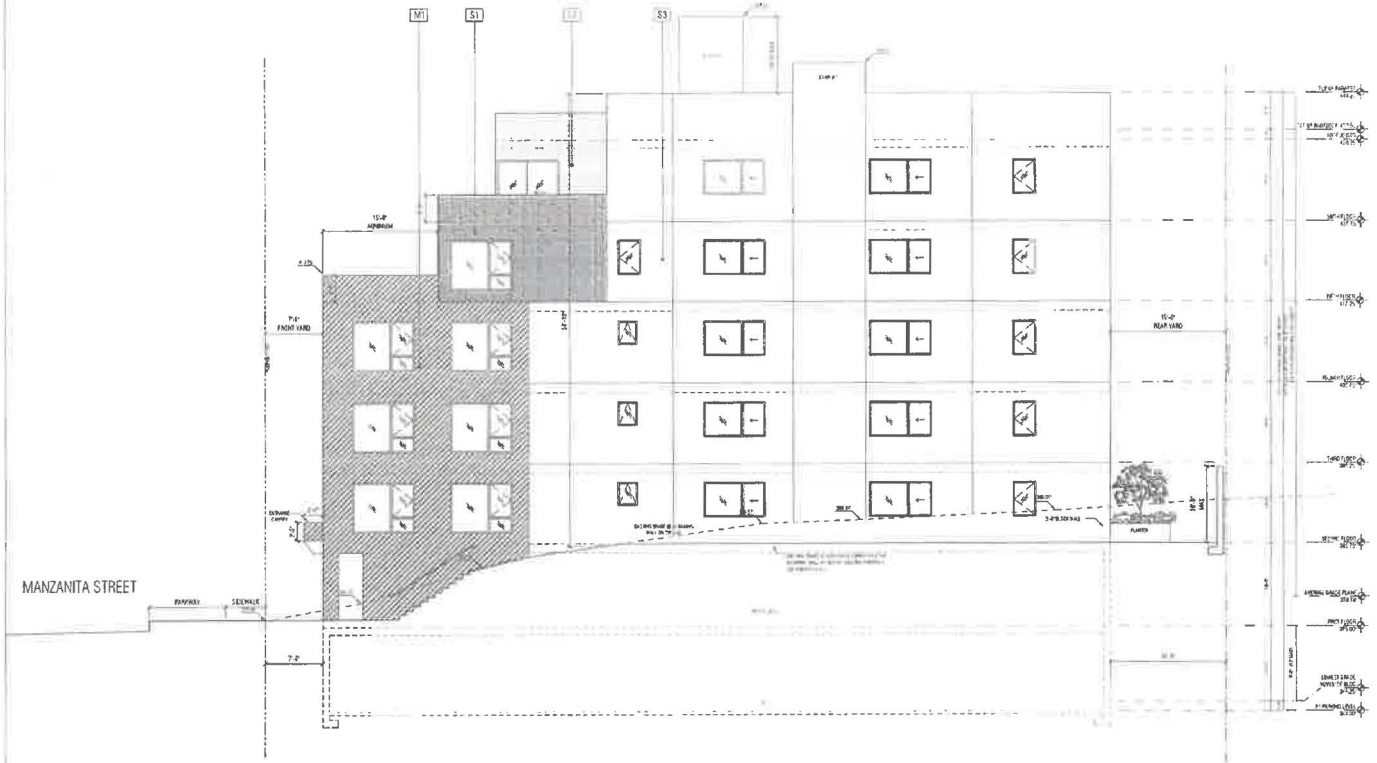
wtarch

MANZANITA APARTMENTS

30 August 2024

SOUTHWEST ELEVATION

A-4.0



SOUTHWEST ELEVATION
1/8" = 1'-0"

FINISH SCHEDULE	
S1	20/30 SAND STUCCO FINISH (WHITE)
S2	20/30 SAND STUCCO FINISH (GREY)
S3	20/30 SAND STUCCO FINISH (BLACK)
M1	METAL FINISH - ALUCOBOND (BLACK, RUSHING BOND)
C	CONCRETE - PAINTED TEXTURE
G1	WINDOW
G2	GLASS

EXHIBIT "A"
Page No. 17 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch

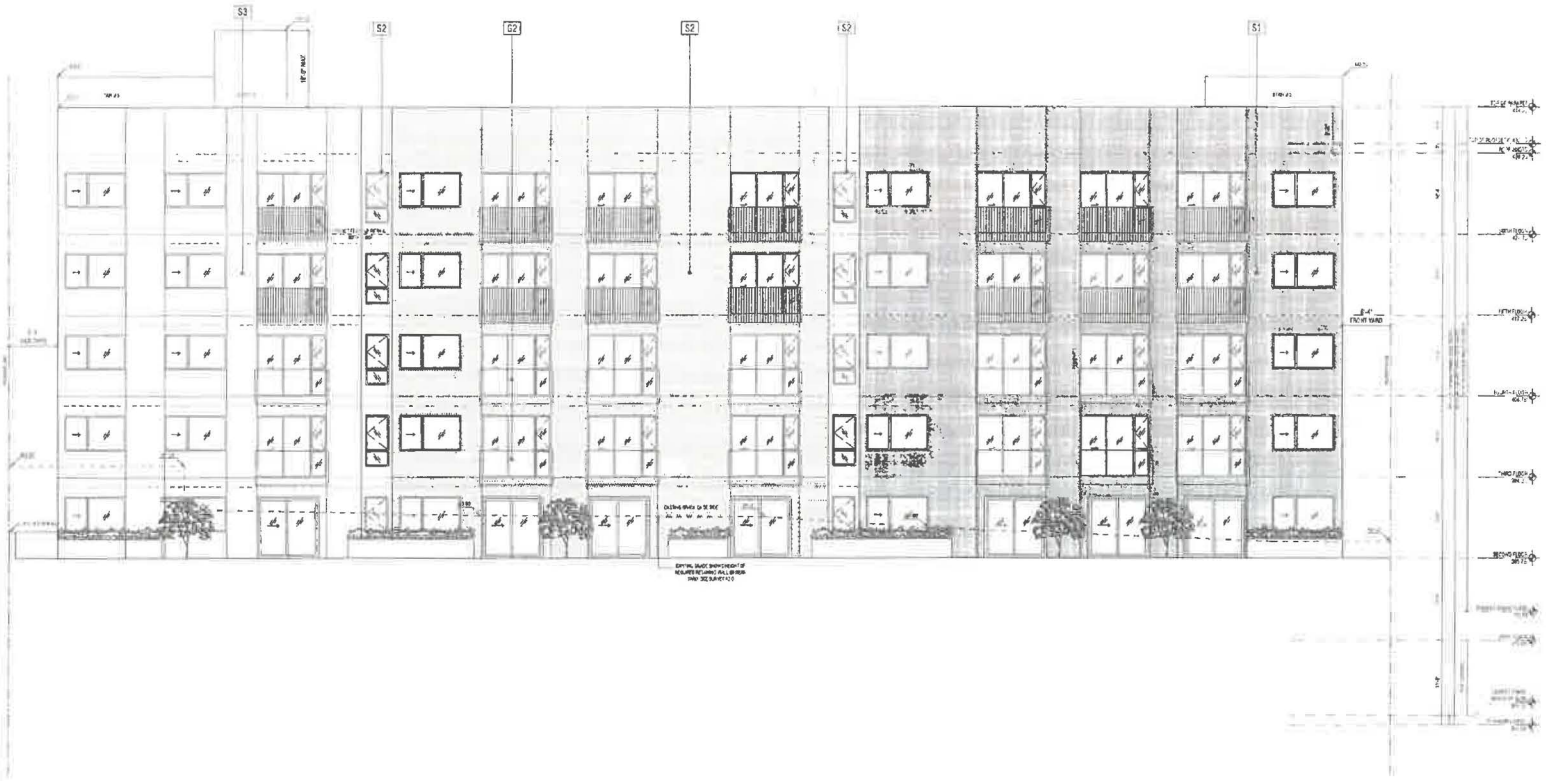
Planned Design

MANZANITA APARTMENTS
1617-1624 Manzanita Street, Los Angeles, CA 90029

20 August 2024

SOUTHWEST ELEVATION

A-4.1



REAR SOUTHEAST ELEVATION (REAR YARD)
1/8" = 1'-0"

1

FINISH SCHEDULE	
S1	SW 50 SAND STUCCO FINISH (WHITE)
S2	SW 50 SAND STUCCO FINISH (GREY)
S3	SW 50 SAND STUCCO FINISH (BLACK)
M1	METAL FINISH - ALUCOBOND (BLACK, RUNNING BOND)
C	CONCRETE - PAINTED SEDONA
G1	WINDOW
G2	GLASS GUA[illegible]

EXHIBIT "A"
Page No. 18 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch

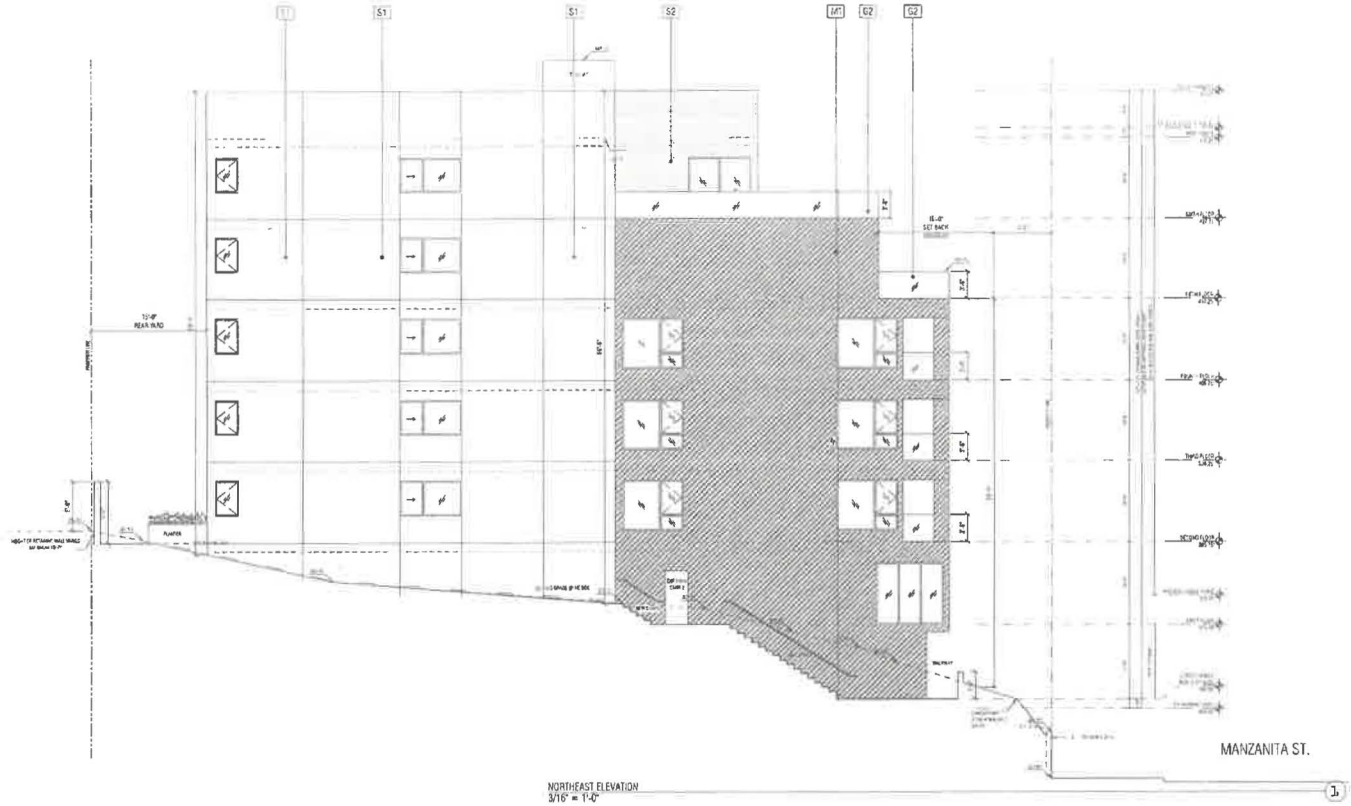
Masoud Dadgar

MANZANITA APARTMENTS

20 August 2024

SOUTHEAST ELEVATION

A-4.2



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

FINISH SCHEDULE	
S1	25/ 30 SAND STUCCO FINISH (WHITE)
S2	25/ 30 SAND STUCCO FINISH (GREY)
S3	25/ 30 SAND STUCCO FINISH (BLACK)
M1	METAL FINISH - ALUCOBOND (BLACK AWNING BOX)
C	CONCRETE - RAKED TEXTURE
G1	WINDOW
G2	GLASS GUARDRAIL

EXHIBIT "A"
Page No. 19 of 28
Case No. DIR-2023-5803-TOC-HCA

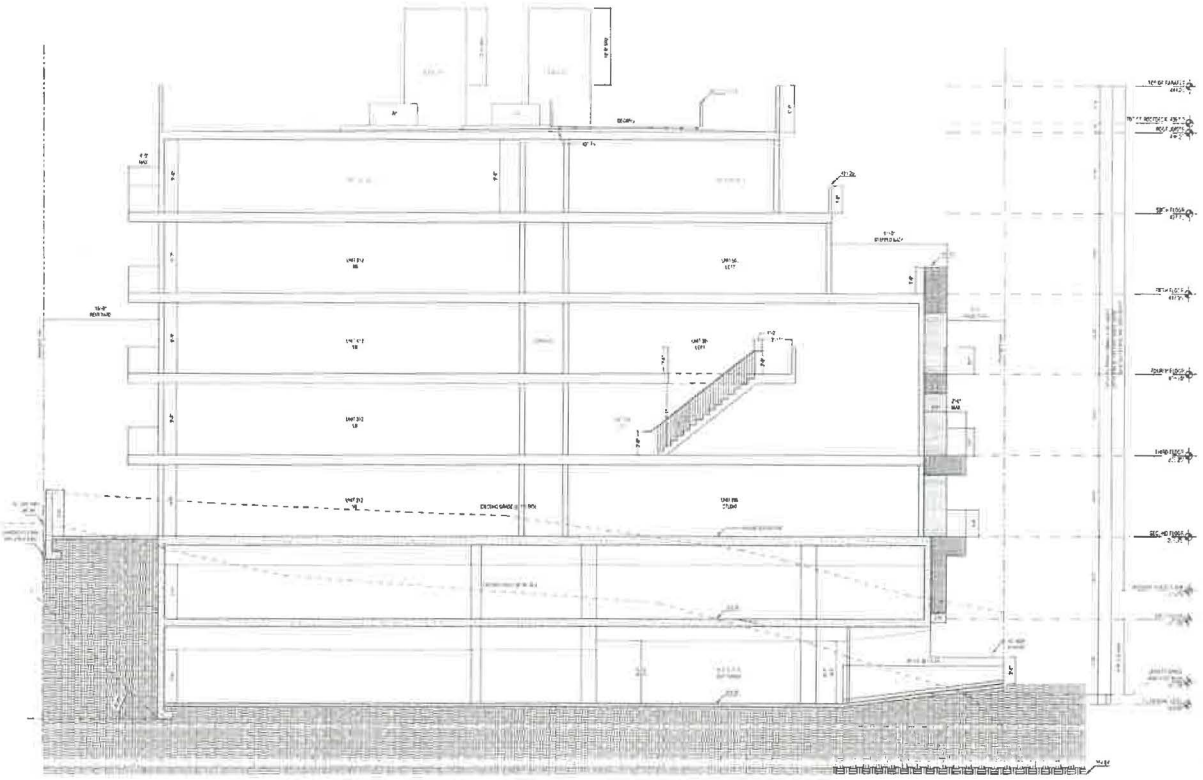
wtarch

MANZANITA APARTMENTS

30 August 2024

NORTHEAST ELEVATION

A-4.3



SECTION
3/16" = 1'-0"

NOTES: (1) ROOF DECK 74.25' ABOVE LOWEST POINT 5'-0" FROM BUILDING (75.00' MAXIMUM)

(2) PARAPET @ FIFTH FLOOR 55.50'
ABOVE LOWEST POINT 5'-0" FROM BUILDING. (420.75' – 365.25')
(67.00' MAXIMUM HEIGHT LESS 11.00' = 56.00' MAXIMUM BEFORE 15'-0" STEPPED BACK.)

EXHIBIT "A"
Page No. 20 of 28
Case No. DIR-2023-5803-TOC-HCA

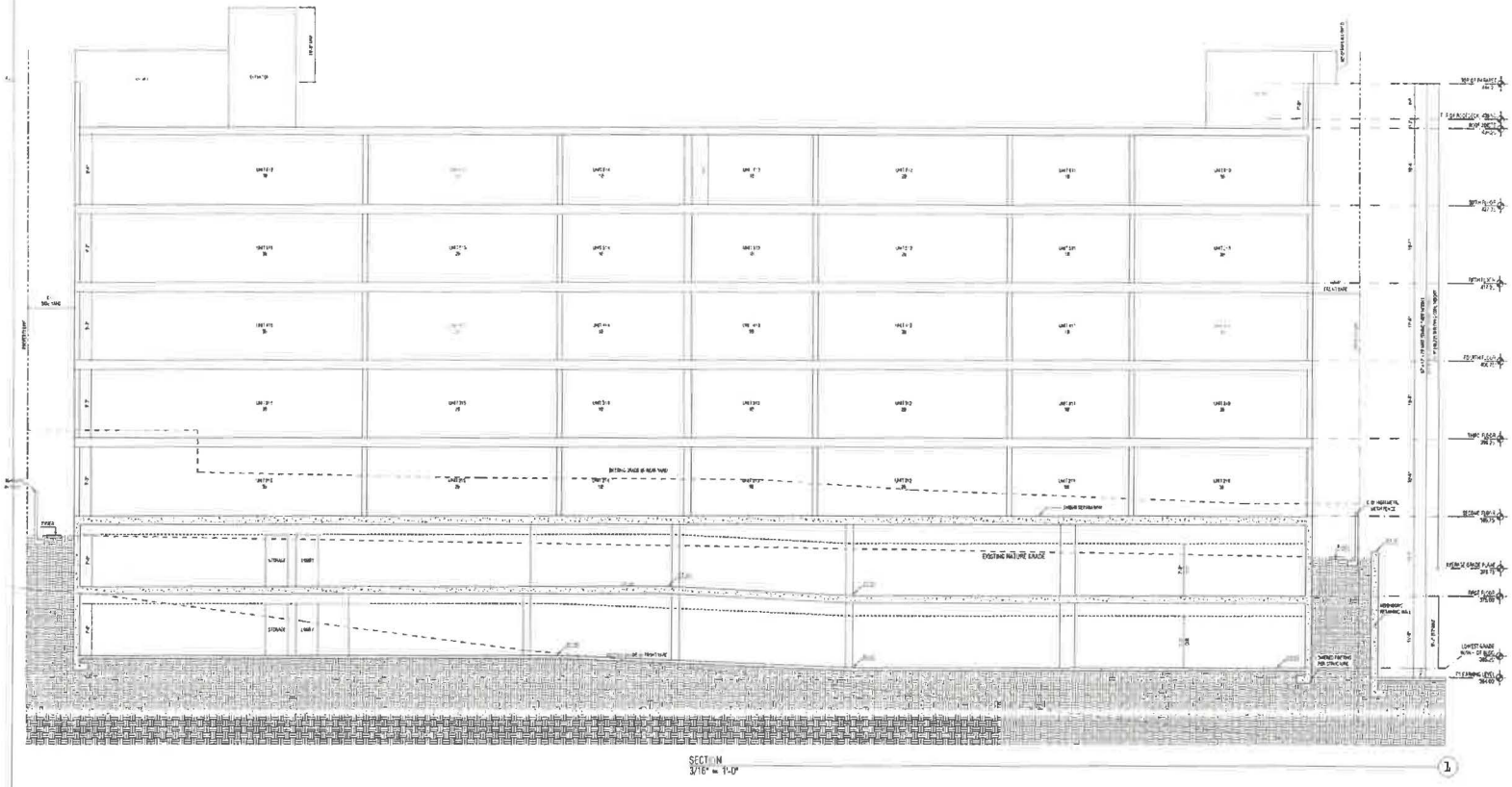
wtarch

MANZANITA APARTMENTS

10 August 2024

SECTION

A-5.0



SECTION
3/16" = 1'-0"

EXHIBIT "A"
Page No. 21 of 28
Case No. DIR-2023-5803-TOC-HCA

wfarch

Hassid Design

MANZANITA APARTMENTS

20 August 2024

SECTION

A-5.1

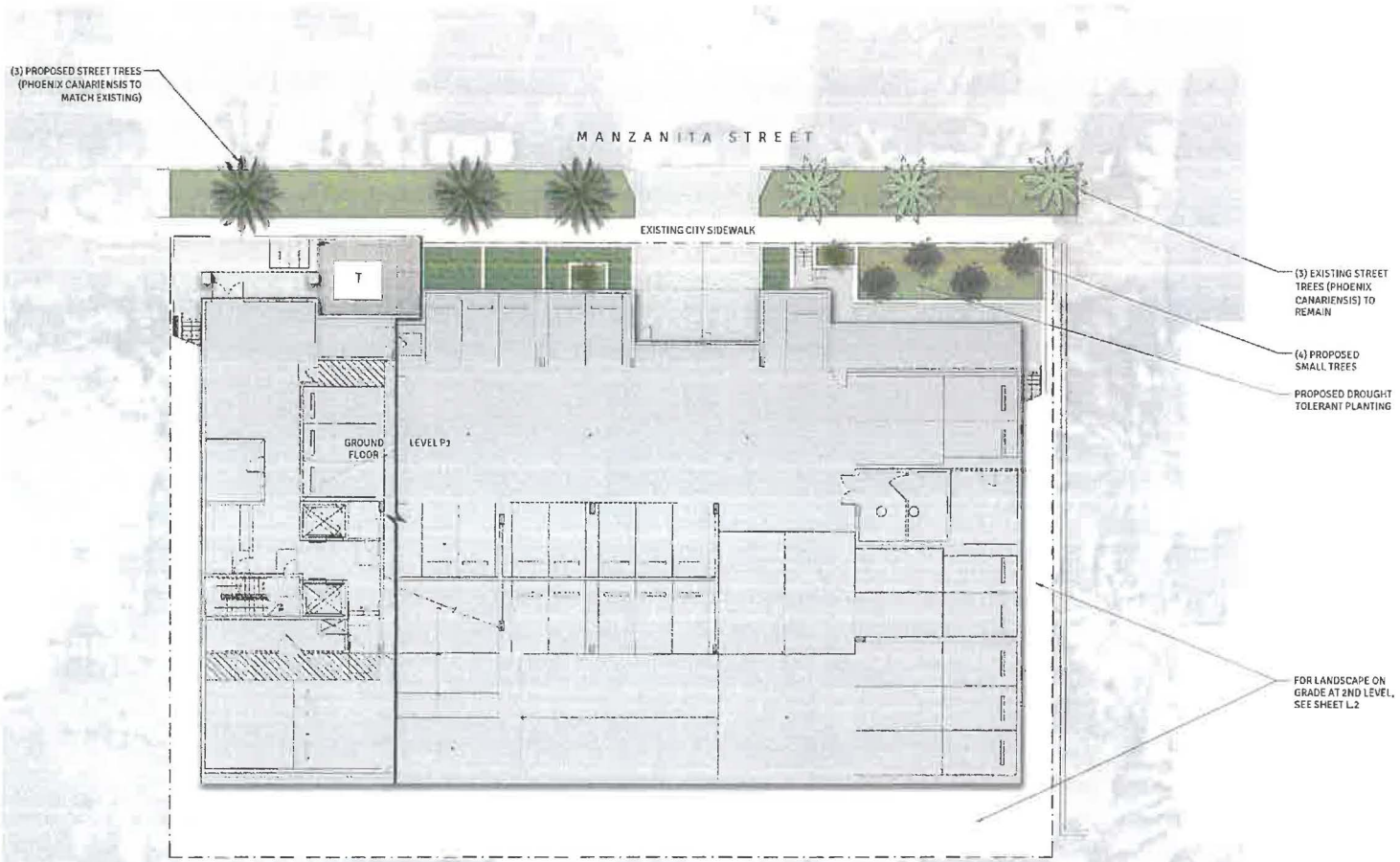


EXHIBIT "A"
Page No. 22 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

CONCEPTUAL LANDSCAPE PLAN - GROUND LEVEL L.1

DSLA DESIGN Landscape Architecture | Planning | Design

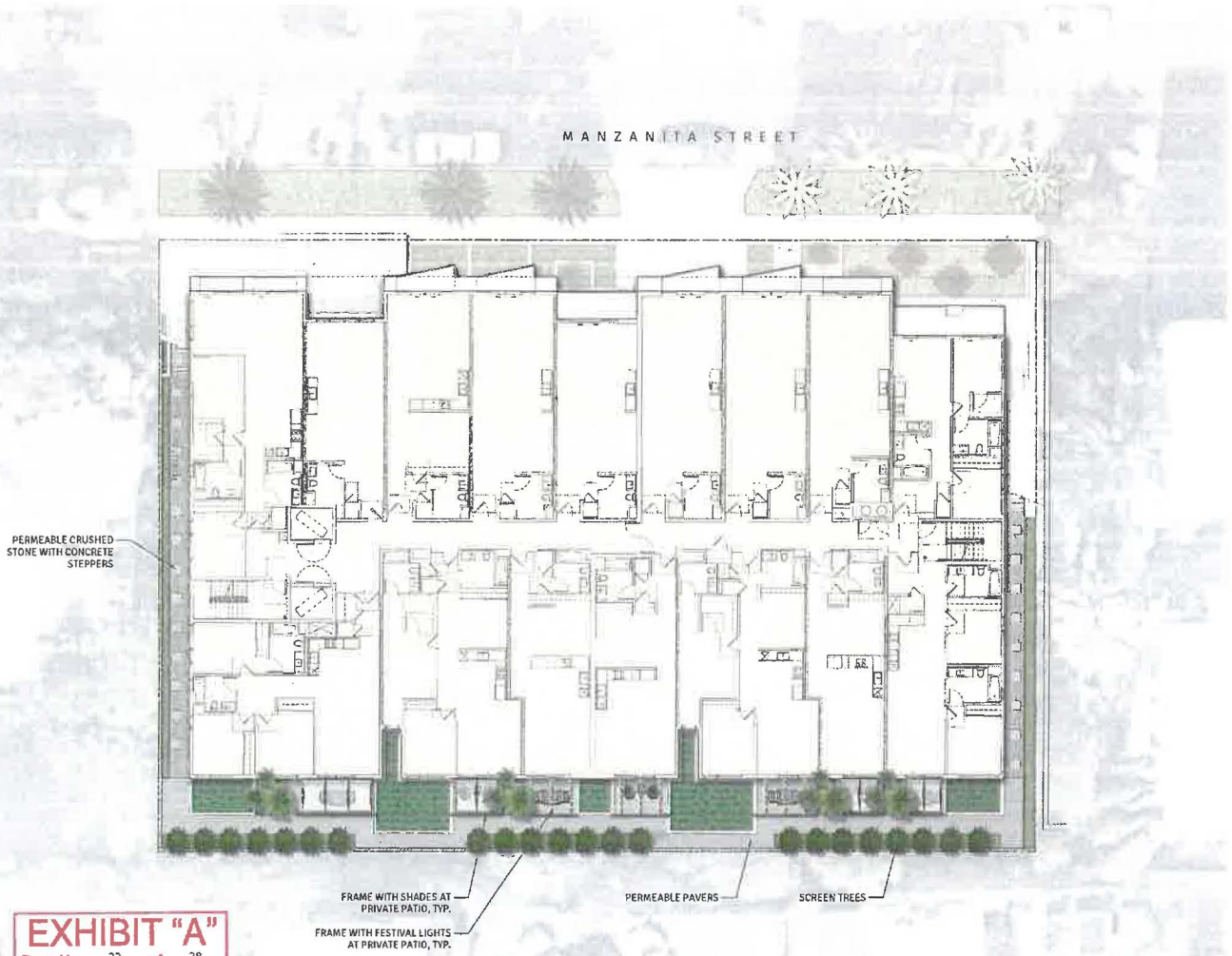


EXHIBIT "A"
Page No. 23 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 SITE DEVELOPMENT

CONCEPTUAL LANDSCAPE PLAN - 2ND LEVEL L.2

DSLA DESIGN Landscape Architecture | Planning | Design
www.dsladesign.com 714 996 8040 @dsladesign

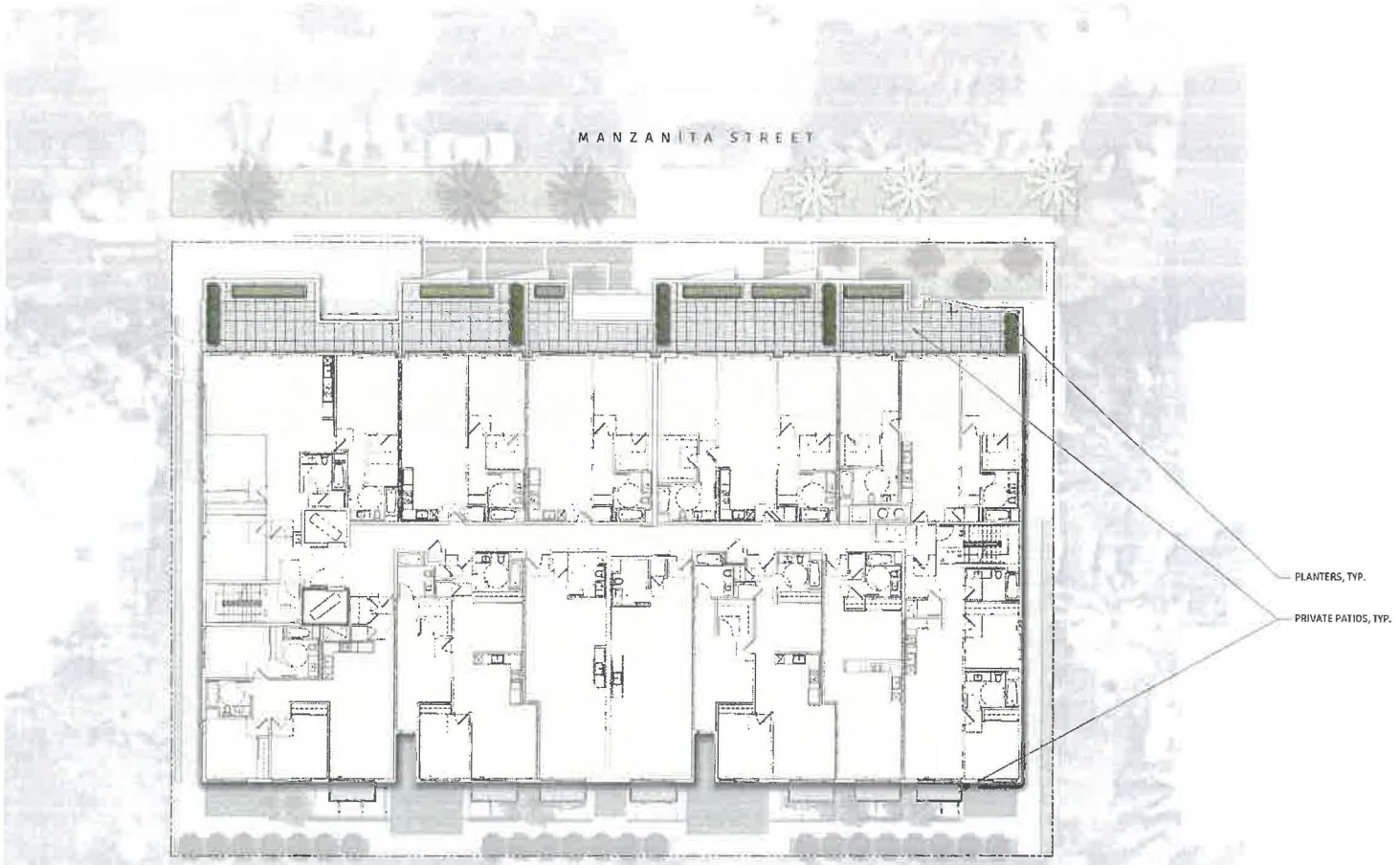


EXHIBIT "A"
Page No. 24 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - 5TH LEVEL L.3

DSLA DESIGN Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

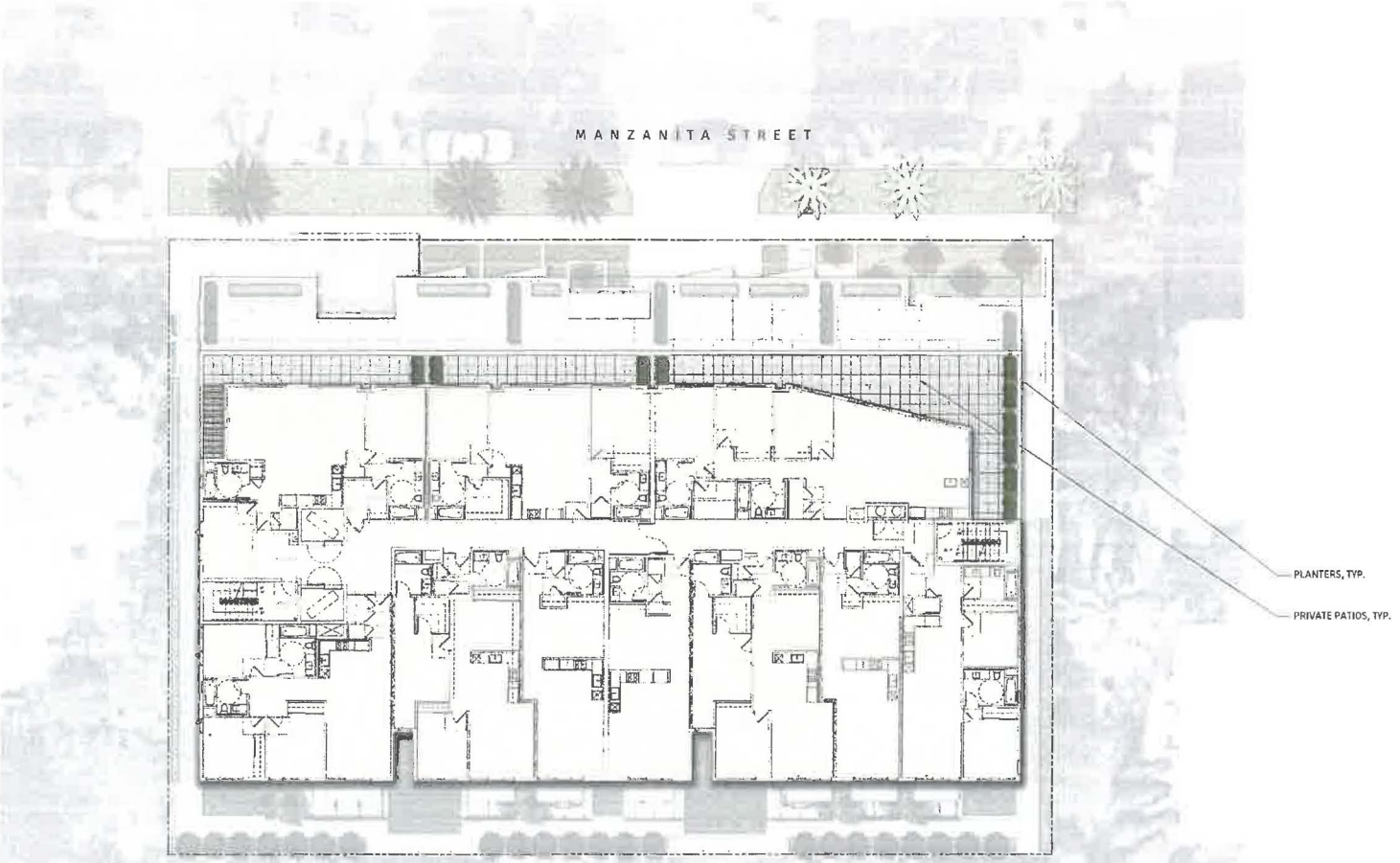


EXHIBIT "A"
Page No. 25 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS
1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA
AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - 6TH LEVEL L.4

DSLA DESIGN Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

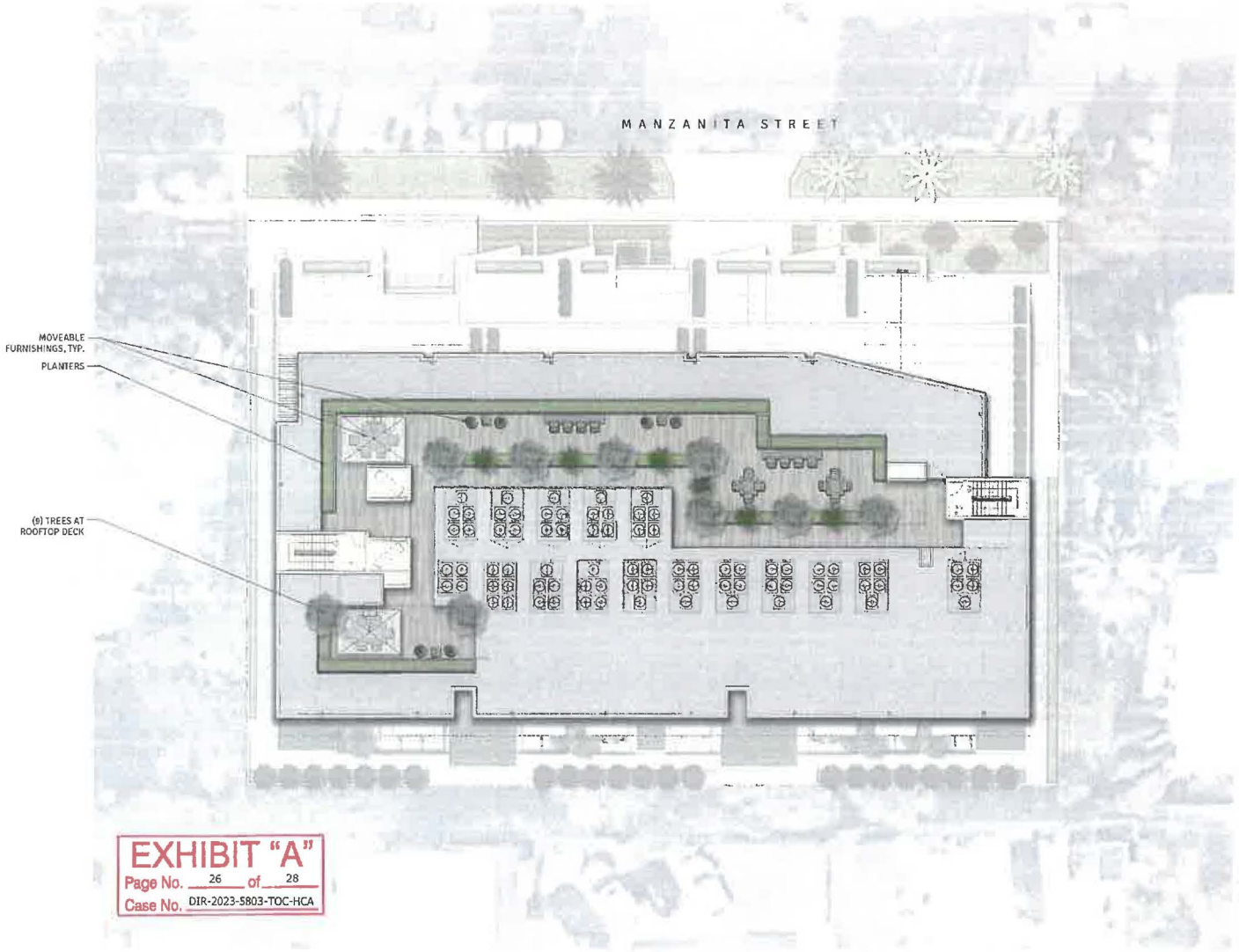


EXHIBIT "A"
Page No. 26 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - ROOFTOP LEVEL L.5

DSLA DESIGN Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

SLOPE NOTE:

NO SLOPES OVER 6' HEIGHT EXIST ON THIS SITE.

SOLAR ACCESS/CONDITIONS OF APPROVAL NOTE

THE SOLAR ACCESS REPORT AND THE TENTATIVE TRACT CONDITIONS OF APPROVAL WILL BE REVIEWED PRIOR TO PREPARING THE LANDSCAPE PLAN. THE LANDSCAPE PLAN WILL SATISFY TENTATIVE TRACT CONDITIONS.

POTENTIAL LANDSCAPE AREA:

POTENTIAL LANDSCAPE AREA = (SITE) 22,502.9 S.F. - (BUILDING) 13,196 S.F. =		8,312.9 S.F.
TOTAL LANDSCAPE AREA PROVIDED	=	8,824 S.F.

CITY OF LOS ANGELES LANDSCAPE NOTES

1. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF FIFTY (50) PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
2. SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNER/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.
3. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.
4. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION.

FRONT YARD TREE REQUIREMENTS

(PER LA CITY ZONING CODE, SECTION 12.21C(G)

1 TREE PER 500 S.F. OF UNPAVED FRONT YARD
TOTAL FRONT YARD S.F. = 5,241 S.F.
TREES PROVIDED - 24" BOX OR GREATER — TREES REQUIRED:
3 TOTAL TREES — 3 TREES (REQUIREMENT MET)

EXISTING TREE NOTE:

NO EXISTING TREES ON SITE TO REMAIN.

OPEN SPACE REQUIREMENTS

PER LA CITY ZONING CODE, SECTION 12.21G - ZONE R3

OPEN SPACE REQUIREMENTS	UNITS		QTY.
100 S.F. FOR UNITS < 3 HABITABLE ROOMS	12	=	1,200 S.F.
125 S.F. FOR UNITS = 3 HABITABLE ROOMS	21	=	2,625 S.F.
175 S.F. FOR UNITS > 3 HABITABLE ROOMS	17	=	2,975 S.F.
(A) TOTAL	50	=	6,800 S.F.

6,800 S.F. LESS 25% REDUCTION PER TOC TIER 3 ADDITIONAL INCENTIVE = 5,100 S.F. REQ.
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL = 0.25 X 5,100 = 1,275 S.F.

PRIVATE OPEN SPACE PROVIDED	QTY.
(50% MAX. OF TOTAL 2,550 S.F.)	
PRIVATE OPEN SPACE - (12) BALCONIES/DECKS X 50 S.F.	600 S.F.

COMMON OPEN SPACE PROVIDED		
REC ROOM AT 2ND FLOOR	=	1,275 S.F. COUNTED
ROOF DECK (INCL. PLANTERS)	=	4,313 S.F.
TOTAL OPEN SPACE PROVIDED	=	5,126

TOTAL OPEN SPACE PROVIDED = 5,126 S.F. > TOTAL OPEN SPACE REQUIRED = 5,100 S.F.

LANDSCAPE AREA PROVIDED
2,300 SF REQUIRED OPEN SPACE LESS 600 SF PRIVATE OPEN SPACE AND 1,275 SF for INDOOR REC ROOM = 3,325 SF REQUIRED COMMON SPACE
[25% OF 3,225 S.F. COMMON OPEN SPACE REQUIRED TO BE PLANTED].

813 S.F. PROVIDED — 807.5 S.F. REQUIRED — (5.5 S.F. EXCESS)

LEVEL 1	=	0 S.F. (LANDSCAPE NOT COUNTED)
LEVEL 2	=	0 S.F. (LANDSCAPE NOT COUNTED)
ROOFTOP	=	813 S.F.

TREE QUANTITY REQUIREMENTS - MINIMUM 24" BOX
ALL TREES PLANTED IN MINIMUM 36" SOIL DEPTH

(1) 24" BOX TREE PER 4 UNITS	50 UNITS	-UNITS/4 =	TREES REQUIRED: 13

TREES PROVIDED - 24" BOX OR GREATER		TOTAL TREES:
LEVEL 1	=	10
LEVEL 2	=	0 COUNTED
ROOFTOP	=	9
		19 TOTAL

CITY OF LOS ANGELES LANDSCAPE ORDINANCE

ORDINANCE NO. 170,978 (AS AMENDED)
LANDSCAPE POINT RECAP
(PER GUIDELINE "O")

AREA OF PROJECT SITE:	POINTS REQUIRED:
22,502.9 S.F. (0.51 ACRES)	20 POINTS (10,001-40,000 S.F.)
ZONING DESIGNATION	R3

ITEMS PER TABLE II

• LARGE STREET TREE 2 PT. PER TREE (3 TREES / 2 PT. / PER TREE)	6 POINTS	
• STREET TREES LARGER THAN 15 GAL. (3 TREES / 1 PT. / PER TREE)	3 POINTS	
• CLASS I OR CLASS II COMPOST (IN ALL LANDSCAPED AREAS)	3 POINTS	
• CONTINUOUSLY PLANTED PARKWAY (1 PT. PER LINEAR FOOT OF PARKWAY)	153 POINTS	
	165 POINTS PROVIDED (REQUIREMENT MET)	

CITY OF LOS ANGELES LANDSCAPE ORDINANCE

WATER MANAGEMENT POINT SYSTEM
(PER GUIDELINE "AA" - CITY OF LOS ANGELES)

AREA OF PROJECT SITE:	POINTS REQUIRED:
22,502.9 S.F. (0.51 ACRES)	100 POINTS (10,001-40,000 S.F.)
ZONING DESIGNATION	R3

ITEMS PER TABLE II

• #3 AUTOMATIC IRRIGATION CONTROLLER	5 POINTS	
• #6 LOW WATER USE PLANTS - 2 PTS EA.	1,409 S.F. @ 3' O.C. AVERAGE = 181 PLANTS X 2 = 362 POINTS	
	367 POINTS PROVIDED (REQUIREMENT MET)	

PRELIMINARY PLANT PALETTE

MANZANITA STREET STREET TREE - MIN. 24" BOX
"LOW WATER"

PHOENIX CANARIENSIS	CANARY ISLAND PALM

TREES - MIN. 24" BOX
"LOW & MED WATER"

ARBUTUS X 'MARINA'	STRAWBERRY TREE
OLEA EUROPAEA 'WILSONII'	WILSON FRUITLESS OLIVE
DRACAENA DRACO	DRAGON TREES

SHRUB PLANTING - 2'-4' ON CENTER TYPICAL - 1 GAL. AND 5 GAL.
"LOW & MED WATER"

AGAVE ATTENUATA	FOXTAIL AGAVE (5 GAL.)
DIANELLA 'LITTLE REV'	FLAX LILY (5 GAL.)
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED DIANELLA (5 GAL.)
FURCRAEA VARIEGATA	VARIEGATED FALSE AGAVE (15 GAL.)
FURCRAEA MACDOUGALII	MACDOUGALL'S CENTURY PLANT (15 GAL.)
ROSMARINUS 'HUNTINGTON CARPET'	ROSEMARY (5 GAL.)
SENECIO SERPENS	BLUE CHALKSTICKS (5 GAL.)

WATER QUALITY PLANTING - 2'-6" ON CENTER TYPICAL - 1 GAL. AND 5 GAL.
"LOW & MED WATER"

CAREX DIVULSA	EUROPEAN SEDGE (1 GAL.)
CHONDROPETALUM ECTORUM	CAPE RUSH (5 GAL.)
JUNCUS PATENS	GRAY RUSH (1 GAL.)
MUHLENBERGIA RIGENS	DEERGRASS (5 GAL.)

EXHIBIT "A"
Page No. 27 of 28
Case No. DIR-2023-5803-TOC-HCA

EXHIBIT "A"
Page No. 28 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA APARTMENTS

1032, 1035, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 6TH CITY SUBMITTAL

PLANTING IMAGERY L.7

DS LA DESIGN Landscape Architecture | Planning | Design

www.dsladesign.com 714.996.8040 @dsladesign

EXHIBIT C

APPROVED PROJECT PLANS

MANZANITA APARTMENTS

1032, 1038, 1044 Manzanita Street, LOS ANGELES CA 90029

PROJECT DIRECTORY

OWNER:
c/o JEFF MARTIN
1030 MANZANITA, LLC
708 NOWITA PLACE
VENICE, CA 90291

ARCHITECT:
WARREN TECHENTIN ARCHITECTURE
2801 HYPERION AVE.
STUDIO 103
LOS ANGELES, CA 90027
323 664 4500

STRUCTURAL & SHORING:
MASOUD DEJBAN
17200 VENTURA BLVD. STE 213 A
ENCINO, CA 91316
818 784 5571

SOILS ENGINEER:
BYER GEOTECHNICAL
RAFFI BABAYON
1461 E. CHEVY CHASE DRIVE
SUITE 200
GLENDALE, CA 91206
818 549 9959

MECHANICAL, DRAINAGE & PLUMBING:
MNS ENGINEERING
MEHRDAD ROKNI
1600 SAWTELLE BLVD.
SUITE 300
LOS ANGELES, CA 90025
310 445 8474

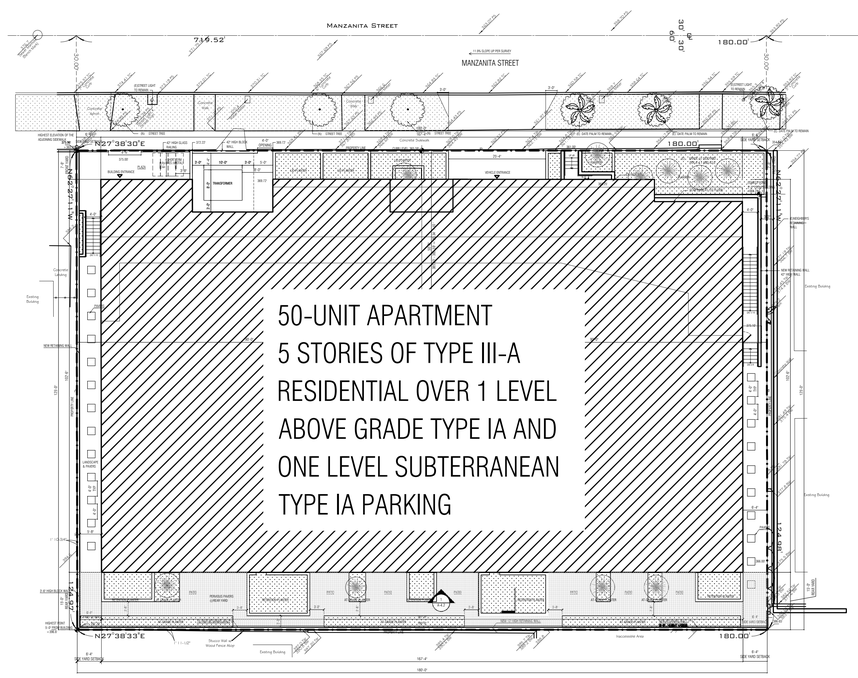
ELECTRICAL:
ABRARI & ASSOCIATES, INC.
HENRY ABRARI
1713 STANDARD AVE
GLENDALE, CA 91201
818 497 0330

LANDSCAPE:
MJS DESIGN GROUP INC
507 30TH STREET
NEWPORT BEACH, CA 92663
949 675 9964

SURVEY:
SILLAS LAND SURVEYING
1644 N. AVON STREET
BURKBAND, CA 91505
661 839 2188

ABBREVIATIONS

&	AND	HORIZ.	HORIZONTAL
@	AT	HT.	HEIGHT
C	CENTER LINE	HR.	HOUR
ø	PENNY (NAIL)	INCL.	INCLUDE
Ø	DIAMETER or ROUND	I.D.	INSIDE DIAMETER
A.B.	ANCHOR BOLT	INSUL.	INSULATION
ACOUST.	ACOUSTICAL	INT.	INTERIOR
A/C	AIR CONDITIONING	JOINT.	JOINTER
A.D.	ABOVE DATUM	LAV.	LAVATORY
ALUM.	ALUMINUM	L.P.	LAMINATED PLASTIC
APPROX.	APPROXIMATE	LT.	LIGHT
ARCH.	ARCHITECTURAL	LT. WT.	LIGHT WEIGHT
AUTO.	AUTOMATIC	MAX.	MAXIMUM
B.D.	BELOW DATUM	MECH.	MECHANICAL
B.F.	BARRIER FREE	MED.	MEDIUM
BLDG.	BUILDING	MFR.	MANUFACTURE
BLK.	BLOCK	MIN.	MINIMUM
BLKG.	BLOCKING	MISC.	MISCELLANEOUS
BM	BEAM	M.O.	MASONRY OPENING
BOT.	BOTTOM	MTL.	METAL
B.U.	BUILT-UP THERMAL UNIT	NO.	NUMBER
CARP.	CARPET	N.	NORTH
C.J.	CEILING JOIST	NAT.	NATURAL
C.L.	CENTER LINE	NC.	NON-COMBUSTIBLE
CLG.	CEILING	N.G.	NATURAL GRADE
CLKG.	CAULKING	N.I.C.	NOT IN CONTRACT
CLO.	CLOSET	NO. or #	NUMBER
CLR.	CLEAR	N.T.S.	NOT TO SCALE
CMU	CONCRETE MASONRY UNIT	O.C.	ON CENTER
COL.	COLUMN	O.D.	OUTSIDE DIAMETER
CONC	CONCRETE	O.F.D.	OVER-FLOW DRAIN
CONSTR.	CONSTRUCTION	OF.CI	OWNER FURNISHED/ CONTRACTOR INSTALLED
CONT.	CONTINUOUS		
CTR.	CENTER	OF.CI	OWNER FURNISHED/ OWNER INSTALLED
DEL.	DECK DRAIN		
DEPT.	DEPARTMENT	OFF.	OFFICE
D.F.	DRINKING FOUNTAIN	ORIG.	ORIGINAL
DET.	DETAIL	PL.	PLATE
DIA.	DIAMETER	P.L.	PROPERTY LINE
DIAG.	DIAGONAL	P.T.	PRESSURE TREATED
DIM.	DIMENSION	PTD.	PAINTED
DN.	DOWN	PLY.	PLYWOOD
DR.	DOOR	R.	RADIUS
D.S.	DOWNSPOUT	R.D.	ROOF DRAIN
DWG.	DRAWING	REINF.	REINFORCING
(E)	EXISTING	REQ.	REQUIRED
EA.	EACH	RM.	ROOM
E.J.	EXPANSION JOINT	SCHED.	SCHEDULE
EL.	ELEVATION	S&P	SHELF & POLE
ELECT.	ELECTRICAL	S.C.	SOLID CORE
ELEV.	ELEVATOR	SECT.	SECTION
EQ.	EQUAL	SHT.	SHEET
EQUIP.	EQUIPMENT	SIM.	SIMILAR
EXH.	EXHAUST	SPEC.	SPECIFICATION
EXIST.	EXISTING	SQ.	SQUARE
EXT.	EXTERIOR	S.S.	STAINLESS STEEL
F.A.U.	FORCE AIR UNIT	STD.	STANDARD
F.D.	FLOOR DRAIN	STL.	STEEL
F.E.	FIRE EXTINGUISHER	STOR.	STORAGE
F.H.	FIRE HOSE	STRUCT.	STRUCTURAL
F.A.	FINISH FLOOR	STR. STL.	STRUCTURAL STEEL
F.B.	FINISH GRADE	SUSP.	SUSPENDED
FIN.	FINISH	SYM.	SYMMETRICAL
F.J.	FLOOR JOIST	T.C.	TOP OF CURB
F.L.	FLOW LINE	TEL.	TELEPHONE
FLASH.	FLASHING	T&G	TONGUE AND GROOVE
FLR.	FLOOR	THK.	THICK
FLUOR.	FLUORESCENT	THR.	THRESHOLD
F.O.C.	FACE ON CONCRETE	T.J.	TRUSS JOIST
F.O.F.	FACE OF FINISH	T.O.C.	TOP OF CONCRETE
F.O.M.	FACE OF MASONRY	T.O.CMU.	TOP OF CMU WALL
F.O.S.	FACE OF STUD	T.W.	TOP OF WALL
FT.	FEET or DIMENSION OF FEET	TYP.	TYPICAL
FTG.	FOOTING	U.B.C.	UNIFORM BUILDING CODE
GA.	GAUGE	U.O.N.	UNLESS OTHERWISE NOTED
GALV.	GALVANIZED	VERT.	VERTICAL
G.I.	GALVANIZED IRON	W/	WITH
GL.	GLASS	W.C.	WATER CLOSET
G.L.B.	GLUE LAMINATED BEAM	WD.	WOOD
GWB	GYPSUM BOARD	W.H.	WATER HEATER
GYP.	GYPSUM	W/O	WITHOUT
GYP. BD.	GYPSUM BOARD	WP.	WATERPROOF
H.B.	HOSE BIB	WT.	WEIGHT
H.C.	HALLOW CORE	WWM.	WELDED WIRE MESH
HDWD.	HARDWOOD	WWN.	WOVEN WIRE FABRIC
H.M.	HOLLOW METAL		



1 SITE PLAN
1/16" = 1'

DRAWING INDEX

ARCHITECTURAL

EXHIBIT "A"
Page No. 1 of 28
Case No. DIR-2023-5803-TOC-HCA

PROJECT INFORMATION

LEGAL DESCRIPTION:
LOTS 21, 22 & 23 IN BLOCK E, MANZANITA HEIGHTS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 19 PAGE 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
LOT APN#: 5427-006-025/026/027
ZONE: R3-1VL
CODE:
2023 LOS ANGELES AMENDMENT BUILDING CODE, BASED ON 2022 CALIFORNIA BUILDING CODE, 2021 INTERNATIONAL BUILDING CODE AND 2023 LOS ANGELES GREEN BUILDING CODE.
CONSTRUCTION TYPE:
5 STORIES OF TYPE III-A RESIDENTIAL OVER 1 LEVEL ABOVE GRADE TYPE IA AND ONE LEVEL SUBTERRANEAN TYPE IA, ALL FULLY SPRINKLERED TO NFPA 13 REQUIREMENTS
OCCUPANCY:
R2 OCCUPANCY (70,441 SF) AND S2 PARKING (31,857 SF)
PROJECT FUNDING:
100% PRIVATELY FUNDED. NO TAX CREDIT. NOT PUBLIC HOUSING. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON THE BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT RECEIVED FROM STATE OR FEDERAL
TOTAL PARCEL AREA: 22,502.9 SF PER ZIMAS

PROJECT DESCRIPTION:
50-UNIT, 6-STORY APARTMENT BUILDING WITH 5 LEVELS OF APARTMENTS ABOVE GROUND FLOOR & SUBTERRANEAN RESIDENTIAL PARKING LEVELS. PROJECT WILL BE A TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE TOC PROJECT TIER 3. 10% OF TOTAL UNITS (5 UNITS) TO BE EXTREMELY LOW INCOME (ELI)

DENSITY:
22,502.9 sf (Lot Area) / 800 sf (per unit allowable) = 28.13 (ROUND UP) = 29 UNITS

TRANSIT ORIENTED COMMUNITIES (TOC) (L.A. MUNINCIPAL CODE 12.22A.31):
PROJECT IS TIER 3...
1a) TIER 3 DENSITY is 70% MAXIMUM INCREASE
29 x 70% = 49.3 (ROUND UP) = 50 UNITS
1b) TIER 3 FLOOR AREA RATIO (FAR) ALLOWS AN INCREASE FROM 3:1 FAR TO 4.5:1 FAR.
170 X 95=16,150 sf x 3 (FAR) = 48,450 sf
16,150 (Buildable area) x 4.50 (FAR) = 72,675 sf ALLOWED>71,508 sf PROVIDED /4.43:1 FAR
2) AUTOMOBILE PARKING
RESIDENTIAL TIER 3 PARKING IS 0.5 SPACES PER UNIT.
50 UNITS x 0.5 = 25 PARKING SPACES ARE REQUIRED AND 80 PROVIDED
PARKING SPACES PROVIDED (SEE TABLE BELOW)

LEVEL	ACCESSIBLE	STANDARD	COMPACT	TOTAL
1	0	11	29	40
P1	2	13	25	40
TOTAL	2	24	54	80

ACCESSIBLE PARKING:
TOTAL NUMBER OF PARKING = 80 ASSIGNED STALLS
MINIMUM REQUIRED NUMBER OF ACCESSIBLE SPACES IS 2% OF 80 = 1.6 (ROUND UP) = 2
TOTAL REQUIRED/PROVIDED VAN ACCESSIBLE PARKING SPACES = 2
NO GUEST PARKING SO NO GUEST ACCESSIBLE PARKING SPACES

EV CHARGING STATION PARKING:
TOTAL NUMBER OF PARKING = 80 STALLS
MINIMUM REQUIRED NUMBER OF EV CHARGING STATION STALLS IS 30% OF 80 = 24
TOTAL REQUIRED/PROVIDED EV STALLS = 24

80 RESIDENTIAL PARKING (INC. 2 ACCESSIBLE SPACE, 24 EV)

3) AFFORDABLE HOUSING
TIER 3 REQUIRES 10% OF TOTAL UNITS TO BE EXTREMELY LOW INCOME (ELI)
TOTAL NUMBER OF UNITS TO BE EXTREMELY LOW INCOME (ELI)
10% X 50 = 5 ELI UNITS
45 MARKET RATE + 5 AFFORDABLE UNITS = 50 UNITS TOTAL

ADDITIONAL TIER 3 INCENTIVES (3 ALLOWED):
i) TWO YARD SETBACKS
1. SIDE YARDS: 30% DECREASE FROM 9'-0" TO 6'-4"
2. SIDE YARD: 30% DECREASE FROM 9'-0" TO 6'-4"

ii) HEIGHT
TIER 3 ALLOWS TWO ADDITIONAL STORIES UP TO 22 ADDITIONAL FEET. HEIGHT INCREASE FROM 45' (57') TO 67' (79'). TOP 11' TO BE STEPPED-BACK AT LEAST 15' FROM THE GROUND FLOOR FACADE ALONG STREET FRONTAGE.

ii) OPEN SPACE
TIER 3 ALLOWS A 25% DECREASE IN THE REQUIRED OPEN SPACE (SEE CALCULATION ON THIS SHEET)

YARDS:
FRONT YARDS = 7'-6" (PER LAMC 12.22 C 6 FRONT YARD NEED NOT EXCEED 50% WHEN THE ELEVATION OF THE GROUND 50'-0" FROM THE FRONT LOT LINE DIFFERS BY 10'-0" OR MORE FROM THE CURB LEVEL - 15 FT / 50%=7'-6")
SIDE YARDS = 6'-4" (SEE ADDITIONAL INCENTIVES ABOVE)
REAR YARD = 15'-0"

RESIDENTIAL DATA
SEE A-2.1 FOR ZONING CODE FLOOR AREA CALCULATIONS

FLOOR AREA	ZONING	BUILDING	SCHOOL FEE
SECOND FLOOR	15,127 SF	15,583 SF	14,397 SF
THIRD FLOOR	15,127 SF	15,583 SF	14,397 SF
FOURTH FLOOR	13,563 SF	14,480 SF	13,295 SF
FIFTH FLOOR	13,505 SF	13,205 SF	12,020 SF
SIXTH FLOOR	11,897 SF	11,590 SF	10,421 SF
FIRST FLOOR	1,342 SF	16,190 SF	
P1 PARKING	497 SF	15,667 SF	
TOTAL :	71,508 SF	102,298 SF	64,530 SF

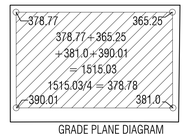
ZONING HEIGHT:
LOWEST POINT 5'-0" FROM BUILDING= 365.25'
HIGHEST PARAPET = 444.25'
ZONING CODE HEIGHT = 67'-0" + 12'-0" ADDITIONAL HEIGHT ON A SLOPING LOT (PER LAMC 12.21.1 B 2) = 79'-0" ALLOWED & PROPOSED. MAXIMUM 67'-0" ALLOWED AND PROPOSED AT ANY POINT.
NUMBER OF STORIES: 6-STORY APARTMENT BUILDING WITH 5 LEVELS OF APARTMENTS ABOVE GROUND FLOOR & SUBTERRANEAN RESIDENTIAL PARKING LEVELS.

PER LAMC SEC 12.21.1 B 2. WHENEVER THE HIGHEST POINT OF ELEVATION OF THE ADJOINING SIDEWALK OR GROUND SURFACE WITHIN A FIVE-FOOT HORIZONTAL DISTANCE MEASURED FROM THE EXTERIOR WALL OF A BUILDING EXCEEDS GRADE LEVEL BY MORE THAN 20 FEET, A BUILDING OR STRUCTURE MAY EXCEED THE HEIGHT IN NUMBER OF FEET PRESCRIBED IN THIS SECTION BY NOT MORE THAN 12 FEET.

1. PER THE SURVEY, THE HIGHEST ELEVATION OF THE ADJOINING SIDEWALK IS 375.96' (SOUTHWEST CORNER) AND THE HIGHEST ELEVATION IS 396.6' (SOUTHEAST CORNER) A DIFFERENCE OF 20.64' (20'-8") WHICH QUALIFIES THE PROJECT FOR THE CODE EXCEPTION.

2. THE PROPOSED PROJECT WILL NOT EXCEED 67 FEET AT ANY POINT AS MEASURED TO THE GROUND BELOW IT PER THE CODE EXCEPTION.

BUILDING CODE HEIGHT:
GRADE PLANE = 378.78'
TOP OF ROOF= 439.50'
BUILDING CODE HEIGHT = 60.72' = 60'-9" (SEE DIAGRAM BELOW FOR GRADE PLANE CALCULATION)



GRADE PLANE DIAGRAM

OPEN SPACE CALCULATION:
SEE A-2.3 FOR OPEN SPACE DIAGRAMS

OPEN SPACE REQUIRED:

12 UNITS < 3 HABITABLE ROOMS @ 100 SF =	1,200 SF
21 UNIT WITH = 3 HABITABLE ROOMS @ 125 SF =	2,625 SF
17 UNIT WITH > 3 HABITABLE ROOMS @ 175 SF =	2,975 SF
TOTAL REQUIRED:	6,800 SF

6,800 SF LESS 25% REDUCTION PER TOC TIER 3 ADDITIONAL INCENTIVE = 5,100 SF REQUIRED
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL ROOM = 0.25 X 5,100 = 1,275 SF

OPEN SPACE PROVIDED: TOTAL
PRIVATE OPEN SPACE: (50% MAX. OF TOTAL, 2,550 SF)
(12) BALCONIES 12 x 50 SF = 600 SF
600 SF

COMMON OPEN SPACE:

	REAR YARD	REC ROOM	ROOF DECK	PLANTERS	
2ND FLOOR	-	3,601 SF	-	-	
3RD FLOOR	-	-	-	-	
4TH FLOOR	-	-	-	-	
5TH FLOOR	-	-	-	-	
6TH FLOOR	-	-	-	-	
ROOF DECK	-	-	3,251 SF	813SF	
SUBTOTAL	-	1,275 SF*	3,251 SF		4,526 SF
TOTAL					5,126 SF

*ONLY 1,275 SF COUNTED TOWARD TOTAL
(MIN. PLANTED, 25% OF REQUIRED COMMON OPEN SPACE)
5,100 SF REQUIRED OPEN SPACE LESS 600 SF PRIVATE OPEN SPACE AND LESS 1,275 SF OF INDOOR REC. ROOM = 3,225 SF REQUIRED COMMON SPACE
25% OF 3,225 SF TO BE PLANTED = 807 SF REQUIRED. 813 SF PROVIDED

TOTAL PROVIDED OPEN SPACE: 5,126 SF > TOTAL REQUIRED: 5,100 SF

ONE 24" BOX TREE PER 4 UNITS @ 50 UNITS, SO 13 TREES REQUIRED, 16 TREES PROVIDED

PROPOSED UNITS:
10 STUDIO UNITS
2 ONE BEDROOM UNITS
6 2-STORY LOFT UNITS (3 HABITABLE ROOMS FOR OPEN SPACE)
25 TWO BEDROOM UNITS
7 THREE BEDROOM UNITS
50 TOTAL UNITS

RESIDENTIAL SUMMARY:

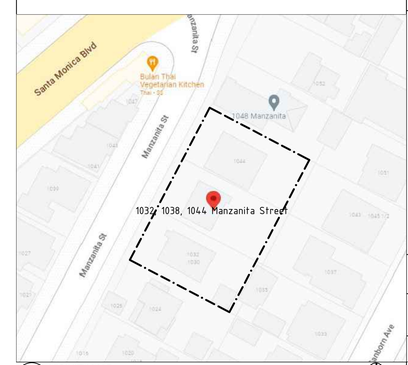
UNIT NUMBER	TYP	HABITABLE ROOMS	UNIT AREA
201	2-BDRM	3	1,198 SF
203	STUDIO	2	804 SF
209	2-BDRM	3	828 SF
210	2-BDRM	3	1,028 SF
211	STUDIO	2	710 SF
212	2-BDRM	4	1,198 SF
213	STUDIO	2	777 SF
214	STUDIO	2	752 SF
215	2-BDRM	4	1,208 SF
216	3-BDRM	4	1,266 SF
301	2-BDRM	3	1,179 SF
303	LOFT	3	1,323 SF
304	LOFT	3	1,295 SF
305	LOFT	3	1,202 SF
306	LOFT	3	1,293 SF
307	LOFT	3	1,337 SF
308	LOFT	3	1,218 SF
309	2-BDRM	3	828 SF
310	2-BDRM	3	1,028 SF
311	STUDIO	2	710 SF
312	2-BDRM	4	1,198 SF
315	2-BDRM	4	1,208 SF
316	3-BDRM	4	1,266 SF
401	2-BDRM	3	1,179 SF
409	2-BDRM	3	828 SF
410	2-BDRM	3	1,028 SF
411	STUDIO	2	710 SF
412	2-BDRM	4	1,198 SF
415	2-BDRM	4	1,208 SF
416	3-BDRM	4	1,266 SF
501	3-BDRM	4	1,435 SF
502	1-BDRM	2	884 SF
503	1-BDRM	2	890 SF
504	2-BDRM	3	1,269 SF
505	2-BDRM	3	1,203 SF
510	2-BDRM	3	1,028 SF
511	STUDIO	2	710 SF
512	2-BDRM	4	1,198 SF
515	2-BDRM	4	1,208 SF
516	3-BDRM	4	1,266 SF
PH1	2-BDRM	3	1,260 SF
PH2	2-BDRM	3	1,243 SF
PH3	3-BDRM	4	1,533 SF
PH10	2-BDRM	3	1,028 SF
PH11	STUDIO	2	710 SF
PH12	2-BDRM	4	1,198 SF
PH13	STUDIO	2	777 SF
PH14	STUDIO	2	752 SF
PH15	2-BDRM	4	1,208 SF
PH16	3-BDRM	4	1,266 SF
50 RESIDENTIAL TOTAL			54,337 SF

BICYCLE PARKING SUMMARY PER ORDINANCE #185480:
RESIDENTIAL LONG TERM:
1-25 UNITS = 1 LONG TERM SPOT/UNIT 25/1=25
26-50 UNITS = 1 LONG TERM /1.5 UNIT 25/1.5=16.67=17
TOTAL=42 LONG TERM

RESIDENTIAL SHORT TERM:
1-25 UNITS = 1 SHORT TERM SPOT PER 10 UNITS 25/10=2.5 SHORT TERM
26-50 UNITS = 1 SHORT TERM PER 15 UNIT 25/15=16.67=1.7
TOTAL=4.2=4 SHORT TERM

TOTAL: REQUIRED AND PROVIDED =42 + 4 = 46

(per 12.21A.16(b) - Fractions, any fraction up to and including one-half may be disregarded.)



2 VICINITY MAP
N.T.S.

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4500
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #213a
Encino, CA 91316
818 784 5571

LICENSED ARCHITECT
WARREN TECHENTIN
REG. NO. C-28100
04.30.23
RENEWAL DATE
STATE OF CALIFORNIA

Issue/Revision	Description	Date	Issued to	Drawn by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street , Los Angeles, CA 90029

20 August 2024

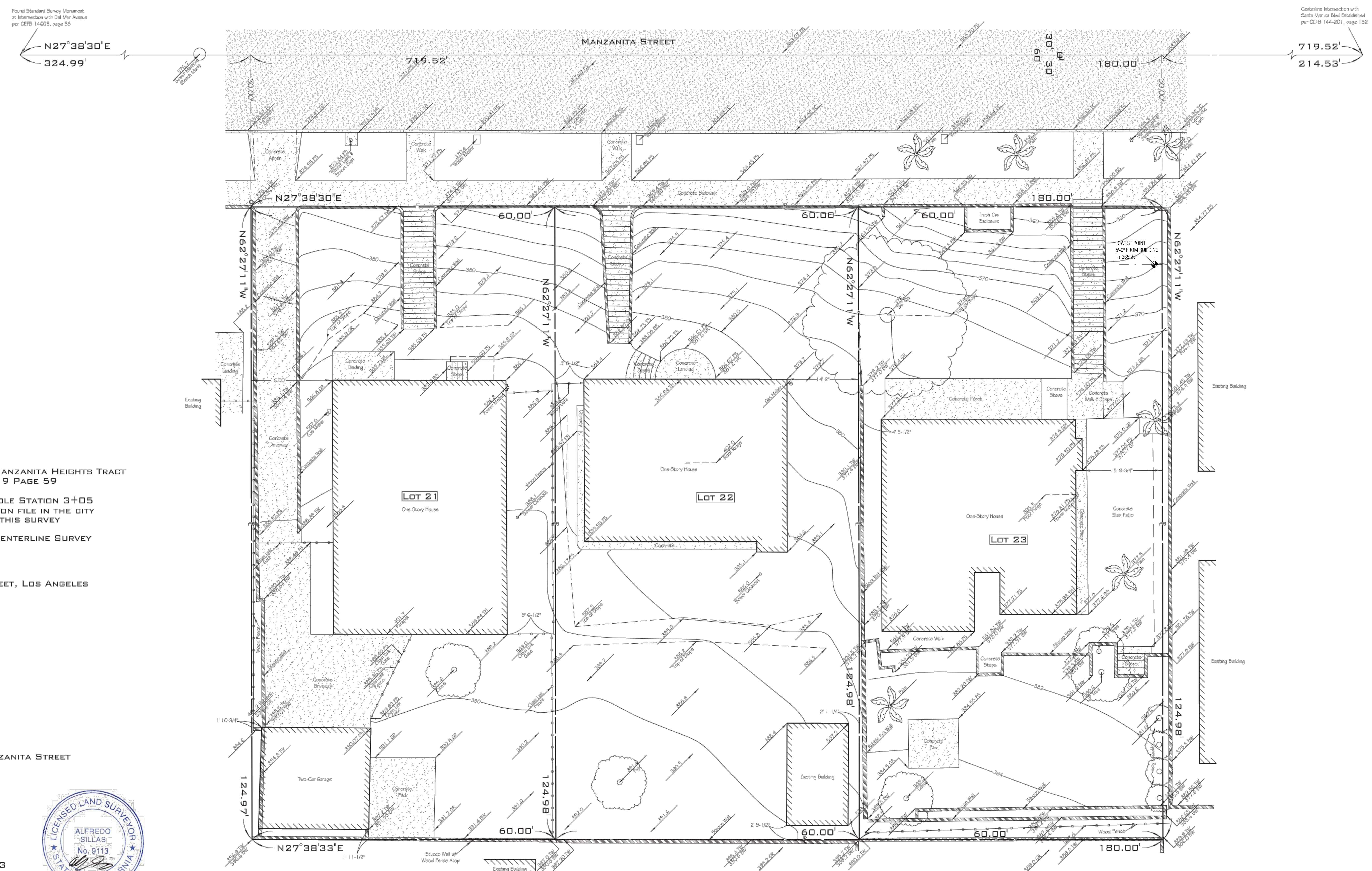
PROJECT INFORMATION

A-1.0
AS NOTED

Scale: 1" = 10'

Topography Survey

EXHIBIT "A"
Page No. 2 of 28
Case No. DIR-2023-5803-TOC-HCA



North

Legend

FF = Finished Floor
FS = Finished Surface
TH = Threshold
Cls = Tree Cluster
BW = Bottom of Wall
TW = Top of Wall
TC = Top of Curb
TS = Top of Step
BS = Bottom of Step
GR = Ground
Ret = Retaining

Note: Hatch Patterns and Tree Drip Lines Are Not to Scale

Legal Description: Lots 21, 22 & 23 in Block E of Manzanita Heights Tract in Miscellaneous Records Book 19 Page 59

Bench Mark: The elevation of 376.7 on Sewer Manhole Station 3+05 as shown on Sewer "Y" Map No. 7219-2 on file in the city of Los Angeles was used as datum for this survey

Boundary: Record Information Adjusted to Found Centerline Survey Monuments

Date of Survey: September 27, 2022

Site Addresses: 1032, 1038 & 1044 Manzanita Street, Los Angeles

Area of Lot 21: 7,499 Square Feet, 0.17 Acres
Area of Lot 22: 7,499 Square Feet, 0.17 Acres
Area of Lot 23: 7,499 Square Feet, 0.17 Acres

A.P.N.: 5427-006-025, 026 & 027

Plan Prepared For: Jeff Martin
1032, 1038, 1044 Manzanita Street
Los Angeles, CA 90029

Plan Prepared By: Sillas Land Surveying
1644 N. Avon Street
Burbank, CA 91505
(661) 839-2188
Alfredo Sillas, L.S. 9113

Licensed Land Surveyor — Alfredo Sillas No. 9113 — State of California

wtarch
warren techentin architecture, inc
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t :323.664.4500
f :323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER:
Masoud Dejban
17200 Ventura Blvd. STE #213a
Encino, CA 91316
818 784 5571

Licensed Architect — Warren Techentin — C-28100 — 04.30.23 Renewal Date — State of California

Drawn by	Checked by

Issue/Revision	Description	Date	Issued to

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

date: 20 August 2024

dwg title: SURVEY

dwg no: A-2.0

scale: AS NOTED

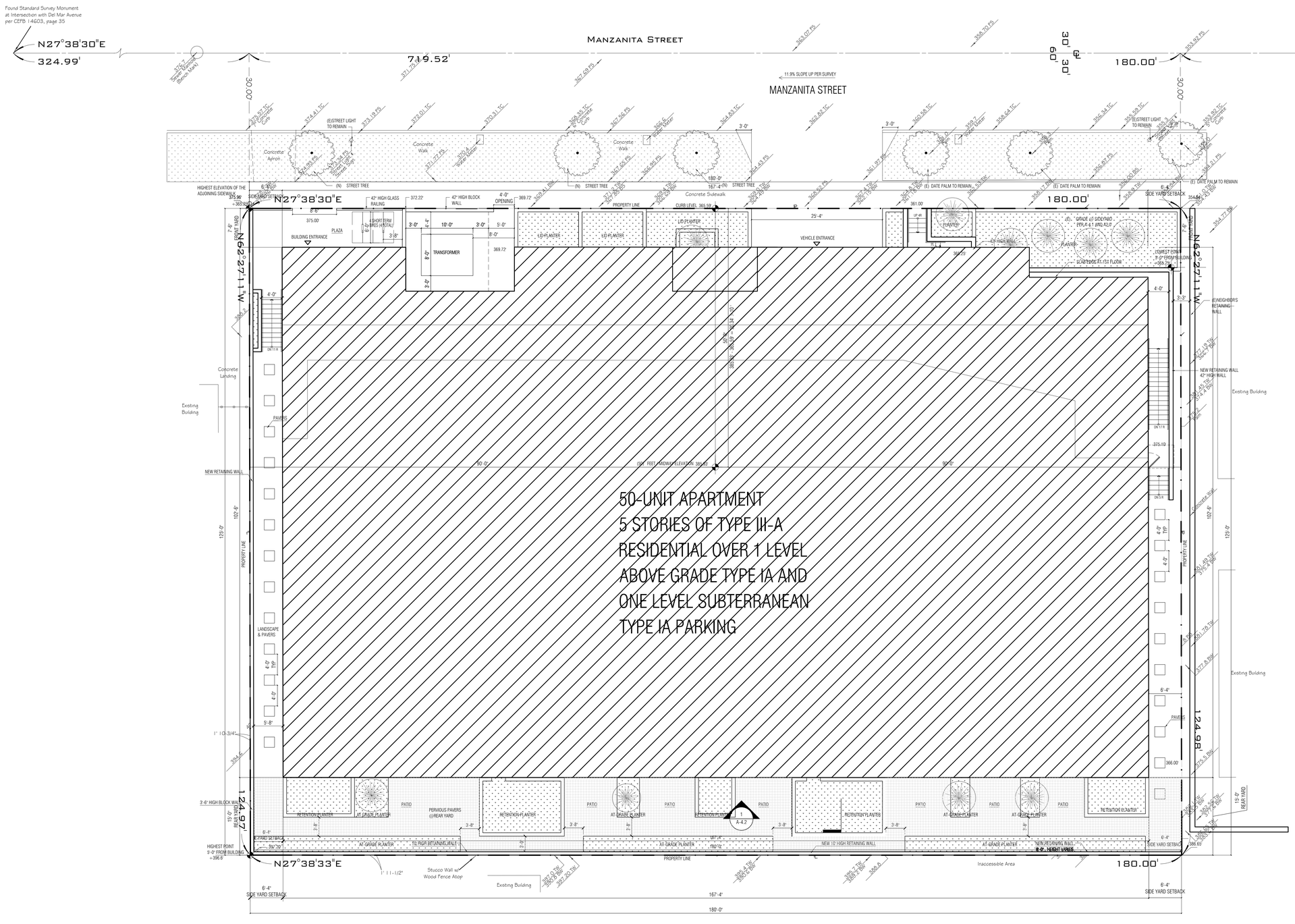


EXHIBIT "A"
Page No. 3 of 28
Case No. DIR-2023-5803-TOC-HCA

YARDS:

CURB POINT=365.59'
50 FEET/MIDWAY POINT=385.93'

DIFFERENCE=20.34' > 10 '

FRONT YARDS = 7'-6" (PER LAMC 12.22 C 6 FRONT YARD NEED NOT EXCEED 50% WHEN THE ELEVATION OF THE GROUND 50'-0" FROM THE FRONT LOT LINE DIFFERS BY 10'-0" OR MORE FROM THE CURB LEVEL - 15 FT / 50%=7'-6")

ZONING HEIGHT:

HIGHEST POINT OF ELEVATION OF THE ADJOINING SIDEWALK = 375.96'
THE HIGHEST ELEVATION 5'-0" FROM BUILDING=396.60'

DIFFERENCE=20.64' > 20'

ZONING CODE HEIGHT = 67'-0" + 12'-0" ADDITIONAL HEIGHT ON A SLOPING LOT (PER LAMC 12.21.1 B 2) = 79'-0" ALLOWED & PROPOSED. MAXIMUM 67'-0" ALLOWED AND PROPOSED AT ANY POINT.

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

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #215a
Encino, CA 91316
818 784 5571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Item No.	Drawn By
Issued To	Checked By
Date	
Issue/Revision	Description

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street . Los Angeles, CA 90029

20 August 2024

SITE PLAN

A-2.1

AS NOTED

EXHIBIT "A"
Page No. 4 of 28
Case No. DIR-2023-5803-TOC-HCA

FLOOR AREA CALCULATIONS (ZONING)

P1 PARKING	497 SF
FIRST FLOOR	1,342 SF
SECOND FLOOR	15,127 SF
THIRD FLOOR	15,127 SF
FOURTH FLOOR	13,563 SF
FIFTH FLOOR	13,505 SF
SIXTH FLOOR	11,897 SF
TOTAL FLOOR AREA PROPOSED:	71,508 SF

FLOOR AREA (ZONING):
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINRY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

TYPE IIIA -R2 13,505 SF

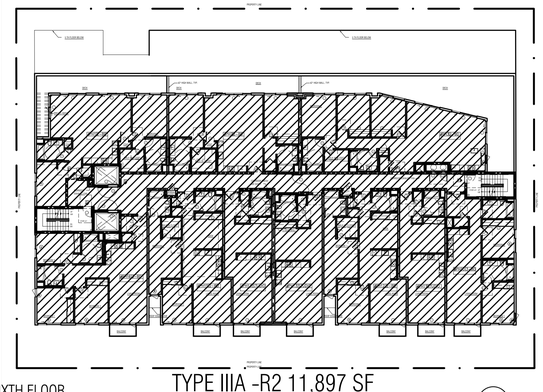
FIFTH FLOOR
3/64" = 1'-0" 6

TYPE IIIA -R2 15,127 SF

THIRD FLOOR
3/64" = 1'-0" 4

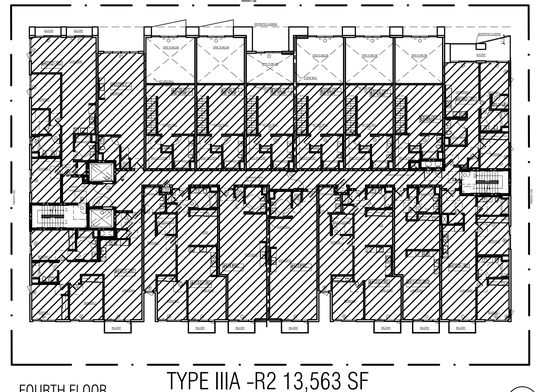
TYPE IIIA -R2 1,342 SF

GROUND FLOOR
3/64" = 1'-0" 2



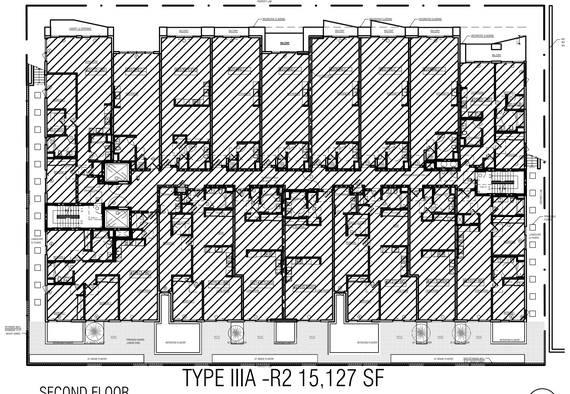
TYPE IIIA -R2 11,897 SF

SIXTH FLOOR
3/64" = 1'-0" 7



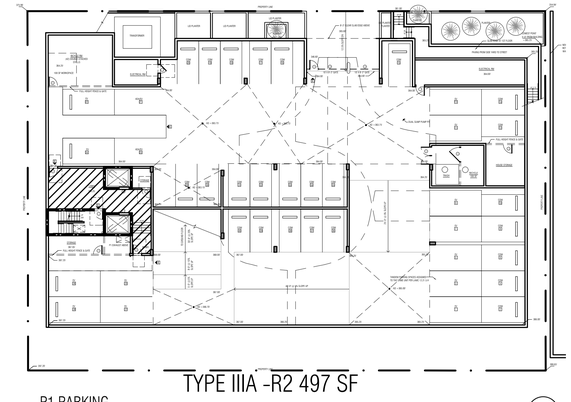
TYPE IIIA -R2 13,563 SF

FOURTH FLOOR
3/64" = 1'-0" 5



TYPE IIIA -R2 15,127 SF

SECOND FLOOR
3/64" = 1'-0" 3



TYPE IIIA -R2 497 SF

P1 PARKING
3/64" = 1'-0" 1

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #216a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04-30-23
RENEWAL DATE
STATE OF CALIFORNIA

Mark	Description	Date

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street - Los Angeles, CA 90029

20 August 2024

AREA CALCULATION

A-2.2
AS NOTED

EXHIBIT "A"
Page No. 5 of 28
Case No. DIR-2023-5803-TOC-HCA

OPEN SPACE CALCULATION:
SEE A-2.3 FOR OPEN SPACE DIAGRAMS

OPEN SPACE REQUIRED:

12 UNITS < 3 HABITABLE ROOMS @ 100 SF =	1,200 SF
21 UNIT WITH = 3 HABITABLE ROOMS @ 125 SF =	2,625 SF
17 UNIT WITH > 3 HABITABLE ROOMS @ 175 SF =	2,975 SF
TOTAL REQUIRED:	6,800 SF

6,800 SF LESS 25% REDUCTION PER TOC TIER 3 ADDITIONAL INCENTIVE = 5,100 SF REQUIRED
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL ROOM = 0.25 X 5,100 = 1,275 SF

OPEN SPACE PROVIDED:

					TOTAL
PRIVATE OPEN SPACE: (50% MAX. OF TOTAL, 2,550 SF)					
(12) BALCONIES 12 x 50 SF = 600 SF					600 SF
COMMON OPEN SPACE:					
	REAR YARD	REC ROOM	ROOF DECK	PLANTERS	
2ND FLOOR	-	3,601 SF	-	-	
3RD FLOOR	-	-	-	-	
4TH FLOOR	-	-	-	-	
5TH FLOOR	-	-	-	-	
6TH FLOOR	-	-	-	-	
ROOF DECK	-	-	3,251 SF	813SF	
SUBTOTAL	-	1,275 SF*	3,251 SF		4,526 SF
TOTAL					5,126 SF

*ONLY 1,275 SF COUNTED TOWARD TOTAL
(MIN. PLANTED, 25% OF REQUIRED COMMON OPEN SPACE)
5,100 SF REQUIRED OPEN SPACE LESS 600 SF PRIVATE OPEN SPACE AND LESS 1,275 SF OF INDOOR REC. ROOM = 3,225 SF REQUIRED COMMON SPACE
25% OF 3,225 SF TO BE PLANTED = 807 SF REQUIRED. 813 SF PROVIDED

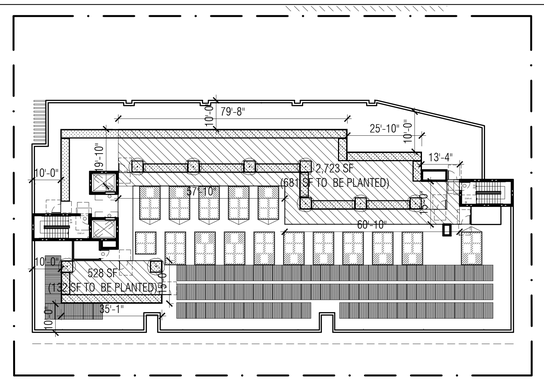
TOTAL PROVIDED OPEN SPACE: 5,126 SF > TOTAL REQUIRED: 5,100 SF

ONE 24" BOX TREE PER 4 UNITS @ 50 UNITS, SO 13 TREES REQUIRED/PROVIDED

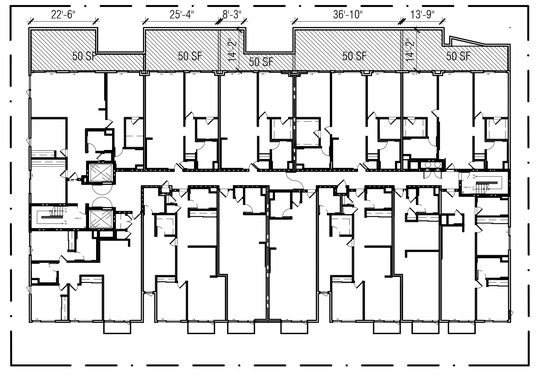
PRIVATE OPEN SPACE

COMMON OPEN SPACE

PLANTED COMMON OPEN SPACE

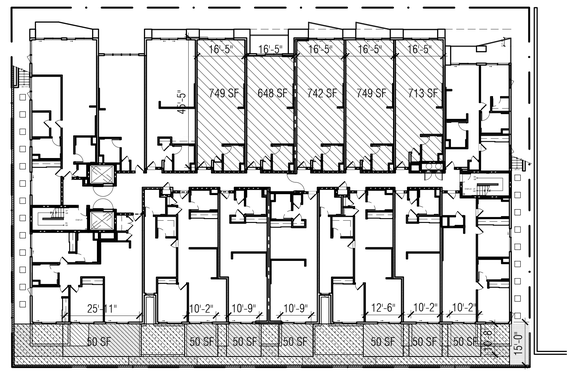


ROOF
3/64" = 1'-0" 8



FIFTH FLOOR 5 TOTAL BALCONIES
3/64" = 1'-0" 6

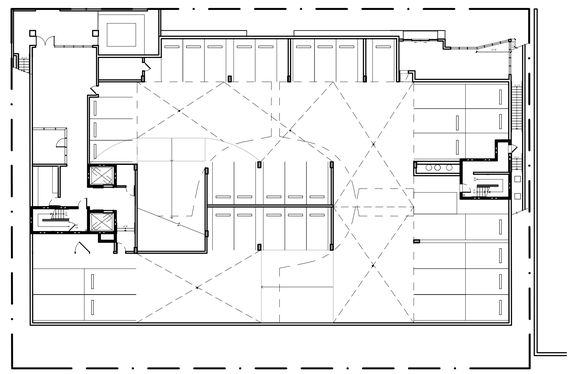
3,601 SF OF RECREATION ROOM (5 TOTAL)
1,275 SF COUNTS AS OPEN SPACE



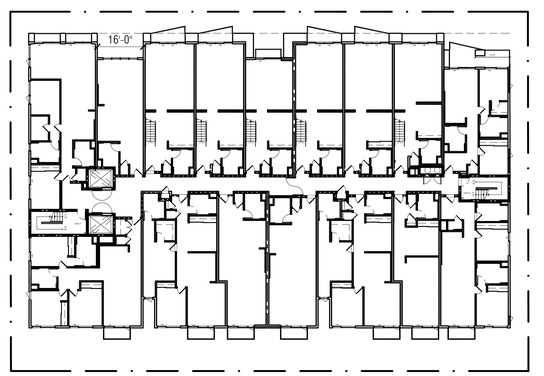
SECOND FLOOR 7 TOTAL BALCONIES
3/64" = 1'-0" 3

SIXTH FLOOR
3/64" = 1'-0" 7

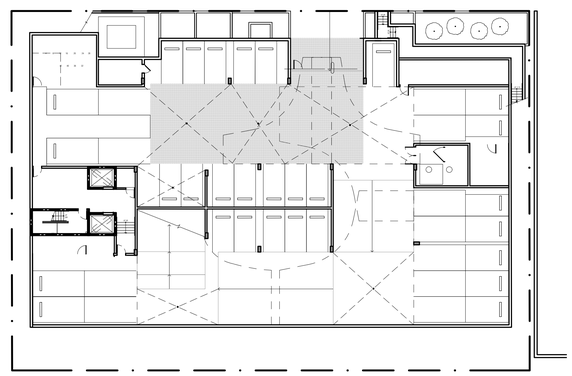
FOURTH FLOOR
3/64" = 1'-0" 5



GROUND FLOOR
3/64" = 1'-0" 2



THIRD FLOOR
3/64" = 1'-0" 4



P1 FLOOR
3/64" = 1'-0" 1

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4500
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 5571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04.30.23
RENEWAL DATE
STATE OF CALIFORNIA

Issue/Revision	Description	Date	Issued By	Drawn By

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

20 August 2024

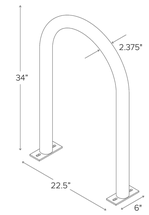
OPEN SPACE DIAGRAMS

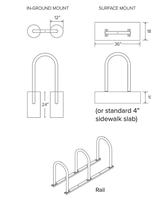
A-2.3

AS NOTED

EXHIBIT "A"
Page No. 6 of 28
Case No. DIR-2023-5803-TOC-HCA

DERO | **Hoop Rack** Heavy Duty — **Submittal Sheet**





CAPACITY 2 Bikes

MATERIALS 2" schedule 40 pipe (2.375" OD)

FINISHES
- ☐ **Galvanized** — An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat** — Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
- ☐ **Stainless** — Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS
- ☐ **Surface** — Foot Mount has two 2.5" x 6" x .25" feet with two anchors per foot. Specify foot mount for this option. Tamper-resistant fasteners available upon request.
- ☐ **In-Ground** — In-ground mount is embedded into concrete base. Specify in-ground mount for this option
- ☐ **Rail** — Rail Mounted Downtown Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3" x 1.4" x 3/16" thick galvanized mounting rails. Specify rail mount for this option.

Rack Angle:

☐ 90 ☐ 45A ☐ 45B ☐ 60A ☐ 60B

OPTIONAL LEAN BAR ☐ **Add Lean Bar**

1-TIER BIKE RACK
N.T.S. 2

Dero **Decker** — DERO

- Sturdy red handle grips
- Lift-assist trays
- Dampers for safe lowering of trays
- Spring loaded levers hold bikes firmly in place
- U-lock compatible
- Smallest footprint
- Smooth and silent operation
- Simple installation
- Low maintenance
- Specially designed fat bike trays available

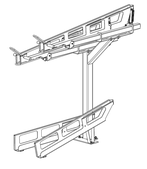
FINISH OPTIONS

Galvanized

Powder Coat

White · Black · Light Gray RAL 7042 · Deep Red RAL 3003 · Yellow RAL 1023
CNH Bright Yellow · Orange RAL 2004 · Beige RAL 1001 · Iron Gray RAL 7011 · Hunter Green RAL 6005
Light Green RAL 6018 · Green RAL 6016 · Sepia Brown RAL 8014 · Blue RAL 5005 · Sky Blue RAL 5015
Dark Purple · Flat Black · Wine Red RAL 3005 · Bronze · Silver RAL 9007

DERO | Dero **Decker** — **Submittal Sheet**



CAPACITY 4 Bikes per unit

MATERIALS
Uprights: 4" 11g square tube
Upright base: 1/4" plate
Cantilevers: 11g plate
Cantilever base: 1/4" plate
Trays: 11g plate

FINISHES
- ☐ **Galvanized** — An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat** — Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat

MOUNT OPTIONS **Surface only** — Each upright has one ¼" plate feet that accept 9/2" wedge anchors

2-TIER BIKE RACK
N.T.S. 1

NOTES

RECYCLING NOTES FROM SECTIONS 12.21.A19.(C)(4) THROUGH (12)(IV)

1. TO ENCOURAGE ACTIVE PARTICIPATION IN RECYCLING TO THE MAXIMUM EXTENT POSSIBLE, EACH PROPERTY OWNER, MANAGER, OR LESSEE SHALL INFORM ALL TENANTS AND/OR EMPLOYEES LIVING OR WORKING ON THE PROPERTY OF THE AVAILABILITY AND LOCATION OF THE RECYCLING AREA(S) OR ROOM(S), THE TYPES OF MATERIALS THAT ARE COLLECTED FOR RECYCLING, THAT THE RECYCLING COLLECTION FACILITIES ARE LOCATED ON THE PROPERTY PURSUANT TO STATE LAW REQUIRING THE DIVERSION OF A SUBSTANTIAL PORTION OF SOLID WASTE;
2. EACH PROPERTY OWNER OR LESSEE SHALL CONTRACT WITH A RECYCLER OR HAULER FOR THE PICK-UP OF RECYCLABLE MATERIALS, SEPARATE FROM TRASH COLLECTION, WHEN RECEPTACLES ARE FULL OR EVERY WEEK, WHICHEVER OCCURS FIRST;
3. NO TOXIC OR HAZARDOUS MATERIAL SHALL BE STORED IN RECYCLING AREAS OR ROOMS RECYCLING OR RECEPTACLES;
4. ALL RECYCLABLE MATERIALS SHALL BE PLACED OR STORED IN RECYCLING RECEPTACLES. PAPER PRODUCTS AND OTHER LIGHTWEIGHT MATERIALS SHALL BE IMMEDIATELY PLACED INTO COVERED RECYCLING RECEPTACLES WHEN THEY ARE DROPPED OFF;
5. ON A DAILY BASIS THE RECYCLING AREA OR ROOM SHALL BE KEPT FREE OF LITTER, DEBRIS, SPILLAGE, BUGS, RODENTS, ODORS, AND OTHER SIMILAR UNDESIRABLE HAZARDS;
6. THE RECYCLING AREA OR ROOM SHALL BE CLEARLY IDENTIFIED BY ONE OR MORE SIGNS DESIGNATING IT FOR RECYCLING COLLECTION AND LOADING;
7. THE RECYCLING AREA OR ROOM SHALL BE AVAILABLE FOR USE BY PERSONS RESIDING OR EMPLOYED ON THE PROPERTY, BUT SHALL BE KEPT SECURED FROM UNAUTHORIZED ENTRY BY THE GENERAL PUBLIC;
8. RECYCLING AREAS OR ROOMS SHALL NOT DIMINISH THE REQUIRED NUMBER OF PARKING SPACES OR IMPAIR TRAFFIC FLOW;
9. RECYCLING AREAS OR ROOMS SHALL BE PLACED ALONGSIDE OF TRASH AREAS OR ROOMS WHEREVER POSSIBLE AND SHALL COMPLY WITH THE FOLLOWING: (AMENDED BY ORD. NO. 181,227, EFF. 9/1/10.)
   A. RECYCLING ROOMS SHALL COMPLY WITH SECTION 91.6102 OF THIS CODE AND MUST BE EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM PURSUANT TO SECTION 57.304.2.2 OF THIS CODE.
   B. OUTDOOR RECYCLING AREAS IN COMMERCIAL, INDUSTRIAL, OR PUBLIC FACILITIES, OR RESIDENTIAL BUILDINGS HAVING FOUR OR MORE LIVING UNITS SHALL BE CONFINED TO THE REAR ONE-HALF OF THE LOT AND SHALL NOT EXCEED AN AREA OF 300 SQUARE FEET.
   C. OUTDOOR RECYCLING AREAS SHALL BE COMPLETELY ENCLOSED BY AN EIGHT-FOOT WALL OR CHAIN LINK FENCE WITH WOODEN SLATES, CONCRETE BLOCK, OR SIMILAR CONSTRUCTION (ENCLOSURE) WITH GATES OF THE SAME HEIGHT. NO MATERIAL SHALL EXCEED THE HEIGHT OF THE WALL OR FENCE. THE ENCLOSURE SHALL BE CONSTRUCTED WITH A CONCRETE FLOOR SLOPED TO DRAIN, AND A WATER FAUCET FOR HOSE ATTACHMENT SHALL BE LOCATED ADJACENT TO OR WITHIN THE ENCLOSURE. THE ENCLOSURE SHALL BE SECURED BY A LOCKING GATE.
   D. PURSUANT TO SECTION 57.304.2.2 OF THE CODE, OUTDOOR RECYCLING AREAS SHALL BE LOCATED A MINIMUM OF 10 FEET FROM ANY BUILDING OR BUILDING OPENING EXCEPT WHEN LOCATED ADJACENT TO A MINIMUM ONE-HOUR WALL AND A MINIMUM OF 10 FEET FROM ANY BUILDING OPENING.

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #213a
Encino, CA 9316
818 784 5571

LICENSED ARCHITECT — WARREN TECHENTIN — C-28100 — 04.30.23 — RENEWAL DATE — STATE OF CALIFORNIA

Issue/Revision	Description	Date	Issued to	Drawn by / Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street · Los Angeles, CA 90029

20 August 2024

BIKE RACK INFO

A-2.4

AS NOTED

REFERRAL FORM

PRELIMINARY ZONING ASSESSMENT

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

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

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

CONTACT INFORMATION

Department of Building and Safety, Affordable Housing Section

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

Department of City Planning, Development Services Center

For locations and hours:
https://planning.lacity.org/contact/locations-hours

THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF ONLY

LADBS Plan Check Staff Name and Title	LADBS Plan Check Staff Signature[1]
Sarhad Ghevandian, Architectural Associate	Sarhad Ghevandian
Plan Check Application No.[2]	**Date**
23010 - 10000 - 02714	10/24/2023
Notes	☐ ED 1 Eligible

[1] LADBS Plan Check staff will sign the Preliminary Zoning Assessment Form once the Zoning Plan Check verifications are complete.
[2] This completed form shall be accompanied by plans signed by a DBS Plan Check staff following the completion of a Zoning Plan Check.

THIS SECTION TO BE COMPLETED BY THE APPLICANT[3]

PROJECT INFORMATION

I. PROJECT LOCATION, ZONING & LAND USE JURISDICTION

Project Address: 1032-1044 N Manzanita Street

Project Name (if applicable): 1030 Manzanita

Assessor Parcel Number(s): 5427-006-025 / 5427-006-026 / 5427-006-027

Legal Description (Lot, Block, Tract): Lots 21, 22, & 23, Block E, Manzanita Heights Tract

Community Plan: Sir Lk/E Pk/Ely Vly **Number of Parcels:** 3 **Site Area:** 22,502 sq. ft.

Current Zone(s) & Height District(s): R3-1VL **Land Use Designation:** Med Res

☐ YES ☒ NO **ED 1 Eligible**[4]
☐ YES ☒ NO **Alley in Rear**
☐ YES ☒ NO **Coastal Zone**
☒ YES ☐ NO **Hillside Area (Zoning)**
☐ YES ☒ NO **Enterprise Zone**
☐ YES ☒ NO **Site Contains Historical Features**
☐ YES ☒ NO **Downtown Design Guide Area**
☒ YES ☐ NO **Special Grading Area (BOE) Area**
☐ YES ☒ NO **Very High Fire Hazard Severity Zone**
☐ YES ☒ NO **Greater Downtown Housing Incentive Area**

☐ **Specific Plan:**
☐ **Historic Preservation Overlay Zone (HPOZ):**
☐ **Design Review Board (DRB):**
☐ **Redevelopment Project Area:**
☐ **Overlay Zone (CPIO/CDO/POD/NSO/RIO/CUGU/etc.):**
☐ **Q Condition/ D Limitation/ T Classification** ***(Ordinance No. and Subarea):***
Description of Condition:
☐ **Legal (Lot Cut Date)**
☐ **Related City Planning Cases**

[3] All fields in this form must be completed. If an item is not applicable, write N/A.
[4] Refer to Executive Directive 1 Implementation Guidelines for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.

☒ **Z.I.(s)** 2512, 2452
☐ **Affidavits**
☐ **Easements**
☒ **TOC Tier[5] (if applicable to project)** Tier 3

II. PROJECT DESCRIPTION

Project Description/Proposed Use: Proposed construction, use, and maintenance of a new, 6-story 78-ft in height apartment building containing 50-units, including 10% ELI units (5), and providing 50 vehicle parking spaces and 47 bicycle parking spaces. Existing site improvements/landscaping to be removed/replaced.

No. of Stories: 6 **No. of Dwelling Units:** 50 **Floor Area (Zoning):** 70,441

Present Use/No. of Units: SFDs - 3

III. CITY PLANNING ACTION(S) REQUESTED

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

Authorizing Code Section: LAMC Section 12.22 A.31 (e)

Code Section from which relief is requested (if any): N/A

Action Requested, Narrative: TOC DB w/ Add Incentives for 1) Reduced yards 2) Increased Height

Authorizing Code Section:

Code Section from which relief is requested (if any):

Action Requested, Narrative:

Additional Requests Attached ☐ YES ☒ NO

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

IV. APPLICANT INFORMATION[6]

Name: 1030 Manzanita LLC
Phone:
Email: bvremanagement@gmail.com

V. REPRESENTATIVE INFORMATION

Name: Peter Wilson
Phone: 310-625-1683
Email: petewils63@msn.com

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

VI. PRELIMINARY ZONING ASSESSMENT SUMMARY
THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF[7]

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable LAMC Section No.[8]	Comments and Additional Information
1	**Use**	Apartment house	Apartment house	☒ YES ☐ NO	LAMC SEC. 12,10,A4	☐ Conditional Use (LAMC Section 12.24) for _____
2	**Height**	79'-0"	57'-0"	☒ YES ☐ NO ☐ N/A		☐ Transitional Height applies (LAMC Section 12.21.1 A.10) ☐ Commercial Corner Development/Mini-Shopping Center height applies (LAMC Section 12.22 A.23(a)(1)) The applicant is using 12,21.1,B2 to exceed the allowable height per 12,21.1,A1 (45') by an additional 12 feet. Also, The applicant is seeking a Height Incentive per TOC Guidelines VII.1,g.,i.2 to get additional 22' on top of the 57' allowed per 12,21.1,B2

[7] LADBS Plan Check staff will sign Section IV of the Preliminary Zoning Assessment (PZA) form and provide signed architectural plans once the Zoning Plan Check verifications are complete.
[8] Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[9]	Comments and Additional Information
3	**No. of Stories**	6 stories	unlimited	☒ YES ☐ NO ☐ N/A	LAMC Section 12.21.1 (if code prevails) 12,21,1,A1 Exception	
4	**FAR** (Floor Area Ratio)	4,46:1 71,986 / 16,150 = 4,46	3:1 Per 12,21.1,A1 16,150 X 3 = 48,450 SF	☒ YES ☐ NO ☐ N/A		The applicant is seeking 50% FAR increase as Base Incentive per TOC Guidelines, VII.1,b,iii 3 X 1,5 = 4.5 4,5:1 Requested FAR: 16,150 X 4.5 = 72,675 SF

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[10]	Comments and Additional Information
5	**RFAR** (Residential Floor Area Ratio)	N/A	N/A	☐ YES ☐ NO ☒ N/A		
6	**Density**	50 Units	28 Units 22,502/800 = 28,1 ≈ 29 base	☒ YES ☐ NO ☐ N/A		Density Ratio: ☐ Site Plan Review (16.05) / Major Project CUP (12.24 U.14) The applicant is seeking 70% density increase as Base Incentive per TOC Guidelines, VII,1,a,iii 29 X 1,7 = 49,3 = 50 TOC Guidelines, V2, Calculations

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[11]	Comments and Additional Information
7	**Setback** (Front)	7'-6"	7'-6"	☒ YES ☐ NO	Per 12,10,C1	Lot Line Location (Street Name): Manzanita Street Lot Line Location (Street Name): ---- 15 Feet per 12,10,C1 but 12,22,C6 allows 50% reduction of the required front yard setback
8	**Setback** (Side)	6'-4"	9'-0" 5' + 1' additional feet per story over 2nd floor Per 12,10,C2	☒ YES ☐ NO	Per 12,10,C2	Offset/plane break met: ☐ YES ☐ NO ☒ N/A The applicant is requesting 30% decrease of the two side yards as an On-menu Incentive per TOC Guidelines, VII,1,a,i,2,c 9' X ,7 = 6,3'

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[12]	Comments and Additional Information
9	**Setback** (Rear)	15'-0"	15'-0"	☒ YES ☐ NO ☐ N/A	Per 12,10,C3	
10	**Building Line**	N/A	N/A	☐ YES ☐ NO ☒ N/A	Ordinance No.:	

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[13]	Comments and Additional Information
11	**Parking** (automobile)	Residential: 81 Stalls Non-Residential: N/A	Residential: 25 Stalls Non-Residential: N/A	☒ YES ☐ NO ☐ N/A	LAMC Section 12.21 A.4 (if code prevails)	Design standards met(12.21 A5): ☒ YES ☐ NO Improvement standards met (12.21 A.6 (except landscaping, to be determined by City Planning)): ☐ YES ☐ NO Per TOC Guidelines, VII,2,a,i,A: Required parking for all residential units in an Eligible Housing Development shall not exceed 0,5 spaces per unit for Tier 3 LAMC 12,21,A,5,C: "Compact Stalls. In each parking area or garage devoted to parking for dwelling uses all parking stalls in Excess Of One Parking Stall Per Dwelling Unit May Be Designed As Compact Parking Stalls to accommodate compact cars.
12	**Bicycle Parking** (residential)	Long-term: 47 Short-term: 5	Long-term: 42 Short-term: 5	☒ YES ☐ NO ☐ N/A	LAMC Section 12.21 A.16 (if code prevails)	Facility standards met: ☒ YES ☐ NO Design standards met: ☒ YES ☐ NO

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[14]	Comments and Additional Information
13	**Bicycle Parking** (non-residential)	Long-term: N/A Short-term: N/A	Long-term: N/A Short-term: N/A	☐ YES ☐ NO ☒ N/A	LAMC Section 12.21 A.16 (if code prevails)	Facility standards met: ☐ YES ☐ NO Design standards met: ☐ YES ☐ NO
14	**Open Space**	Total (sq. ft.): 7,051 SF Common (sq. ft.): 5,201 SF Private (sq. ft.): 3,500 SF	Total: 7,000 SF Common: 3,500 SF Private: 3,500 SF	☒ YES ☐ NO ☐ N/A	LAMC Section 12.21 G (if code prevails)	Units/Habitable Room <3: 12 X 100 = 1,200 =3: 17 X 125 = 1,700 >3: 21 X 175 = 3,675 Dimensions met: ☒ YES ☐ NO Total Required Open Space: 7,000 SF

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[15]	Comments and Additional Information
15	**Retaining Walls in Special Grading Areas**	Max Height: 10'-0" Max Quantity: 2	Max Height: 12' or 10' Max Quantity: 1 or 2	☒ YES ☐ NO ☐ N/A	LAMC Section 12.21 C.8 (if code prevails)	
16	**Grading** (Zoning and Planning limitations)	N/A	N/A	☐ YES ☐ NO ☒ N/A		

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[16]	Comments and Additional Information
17	**Lot Coverage**	N/A	N/A	☐ YES ☐ NO ☒ N/A		
18	**Lot Width**	180'-0"	50'-0"	☒ YES ☐ NO ☐ N/A	LAMC SEC. 12,10,A4	

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[17]	Comments and Additional Information
19	**Space between Buildings**	N/A	N/A	☐ YES ☐ NO ☒ N/A	LAMC Section 12.21 C.2(a) (if code prevails)	
20	**Passageway**	The building has direct access to public right of way	10'	☒ YES ☐ NO ☐ N/A	LAMC Section 12.21 C.2(b) (if code prevails)	The building faces the public right of way

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

SG **(LADBS Staff Initials)**

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

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

SG **(LADBS Staff Initials)**

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.[19]	Comments and Additional Information
23	**Trash & Recycling**	100 sq. ft.	60 sq. ft.	☒ YES ☐ NO ☐ N/A	LAMC SEC. 12,21,A19(c)(2)(ii)	
24	**Landscape**	*Conformance determined by Los Angeles City Planning*				

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

SG **(LADBS Staff Initials)**

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

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

SG **(LADBS Staff Initials)**

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

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.	Comments and Additional Information
	N/A	N/A	N/A	☐ YES ☐ NO	N/A	N/A
				☐ YES ☐ NO		
				☐ YES ☐ NO		
				☐ YES ☐ NO		
				☐ YES ☐ NO		
				☐ YES ☐ NO		

SG **(LADBS Staff Initials)**

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4500
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #213a
Encino, CA 9316
818 784 5571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Drawn by | Checked by
Issued to
Date
Mark/Revision | Description

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street - Los Angeles, CA 90029

20 August 2024

PZA FORMS

A-2.5

Scale: AS NOTED

EXHIBIT "A"
Page No. 7 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET

(N) STREET TREE

(N) STREET TREE

(N) STREET TREE

(E) DATE PALM TO REMAIN

(E) DATE PALM TO REMAIN

(E) DATE PALM TO REMAIN

1 A-4.0

1 A-5.0

167'-4"

6'-4" SIDE YARD SETBACK

375.96'

PROPERTY LINE

25'-4"

361.00'

6'-4" SIDE YARD SETBACK

354.84'

7'-6" FRONT YARD

7'-6" FRONT YARD

3'-0"

3'-0"

10'-0"

3'-0"

2'-0"

TRANSFORMER

8'-0"

5'-0"

8'-0"

LID PLANTER

LID PLANTER

LID PLANTER

PLANTER (NOT LID)

8'-2" CLEAR SLAB EDGE ABOVE

365.60'

12.5% SLOPE DN

20'-10"

20'-0" TO GATE

LID PLANTER PLANTER

UP 4R

PLANTER

(N) TREE

(N) TREE

(N) TREE

(N) TREE

(N) TREE

LOWEST POINT 5'-0" FROM BUILDING = 365.25'

365.25'

PLANTER

SLAB EDGE AT 1ST FLOOR

PAVING FROM SIDE YARD TO STREET

365.25'

NEIGHBOR'S RETAINING WALL

22'-4"

6'-0"

2'-6"

3'-0"

5'-4"

2'-6"

6'-0"

8'-10"

BICYCLE RM (42) DOUBLE-STACKED STALLS

364.25'

100 SF WORKSPACE

ELECTRICAL RM

COM 20

COM 19

COM 18

COM 17

COM 16

7'-6"

7'-6"

7'-6"

7'-6"

7'-6"

10"

3'-10"

346.60'

364.00'

10' X 8'-2" GATE

364.00'

10' X 8'-2" GATE

COM 15

2'-4"

10"

ELECTRICAL RM

364.00'

8'-6"

4'-0"

UP 17 R

FULL HEIGHT FENCE & GATE

364.00'

364.00'

10"

EV 22

ADA/EV 21

5'-0"

9'-0"

AD +363.75'

AD +363.75'

AD +363.75'

EV 13

COM 14

9'-0"

DUAL SUMP PUMP PIT

EV 11

COM 12

9'-0"

8'-0"

EV 24

ADA/EV 23

9'-0"

364.00'

364.20'

364.00'

12'-5"

10"

24'-2"

364.00'

10"

364.00'

FULL HEIGHT FENCE & GATE

13'-6"

HOUSE STORAGE

14'-4"

28'-0"

364.25'

7'-0"

TRASH

8'-0"

RECYCLE 100 SF

LOBBY

364.25'

STORAGE

7'-9"

14'-1"

COM 29

COM 30

AD +363.15'

COM 31

COM 32

COM 33

COM 34

COM 35

364.25'

363.25'

363.25'

EV 9

COM 10

9'-0"

6'-7"

UP 5R

UP 2OR

1'-7"

COM 40

COM 39

COM 38

COM 37

COM 36

25'-0" @ 5% SLOPE UP

25'-0"

EV 7

COM 8

9'-0"

19'-2"

STORAGE

367.05'

6'-5"

P1 EXHAUST ABOVE 8'-11"

367.05'

FULL HEIGHT FENCE & GATE

TO GROUND FLOOR

30'-8" @ 20% SLOPE UP

23'-7"

17'-5"

24'-2"

368.00'

368.00'

367.00'

10"

10"

10"

365.25'

28'-0"

365.25'

EV 5

COM 6

9'-0"

367.25'

5'-0"

8'-0"

8'-0" @ 10% SLOPE UP

5'-0" @ 5% SLOPE UP

40'-0"

40'-0" @ 5% SLOPE UP

25'-4"

TANDEM PARKING SPACES ASSIGNED TO THE SAME UNIT PER LAMC 12.21.5.H

AD +365.00'

EV 3

COM 4

9'-0"

EV 26

EV 25

9'-0"

EV 28

EV 27

9'-0"

AD +366.70'

367.25'

10"

367.00'

366.25'

365.25'

365.25'

10"

366.00'

102'-6"

PROPERTY LINE

96'-8"

PROPERTY LINE

125'-0"

125'-0"

1 A-4.1

1 A-4.3

1 A-5.1

1 A-4.2

15'-0" REAR YARD

15'-0" REAR YARD

6'-4" SIDE YARD SETBACK

397.20'

167'-4"

180'-0"

PROPERTY LINE

6'-4" SIDE YARD SETBACK

386.65'

EXHIBIT "A"
Page No. 8 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 A5, CHART NO. 5.
2. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT, FOR THE FUTURE INSTALLATION OF THE EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
3. THE SURFACE SLOPE FOR EVCS AND THE AISLE SHALL NOT EXCEED 2.083% SLOPE ON ANY DIRECTION.
4. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSE AS EV CAPABLE IN ACCORDANCE WITH "THE LOS ANGELES ELECTRICAL CODE."
5. EV CHARGING STATION IS AVAILABLE FOR USE BY ALL RESIDENTS.
6. PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE:
7. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHOD(S), WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR THE ELECTRICAL CHARGING SYSTEM. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL ELECTRIC VEHICLES AT THEIR FULL RATED AMPERAGE
8. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
9. ALL ENTRANCES, EXITS AND VEHICULAR PASSAGEWAYS TO AND FROM REQUIRED ACCESSIBLE PARKING SPACES WITHIN PARKING FACILITIES, SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FEET 2 INCHES FROM THE FLOOR TO THE LOWEST PROJECTION OF THE CEILING. REFLECTIVE WARNING SIGNS COMPLYING WITH SECTION 113AA FOR CHARACTER HEIGHT SHALL BE INSTALLED AT TRANSITIONS FROM THE 8 FEET 2 INCH CEILING TO LOWER CEILING HEIGHTS IN VEHICULAR PASSAGEWAYS IN THE SAME PARKING LEVEL. (1109A.8.1)
10. SURFACE SLOPES OF ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE THE MINIMUM POSSIBLE AND SHALL NOT EXCEED ¼ INCH PER FOOT (2.083% GRADIENT) IN ANY DIRECTION. (1109A.8.3).
11. THE LOADING AND UNLOADING ACCESS AISLE SHALL BE MARKED BY A BORDER PAINTED BLUE. WITHIN THE BLUE BORDER, HATCHED LINES A MAXIMUM OF 36 INCHES ON CENTER SHALL BE PAINTED A COLOR CONTRASTING WITH WITH THE PARKING SURFACE. PREFERABLY BLUE OR WHITE. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE GROUND WITHIN EACH LOADING AND UNLOADING ACCESS AISLE. THIS NOTICE SHALL BE PAINTED IN WHITE LETTER NO LESS THAN 12 INCHES HIGH AND LOCATED SO THAT IT IS VISIBLE FROM THE ADJACENT VEHICULAR WAY. NOTE: SEE FIGURES 11A-2A, 11A-2B AND 11A-2C.
12. ALL TRASH BINS SHALL BE COVERED.
13. PROVIDE FENCE ENCLOSURE DURING CONSTRUCTION TO PROTECT 3 TOTAL DATE PALMS.

P1 FLOOR PLAN
3/16" = 1'-0"

LEVEL	ACCESSIBLE	STANDARD	COMPACT	TOTAL
1	0	11	29	40
P1	2	13	25	40
TOTAL	2	24	55	80

(24)EV / (80)Total = 30%

LEGEND:

- 3 HR RATED SHOCRETE WALL (FOR PERIMETER)
- 3 HR RATED CMU BLOCK WALL (FOR INTERNAL)
- 8'-2" CLEAR HEADROOM HEIGHT TO ACCESSIBLE STALLS
- DOOR TAG
- WINDOW TAG
- EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Mark/Number	Description	Date	Issued by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

20 August 2024

P1 PARKING PLAN

A-3.0

SCALE: AS NOTED

MANZANITA STREET

(N) STREET TREE | (N) STREET TREE | (N) STREET TREE | (E) DATE PALM TO REMAIN | (E) DATE PALM TO REMAIN | (E) DATE PALM TO REMAIN

1 A-4.0 | 1 A-5.0

PROPERTY LINE

6'-4" SIDE YARD SETBACK | 375.96' | 42" HIGH WALL | 375.00' | 42" HIGH WALL | 42" HIGH GLASS RAILING | 4'-0" | 354.84' | 6'-4" SIDE YARD SETBACK

42" HIGH RETAINING WALL | 7'-6" FRONT YARD | CANOPY ABOVE | 374.95' PLAZA | 4 SHORT TERM BIKES (4 TOTAL) | 3'-0" | 3'-0" | 10'-0" | 3'-0" | 5'-0" | 8'-0" | 3'-8" | 2'-4" | 6'-0" | COLUMN | COLUMN | TRANSFORMER | 8'-0" | 3'-0" | DECORATIVE CLADDING | DECORATIVE CLADDING | DECORATIVE CLADDING | BALCONY | 3'-0" | 2'-0" | 2'-10" | 12'-0" | 2'-10" | 7'-6" FRONT YARD | 5'-10" | NEIGHBOR'S RETAINING WALL

6'-4" | E | UP 11 R | LOBBY 375.00' | STORAGE RM 374.95' | 375.25' | COM 64 | COM 63 | COM 62 | COM 61 | COM 60 | COM 59 | COM 58 | COM 57 | COM 56 | 10" | 4'-0" | 5'-10" | 7'-6" | 7'-6" | 7'-6" | 7'-6" | 7'-6" | 7'-6" | 7'-6" | 7'-6" | 7'-6" | 2'-4" | 7'-6" | 10" | 10'-6" | STORAGE RM 375.05' | 4'-0" | 365.25' | UP 17 R

374.90 | 5'-4" | E | 374.95 | 375.00' | 375.00' | 2'-0" | 375.00' | 375.25' | STD 53 | COM 55 | STD 52 | COM 54 | 8'-6" | 8'-6" | 375.25'

COM 65 | COM 66 | COM 67 | AD +374.65' | AD +374.70' | AD | 27'-10" | 374.95' | 8.4" @ 10% SLOPE DN | 8'-0" | 9'-0" | EV 51 | 375.00' | RETAINING WALL

OFFICE | 12'-0" | 7'-3" | 374.95' | 374.15' | 374.15' | 17'-5" | 10" | 375.00' | 24'-2" | 375.00' | 10" | 1'-7" | 23'-7" | 375.00' | 4'-0" | UP 5 R | 377.25' | TRASH | 4'-0" | 4'-0" | DN 18R | UP 18R | 375.00' | 375.25'

STORAGE | 5'-0" MAIL ROOM | LOBBY 375.00' | COM 72 | COM 73 | COM 74 | COM 75 | COM 76 | 375.25' | 375.25' | 30'-8" @ 20% SLOPE DN | 15'-0" | COM 49 | 7'-6" | 375.00' | 375.00'

UP 19R | DN 20R | 6'-7" | UP 2R | 376.50' | 376.50' | 42" HIGH WALL | COM 50 | COM 80 | COM 79 | COM 78 | COM 77 | EV 47 | COM 48 | GARAGE EXHAUST ABOVE | 9'-0" | 375.25'

STORAGE RM 376.30' | 376.30' | FULL HEIGHT FENCE & GATE | 14 | EXIT | 376.25' | 17'-5" | 24'-2" | 10" | 376.25' | 10" | 375.00' | 375.00' | 28'-0" | AD | TANDEM PARKING SPACES ASSIGNED TO THE SAME UNIT PER LAMC 12.21.5.H | EV 45 | COM 46 | 9'-0"

376.50' | 5'-4" | E | 25'-0" | 25'-0" @ 5% SLOPE UP | 25'-4" | EV 43 | COM 44 | 9'-0"

EV 69 | EV 68 | 9'-0" | 9'-0" | AD +376.00' | EV 41 | COM 42 | 9'-0"

EV 71 | EV 70 | 9'-0" | 9'-0" | 376.50' | 10" | 376.25' | 376.25' | 375.00' | 375.00' | 375.25'

1 A-4.1 | 125'-0" | 102'-6" | PROPERTY LINE | 1 A-4.3 | 125'-0" | 96'-8" | PROPERTY LINE | 1 A-5.1

15'-0" REAR YARD | 6'-4" SIDE YARD SETBACK | 397.20' | 1 A-4.2 | 167'-4" | 180'-0" | PROPERTY LINE | 15'-0" REAR YARD | 6'-4" SIDE YARD SETBACK | 386.65'

EXHIBIT "A"
Page No. 9 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTES

1. DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 A5, CHART NO. 5.
2. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT, FOR THE FUTURE INSTALLATION OF THE EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
3. THE SURFACE SLOPE FOR EVCS AND THE AISLE SHALL NOT EXCEED 2.083% SLOPE ON ANY DIRECTION.
4. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSE AS EV CAPABLE IN ACCORDANCE WITH "THE LOS ANGELES ELECTRICAL CODE."
5. EV CHARGING STATION IS AVAILABLE FOR USE BY ALL RESIDENTS.
6. PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE.
7. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHOD(S), WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR THE ELECTRICAL CHARGING SYSTEM. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL ELECTRIC VEHICLES AT THEIR FULL RATED AMPERAGE
8. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
9. ALL ENTRANCES, EXITS AND VEHICULAR PASSAGEWAYS TO AND FROM REQUIRED ACCESSIBLE PARKING SPACES WITHIN PARKING FACILITIES, SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FEET 2 INCHES FROM THE FLOOR TO THE LOWEST PROJECTION OF THE CEILING. REFLECTIVE WARNING SIGNS COMPLYING WITH SECTION 1134A FOR CHARACTER HEIGHT SHALL BE INSTALLED AT TRANSITIONS FROM THE 8 FEET 2 INCH CEILING TO LOWER CEILING HEIGHTS IN VEHICULAR PASSAGEWAYS IN THE SAME PARKING LEVEL. (1109A.8.1)
10. SURFACE SLOPES OF ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE THE MINIMUM POSSIBLE AND SHALL NOT EXCEED ½ INCH PER FOOT (2.083% GRADIENT) IN ANY DIRECTION. (1109A.8.3).
11. THE LOADING AND UNLOADING ACCESS AISLE SHALL BE MARKED BY A BORDER PAINTED BLUE, WITHIN THE BLUE BORDER, HATCHED LINES A MAXIMUM OF 36 INCHES ON CENTER SHALL BE PAINTED A COLOR CONTRASTING WITH WITH THE PARKING SURFACE, PREFERABLY BLUE OR WHITE. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE GROUND WITHIN EACH LOADING AND UNLOADING ACCESS AISLE. THIS NOTICE SHALL BE PAINTED IN WHITE LETTER NO LESS THAN 12 INCHES HIGH AND LOCATED SO THAT IT IS VISIBLE FROM THE ADJACENT VEHICULAR WAY. NOTE: SEE FIGURES 11A-2A, 11A-2B AND 11A-2C.
12. ALL TRASH BINS SHALL BE COVERED.
13. PROVIDE FENCE ENCLOSURE DURING CONSTRUCTION TO PROTECT 3 TOTAL DATE PALMS.

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

LEVEL	ACCESSIBLE	STANDARD	COMPACT	TOTAL
1	0	11	29	40
P1	2	13	25	40
TOTAL	2	24	55	80

(24)EV / (80)Total = 30%

LEGEND:

- 3 HR RATED SHOCRETE WALL (FOR PERIMETER)
- 3 HR RATED CMU BLOCK WALL (FOR INTERNAL)
- DOOR TAG
- WINDOW TAG
- EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Mark	Description	Date
Issue Record		
Sheet #		Drawn by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street , Los Angeles, CA 90029

20 August 2024

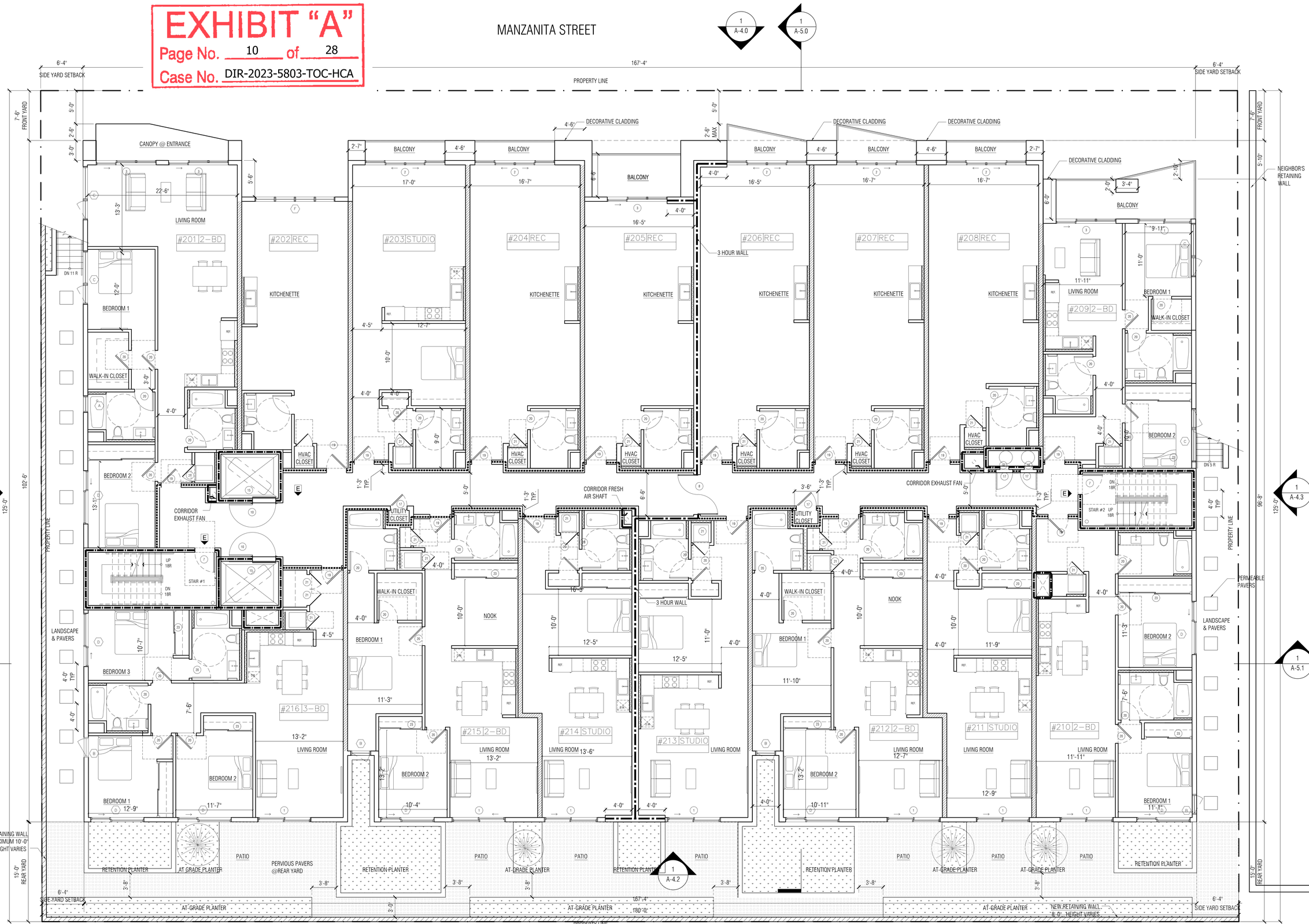
GROUND FLOOR PARKING PLAN

A-3.1

SCALE: AS NOTED

EXHIBIT "A"
Page No. 10 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET



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

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD. U.O.N
2. WASHER AND DRYER TO BE FRONT LOADER OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.3 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND:

- CMU BLOCK WALL
- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL.
- EP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- CO COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- S SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN W/ 18" DRAFT STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- E EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #216a
Encino, CA 91316
818 784 5571

LICENSED ARCHITECT WARREN TECHENTIN REGISTERED C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Item No.	Issued By
Issued to	
Date	
Item/Revision	Description

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

20 August 2024

SECOND FLOOR PLAN

A-3.2
AS NOTED

EXHIBIT "A"
Page No. 11 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET

1 A-4.0 | 1 A-5.0

6'-4" SIDE YARD SETBACK | 167'-4" PROPERTY LINE | 6'-4" SIDE YARD SETBACK

7'-6" FRONT YARD | 5'-0" | 2'-6" MAX | DECORATIVE CLADDING

2'-0" BALCONY | 1'-10" | BALCONY | 2'-0"

#301 2-BD — LIVING ROOM — 13'-3" — BEDROOM 1 — 12'-0" — BEDROOM 2 — 10'-8"

#302 REC — KITCHENETTE

HVAC CLOSET

CORRIDOR EXHAUST FAN

UP 18R | DN 18R | STAIR #1

2'-7" BALCONY | 4'-6" | BALCONY

#303 LOOFT — LIVING ROOM (2 STORY) 17'-0"

#304 LOOFT — LIVING ROOM (2 STORY) 16'-7"

BALCONY | LIVING ROOM (2 STORY) | #305 LOOFT 16'-5"

4'-0" | LIVING ROOM (2 STORY) | #306 LOOFT 16'-5" | 3 HOUR WALL

LIVING ROOM (2 STORY) 16'-7" | #307 LOOFT | 4'-6" | BALCONY | 2'-7"

LIVING ROOM (2 STORY) 16'-7" | #308 LOOFT

2'-10" | 6'-0" | 2'-0" | 3'-4" | 12'-0" BALCONY

#309 2-BD — LIVING ROOM 11'-11" — BEDROOM 1 — 11'-0" — WALK-IN CLOSET — 9'-11"

3'-8" | 4'-0" | 10'-0" | NOOK | UP 16 R

4'-0" | 9'-6" | NOOK

4'-0" | 4'-0" | BEDROOM 2 — 10'-0"

CORRIDOR FRESH AIR SHAFT | 6'-6"

UTILITY CLOSET | HVAC CLOSET | HVAC CLOSET | UTILITY CLOSET | 3'-6"

CORRIDOR EXHAUST FAN | 5'-0"

DN 18R | STAIR #2 UP 18R

4'-0" | WALK-IN CLOSET | 4'-0" | BEDROOM 1 — 10'-7" — BEDROOM 3

#316 3-BD — 7'-6" — 13'-2" LIVING ROOM — BEDROOM 2 — 11'-7" — BEDROOM 1 — 12'-9"

4'-0" | WALK-IN CLOSET | 4'-0" | BEDROOM 1 — 11'-3"

#314 REC — KITCHENETTE

#313 REC — KITCHENETTE

#315 2-BD — LIVING ROOM 13'-2" — BEDROOM 2 — 10'-4"

4'-0" | WALK-IN CLOSET | 4'-0" | BEDROOM 1 — 11'-10"

#312 2-BD — LIVING ROOM 12'-7" — BEDROOM 2 — 10'-11"

#311 STUDIO — LIVING ROOM 12'-9"

4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0"

#310 2-BD — LIVING ROOM 11'-11" — BEDROOM 1 — 11'-3"

BALCONY | BALCONY | BALCONY | BALCONY | BALCONY | BALCONY | BALCONY | BALCONY | BALCONY

102'-6" | 125'-0" | PROPERTY LINE | 96'-8" | 125'-0"

1 A-4.1 | 1 A-4.3 | 1 A-5.1 | 1 A-4.2

7'-6" FRONT YARD | 5'-10"

15'-0" REAR YARD | 15'-0" REAR YARD

6'-4" SIDE YARD SETBACK | 167'-4" | 180'-0" PROPERTY LINE | 6'-4" SIDE YARD SETBACK

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

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD. U.O.N
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.3 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND:

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL.
- 3 HR RATED CMU BLOCK WALL PER DETAIL 7/A-9.0
- STEEL STUD WALL, PER. DETAIL 13/A-9.1.
- 1 HR RATED STEEL STUD WALL, PER. DETAIL 9/A-9.1. MUST MEET SOUND TRANSMISSION CLASS OF 50 (STC 50)
- EP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- CO COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- S SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN W/ 18" DRAFT STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- E EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 5571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Issue/Revision	Description	Date	Issued to	Drawn by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street , Los Angeles, CA 90029

20 August 2024

THIRD FLOOR PLAN

A-3.3
AS NOTED

EXHIBIT "A"
Page No. 12 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET

1 A-4.0 | 1 A-5.0

6'-4" SIDE YARD SETBACK | 167'-4" PROPERTY LINE | 6'-4" SIDE YARD SETBACK

7'-6" FRONT YARD | 5'-0" | 2'-6" MAX | DECORATIVE CLADDING | 2'-6" MAX | 5'-0" | 7'-6" FRONT YARD

2'-0" BALCONY 1'-10" BALCONY 2'-0" | 2'-7" | 4'-6" | 4'-6" | 4'-6" | 2'-7"

#401|2-BD LIVING ROOM | #402|REC KITCHENETTE | #303|LOFT 2ND FLOOR | #304|LOFT 2ND FLOOR | #305|LOFT 2ND FLOOR | #306|LOFT 2ND FLOOR | #307|LOFT 2ND FLOOR | #308|LOFT 2ND FLOOR | #409|2-BD LIVING ROOM

OPEN TO BELOW | 3 HOUR WALL | 42" HIGH WALL TYP. | DN 16 R | LINEN | WALK-IN CLOSET | HVAC CLOSET | UTILITY CLOSET | CORRIDOR FRESH AIR SHAFT | CORRIDOR EXHAUST FAN | STAIR #2 UP 18R | DN 18R

BEDROOM 1 | BEDROOM 2 | BEDROOM 3 | NOOK | KITCHENETTE | #416|3-BD | #415|2-BD | #414|REC | #413|REC | #412|2-BD | #411|STUDIO | #410|2-BD

BALCONY

102'-6" | 125'-0" | PROPERTY LINE | 96'-8" | 125'-0"

1 A-4.1 | 1 A-4.3 | 1 A-5.1 | 1 A-4.2

15'-0" REAR YARD | 15'-0" REAR YARD

6'-4" SIDE YARD SETBACK | 167'-4" | 180'-0" | 6'-4" SIDE YARD SETBACK

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

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD. U.O.N
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.3 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND:

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL.
- EP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- CO COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- S SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN W/ 18" DRAFT STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- E EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT WARREN TECHENTIN REGISTERED C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Item No.	Issued to	Date	Description	Issue/Revision

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

20 August 2024

FOURTH FLOOR PLAN

A-3.4

SCALE: AS NOTED

EXHIBIT "A"
Page No. 13 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET

1 A-4.0 | 1 A-5.0

6'-4" SIDE YARD SETBACK | 167'-4" PROPERTY LINE | 6'-4" SIDE YARD SETBACK

7'-6" FRONT YARD | 15'-0" SET BACK

16'-5" | 8'-6" | 8'-6" | 1'-11" | 5'-10" | 1'-11"

DECK | 42" HIGH WALL. TYP.

#501 | 3-BD: 26'-1" | 15'-7" | BEDROOM 1: 12'-3" | BEDROOM 2: 12'-2" | 13'-1" | BEDROOM 3: 10'-7" | 7'-6"
#502 | 1-BD: 12'-8" | BEDROOM 3 | ALIGN WITH WALL BELOW | 3'-8" | 6'-5" | WALK-IN CLOSET
#503 | 1-BD: 13'-4" | 11'-7" | WALK-IN CLOSET | LINEN 3'-8" | 4'-5" | BEDROOM 1: 11'-3" | 4'-0" | 10'-0" | NOOK | 13'-2" | LIVING ROOM | BEDROOM 2: 13'-2" | 10'-4"
#504 | 2-BD: 12'-11" | 12'-0" | 4'-0" | 4'-0" | 12'-0" | BEDROOM 2 | ALIGN WITH WALL BELOW | 3'-6" | WALK-IN CLOSET | LINEN 4'-0" | 4'-0" | BEDROOM 1: 11'-10" | 4'-0" | 10'-0" | NOOK | 13'-2" | LIVING ROOM | BEDROOM 2: 13'-2" | 10'-11"
#505 | 2-BD: 12'-0" | 11'-8" | 14'-2" | 12'-0" | BEDROOM 2 | WALK-IN CLOSET | 3'-6" | LINEN 3'-9" | 4'-0" | 4'-0" | BEDROOM 1: 11'-9" | 4'-0" | 10'-0" | NOOK | 12'-7" | LIVING ROOM | 12'-9"
12'-0" | 12'-0" | 15'-7" | BEDROOM 1: 11'-10" | WALK-IN CLOSET | 3'-6" | LINEN 3'-10" | 4'-0" | 4'-0" | BEDROOM 2: 11'-3" | 7'-6" | LIVING ROOM: 11'-11" | BEDROOM 1: 11'-1"

CORRIDOR EXHAUST FAN | CORRIDOR FRESH AIR SHAFT | 6'-6" | 5'-0" | 3'-6" | CORRIDOR EXHAUST FAN
UTILITY CLOSET | HVAC CLOSET | HVAC CLOSET | UTILITY CLOSET
STAIR #1 UP 18R DN 18R | STAIR #2 UP 18R DN 18R
3 HOUR WALL
KITCHENETTE | KITCHENETTE
#514 REC | #513 REC
#516 | 3-BD | #515 | 2-BD | #512 | 2-BD | #511 STUDIO | #510 | 2-BD
BALCONY

125'-0" | 87'-6" | 102'-6" | PROPERTY LINE

1 A-4.1 | 1 A-4.3 | 1 A-5.1 | 1 A-4.2

15'-0" REAR YARD

6'-4" SIDE YARD SETBACK | 167'-4" | 180'-0" PROPERTY LINE

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

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD. U.O.N.
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.3 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND:

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL.
- EP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- (#) DOOR TAG, SEE A-1.10
- (A) WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- (CO) COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- (S) SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN W/ 18" DRAFT STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- (E) EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4500
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Mark	Description	Date	Drawn by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street · Los Angeles, CA 90029

20 August 2024

FIFTH FLOOR PLAN

A-3.5

AS NOTED

EXHIBIT "A"
Page No. 14 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET

1 A-4.0 | 1 A-5.0

6'-4" SIDE YARD SETBACK | 167'-4" PROPERTY LINE | 6'-4" SIDE YARD SETBACK

7'-6" FRONT YARD | 15'-0" SET BACK

5 TH FLOOR BELOW | 5 TH FLOOR BELOW

10'-0"

DECK | 6'-0" | 42" HIGH WALL. TYP. | DECK | 6'-0" | DECK | 6'-0" | 42" HIGH WALL. TYP. | DECK

2'-0" | 4'-0" | 1'-0"

28'-0" | 12'-0" | 12'-0" | 20'-4" | 12'-0" | 12'-0" | 11'-4" | 14'-10"

TRELLIS ABOVE

#PH12-BD | BEDROOM 1 | #PH22-BD | BEDROOM 2 | #PH33-BD

14'-7" | 14'-7" | 14'-7" | 12'-2"

COAT | COAT | WALK-IN CLOSET | COAT | WALK-IN CLOSET | WALK-IN CLOSET | COAT

3'-6" | 3'-8" | 7'-9"

10'-10" | 4'-4" | 12'-4"

CORRIDOR EXHAUST FAN | CORRIDOR FRESH AIR SHAFT | CORRIDOR EXHAUST FAN

UTILITY CLOSET | UTILITY CLOSET

6'-6" | 5'-0" | 3'-6"

13'-1" | 87'-6" PROPERTY LINE | 125'-0" | 102'-6"

UP 18R | DN 18R | STAIR #1 | STAIR #2 UP 18R | DN 18R

WALK-IN CLOSET | WALK-IN CLOSET | WALK-IN CLOSET

4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0" | 4'-0"

4'-5" | 10'-7" | BEDROOM 3 | 7'-6" | #PH16-3-BD | 13'-2" | LIVING ROOM

BEDROOM 1 | 11'-3" | #PH15-2-BD | LIVING ROOM 13'-2" | #PH14 STUDIO | LIVING ROOM 13'-6" | 10'-0" | NOOK | 10'-0" | 12'-5" | 3 HOUR WALL | 11'-0" | 12'-5" | #PH13 STUDIO | LIVING ROOM | 11'-10" | BEDROOM 1 | 10'-0" | NOOK | #PH12-BD | LIVING ROOM 12'-7" | 10'-0" | 11'-9" | #PH11 STUDIO | LIVING ROOM | 11'-3" | BEDROOM 2 | 7'-6" | #PH10 2-BD | LIVING ROOM 11'-11"

BEDROOM 2 | 13'-2" | BEDROOM 2 | 13'-2" | BEDROOM 2

BEDROOM 1 12'-9" | 11'-7" | ROOF EDGE ABOVE | 10'-4" | ROOF EDGE ABOVE | 10'-11" | 12'-9" | BEDROOM 1 11'-1"

BALCONY | BALCONY | BALCONY | 4'-0" | 4'-0" | BALCONY | BALCONY | BALCONY | BALCONY

1 A-4.1 | 1 A-4.3 | 1 A-5.1 | 1 A-4.2

15'-0" REAR YARD

6'-4" SIDE YARD SETBACK | 167'-4" PROPERTY LINE | 180'-0" PROPERTY LINE | 6'-4" SIDE YARD SETBACK

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

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD. U.O.N
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.3 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

LEGEND:

- 3 HR RATED STEEL STUD WALL
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1
- PLUMBING WALL.
- EP ELECTRICAL PANEL
- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- CO COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- S SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN W/ 18" DRAFT STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- E EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- ELECTRICAL PANEL
- FACP FIRE ALARM CONTROL PANEL

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4500
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 5571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Issue/Release	Description	Date	Issued to	Drawn by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street · Los Angeles, CA 90029

20 August 2024

SHEET TITLE: SIXTH FLOOR PLAN

SHEET NO: A-3.6

SCALE: AS NOTED

EXHIBIT "A"
Page No. 15 of 28
Case No. DIR-2023-5803-TOC-HCA

MANZANITA STREET

1 A-5.0 | 1 A-4.0

6'-4" SIDE YARD SETBACK

167'-4"

PROPERTY LINE

6'-4" SIDE YARD SETBACK

7'-6" FRONT YARD

21'-10"

HIGHEST ELEVATION POINT
444.25' TOP OF PARAPET

RD OS

CRKT

TRELLIS

RIDGE

10'-0"

42" HIGH RAILING, TYP.

14'-9"

38'-2"

18'-8"

ROOF DECK #2
2,723 SF (681 SF PLANTED)

83'-3"

15'-9"

(N) TREE

5'-0"

3'-0"

24" CANOPY ABOVE, TYP.

MAINTENANCE GATE

42" ENCLOSURE WITH VENTS ON TOP

MAINTENANCE GATE
24" CANOPY ABOVE

10'-0"

6'-4"

51'-2"

19'-9"

DN 20R

STAIR #2

WATER HEATER PAD

42" HIGH RAILING, TYP.

WALKWAY

5'-0"

MAINTENANCE GATE
3'-6"

FIRST FLOOR GARAGE EXHAUST SHAFT

E.P (TYP)

10'-0"

6'-3"

ELEVATOR MACHINE ROOM
8'-11"

6'-5"

P1 GARAGE EXHAUST SHAFT

STAIR #1

ROOF DECK #1
528 SF (132 SF PLANTED)

15'-0"

SOLAR PANEL AREA = 1960 SF PROVIDED
(ROOF AREA = 12,980 SF, 15% MINIMUM = 1,947 SF REQUIRED)

35'-3"

3'-8"

6'-0"

4'-0"

1 A-4.1

125'-0"

80'-8"

PROPERTY LINE

1 A-4.3

1 A-5.1

53'-2"

15'-0" REAR YARD

1 A-4.2

167'-4"

PROPERTY LINE

NOTES

1. ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD. U.O.N.
2. WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
3. LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
4. SEE A-3.3 FOR TYPICAL DIMENSIONS.
5. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
6. ACCESSIBLE ROUTE OF TRAVEL IS DEFINED AS "A CONTINUOUS AND UNOBSTRUCTED PATH CONNECTING ALL ACCESSIBLE ELEMENTS AND SPACES IN AN ACCESSIBLE BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A SEVERE DISABILITY USING A WHEELCHAIR AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES."
7. ALL THERMOSTATS IN EACH DWELLING UNIT TO COMPLY WITH REFERENCE JOINT APPENDIX JA5 AND BE CAPABLE OF RECEIVING AND RESPONDING TO DEMAND RESPONSE SIGNALS PRIOR TO GRANTING OF AN OCCUPANCY PERMIT BY THE ENFORCING AGENCY.
8. IN EACH DWELLING UNIT INSTALL A DISHWASHER AND REFRIGERATOR THAT MEET OR EXCEEDS THE ENERGY STAR PROGRAM REQUIREMENTS.
9. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.

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

LEGEND:

- CIRCULATION TILE PAVERS
- ROOF DECK TILE PAVERS
- PLANTER POTS
- 2 HR RATED STEEL STUD SHAFT OR FIREBARRIER WALL. SEE 15/A-9.1

E.P EQUIPMENT PAD.

- OD OVERFLOW DRAIN
- DD DECK DRAIN
- PD PLANTER DRAIN
- OS OVERFLOW SCUPPER
- DOOR TAG, SEE A-1.10
- WINDOW TAG, SEE A-1.11
- DS DOWNSPOUT
- CO COMBINATION SMOKE & CARBON DIOXIDE DETECTOR
- S SMOKE DETECTOR
- BATHROOM FAN 5 AIR CHANGES/HOUR 1) ENERGY STAR COMPLIANT 2) HUMIDISTAT CONTROLLED 3) DUCTED TO EXTERIOR
- WATER CURTAIN W/ 18" DRAFT STOP
- PH PANIC HARDWARE
- WATER CURTAIN AT CORRIDOR WINDOWS
- E EXIT SIGN IN CONFORMANCE WITH CBC SECTION 1013.
- FACP ELECTRICAL PANEL FIRE ALARM CONTROL PANEL

wtarch
warren techentin architecture, inc
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04.30.23
RENEWAL DATE
STATE OF CALIFORNIA

Mark/Revision	Description	Date	Issued to	Checked by	Drawn by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street Los Angeles, CA 90029

20 August 2024

ROOF PLAN

A-3.7

AS NOTED

FRONT SOUTHWEST ELEVATION
3/16" = 1'-0"

FINISH SCHEDULE

S1	20/ 30 SAND STUCCO FINISH1 (WHITE)
S2	20/ 30 SAND STUCCO FINISH1 (GREY)
S3	20/ 30 SAND STUCCO FINISH1 (BLACK)
M1	METAL FINISH1 - ALUCOBOND (BLACK, RUNNING BOND)
C	CONCRETE - RAKED TEXTURE
G1	WINDOW
G2	GLASS GUARDRAIL

EXHIBIT "A"
Page No. 16 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t. 323.664.4500
f. 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #215a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 RENEWAL DATE STATE OF CALIFORNIA

Issue/Revision	Description	Date	Issued By	Checked By

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street, Los Angeles, CA 90029

20 August 2024

SOUTHWEST ELEVATION

A-4.0
AS NOTED

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

FINISH SCHEDULE	
S1	20/ 30 SAND STUCCO FINISH1 (WHITE)
S2	20/ 30 SAND STUCCO FINISH1 (GREY)
S3	20/ 30 SAND STUCCO FINISH1 (BLACK)
M1	METAL FINISH1 - ALUCOBOND (BLACK, RUNNING BOND)
C	CONCRETE - RAKED TEXTURE
G1	WINDOW
G2	GLASS GUARDRAIL

EXHIBIT "A"
Page No. 17 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud
Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04-30-23
RENEWAL DATE
STATE OF CALIFORNIA

Drawn by | Checked by

Issued to	Date	Description	Issue/Revision

MANZANITA
APARTMENTS
1032 - 1038, 1044 Manzanita Street , Los Angeles, CA 90029

20 August 2024

SOUTHWEST
ELEVATION

A-4.1

AS NOTED

REAR SOUTHEAST ELEVATION (REAR YARD)
3/16" = 1'-0"

1

FINISH SCHEDULE	
S1	20/ 30 SAND STUCCO FINISH1 (WHITE)
S2	20/ 30 SAND STUCCO FINISH1 (GREY)
S3	20/ 30 SAND STUCCO FINISH1 (BLACK)
M1	METAL FINISH1 - ALUCOBOND (BLACK, RUNNING BOND)
C	CONCRETE - RAKED TEXTURE
G1	WINDOW
G2	GLASS GUARDRAIL

EXHIBIT "A"
Page No. 18 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4500
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #215a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04.30.23
RENEWAL DATE
STATE OF CALIFORNIA

Issue/Revision	Description	Date	Issued to	Drawn by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street , Los Angeles, CA 90029

20 August 2024

SOUTHEAST ELEVATION

A-4.2

AS NOTED

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

1

FINISH SCHEDULE

S1	20/ 30 SAND STUCCO FINISH1 (WHITE)
S2	20/ 30 SAND STUCCO FINISH1 (GREY)
S3	20/ 30 SAND STUCCO FINISH1 (BLACK)
M1	METAL FINISH1 - ALUCOBOND (BLACK, RUNNING BOND)
C	CONCRETE - RAKED TEXTURE
G1	WINDOW
G2	GLASS GUARDRAIL

EXHIBIT "A"
Page No. 19 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t. 323.664.4300
f. 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud
Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04.30.23
RENEWAL DATE
STATE OF CALIFORNIA

Item/Revision	Description	Date	Issued to	Drawn by	Checked by

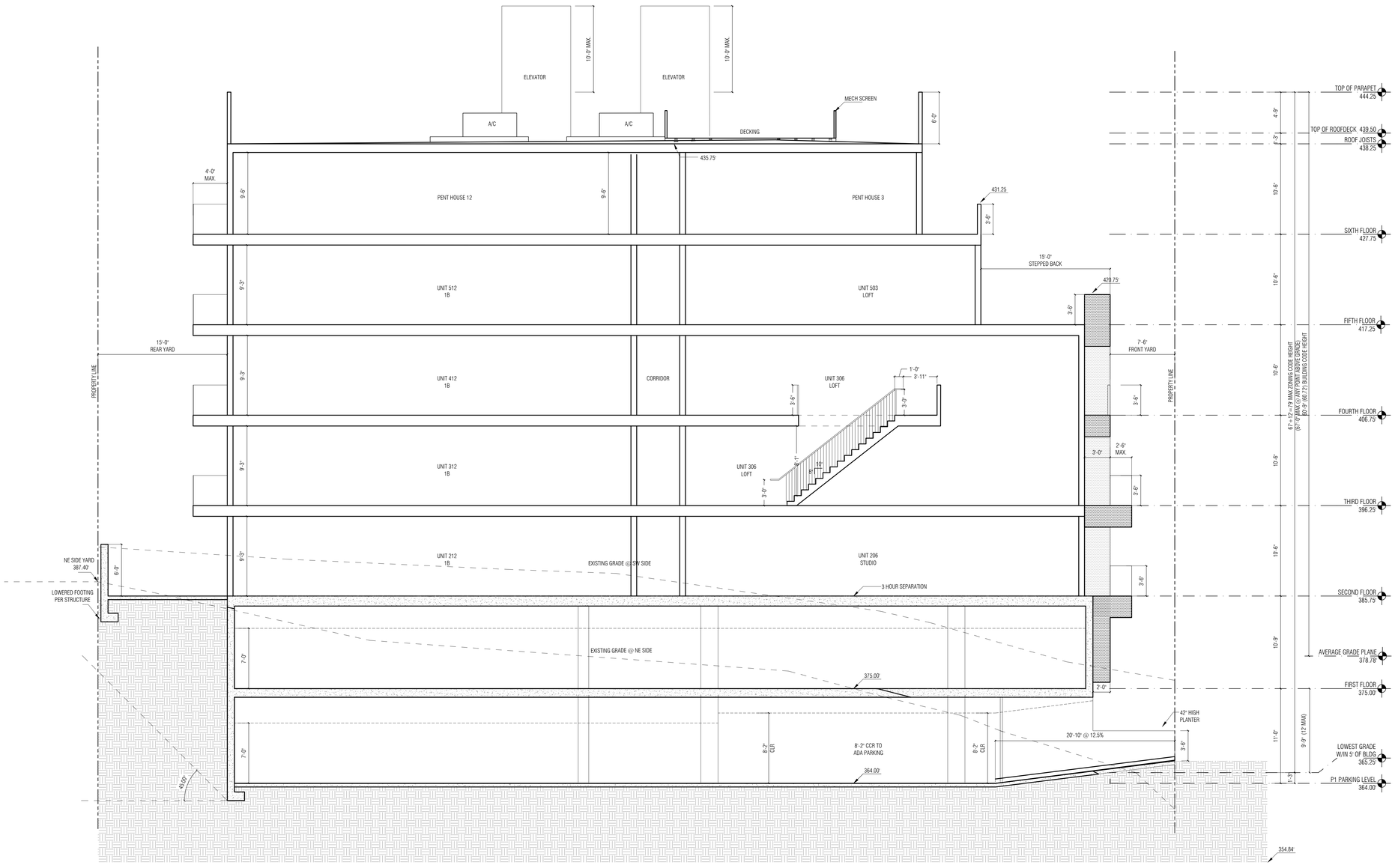
MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street - Los Angeles, CA 90029

20 August 2024

NORTHEAST ELEVATION

A-4.3

AS NOTED



SECTION
3/16" = 1'-0"

1

NOTES: (1) ROOF DECK 74.25' ABOVE LOWEST POINT 5'-0" FROM BUILDING (75.00' MAXIMUM)

(2) PARAPET @ FIFTH FLOOR 55.50'
ABOVE LOWEST POINT 5'-0" FROM BUILDING. (420.75' - 365.25')
(67.00' MAXIMUM HEIGHT LESS 11.00' = 56.00' MAXIMUM BEFORE 15'-0" STEPPED BACK)

EXHIBIT "A"
Page No. 20 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #210a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT WARREN TECHENTIN C-28100 04.30.23 STATE OF CALIFORNIA

Drawn by	Checked by

Issued to	Date	Description	Issue/Revision

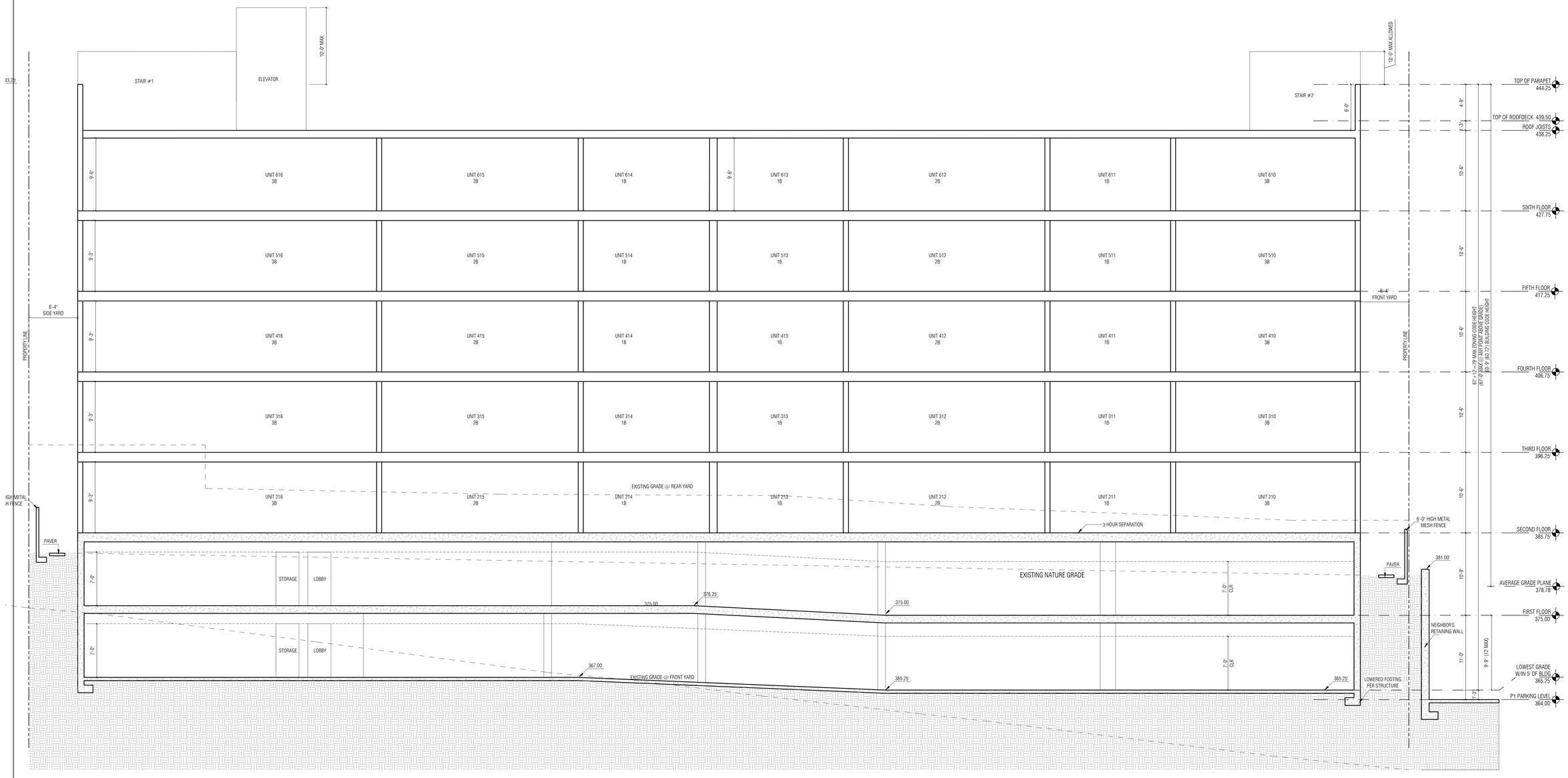
MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street Los Angeles, CA 90029

20 August 2024

SECTION

A-5.0

AS NOTED



SECTION
3/16" = 1'-0"

1

EXHIBIT "A"
Page No. 21 of 28
Case No. DIR-2023-5803-TOC-HCA

wtarch
warren techentin architecture, inc.
2801 hyperion ave. studio #103
los angeles, CA 90027
e: warren@wtarch.com
t: 323.664.4300
f: 323.664.4544
www.wtarch.com

STRUCTURAL ENGINEER
Masoud Dejban
17200 Ventura Blvd. STE #213a
Encino, CA 91316
818 784 1571

LICENSED ARCHITECT
WARREN TECHENTIN
C-28100
04.30.25
RENEWAL DATE
STATE OF CALIFORNIA

Mark/Revision	Description	Date	Issued to	Drawn by	Checked by

MANZANITA APARTMENTS
1032, 1038, 1044 Manzanita Street Los Angeles, CA 90029

20 August 2024

SECTION

A-5.1

AS NOTED

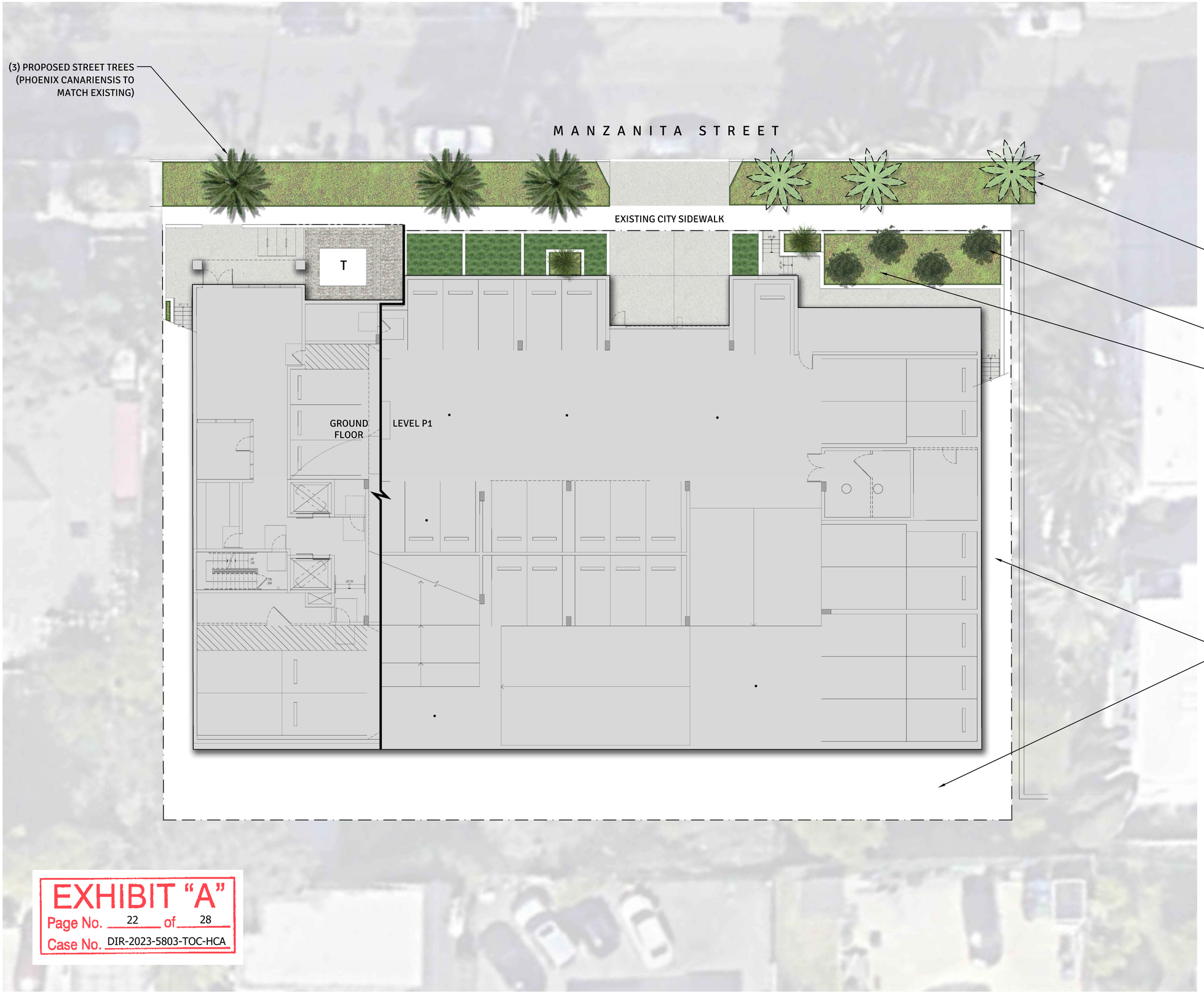


EXHIBIT "A"
Page No. 22 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - GROUND LEVEL L.1

0 4' 8' 12'
SCALE: 1/8"=1'-0"

N

DSLA DESIGN
Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

LICENSED LANDSCAPE ARCHITECT 11-30-25 08-19-24 STATE OF CALIFORNIA

EXHIBIT "A"
Page No. 23 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - 2ND LEVEL L.2

0 4' 8' 12'
SCALE: 1/8"=1'-0"

N

DSLA DESIGN
Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

LICENSED LANDSCAPE ARCHITECT 11-30-25 08-19-24 STATE OF CALIFORNIA

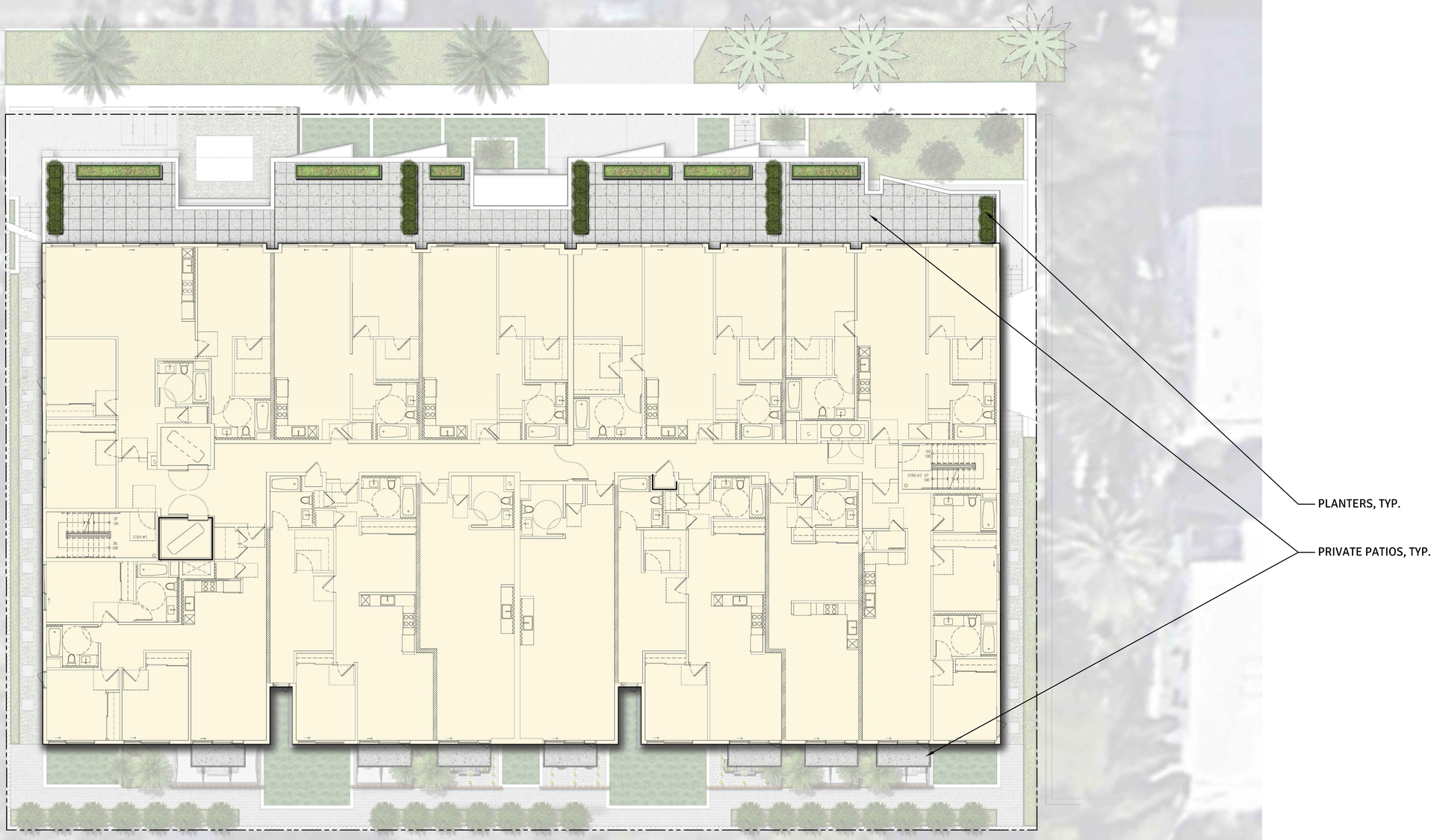


EXHIBIT "A"
Page No. 24 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - 5TH LEVEL L.3

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

DSLA DESIGN
Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

LICENSED LANDSCAPE ARCHITECT
11-30-25
08-19-24
STATE OF CALIFORNIA

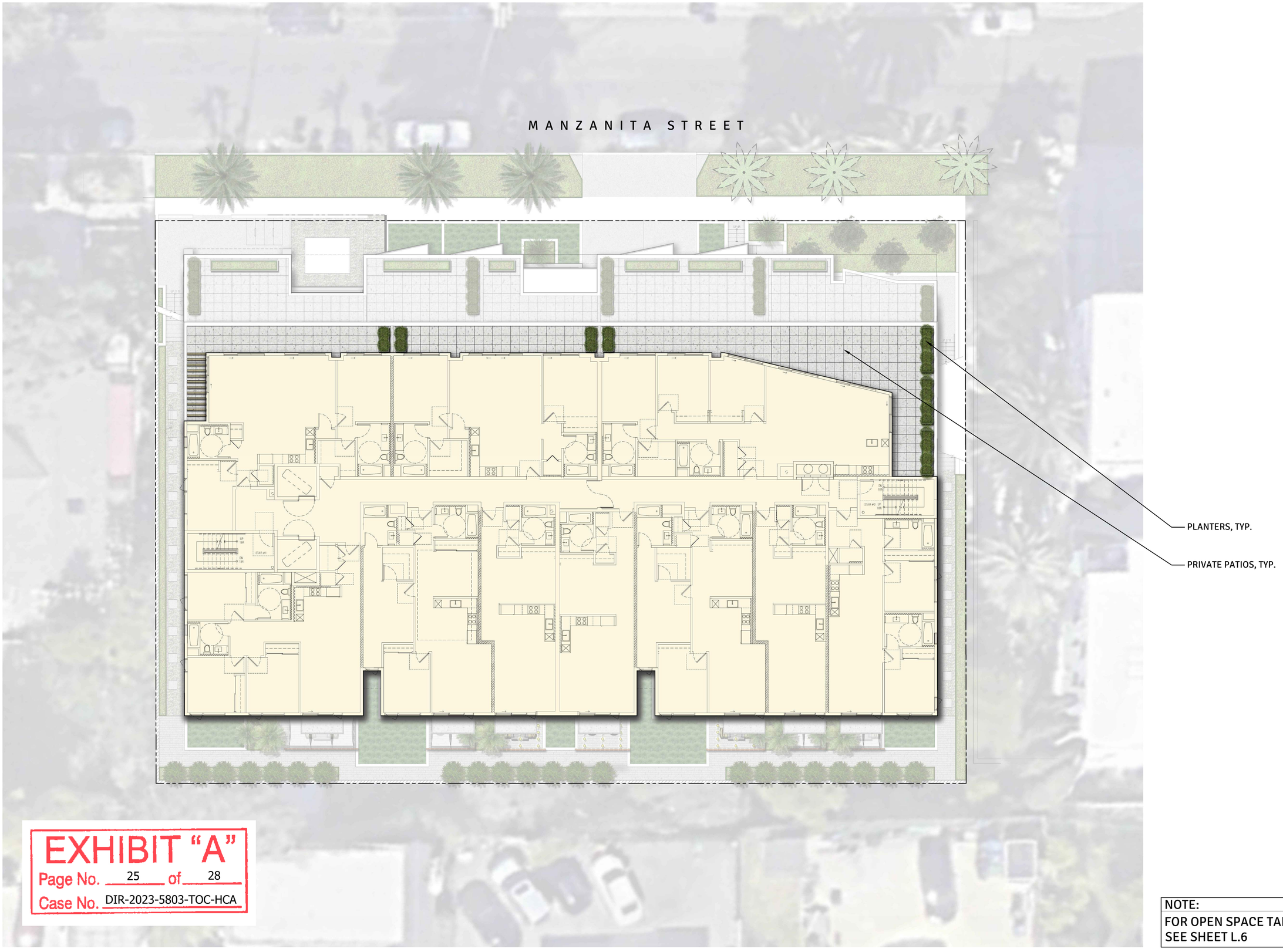


EXHIBIT "A"
Page No. 25 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - 6TH LEVEL L.4

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

DSLA DESIGN
Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

LICENSED LANDSCAPE ARCHITECT 11-30-25 08-19-24 STATE OF CALIFORNIA

MANZANITA STREET

EXHIBIT "A"
Page No. 26 of 28
Case No. DIR-2023-5803-TOC-HCA

NOTE:
FOR OPEN SPACE TABULATION, SEE SHEET L.6

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

CONCEPTUAL LANDSCAPE PLAN - ROOFTOP LEVEL L.5

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

DSLA DESIGN
Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

LICENSED LANDSCAPE ARCHITECTS NEVADA & ARIZONA 11-30-25 08-19-24 STATE OF CALIFORNIA

SLOPE NOTE:

NO SLOPES OVER 6' HEIGHT EXIST ON THIS SITE.

SOLAR ACCESS/CONDITIONS OF APPROVAL NOTE:

THE SOLAR ACCESS REPORT AND THE TENTATIVE TRACT CONDITIONS OF APPROVAL WILL BE REVIEWED PRIOR TO PREPARING THE LANDSCAPE PLAN. THE LANDSCAPE PLAN WILL SATISFY TENTATIVE TRACT CONDITIONS.

POTENTIAL LANDSCAPE AREA:

POTENTIAL LANDSCAPE AREA = (SITE) 22,502.9 S.F. - (BUILDING) 16,190 S.F.= 6,312.9 S.F.

TOTAL LANDSCAPE AREA PROVIDED = 4,824 S.F.

CITY OF LOS ANGELES LANDSCAPE NOTES

1. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF FIFTY (50) PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
2. SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.
3. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.
4. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION.

FRONT YARD TREE REQUIREMENTS

(PER LA CITY ZONING CODE, SECTION 12.21CI(G)

1 TREE PER 500 S.F. OF UNPAVED FRONT YARD
TOTAL FRONT YARD S.F. = 1,241 S.F.

TREES PROVIDED - 24" BOX OR GREATER	TREES REQUIRED:
3TOTAL TREES	3 TREES (REQUIREMENT MET)

EXISTING TREE NOTE:

NO EXISTING TREES ON SITE TO REMAIN.

OPEN SPACE REQUIREMENTS

PER LA CITY ZONING CODE, SECTION 12.21G - ZONE R3

OPEN SPACE REQUIREMENTS:	UNITS	QTY.
100 S.F. FOR UNITS <3 HABITABLE ROOMS	12	= 1,200 S.F.
125 S.F. FOR UNITS = 3 HABITABLE ROOMS	21	= 2,625 S.F.
175 S.F. FOR UNITS > 3 HABITABLE ROOMS	17	= 2,975 S.F.
SUBTOTAL	50	= 6,800 S.F.

6,800 S.F. LESS 25% REDUCTION PER TOC TIER 3 ADDITIONAL INCENTIVE = 5,100 S.F. REQ.
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL = 0.25 X 5,100 = 1,275 S.F.

PRIVATE OPEN SPACE PROVIDED (50% MAX. OF TOTAL 2,550 S.F.)	QTY.
PRIVATE OPEN SPACE - (12) BALCONIES/DECKS X 50 S.F.	= 600 S.F.

COMMON OPEN SPACE PROVIDED		
REC ROOM AT 2ND FLOOR	=	1,275 S.F. COUNTED
ROOF DECK (INCL. PLANTERS)	=	4,113 S.F.
TOTAL OPEN SPACE PROVIDED	=	5,126

TOTAL OPEN SPACE PROVIDED = 5,126 S.F. > TOTAL OPEN SPACE REQUIRED = 5,100 S.F.

LANDSCAPE AREA PROVIDED:
5,100 SF REQUIRED OPEN SPACE LESS 600 SF PRIVATE OPEN SPACE AND LESS 1,275 SF OF INDOOR REC ROOM = 3,225 SF REQUIRED COMMON SPACE
(25% OF 3,225 S.F. COMMON OPEN SPACE REQUIRED TO BE PLANTED):

813 S.F. PROVIDED 807 S.F. REQUIRED (6 S.F. EXCESS)

LEVEL 1 = 0 S.F. (LANDSCAPE NOT COUNTED)
LEVEL 2 = 0 S.F. (LANDSCAPE NOT COUNTED)
ROOFTOP = 813 S.F.

TREE QUANTITY REQUIREMENTS - MINIMUM 24" BOX
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH

	50 UNITS	TREES REQUIRED:
(1) 24" BOX TREE PER 4 UNITS	-UNITS/4 =	13

TREES PROVIDED - 24" BOX OR GREATER	TOTAL TREES:
LEVEL 1	= 10
LEVEL 2	= 0 COUNTED
ROOFTOP	= 9
	19 TOTAL

CITY OF LOS ANGELES LANDSCAPE ORDINANCE

ORDINANCE NO. 170,978 (AS AMENDED)
LANDSCAPE POINT RECAP
(PER GUIDELINE "O")

AREA OF PROJECT SITE:	POINTS REQUIRED:
22,502.9 S.F. (0.51 ACRES)	20 POINTS (15,001-40,000 S.F.)
ZONING DESIGNATION	R3

ITEMS PER TABLE II	
• LARGE STREET TREE 2 PT. / PER TREE (3 TREES / 2 PT. / PER TREE)	6 POINTS
• STREET TREES LARGER THAN 15 GAL. (3 TREES / 1 PT. / PER TREE)	3 POINTS
• CLASS I OR CLASS II COMPOST (IN ALL LANDSCAPED AREAS)	3 POINTS
• CONTINUOUSLY PLANTED PARKWAY (1 PT. PER LINEAR FOOT OF PARKWAY)	153 POINTS
	165 POINTS PROVIDED (REQUIREMENT MET)

CITY OF LOS ANGELES LANDSCAPE ORDINANCE

WATER MANAGEMENT POINT SYSTEM
(PER GUIDELINE "AA" - CITY OF LOS ANGELES)

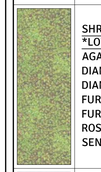
AREA OF PROJECT SITE:	POINTS REQUIRED:
22,502.9 S.F. (0.51 ACRES)	300 POINTS (15,001-40,000 S.F.)
ZONING DESIGNATION	R3

ITEMS PER TABLE II	
• #3 AUTOMATIC IRRIGATION CONTROLLER	5 POINTS
• #6 LOW WATER USE PLANTS - 2 PTS EA.	1,409 S.F. @ 3' O.C. AVERAGE = 181 PLANTS X 2 = 362 POINTS
	367 POINTS PROVIDED (REQUIREMENT MET)

PRELIMINARY PLANT PALETTE

MANZANITA STREET STREET TREE - MIN. 24" BOX.
LOW WATER
PHOENIX CANARIENSIS — CANARY ISLAND PALM

TREES - MIN. 24" BOX.
LOW & MED WATER
ARBUTUS X 'MARINA' — STRAWBERRY TREE
OLEA EUROPAEA 'WILSONII' — WILSON FRUITLESS OLIVE
DRACAENA DRACO — DRAGON TREES



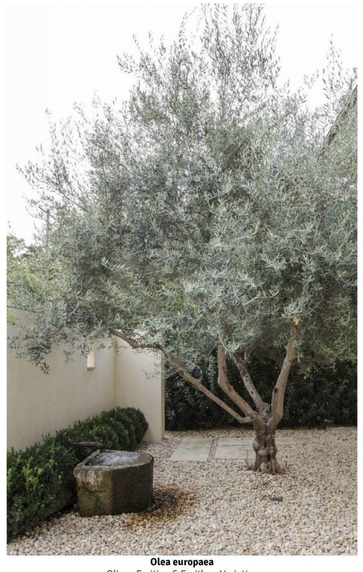
SHRUB PLANTING - 2'-4' ON CENTER TYPICAL - 1 GAL. AND 5 GAL.
LOW & MED WATER
AGAVE ATTENUATA — FOXTAIL AGAVE (5 GAL.)
DIANELLA 'LITTLE REV' — FLAX LILY (1 GAL.)
DIANELLA TASMANICA 'VARIEGATA' — VARIEGATED DIANELLA (5 GAL.)
FURCRAEA VARIEGATA — VARIEGATED FALSE AGAVE (15 GAL.)
FURCRAEA MACDOUGALII — MACDOUGALL'S CENTURY PLANT (15 GAL.)
ROSMARINUS 'HUNTINGTON CARPET' — ROSEMARY (1 GAL.)
SENECIO SERPENS — BLUE CHALKSTICKS (1 GAL.)

WATER QUALITY PLANTING - 2'-4' ON CENTER TYPICAL - 1 GAL. AND 5 GAL.
LOW & MED WATER
CAREX DIVULSA — EUROPEAN SEDGE (1 GAL.)
CHRONDROPETALUM TECTORUM — CAPE RUSH (5 GAL.)
JUNCUS PATENS — GRAY RUSH (1 GAL.)
MUHLENBERGIA RIGENS — DEERGRASS (5 GAL.)

EXHIBIT "A"
Page No. 27 of 28
Case No. DIR-2023-5803-TOC-HCA

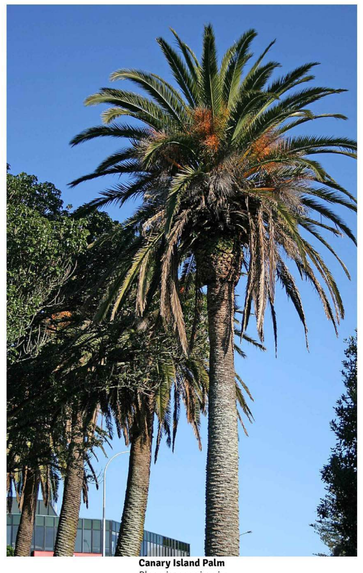
EXHIBIT "A"
Page No. 28 of 28
Case No. DIR-2023-5803-TOC-HCA

Mexican cycad
Dioon mejiae



Olea europaea
Olive - Fruiting & Fruitless Varieties

Dragon trees
Dracaena draco

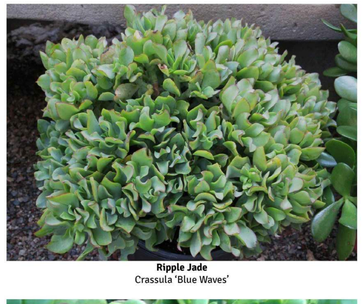


Canary Island Palm
Phoenix canariensis

Variegated False Agave
Furcraea variegata

MacDougall's Century Plant
Furcraea macdougalii

Foxtail agave
Agave attenuata



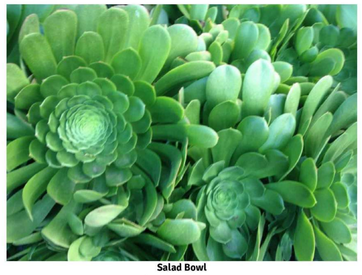
Ripple Jade
Crassula 'Blue Waves'

Senecio serpens
Blue chalksticks

Cardboard palm
Zamia furfacea

Flax lily
Dianella 'Little Rev'

Dianella tasmanica 'Variegata'
Variegated dianella



Salad Bowl
Aeonium urbicum

European sedge
Carex divulsa

Cape Rush
Chrondropetalum tectorum

Gray rush
Juncus patens

Blue grama grass
Bouteloua gracilis 'Blone Ambition'

Rosemary
Rosmarinus 'Huntington Carpet'

Upright Rosemary
Rosmarinus 'Tuscan Blue'

MANZANITA APARTMENTS

1032, 1038, 1044 MANZANITA STREET LOS ANGELES, CA

AUGUST 19, 2024 5TH CITY SUBMITTAL

PLANTING IMAGERY L.7

DSLA DESIGN
Landscape Architecture | Planning | Design
www.dsladesign.com 714.996.8040 @dsladesign

LICENSED LANDSCAPE ARCHITECT
11-30-25
08-19-24
STATE OF CALIFORNIA

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
MARTINA DIAZ
KAREN MACK
MICHAEL R. NEWHOUSE

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

August 9, 2024

c/o Jeff Martin (A/O)
1030 Manzanita LLC
313 Grand Boulevard, Unit #1260
Venice, CA 90291

Matthew Hayden (R)
Hayden Planning
10100 Venice Boulevard
Los Angeles, CA 90232

RE: Case No.: DIR-2023-5803-TOC-HCA
Address: 1032 – 1044 North Manzanita Street
Community Plan: Silver Lake – Echo Park – Elysian Park
Zone: R3-1VL
Council District: 13 – Soto-Martinez
CEQA No.: ENV-2023-5804-CE

RE: ENV-2023-5804-CE (Categorical Exemption - Class 32)

The subject property is comprised of a three lot with a total lot area of 22,503 square feet (0.52 acres) in the Silver Lake neighborhood. The property experiences a gradual incline from northeast to southwest along North Manzanita Street and from the property frontage towards the easterly rear. The project site has a frontage of approximately 180 feet along North Manzanita Street and a depth of approximately 125 feet. The property is currently developed with three single-family houses and accessory structures.

The project site is zoned R3-1VL and is located within the Silver Lake – Echo Park – Elysian Valley Community Plan with a General Plan Land Use Designation of Medium Residential. The site is located within a Transit Priority Area, Hillside Area, Urban Agriculture Incentive Zone, Special Grading Area, and is within 0.35 kilometers from the Upper Elysian Park Fault. The site is also located outside a flood zone and within a Housing Element Inventory of Sites.

The project site is located in an urbanized neighborhood bound by North Manzanita Street to the west and single- and multi-family residences to the north, east and south. Approximately 500 feet north of the project site is West Santa Monica Boulevard and West Sunset Boulevard. Both streets are high trafficked east-west corridors that provide access to a variety of residential, commercial, office, and community facility uses across Los Angeles. These corridors also include public transit stops for Metro Bus Lines 2 and 4 which connects commuters to housing, job centers, and essential services. As such, the project is an eligible Tier 3 Transit Oriented Communities (TOC) project. Surrounding properties are zoned R3-1VL, [Q]RD1.5-1D, C2-1D, and [Q]C2-1VL.

The proposed project involves the demolition of three existing single-family houses and accessory structures and the construction, use, and maintenance of a new six-story, 50-unit residential building of which five (5) dwelling units will be reserved for Extremely Low Income Households. The project will provide 80 automobile parking spaces within the ground and subterranean floor level with access along North Manzanita Street. The project will provide a total of 46 bicycle parking spaces; 4 short-term bicycle spaces will be located in front of the building frontage near the building lobby and 42 long-term bicycle spaces will be stored within bicycle room in the subterranean garage. The project will comprise of a floor area of 71,508 square feet and Floor Area Ratio (FAR) of 4.43:1. The project will contain 10 studio units, 8 one-bedroom units (including loft units), 25 two-bedroom units, and 7 three-bedroom units.

The project is requesting the following discretionary actions:

1. Pursuant to LAMC Section 12.22 A.31, a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 50 dwelling units, including five (5) dwelling units reserved for Extremely Low Income occupancy for a period of 55 years, with the following Additional Incentives:

    a. Additional Incentives

        i. Up to a 30% decrease in the northerly and southerly side yard setbacks;
        ii. Two additional stories up to 22 additional feet, and;
        iii. Up to a 25% decrease in required open space.

2. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation, on-site 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 which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

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

(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 proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Silver Lake – Echo Park – Elysian Valley Community Plan Map designates the property for Medium Residential land uses with the corresponding zone R3. The project site is zoned R3-1VL and is thus consistent with the land use designation.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Silver Lake – Echo Park – Elysian Valley Community Plan and Framework Element as discussed below.

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

Objective 1-1 *Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population*

Objective 1-2 *Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, service and facilities.*

Objective 1-4 *Promote and ensure the provision of adequate housing for all persons, including special needs population, regardless of income, age or ethnic background.*

The project involves the construction, use, and maintenance of a six-story residential building with 50 dwelling units of which five (5) dwelling unit will be reserved for Extremely Low Income Households. The project will provide a variety of bedroom types that can accommodate households of different sizes. The project proposes 10 studio units, 8 one-bedroom units (including loft units), 25 two-

bedroom units, and 7 three-bedroom units. In addition, the project will offer a mix of market rate and affordable units providing greater individual choice in housing. The development of the project will contribute to a net increase of 47 dwelling units to the community with proximity to major transit stops, community amenities, and commercial businesses in the Silver Lake neighborhood.

The project is located within the Medium Residential land use designation of the Silver Lake – Echo Park – Elysian Park Community Plan, a transit priority area (TPA), and is within an eligible TOC Tier 3 Incentive area as it is located within one-half mile (2,640 feet) of two Metro Bus stops which are defined as a major transit stops for the Metro 2 and 4 bus lines. The project's proximity to these public transit stops provides greater connectivity and accessibility to housing, job opportunities, schools, and other community amenities in the City. The project will provide 86 automobile parking spaces within the ground and subterranean levels of the residential development. The project will also provide a total of 47 bicycle parking spaces for residents to utilize and connect to nearby public transit and amenities in the neighborhood. Public transit service and operation close to the project site addresses the Community Plan's objective of reducing automobile trips in residential areas by locating new housing in areas offering proximity to goods, service and facilities.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

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

Policy 1.1.1 *Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

Objective 2.2 *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit;*

Policy 2.2.1 *Provide incentives to encourage integration of housing with other compatible land uses.*

The applicant proposes the demolition of three single-family houses and accessory structures on the project site and the development of a six-story residential building with 50 dwelling units. This will contribute to a net increase of 47 dwelling units in the community, including five (5) units reserved for Extremely Low Income households. The project is located approximately 500 feet from West Santa Monica Boulevard and West Sunset Boulevard which provides access to public transit infrastructure including Metro Bus Lines 2 and 4. These bus lines provide

commuters access to housing, job centers, schools, and communities amenities across the City.

West Santa Monica Boulevard and West Sunset Boulevard are both mixed-use corridors which connect residents, workers, and visitors to commercial businesses, offices, hospitals, offices, schools and other community amenities in the vicinity. Therefore, the proposed housing development project in relation to the existing transportation infrastructure will complement the surrounding land uses and promote the integration of housing, commercial, and public facility uses.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 2.3

Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The project will incorporate pedestrian-oriented design elements that will enhance the pedestrian experience along the public right-of-way and provide a safe and comfortable walking environment. The project site fronts North Manzanita Street and is a designated Local Street – Standard. The project will comply with the standard street dimensions pursuant to the Mobility Plan 2035, thereby providing a sidewalk width that is compatible with the local streets and development in the community. The project will provide short-term bicycle parking near the building entrance along North Manzanita Street which will promote bike use and infrastructure in the vicinity. Landscaping, including trees, shrubs, and grass, will be installed at the project site to create a more attractive and comfortable space for pedestrians walking along the sidewalk. In addition to the three (3) existing street trees that are located along the parkway, the project will plant three (3) new street trees planted to enhance shade coverage and relief from excessive sunlight and high-heat days. The project will also install lighting fixtures that will provide illumination during the night and will be compatible with the surrounding residential uses. Therefore, these components will create a high-quality pedestrian experience for the community.

As detailed above, the project substantially conforms with the goals and policies of the Silver Lake – Echo Park – Elysian Park Community Plan, the General Plan's Housing Element, and the Mobility Plan 2035.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.52-acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of housing and commercial development, schools, community facilities, streets, and public transit infrastructure. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located in an established and urbanized area within the Silver Lake – Echo Park – Elysian Park Community Plan area. The subject property is currently developed with three single-family houses and accessory structures. The project site is located within the Silver Lake neighborhood developed with a variety of residential, commercial, public facility uses (i.e. community centers, religious institutions, schools, and hospitals). Surrounding the neighborhood are other highly urbanized neighborhoods developed with similar land uses. The project site is not within or near any listed significant ecological areas, nor will it remove any protected trees. Due to the project's existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. 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

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The project proposes the demolition of three single-family houses and accessory structures and the construction of a six-story residential building with 50 dwelling units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips. Based on the City of Los Angeles VMT (Vehicle Miles Traveled) Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10th Edition manual, the project does not exceed the CEQA Screening Threshold with more than 250 daily trips. With the net increase of 47 dwelling units, the project site will experience a net increase of 219 daily trips and therefore will not exceed more than the 250 daily trips significance threshold. Planning Staff and LADOT staff have completed the Transportation Study Assessment form which affirmed the results of the VMT Calculator tool and determined that a VMT Analysis, Access, Safety, and

Circulation Evaluation, and Access Assessment. Therefore, the proposed Project will not generate enough trips to require a transportation analysis and the project will not have a significant impact relating to traffic. As a result, the project will not have a significant impact relating to traffic.

Noise

In regard to noise, a significant impact would occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

A Noise Technical Report studying the noise impacts associated with the construction and operation of the proposed project was completed by DKA Planning in August 2023. To determine the existing ambient exterior noise levels, measurements were taken at three locations within the project area vicinity to determine the ambient noise conditions of the neighborhood near sensitive receptors. Six sensitive receptors were identified in the noise analysis. These sensitive receptors include single- and multi-family residential uses and a motel located along North Manzanita Street, North Sanborn Avenue, and West Santa Monica Boulevard. Measurements taken at these locations were selected to determine the ambient noise conditions that could be most impacted by construction and operational activities. Existing ambient noise levels are contributed by a roof-top air conditioning unit at the southern portion of the project site and minor operational noise from the parking of cars on the surface-level driveway including tire friction, minor engine acceleration, doors slamming, and occasional car alarms. Traffic is the primary source of noise near the project site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air. Using the thresholds from the State CEQA Thresholds Guidelines, the Noise Technical Report concluded that the project would comply with the City's existing noise regulations and thus construction and operational noise impacts would be less than significant.

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.

Construction-related noise impacts associated with the proposed project would be temporary, intermittent, and typical. The use of heavy-duty equipment such as excavators and dozers are mobile in nature, therefore they will not always operate at a steady-state mode full load. The highest estimated maximum noise level would be during the demolition and grading phases. The City of Los Angeles has established policies and regulations concerning the generation and control of noise

that could adversely affect its citizens and noise-sensitive land uses. The project would comply with the City's existing noise regulations which include noise level thresholds and the implementation of project features required by LAMC Section 112.05, as well as the permitted hours for construction activities restricted by LAMC Section 41.40. To ensure construction noise impacts will not exceed a noise level of 75 dBA at 50 feet from the project site (LAMC Section 112.05), the project will comply with the following hours of construction and demolition in accordance with LAMC Section 41.40 and will incorporate noise control strategies and regulatory compliance measures required by the City's Department of Building and Safety to reduce noise levels:

- Construction and demolition shall be restricted to the hours of 7:00 AM to 9:00 PM Monday through Friday and 8:00 AM to 6:00 PM on Saturday and national holidays (LAMC Section 41.40); and
- The project shall utilize best practices techniques required by the Department of Building and Safety such as temporary sound barriers, staging and warming up equipment as far from sensitive receptors as possible, proper maintenance of equipment, and limits on simultaneous operation of equipment during any phase.

With the construction of the project being approximately 32 months, construction activities pertaining to the project shall not exceed existing ambient exterior noise levels by 5 dBA or more at any noise sensitive receptor as regulated by LAMC Section 111.02. The maximum projected increase would be 4.0 dBA at noise measurement location "5" located adjacent to the project site to the south. Therefore, on-site construction noise impacts would be less than significant (see page 16 of the Noise Technical Report). Regarding off-site construction noise impacts, the primary source would come from the volume of vehicle trips in which haul trucks move debris during grading activities, vendor deliveries, worker commutes, and other vehicles accessing the project site. Since the project's construction-related trips would not cause a doubling in traffic volumes on key roadways, construction-related traffic would not increase existing noise levels by 3 dBA or more therefore project noise impacts related to construction traffic would be less than significant.

Upon completion and operation of the project, operational noise would be generated by mechanical equipment (including rooftop HVAC systems, transformer, mechanical and plumbing rooms, electrical vault, and elevator equipment), automobile-related activities, and outdoor uses (i.e., human conversation, active/passive activities private and common space areas, trash collection, landscape maintenance). The project would comply with the City's noise regulations regarding these sources of noise, including LAMC Section 112.02 which prohibits HVAC units and other mechanical equipment from exceeding ambient noise levels by more than 5 dBA. The project's HVAC equipment will be mounted on the rooftop, approximately 30-40 feet above the rooftop HVAC

systems of adjacent residences. Noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible as these units will not have a line-of-sight to the sensitive receptors. Additionally, the project's roof edge and parapet would function as an effective noise barrier and reduce noise levels by 8 dBA or more. A pad-mounted oil transformer will be installed on the ground level in an unobstructed location fronting North Manzanita Street. In general, the mechanical processes involved in the operation of the transformer will generate negligible noise impacts. Other mechanical equipment would be fully enclosed within the residential building. Operation noise impacts associated with auto-related activities including cars entering and exiting the project's driveway and parking garage noise such as tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration would not have a significant impact on the surrounding noise environment. While nearby residences across North Manzanita Street would have a direct line of sight to the project's driveway, the average vehicle use of the garage would not elevate ambient noise levels by 5 dBA. Parking garage noise would also be negligible as these sources of noise will take place within an enclosed space. Noise associated with everyday activities, such as human conversation, trash collection, and landscape maintenance would be marginal and attenuated through the project's design. Human conversation within the project's private balconies will be intermittent and no powered speakers are proposed that would amplify speech or music. Similarly, the project's roof deck will be used by residents for socializing and passive recreation, with no powered speakers being proposed. There will be no direct line-of-sight from any roof deck to adjacent sensitive receptors which are approximately 30-40 feet below the roof deck. In addition, the presence of the roof edge, parapet, and setback of decks from the roof's edge would shield any rooftop noise from nearby sensitive receptors. Therefore, noise originating from common and private open space areas would not elevate noise levels at nearby sensitive receptors by 5 dBA or more. Trash collection activities for on-site trash and recyclable materials would be intermittent and would largely take place within a collection room located in the project's subterranean level. Collection trucks and trash compactors would access the project's solid waste and recyclable materials from North Manzanita Street, and would not substantially elevate daily noise levels. Similarly, landscape maintenance will also be intermittent and would not substantially elevate daily noise levels.

Regarding noise impacts associated with the projected increase in traffic, the project would not be capable of increasing roadway noise levels by more than 3 dBA CNEL based on a net increase of approximately 219 daily trips. A 3 dBA threshold signifies the noise level in which most sensitive humans can detect noise levels. The increase in daily trips represents 1.6 percent (off-site operational noise) of traffic volume at the intersection of West Santa Monica Boulevard and North Hoover Street. For the project to impose an increase of 3 dBA CNEL, an approximate doubling of traffic volume would need to occur.

Based on the on-site operational activities studied in the Noise Technical Report, the project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, overall, the project will not result in any significant permanent effects relating to noise.

Air Quality

An Air Quality Technical Report evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared August 2023 by DKA Planning. The Report compares the potential construction and operations emissions of criteria pollutants associated with the project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. In addition, the study considers sensitive receptors defined as land uses or other types of population groups that are more sensitive to air pollution than others, i.e., children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. Various sensitive receptors were identified in the Air Quality Study, including residential uses surrounding the project site. The project's emissions were estimated using the CalEEMod 2022.1.1.7 model provided by SCAQMD and monitored the following emissions: VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$.

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 regulating emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2022 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 50 dwelling units would not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

Emissions associated with the project's construction phase include construction workers traveling to and from the project site, demolition, site preparation, grading, trenching, building construction, and architectural coating. The Air Quality Study concluded that the project will not exceed daily emission thresholds for the criteria pollutants analyzed at the regional level nor exceed local emission thresholds (localized significance thresholds (LSTs) for the Central Los Angeles source receptor area (SRA)). Operational activities associated with the project resulting in the release of pollutant emissions are categorized between three source categories: mobile (vehicle use), area (on-site maintenance, landscaping, and the use of natural gas), and energy (off-site electricity generation). Based on the estimated regional and localized daily operational emissions, operational activities will not exceed SCAQMD's regional significance thresholds for VOC, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$ or localized significance thresholds for NO_X, CO, PM_{10}, and $PM_{2.5}$.

As such, regional and localized emissions related to construction and operational activities will not exceed SCAQMD thresholds and the project will have a less than significant air quality impact.

Regarding odor, the project will not result in activities that create objectionable odors. Any objectionable odors produced from the project will be short-term in nature and shall be regulated by SCAQMD Rule 402 – Nuisances. Odor may be produced during the construction phase of the project and will be short-term in nature. The project does not involve land uses that are more likely to produce odors, such as the conversion of agricultural land to residential land uses, and the project does not contain any active manufacturing activities. As a result, Project odor impacts will have a less than significant impact.

Similarly, construction-related toxic air contaminant (TAC) impacts will be less than significant given the limited number of heavy-duty construction equipment that will be utilized during this phase. The project's primary source of these potential air toxics would derive from the combustion of diesel fuels resulting in the emission of diesel particulate matter. The construction emissions modeling conservatively assumes that all equipment on the project site would be operating simultaneously through most the day, which would rarely be the case. Based on the estimated magnitude of diesel particulate matter emissions during the construction phase, the project will not result in substantial pollutant concentrations at off-site sensitive receptors. In addition, the duration of construction activities and magnitude of daily diesel particulate matter emissions will unlikely result in any residual emissions or individual cancer risk. As a result, the project will not expose sensitive receptors to substantial diesel particulate matter.

Regarding operation-related TAC impacts, the project would not include the typical sources of acutely and chronically hazardous TACs such as those found in industrial manufacturing processes and automotive repair facilities. The primary source will come from the combustion of diesel fuel resulting in the emission of diesel particulate matter from delivery trucks and facility operations. Based on the residential use of the project site and the number of daily truck trips associated with the operation of the project, potential long-term operational impacts associated with the project would be minimal and would not exceed the SCAQMD thresholds of significance.

Additional information regarding the exposure of air pollutants to sensitive receptors can be found in the Air Quality Technical Report.

During the building finishing phase, the application of architectural coatings would release VOCs and would be regulated by SCAQMD Rule 1113. As determined in the Air Quality Study, the project will not exceed any regional or localized thresholds for VOCs.

During construction and operation, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, application of water or chemical stabilizers to disturbed soils covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, 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. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM10 emissions associated with construction activities.

As referenced in the Air Quality Technical Report prepared by DKA Planning and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the regional and localized thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigations (the report provides the full analysis). Therefore, potential impacts related to air quality from the project will be less than significant.

Water Quality

The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Low Impact Development (LID) Ordinance. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

(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 and commercial 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 Central Bureau, Rampart Division, and the Central Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project involves the demolition of three single-family houses and the construction, use, and maintenance of a 50-unit residential building. The project is located in an established and urbanized area of the City, therefore 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 THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and 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 effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized 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 projects, 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 would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) ***Cumulative Impact.*** *The exception applies when, although a particular project may not have a significant impact, the 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 the TOC Guidelines. 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 analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality.

The threshold of significance for a cumulatively considerable contribution traffic impact is the same as the threshold of significance for a project impact. Based on the scale of the proposed project and the number of daily trips that would result

from the project, a transportation assessment is not required by LADOT as the project would unlikely have a significant traffic impact. Therefore, the project would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact.

Cumulative noise impacts as a result of construction activities associated with the proposed project and related projects will also be less than significant. According to noise measurements and analysis conducted by DKA Planning, two (2) potentially related projects within one-half mile of the project site were identified. These related projects include residential developments located within 0.5 miles from the project site. Concurrent construction of all related projects as well as noise generated from construction truck traffic would not elevate existing ambient noise levels by 5 dBA or more at any sensitive receptor. The related projects would not be expected to increase ambient noise levels at any of the analyzed sensitive receptors as on-site construction noise associated with the project would be buffered by numerous structures and streets. Cumulative noise impacts from off-site construction activities associated with the project and the related project would also be less than significant as the usage of haul trucks, vendor trucks, and worker trucks would not result in a doubling of traffic volumes along Santa Monica Boulevard or Hoover Street and the elevation of traffic noise levels exceeding 3 dBA. As with the subject project, construction-related noise impacts from related projects would be subject to the same State CEQA Thresholds Guidelines, City Noise Standards, and environmental analysis. Cumulative construction noise levels would be reduced through the implementation of project design features for each individual related project. Therefore, based on the location of the project site, the development of the surrounding neighborhood, and the existing ambient noise levels, the potential for any significant cumulative noise impacts at any sensitive receptor is not likely to be significant. Regarding cumulative operation-related noise impacts, on-site mechanical equipment (i.e., HVAC equipment, electrical rooms, transformer) and human activities commonly associated with residential land uses would be less than significant. Noise from on-site mechanical equipment and human activities are not typically associated with excessive noise generation that could result in an increase of 5 dBA or more in ambient noise levels. The presence of intervening multi-story buildings along the major arterials and the residential neighborhoods would shield noise impacts from one or more projects that may generate operational noise. In addition, off-site mobile noise sources associated with the project and related projects would not result in the doubling of traffic volume along Santa Monica Boulevard at Hoover Street, the amount necessary to elevate noise levels by 3 dBA. The proposed project would contribute to 6.7 percent of traffic volumes and therefore does not constitute a doubling of traffic. As such, the project will have a less than significant cumulative noise impact on the surrounding environment.

According to the Air Quality Technical Report conducted by DKA Planning, cumulative air quality impacts associated with construction-related and operational

emissions from the proposed project and related projects will be less than significant. Two (2) potentially related projects were identified within 0.5 miles of the project site. Beyond 1,000 feet of the project site, any sensitive receptors between the project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The two (2) identified related projects are located beyond 1,000 feet, therefore there are no nearby potential projects that could contribute substantially to any cumulative local or regional air quality impacts. Individual projects that generate emissions that do not exceed the SCAQMD's thresholds of significance will not contribute to any potential cumulative impact. As discussed above, the project will not exceed daily emission thresholds for the criteria pollutants and fugitive dust particles analyzed at the regional level nor exceed local emission thresholds. In addition, the proposed project and related projects are unlikely to be substantial sources of TACs as these contaminants are largely associated with large-scale industrial, manufacturing, and transportation hub facilities. The projects would be required to comply with SCAQMD CEQA guidance and neither construction nor operational activities would result in a long-term source of TACs. In accordance with the SCAQMD methodology used to analyze pollutant emissions, projects that do not exceed the SCAQMD criteria or can be reduced to less than criteria levels are not significant and do not add to the overall cumulative impact. Therefore, the project would not result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40, 111.03, 112.02, 112.04, 112.05 regulate noise thresholds from project-specific construction and operational uses by regulating the time which such activities can occur and restricting noise levels from exceeding specific thresholds relative to the project's proximity to sensitive land uses. In addition, the CEQA Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and VMT generated by the project. The South Coast Air Quality Management Plan regulates air pollutant emissions from project-related construction and operations activities, including those emitted from asbestos containing materials (ACMs) and lead based paint (LBP). Fugitive dust emissions are regulated through SCAQMD Rule 403. VOC emissions resulting from the application of architectural coatings would be regulated by SCAQMD Rule 1113. Projects would also be required to comply with the City's stormwater management provisions per LAMC 64.70 and LID Ordinance ensure water quality impacts are minimized from runoff and stormwater pollution. There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site.

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor	7166 W. Manchester Blvd	6262 Van Nuys Blvd, 3rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: 1032-1044 N Manzanita Street

Project Description: New 50-unit apartment building.

Seeking Existing Use Credit (will be calculated by LADOT): Yes ✓ No _____ Not sure _____

Applicant Name: Matthew Hayden - Hayden Planning

Applicant E-mail: matthew@haydenplanning.com Applicant Phone: (310) 614-2964

Planning Staff Initials: David Woon **Date:** 9/28/23

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Housing Multi-Family	45	219
	Housing Affordable Housing - Family	5	23
	Total trips[1]*:*		243

a. Does the proposed project involve a discretionary action? **Yes** ☑ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☐ **No** ☑

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☑

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name: David Woon Phone: (213)978-1368

Signature: David Woon Date: 9/28/23

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '**+**' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Housing Multi - Family	45 DU	
	Affordable Housing - Family	5 DU	
		Total new trips:	243
Existing	Housing Single Family	3 DU	
		Total existing trips:	24
		Net Increase / Decrease (+ or -)	219

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☒

b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☒

c. Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☒

d. Would the project result in a net increase in daily VMT? **Yes** ☒ **No** ☐

e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☒

f. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☐

g. Project size:

i. Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☒

ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

VMT Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i**., **g.ii**., or **g.iii**., an access assessment may be required.

LADOT Comments:
The Project is a new 50-unit apartment. No VMT analysis is required.

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☒

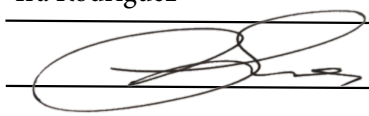
Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☒

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☒

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Ira Rodriguez Phone: (213) 928-9766

Signature:  Date: 09/24/24

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: 1030 Manzanita

Scenario: Apartment

Address: 1032 N MANZANITA ST, 90029

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

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	3	DU

Housing | Single Family 3 DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

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

Housing | Multi-Family 45 DU
Housing | Affordable Housing - Family 5 DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
24 Daily Vehicle Trips	243 Daily Vehicle Trips
152 Daily VMT	1,556 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	219 Net Daily Trips
The net increase in daily VMT ≤ 0	1,404 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

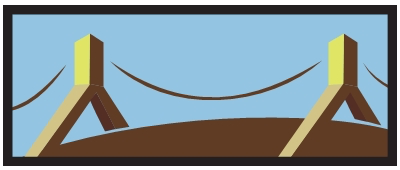
The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/17/2023

1032, 1038, 1044 MANZANITA STREET PROJECT

Air Quality Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
August 2023

AIR QUALITY TECHNICAL REPORT

Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 1032, 1038, 1044 Manzanita Street in the City of Los Angeles. The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

Regulatory Framework

Federal

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

Table 1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 (www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_X and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_X be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

State

California Clean Air Act. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA,

areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

Toxic Air Contaminant Identification and Control Act. The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H_2S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[1] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in

[1] California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[2] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

Assembly Bill 2588 Air Toxics "Hot Spots" Program. The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective. The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.[3] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

Air Quality and Land Use Handbook. CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children,

2 California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

3 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations. The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Regional (South Coast Air Quality Management District)

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. However, SCAQMD has primary authority over about 20 percent of NO_x emissions, a precursor to ozone formation. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 431.2, would require use of low-sulfur fuel in construction equipment.
- SCAQMD Rule 445 would prohibit the inclusion of wood burning fireplaces in any residences.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Air Quality Management Plan. SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NOx emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

Multiple Air Toxics Exposure Study V. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.[4] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

Regional (Southern California Association of Governments)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization

[4] South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

(MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020. The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing $PM_{2.5}$ emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

Local (City of Los Angeles)

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Clean Up Green Up Ordinance. The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

California Environmental Quality Act. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

Land Use Compatibility. In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is 5,100 feet north of the westbound mainline of the Santa Monica Freeway (I-10).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

Existing Conditions

Pollutants and Effects

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter

2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[5]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two

[5] South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_X, as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than

regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[6]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[7,8]

Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, $PM_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

---

6 California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

7 California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

8 California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O_3 and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2019 through 2021. The one-hour State standard for O_3 was exceeded 16 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 26 times in that same period. In addition, the daily State standard for PM_{10} was exceeded 203 times. The daily federal standard for $PM_{2.5}$ was exceeded 15 times. CO and NO_2 levels did not exceed the CAAQS from 2019 to 2021 for 1-hour (and 8-hour for CO).

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2019	2020	2021
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.080	0.185	0.099
Days > 0.09 ppm (State 1-hour standard)	0	14	1
Days > 0.070 ppm (Federal 8-hour standard)	2	22	2
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	2.0	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.6	1.5	1.6
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0697	0.0618	0.0778
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	62	77	64
Days > 50 µg/m^3 (State 24-hour standard)	3	24	3
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	43.5	47.3	61.0
Days > 35 µg/m^3 (Federal 24-hour standard)	1	2	12
Sulfur Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	10.0	3.8	2.2
Days > 0.04 ppm (State 24-hour standard)	0	0	0

ppm = parts by volume per million of air.
µg/m^3 = micrograms per cubic meter.
N/A = not available at this monitoring station.
Source: SCAQMD annual monitoring data at Central LA subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed August 20, 2023.

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90029) is approximately 574 in a million.[9] The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Hollywood Freeway 4,950 feet to the south). In general, the risk at the Project Site is higher than 87 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037195901) is located in the 67th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 67 percent of other communities within California.[10]

Sensitive Receptors. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

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

- Residences, 1048 Manzanita Street; five feet north of the Project Site.
- Residences, 1024 Manzanita Street; five feet south of the Project Site.
- Residences, Sanborn Avenue; as close as five feet east of the Project Site.
- Residences, Manzanita Street (west side); 60 feet west of the Project Site.
- Residences, 4121 Santa Monica Boulevard; 200 feet west of the Project Site.
- Motel, 4141 Santa Monica Boulevard; 220 feet west of the Project Site.

Existing Project Site Emissions. The Project Site is improved with three single-family residences totaling 4,518 square feet of floor area.[11] As summarized in Table 3, most existing air quality emissions are associated with the 24 daily vehicle trips traveling to and from the Project Site.[12]

---

9 South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed August 21, 2023.

10 Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed August 21, 2023.

11 City of Los Angeles, ZIMAS database, accessed August 21, 2023.

12 City of Los Angeles VMT Calculator, version 1.4.

Table 3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.1	0.1	1.7	<0.1	0.2	0.2
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.1	0.1	0.6	<0.1	0.1	<0.1
Regional Total	**1.0**	**0.2**	**2.3**	**<0.1**	**0.3**	**0.2**
Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.17 model runs (included in Appendix).						

Project Impacts

Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.17) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Construction. Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[13] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where

[13] South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

appropriate.[14] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[15] This is appropriate given the 0.52-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[16] The LSTs for $PM_{2.5}$ were established in October 2006.[17] Updated LSTs were published on the SCAQMD website on October 21, 2009.[18] Table 4 presents the significance criteria for both construction and operational emissions.

---

14 South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

15 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

16 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

17 South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

18 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

Table 4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	74	55	74
Carbon Monoxide (CO)	550	680	550	680
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	5	150	2
Fine Particulates ($PM_{2.5}$)	55	3	55	1

/a/ Localized significance thresholds assumed a one-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO_X. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).

Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019

Operations. CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.[19] To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[20] Details describing the operational emissions of the Project can be found in in the Technical Appendix.

Toxic Air Contaminants Impacts (Construction and Operations). Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

[19] Energy consumption estimates with CalEEMod 2022.1.1.17 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

[20] South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

Thresholds of Significance

State CEQA Guidelines Appendix G

Would the Project:

a) *Conflict with or obstruct implementation of the applicable air quality plan;*

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*

c) *Expose sensitive receptors to substantial pollutant concentrations; or*

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

(a) Construction

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[21]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

(b) Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[22] As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[23] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[24]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an

21 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

22 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

23 For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

24 South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[25]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[26]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

(c) Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[27]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[28] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against

---

25 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

26 South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.

27 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

28 Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:[29]

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

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

Project Design Features. The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),[30] which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).[31] Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors who want options to driving cars.

Analysis of Project Impacts

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

---

29 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, p. 12-3.

30 City of Los Angeles Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building.

31 California Building Codes: http://www.bsc.ca.gov/Codes.aspx.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,[32] the Project would add a net residential population of approximately 114 people to the Project Site based on the 57 net dwelling units proposed. The Project's residential population would represent approximately 0.014 percent of the forecasted population growth between 2016 and 2045. As a result, the impact would be a de minims addition to the population growth accommodated in the AQMP; as a result, the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and

[32] Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

population within a high quality transit area (HQTA). “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric with the exception of any gas-powered emergency backup systems.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. In addition, as demonstrated in the following analyses, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

The Project Site is classified as “Medium Residential” in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[33]
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and qualified Major Transit Stops.[34]
- There is substantial public transit service in the area, including:
    - Metro Line 2 which provides local east-west service that connects the University of Southern California to Westwood via Sunset Boulevard near the Project Site. The nearest bus stop is on Sunset Boulevard at Santa Monica Boulevard, 400 feet to the north.

[33] Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530,

[34] Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

    - Metro Line 4 which provides local east-west service that connects Downtown Los Angeles to Santa Monica via Santa Monica Boulevard near the Project Site. The nearest bus stop is on Santa Monica Boulevard at Sanborn Avenue, 400 feet to the north.
- Metro's Vermont/Santa Monica rail station is located 3,300 feet west of the Project Site, where the B (Red) Line provide rail access to the region.
- The project will provide five short- and 42 long-term bicycle parking spaces on-site.
- Sunset Boulevard provides Class II bicycle lanes near the Project Site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in Table 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable.** The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. This includes Metro local bus lines 2 and 4 that provide east-west service on Sunset and Santa Monica Boulevards, respectively. The Metro Santa Monica/Vermont rail station provides access to the regional rail system. Bicyclists can use 47 bicycle parking spaces, many of which are in a secured bike room, with Class II bicycle lanes on Sunset Boulevard.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Proposed Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift	**Consistent.** As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking (50 spaces) for the 50 residences. Residents and visitors

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
incentives, trip reduction plans and ridesharing subsidies.	can use public transit, including Metro local bus lines 2 and 4 that provide east-west service on Sunset and Santa Monica Boulevards, respectively. The Metro Santa Monica/Vermont rail station provides access to the regional rail system. Bicyclists can use 47 bicycle parking spaces, many of which are in a secured bike room, with Class II bicycle lanes on Sunset Boulevard.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** As noted above, the Project Site's TOC Tier 3 status allows the garage to be limited to parking for 50 vehicles, an average of one space per residence. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Metro local bus lines 2 and 4 that provide east-west service on Sunset and Santa Monica Boulevards, respectively. The Metro Santa Monica/Vermont rail station provides access to the regional rail system. Bicyclists can use 47 bicycle parking spaces, many of which are in a secured bike room, with Class II bicycle lanes on Sunset Boulevard.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro local bus lines 2 and 4 that provide east-west service on Sunset and Santa Monica Boulevards, respectively. The Metro Santa Monica/Vermont rail station provides access to the regional rail system. Bicyclists can use 47 bicycle parking spaces, many of which are in a secured bike room, with Class II bicycle lanes on Sunset Boulevard. The Project would also include 14 electric vehicle charging stations and five more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro local bus lines 2 and 4 that provide east-west service on Sunset and Santa Monica Boulevards, respectively. The Metro Santa Monica/Vermont rail station provides access to the regional rail system. Bicyclists can use 47 bicycle parking spaces, many of which are in a secured bike room, with Class II bicycle lanes on Sunset Boulevard.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include 14 electric vehicle charging stations and five more spaces with conduits and supplies for future charging stations.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2023.	

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD

neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.[35]

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.17 model and a projected construction schedule of at least 32 months. Table 6 summarizes the estimated construction schedule that was modeled for air quality impacts.

Table 6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 4,518 square feet of building floor area hauled 50 miles to landfill in 14-cubic yard capacity trucks.
Site Preparation	Month 2	Grubbing and removal of 84 cubic yard of trees, plants, landscaping, weeds hauled 50 miles to landfill in 14-cubic yard capacity trucks.
Grading	Months 3-5	Approximately 9,000 cubic yards of soil (including 25 percent swell factor)[36] hauled 50 miles to landfill in 14-cubic yard capacity trucks.
Trenching	Month 6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 7-32	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Month 32	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

[35] South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

[36] City of Los Angeles, Environmental Assessment Form

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Regional Emissions

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_X emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 9,000 cubic yards of soil (including swell factors) would be exported from the Project Site to accommodate a one-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in Table 7, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to

determine localized construction emissions thresholds for the Project.[37] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

Table 7
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2024	0.6	1.9	6.9	<0.1	0.9	0.3
2025	1.1	13.7	11.7	<0.1	3.5	1.7
2026	0.7	5.3	9.9	<0.1	0.9	0.3
2027	28.0	5.0	9.3	<0.1	0.8	0.3
Maximum Regional Total	28.0	13.7	11.7	<0.1	3.5	1.7
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	28.0	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	N/A	74	680	N/A	5	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.17 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Central LA source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central Los Angeles SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences five feet to the north, east, south of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7, above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and

[37] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity use for space cooling and heating and water heating.[38] The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 221 net vehicle trips to the local roadway network on a weekday at the start of operations in 2027.[39]

As shown in Table 8, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds, particularly when the existing residences that would be removed are considered. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 8
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	2.8	<0.1	3.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.7	0.4	5.1	<0.1	1.1	0.3
Regional Total	3.5	0.5	8.8	<0.1	1.1	0.3
Existing Total	-1.0	-0.2	-2.3	-<0.1	-0.3	-0.2
Net Regional Total	2.5	0.3	6.5	<0.1	0.8	0.1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	2.7	<0.1	2.0	<0.1	-<0.1	-<0.1
Localized Significance Threshold	N/A	74	680	N/A	2	1
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on one-acre site with 25-meter distances to receptors in Central Los Angeles SRA
Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.17 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

[38] When electricity is used in buildings or local developments, electricity generation typically takes place offsite at power plants.

[39] City of Los Angeles VMT Calculator, version 1.4.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. There are several sensitive receptors within 0.25 miles of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences, 1048 Manzanita Street; five feet north of the Project Site.
- Residences, 1024 Manzanita Street; five feet south of the Project Site.
- Residences, Sanborn Avenue; as close as five feet east of the Project Site.
- Residences, Manzanita Street (west side); 60 feet west of the Project Site.
- Residences, 4121 Santa Monica Boulevard; 200 feet west of the Project Site.
- Motel, 4141 Santa Monica Boulevard; 220 feet west of the Project Site.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 7, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 32 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would

result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[40] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[41] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[42] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or

---

40 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

41 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

42 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 221 vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2027.[43] The majority of vehicle-related impacts at the Project Site would come from up to 16 and 17 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.[44] These additions to local roadway traffic volumes would be negligible. For example, this would represent 1.6 percent of the 1,021 vehicles currently using Santa Monica Boulevard at Hoover Street in the A.M. peak hour.[45] Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 10,210 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.[46]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[47] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[48] The Project would not generate a

---

43 City of Los Angeles VMT Calculator, version 1.4.

44 DKA Planning, 2023. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

45 DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Santa Monica Bl at Hoover St, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

46 South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

47 California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www.http://oehha.ca.gov/public_info/facts/dieselfacts.html

48 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

Cumulative Impacts

While the Proposed Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. There are two potential related projects identified by the City of Los Angeles within 0.5 miles of the Proposed Project (Table 9).[49]

Table 9
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	1201 North Myra Ave.	1,230 feet north	Apartments Retail	100 units 2,000	Construction complete. Operational
2	4311 West Sunset Bl.	1,270 feet north	Apartments Retail	108 units 5,499 sf	Awaiting construction.

Source: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, June 22, 2023.

As illustrated in Figure 1, both related projects are well beyond 1,000 feet of the Project Site. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "…concentrations generally decrease to background levels within 500-600 feet."[50] CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.[51]

49 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, June 2023.
50 U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.
51 South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

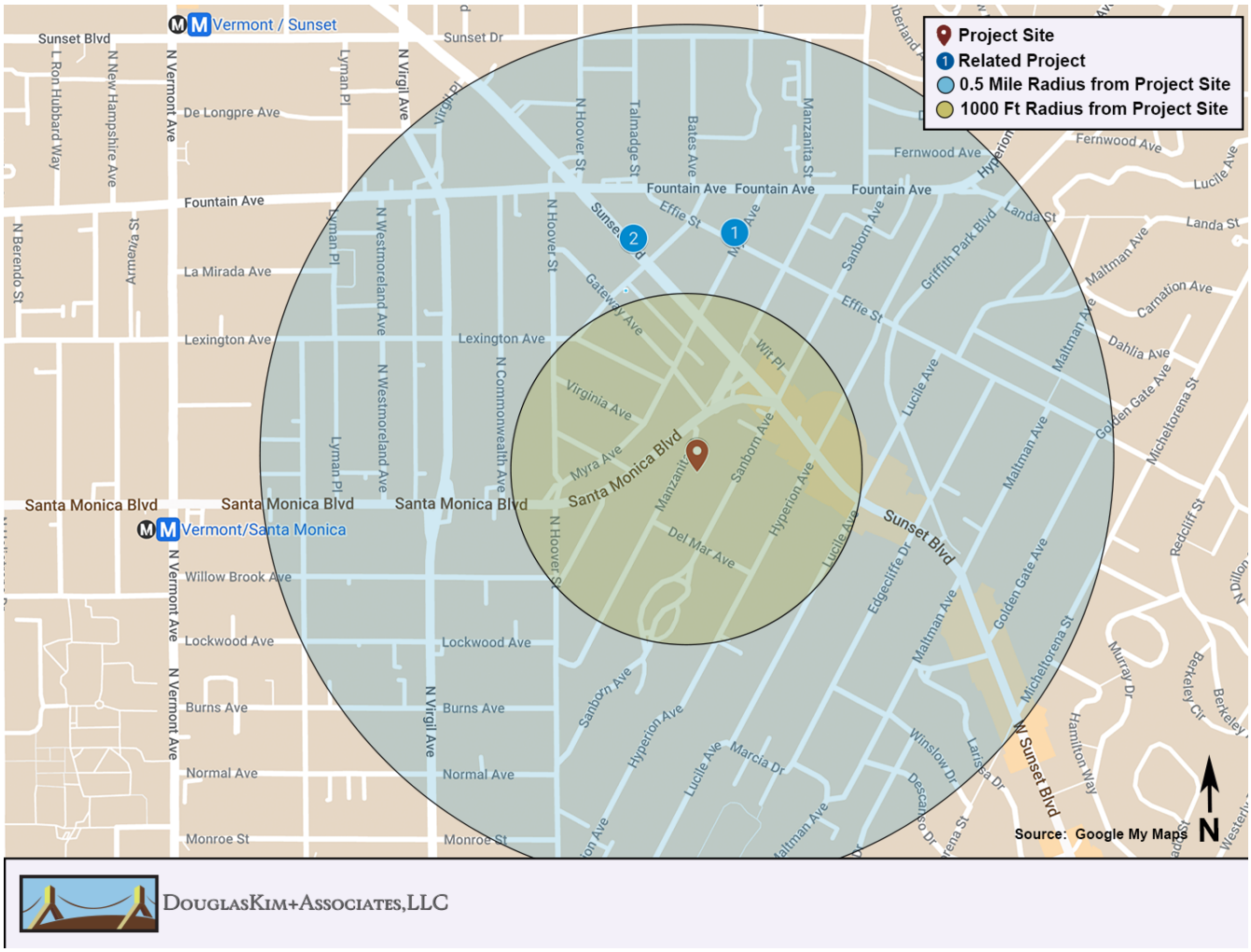


Figure 1
Location of Related Projects

Further, both these potential related projects in Table 9 have completed construction and are operational. As a result, both of these potential projects will not contribute to cumulative air quality impacts from any concurrent construction.

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2022 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[52] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 7, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance

[52] White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

TECHNICAL APPENDIX

DouglasKim+Associates,LLC

EXISTING EMISSIONS

1030 Manzanita Street (Existing) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1030 Manzanita Street (Existing)
Operational Year	2023
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	1038 Manzanita St, Los Angeles, CA 90029, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4025
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	3.00	Dwelling Unit	0.52	4,518	9,000	—	8.00	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.99	0.16	2.35	0.01	0.22	0.11	0.33	0.21	0.03	0.24
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.97	0.17	2.14	0.01	0.22	0.11	0.33	0.21	0.03	0.24
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.11	0.85	< 0.005	0.02	0.11	0.13	0.02	0.03	0.05
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.02	0.15	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.09	0.06	0.63	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Area	0.90	0.06	1.69	< 0.005	0.21	—	0.21	0.21	—	0.21
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.99	0.16	2.35	0.01	0.22	0.11	0.33	0.21	0.03	0.24
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.06	0.59	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Area	0.89	0.06	1.53	< 0.005	0.21	—	0.21	0.21	—	0.21
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.97	0.17	2.14	0.01	0.22	0.11	0.33	0.21	0.03	0.24
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.61	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Area	0.17	0.01	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.26	0.11	0.85	< 0.005	0.02	0.11	0.13	0.02	0.03	0.05
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.02	0.01	0.11	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Area	0.03	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.05	0.02	0.15	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.09	0.06	0.63	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Total	0.09	0.06	0.63	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.08	0.06	0.59	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Total	0.08	0.06	0.59	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.02	0.01	0.11	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Total	0.02	0.01	0.11	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.78	0.06	1.53	< 0.005	0.21	—	0.21	0.21	—	0.21
Consumer Products	0.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.90	0.06	1.69	< 0.005	0.21	—	0.21	0.21	—	0.21
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.78	0.06	1.53	< 0.005	0.21	—	0.21	0.21	—	0.21
Consumer Products	0.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Total	0.89	0.06	1.53	< 0.005	0.21	—	0.21	0.21	—	0.21
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Consumer Products	0.02	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Total	0.03	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	24.0	24.0	24.0	8,760	152	152	152	55,379

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	3
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
9148.949999999999	3,050	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Single Family Housing	19,899	690	0.0489	0.0069	159,781

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	111,821	154,270

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	2.12	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A

Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	83.3
AQ-DPM	53.3
Drinking Water	92.5
Lead Risk Housing	78.3
Pesticides	0.00
Toxic Releases	74.3
Traffic	31.6
Effect Indicators	—
CleanUp Sites	19.2
Groundwater	72.5
Haz Waste Facilities/Generators	61.8
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	45.4
Cardio-vascular	37.1
Low Birth Weights	80.5
Socioeconomic Factor Indicators	—
Education	53.4
Housing	68.5
Linguistic	41.4
Poverty	44.4
Unemployment	73.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.8324137
Employed	78.49351983
Median HI	42.42268703
Education	—
Bachelor's or higher	81.76568716
High school enrollment	100
Preschool enrollment	36.78942641
Transportation	—
Auto Access	24.21403824
Active commuting	93.35300911
Social	—
2-parent households	56.33260619
Voting	55.28037983
Neighborhood	—
Alcohol availability	16.54048505
Park access	81.35506224
Retail density	46.47760811
Supermarket access	94.25125112
Tree canopy	82.21480816
Housing	—
Homeownership	6.069549596
Housing habitability	32.49069678
Low-inc homeowner severe housing cost burden	99.12742205

Low-inc renter severe housing cost burden	67.50930322
Uncrowded housing	31.19466188
Health Outcomes	—
Insured adults	29.01321699
Arthritis	88.7
Asthma ER Admissions	59.7
High Blood Pressure	79.0
Cancer (excluding skin)	66.1
Asthma	61.7
Coronary Heart Disease	77.0
Chronic Obstructive Pulmonary Disease	76.7
Diagnosed Diabetes	72.3
Life Expectancy at Birth	35.0
Cognitively Disabled	26.7
Physically Disabled	55.6
Heart Attack ER Admissions	79.3
Mental Health Not Good	51.7
Chronic Kidney Disease	79.8
Obesity	52.4
Pedestrian Injuries	19.6
Physical Health Not Good	57.2
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	22.7
Current Smoker	51.8
No Leisure Time for Physical Activity	64.0
Climate Change Exposures	—

Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	65.5
Elderly	45.9
English Speaking	32.6
Foreign-born	62.0
Outdoor Workers	94.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	26.5
Traffic Density	50.4
Traffic Access	87.4
Other Indices	—
Hardship	53.0
Other Decision Support	—
2016 Voting	44.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	67.0
Healthy Places Index Score for Project Location (b)	60.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	City of Los Angeles ZIMAS database
Operations: Vehicle Data	—

DouglasKim+Associates,LLC

FUTURE EMISSIONS

1030 Manzanita Street (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1030 Manzanita Street (Future)
Construction Start Date	8/1/2024
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	1030 Manzanita St, Los Angeles, CA 90029, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4025
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	50.0	Dwelling Unit	0.52	102,298	1,420	—	121	—
Enclosed Parking with Elevator	50.0	Space	0.00	20,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2024	0.57	5.87	6.93	0.02	0.20	0.69	0.89	0.18	0.15	0.33
2025	1.15	13.5	11.8	0.04	0.50	3.00	3.50	0.47	1.25	1.72
2026	0.67	5.27	9.92	0.01	0.19	0.65	0.85	0.18	0.16	0.33
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2024	—	—	—	—	—	—	—	—	—	—
2025	1.15	13.7	11.7	0.04	0.50	3.00	3.50	0.47	1.25	1.72
2026	0.66	5.31	9.50	0.01	0.19	0.65	0.85	0.18	0.16	0.33
2027	28.0	5.04	9.30	0.01	0.17	0.65	0.82	0.16	0.16	0.31
Average Daily	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.36	0.41	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02
2025	0.54	5.10	6.61	0.01	0.20	0.81	1.00	0.18	0.28	0.46
2026	0.47	3.81	6.87	0.01	0.14	0.46	0.60	0.13	0.11	0.24
2027	1.84	0.64	1.19	< 0.005	0.02	0.08	0.10	0.02	0.02	0.04
Annual	—	—	—	—	—	—	—	—	—	—
2024	0.01	0.07	0.08	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
2025	0.10	0.93	1.21	< 0.005	0.04	0.15	0.18	0.03	0.05	0.08

2026	0.09	0.69	1.25	< 0.005	0.03	0.08	0.11	0.02	0.02	0.04
2027	0.34	0.12	0.22	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Mit.	3.48	0.48	8.82	0.01	0.01	1.09	1.10	0.01	0.28	0.29
% Reduced	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Mit.	3.08	0.49	4.81	0.01	0.01	1.09	1.10	0.01	0.28	0.28
% Reduced	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Mit.	3.30	0.49	7.20	0.01	0.01	1.02	1.03	0.01	0.26	0.27
% Reduced	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—
Mit.	0.60	0.09	1.31	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05
% Reduced	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.72	0.45	5.11	0.01	0.01	1.09	1.10	0.01	0.28	0.28
Area	2.76	0.03	3.71	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.48	0.48	8.82	0.01	0.01	1.09	1.10	0.01	0.28	0.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.49	4.81	0.01	0.01	1.09	1.10	0.01	0.28	0.28
Area	2.36	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.08	0.49	4.81	0.01	0.01	1.09	1.10	0.01	0.28	0.28
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.67	0.47	4.66	0.01	0.01	1.02	1.03	0.01	0.26	0.27
Area	2.63	0.02	2.54	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.30	0.49	7.20	0.01	0.01	1.02	1.03	0.01	0.26	0.27
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.12	0.09	0.85	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05
Area	0.48	< 0.005	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.60	0.09	1.31	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17
Demolition	—	—	—	—	—	0.30	0.30	—	0.05	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.28	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01

Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.13	0.39	0.01	0.01	0.26	0.28	0.01	0.07	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01

Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.74	1.73	< 0.005	0.08	—	0.08	0.07	—	0.07
Dust From Material Movement	—	—	—	—	—	0.36	0.36	—	0.17	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.07	0.07	—	0.03	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	3.42	1.19	0.02	0.04	0.83	0.87	0.04	0.23	0.27
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	3.55	1.20	0.02	0.04	0.83	0.87	0.04	0.23	0.27
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.62	0.21	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	2.15	2.91	0.01	0.09	—	0.09	0.08	—	0.08
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.19	3.09	0.00	0.00	0.58	0.58	0.00	0.14	0.14
Vendor	0.01	0.31	0.15	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.21	2.62	0.00	0.00	0.58	0.58	0.00	0.14	0.14
Vendor	0.01	0.32	0.15	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.15	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.14	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.17	2.87	0.00	0.00	0.58	0.58	0.00	0.14	0.14
Vendor	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.16	0.19	2.45	0.00	0.00	0.58	0.58	0.00	0.14	0.14
Vendor	0.01	0.31	0.15	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.15	1.83	0.00	0.00	0.41	0.41	0.00	0.10	0.10
Vendor	0.01	0.22	0.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.53	0.80	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.19	2.26	0.00	0.00	0.58	0.58	0.00	0.14	0.14
Vendor	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.27	0.00	0.00	0.07	0.07	0.00	0.02	0.02

Vendor	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.14. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	27.8	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	1.75	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.45	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

3.16. Trenching (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.72	0.45	5.11	0.01	0.01	1.09	1.10	0.01	0.28	0.28

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.72	0.45	5.11	0.01	0.01	1.09	1.10	0.01	0.28	0.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.71	0.49	4.81	0.01	0.01	1.09	1.10	0.01	0.28	0.28
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.71	0.49	4.81	0.01	0.01	1.09	1.10	0.01	0.28	0.28
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.12	0.09	0.85	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.12	0.09	0.85	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.19	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.18	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.39	0.03	3.71	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	2.76	0.03	3.71	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.19	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.18	—	—	—	—	—	—	—	—	—
Total	2.36	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.40	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	< 0.005	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.48	< 0.005	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/1/2024	8/31/2024	5.00	22.0	—
Site Preparation	Site Preparation	1/1/2025	1/31/2025	5.00	23.0	—
Grading	Grading	2/1/2025	4/30/2025	5.00	63.0	—
Building Construction	Building Construction	6/1/2025	2/28/2027	5.00	455	—
Architectural Coating	Architectural Coating	3/1/2027	3/31/2027	5.00	23.0	—
Trenching	Trenching	5/1/2025	5/31/2025	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40

Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	5.68	50.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.48	50.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	17.9	50.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	44.4	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	8.62	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	8.88	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	5.68	50.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.48	50.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	17.9	50.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	44.4	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	8.62	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	8.88	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	207,153	69,051	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)

Demolition	0.00	0.00	0.00	500	—
Site Preparation	—	84.0	11.5	0.00	—
Grading	—	9,000	47.3	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Apartments Mid Rise	242	200	200	84,080	1,535	1,266	1,266	532,324
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	242	200	200	84,080	1,535	1,266	1,266	532,324
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	50
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	50
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
207153.44999999998	69,051	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	164,175	690	0.0489	0.0069	496,268
Enclosed Parking with Elevator	73,829	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	165,616	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	73,829	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,863,690	24,340
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,863,690	24,340
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.2	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	30.2	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	83.3
AQ-DPM	53.3
Drinking Water	92.5

Lead Risk Housing	78.3
Pesticides	0.00
Toxic Releases	74.3
Traffic	31.6
Effect Indicators	—
CleanUp Sites	19.2
Groundwater	72.5
Haz Waste Facilities/Generators	61.8
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	45.4
Cardio-vascular	37.1
Low Birth Weights	80.5
Socioeconomic Factor Indicators	—
Education	53.4
Housing	68.5
Linguistic	41.4
Poverty	44.4
Unemployment	73.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.8324137
Employed	78.49351983

Median HI	42.42268703
Education	—
Bachelor's or higher	81.76568716
High school enrollment	100
Preschool enrollment	36.78942641
Transportation	—
Auto Access	24.21403824
Active commuting	93.35300911
Social	—
2-parent households	56.33260619
Voting	55.28037983
Neighborhood	—
Alcohol availability	16.54048505
Park access	81.35506224
Retail density	46.47760811
Supermarket access	94.25125112
Tree canopy	82.21480816
Housing	—
Homeownership	6.069549596
Housing habitability	32.49069678
Low-inc homeowner severe housing cost burden	99.12742205
Low-inc renter severe housing cost burden	67.50930322
Uncrowded housing	31.19466188
Health Outcomes	—
Insured adults	29.01321699
Arthritis	88.7
Asthma ER Admissions	59.7

High Blood Pressure	79.0
Cancer (excluding skin)	66.1
Asthma	61.7
Coronary Heart Disease	77.0
Chronic Obstructive Pulmonary Disease	76.7
Diagnosed Diabetes	72.3
Life Expectancy at Birth	35.0
Cognitively Disabled	26.7
Physically Disabled	55.6
Heart Attack ER Admissions	79.3
Mental Health Not Good	51.7
Chronic Kidney Disease	79.8
Obesity	52.4
Pedestrian Injuries	19.6
Physical Health Not Good	57.2
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	22.7
Current Smoker	51.8
No Leisure Time for Physical Activity	64.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	65.5
Elderly	45.9
English Speaking	32.6
Foreign-born	62.0

Outdoor Workers	94.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	26.5
Traffic Density	50.4
Traffic Access	87.4
Other Indices	—
Hardship	53.0
Other Decision Support	—
2016 Voting	44.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	67.0
Healthy Places Index Score for Project Location (b)	60.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Housing density per Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Demolition	—
Construction: Trips and VMT	50-mile distance to landfill
Operations: Vehicle Data	—
Operations: Hearths	—

DouglasKim+Associates,LLC

MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

formation about community profile statistics
formation about emission sources
ownload PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites

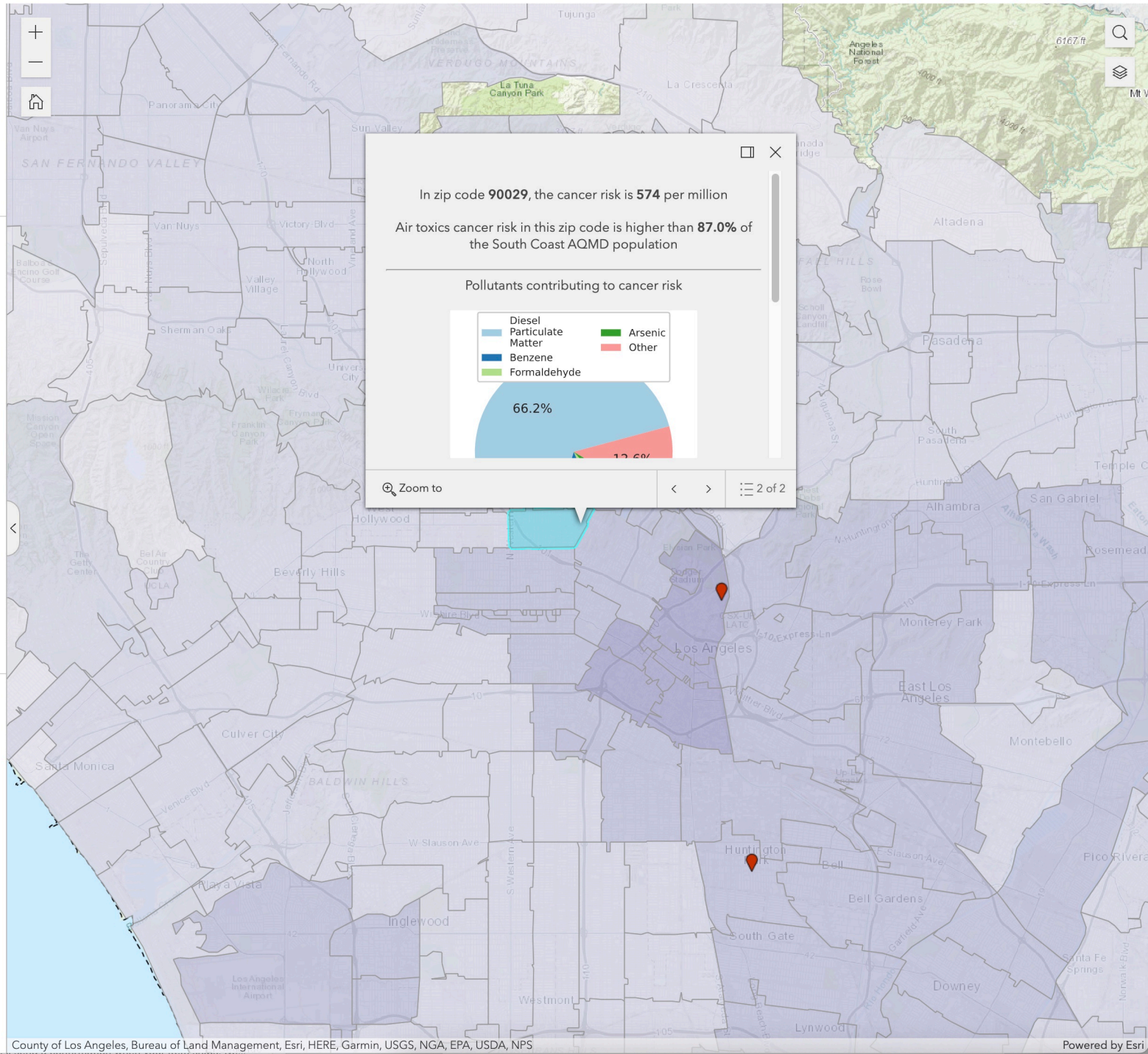
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

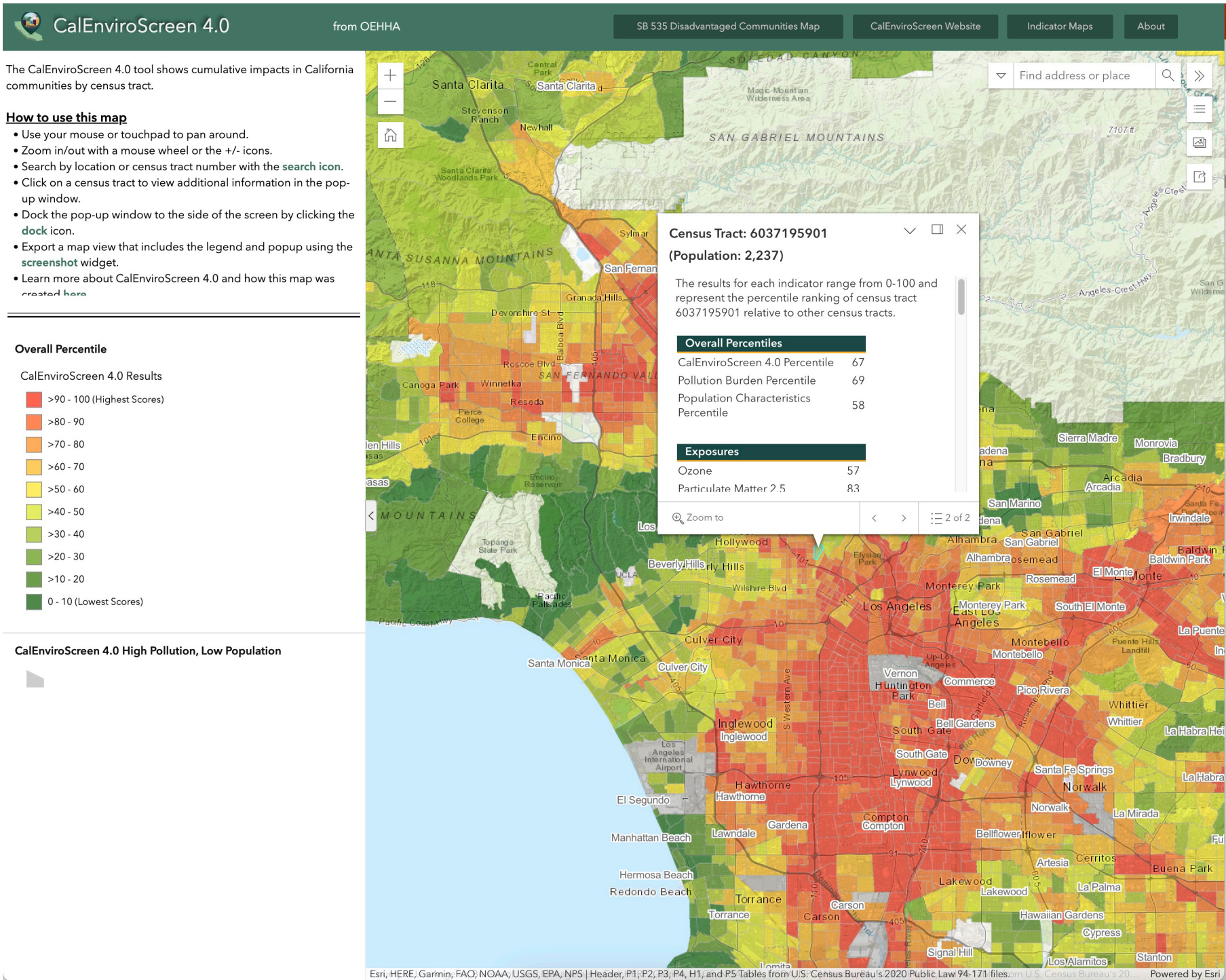
South Coast AQMD Boundary

ıe air toxics cancer risk data presented in the ATES Data Visualization is calculated using a ɔpulation-weighted average.



DouglasKim+Associates,LLC

CALENVIROSCREEN 4.0 OUTPUT


CalEnviroScreen 4.0
from OEHHA
SB 535 Disadvantaged Communities Map
CalEnviroScreen Website
Indicator Maps
About
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.
How to use this map
• Use your mouse or touchpad to pan around.
• Zoom in/out with a mouse wheel or the +/- icons.
• Search by location or census tract number with the search icon.
• Click on a census tract to view additional information in the pop-up window.
• Dock the pop-up window to the side of the screen by clicking the dock icon.
• Export a map view that includes the legend and popup using the screenshot widget.
• Learn more about CalEnviroScreen 4.0 and how this map was created here
Overall Percentile
CalEnviroScreen 4.0 Results
>90 - 100 (Highest Scores)
>80 - 90
>70 - 80
>60 - 70
>50 - 60
>40 - 50
>30 - 40
>20 - 30
>10 - 20
0 - 10 (Lowest Scores)
CalEnviroScreen 4.0 High Pollution, Low Population
Find address or place
Census Tract: 6037195901
(Population: 2,237)
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037195901 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 67
Pollution Burden Percentile 69
Population Characteristics Percentile 58
Exposures
Ozone 57
Particulate Matter 2.5 83
Zoom to
2 of 2
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files
Powered by Esri

DouglasKim+Associates,LLC

CUMULATIVE PROJECTS

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 55696
Address: 1014 N MANZANITA ST
LOS ANGELES, CA 90029
Lat/Long: 34.0974, -118.28

Buffer Radius: 1500 feet

Search

Include NULL "Trip info": ☐
Include NULL "FirstStudySubmittalDate" (latest) ☐
Include "Inactive" projects: ☐
Include "Do not show in Related Project": ☐

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

Record Count: 2 | Record Per Page: 5 records

Results generated since: (6/22/2023 3:02:32 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)
47162	Metro	HWD	13	2018	Mixed-Use	100 Apartments, 2 KSF Retail	1201 N Myra av	09/26/2018	987.3
50708	Metro	HWD	13	2020	Mixed-Use	98 Apartments, 10 Affordable Apartments, 999 SF high-turnover rest...	4311 W Sunset Bl	11/24/2020	1346.6

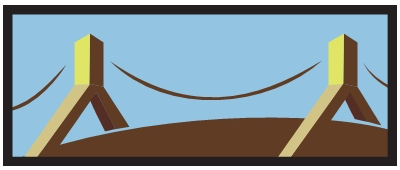
Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	29	37	425	-1	30	26	11	Total includes existing use credit.
Retail	S.F. Gross Area	2000								
			29	**37**	**425**		**-1**	**30**	**26**	**11**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	98								
Other	Total Units	10								Affordable
Retail	S.F. Gross Area	5499								Restaurant
			0	**0**	**0**		**0**	**0**	**0**	**0**

1032, 1038, 1044 MANZANITA STREET PROJECT

Noise Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
August 2023

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 1032, 1038, 1044 Manzanita Street in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

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

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

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

- Equivalent Noise Level (L_{eq}): L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

- Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.

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

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

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

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.[4] However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[5]

1 National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.
2 World Health Organization, Guidelines for Community Noise, 1999.
3 Ibid.
4 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.
5 World Health Organization, Guidelines for Community Noise, 1999.

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

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[6]

Regulatory Framework

Noise

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

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

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

The State has established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to high levels of transportation noise. These standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units

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

are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Jurisdictions enforce the California Noise Insulation Standards through the building permit application process.

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

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element with policies and standards to control noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.[7] However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Proposed Project:

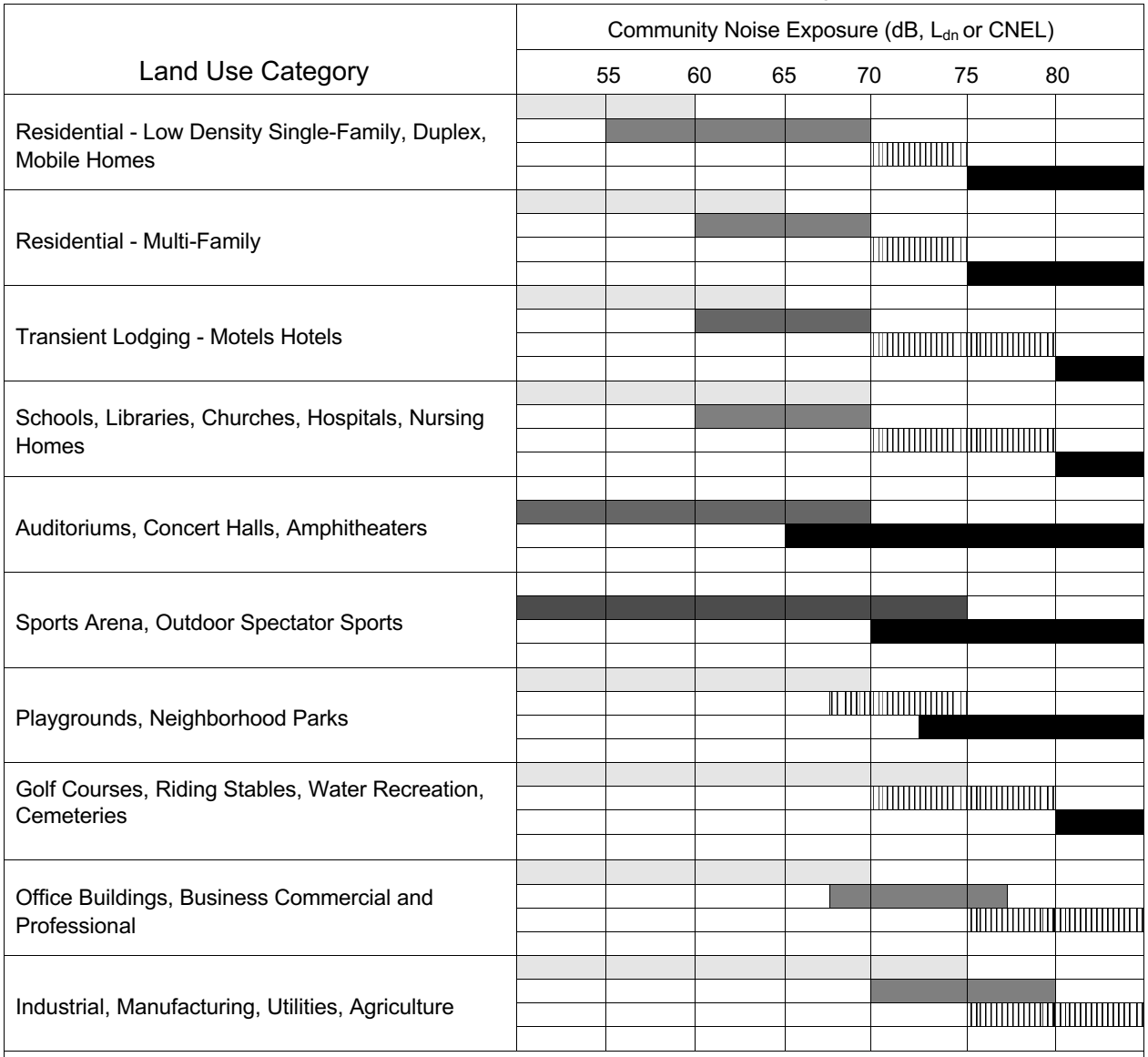
> **Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
>
> **Objective 3** (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

> **Program 11:** For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

[7] The L.A. CEQA Thresholds Guide defined noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.

Table 2
State of California Noise/Land Use Compatibility Matrix



Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

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

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

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

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

Program 12: When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in CEQA so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

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

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 112.04 of the LAMC bans the use of gas-powered leaf blowers within 500 feet of a residence between 10:00 P.M. and 7:00 A.M. This also includes lawn mowers, lawn edgers, riding tractors, or other equipment that makes loud sounds.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and

equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
>
> *(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

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

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

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

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

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

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located in a residential area within the East Hollywood neighborhood. Noise-sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 1048 Manzanita Street; five feet north of the Project Site.

- Residences, 1024 Manzanita Street; five feet south of the Project Site.
- Residences, Sanborn Avenue; as close as five feet east of the Project Site.
- Residences, Manzanita Street (west side); 60 feet west of the Project Site.
- Residences, 4121 Santa Monica Boulevard; 200 feet west of the Project Site.
- Motel, 4141 Santa Monica Boulevard; 220 feet west of the Project Site.

Existing Ambient Noise Levels

The Project Site is improved with three single-family residences totaling 4,518 square feet of floor area[8] that have minor sources of operational noise. This includes a roof-top air conditioning unit providing cooling for the residence at the southern portion of the Project Site. This unit occasionally generates minor levels of noise (about 50 dB of sound pressure at three feet of distance, depending on the model and the cooling capacity).[9] These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

There is also intermittent noise from the 24 daily vehicle trips traveling to and from the Project Site.[10] This includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. However, as the existing homes do not have off-site parking, these auto-related noises occur at street parking spaces. There is also infrequent noise from occasional solid waste management and collection activities that are of short duration.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[11] For example, Santa Monica Boulevard carries 1,021 vehicles at Hoover Street during an A.M. peak hour.[12] Existing development contributes about 24 daily vehicle trips to and from the Project Site along local roads.[13]

In June 2023, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[14] As shown

---

8 City of Los Angeles, ZIMAS database, accessed August 21, 2023.

9 Air Conditioning Systems website https://www.airconditioning-systems.com/air-conditioner-noise.html. Included sound pressure specifications for four wall-mounted inverter single split systems: Indoor MSY-GE10VA (21-36 dBA), outdoor MUY-GE10VA (46 dBA), Indoor MSY-GE24VA (37-45 dBA) and Outdoor MUY-GE24VA (55 dBA).

10 City of Los Angeles VMT Calculator, version 1.4.

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

12 DKA Planning, 2023, based on City database of traffic volumes on Santa Monica Bl at Hoover St, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

13 City of Los Angeles VMT Calculator, version 1.4.

14 Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement

in Table 3, noise levels along roadways near the Project Site ranged from 54.5 on Manzanita Avenue to 61.8 dBA L_{eq} on Santa Monica Boulevard, measurements that were generally consistent with the traffic volumes and speeds on the applicable streets. Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" for the types of land uses near the Project Site.

Table 3
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. 4121 Santa Monica Bl.	Traffic on Santa Monica Blvd.	61.8	59.8	Motel – 4141 Santa Monica Bl, Residences -	Normally Acceptable

instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

				4121 Santa Monica Bl.	
B. 1047 Manzanita Ave.	Traffic on Manzanita Ave.	54.5	52.5	Residences – Manzanita St (west side), 1024 and 1048 Manzanita Ave.	Normally Acceptable
C. 1041 Sanborn Ave.	Traffic on Sanborn Ave.	55.8	53.8	Residences – Sanborn Ave.	Normally Acceptable

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Source: DKA Planning, 2023

Project Impacts

Methodology

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

Off-Site Construction Noise Activities. The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[15] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.[16] Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[17] For vendor deliveries, a 9.55 PCE was used to reflect a blend of medium- and heavy-duty vehicles. It should be noted that because an approved haul route may not be approved as

15 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
16 A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.
17 Caltrans, Technical Noise Supplement Table 3-3, 2013.

of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

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

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

Thresholds of Significance

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

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or

- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

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

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

- Project operations would cause any 5 dBA CNEL or greater noise increase.[18]

Analysis of Project Impacts

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

Less Than Significant Impact.

Construction

On-Site Construction Activities

Construction would generate noise during the construction process that would span 32 months of demolition, site preparation, grading, utilities trenching, building construction, and application of architectural coatings, as shown in Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 4,518 square feet of building floor area hauled 50 miles to landfill in 14-cubic yard capacity trucks.
Site Preparation	Month 2	Grubbing and removal of 84 cubic yard of trees, plants, landscaping, weeds hauled 50 miles to landfill in 14-cubic yard capacity trucks.
Grading	Months 3-5	Approximately 9,000 cubic yards of soil (including 25 percent swell factor)[19] hauled 50 miles to landfill in 14-cubic yard capacity trucks.
Trenching	Month 6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 7-32	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.

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

[19] City of Los Angeles, Environmental Assessment Form

Table 4
Construction Schedule Assumptions

Architectural Coatings	Month 32	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

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

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

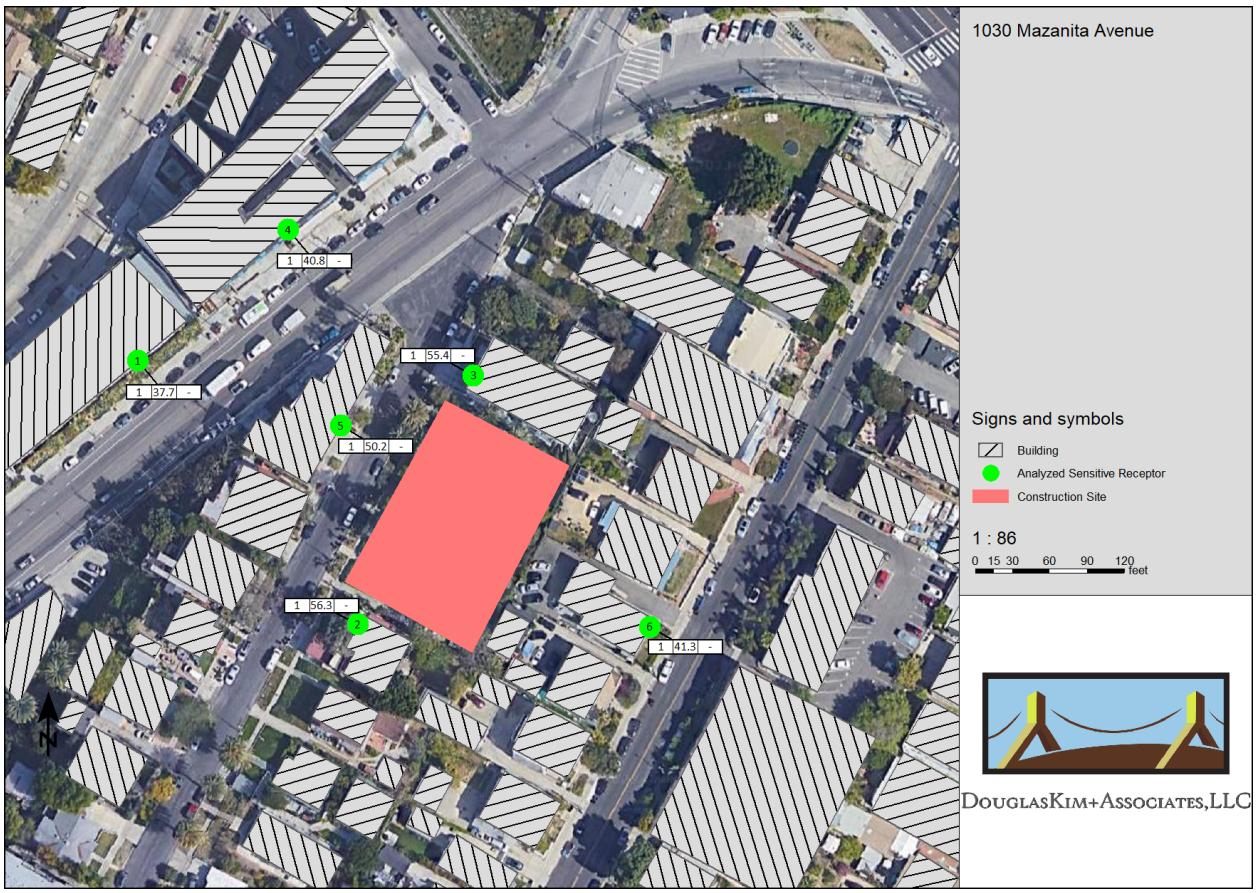


Figure 2
Construction Noise Levels at Sensitive Receptors

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

Table 5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
1. Motel – 4141 Santa Monica Bl.	37.7	61.8	61.8	0.0	No
2. Residences – 4121 Santa Monica Bl.	40.8	61.8	61.8	0.0	No

3. Residences – Manzanita St. (west side)	50.2	54.5	55.9	1.4	No
4. Residences – 1048 Manzanita St.	55.4	54.5	58.0	3.5	No
5. Residence – 1024 Manzanita St.	56.3	54.5	58.5	4.0	No
6. Residences – Sanborn Ave.	41.3	55.8	56.0	0.2	No
Source: DKA Planning, 2023.					

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 68 peak hourly PCE vehicle trips, as summarized in Table 6, during the building construction phase.[20] This would represent about 6.7 percent of traffic volumes on Santa Monica Boulevard, which carries 1,021 vehicles at Hoover Street in the A.M. peak hour.[21] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Santa Monica Boulevard would likely serve as part of the haul route for any debris and soil exported from the Project Site given its direct access to north-south arterials that access the Hollywood Freeway (US-101) to the south. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Santa Monica Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Santa Monica Bl.[f]
Demolition	10	0	9[b]	19	1.9
Site Preparation	5	0	2[c]	8	0.6
Grading	8	0	56[d]	63	6.2
Trenching	3	0	0	3	0.2
Building Construction	44	24[e]	0	68	6.7

20 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor trips are made in the same early hour.

21 DKA Planning, 2023, based on City database of traffic volumes on Santa Monica Bl at Hoover St, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

Architectural Coating	9	0	0	9	0.9

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

[b] The project would generate 72 haul trips over a 22-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent

[c] The project would generate 12 haul trips over a 23-day period with seven-hour work days. Assumes a 19.1 PCE.

[d] The project would generate 1,286 haul trips over a 63-day period with seven-hour work days. Assumes a 19.1 PCE.

[e] This phase would generate about 8.6 vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE.

[f] Percent of existing traffic volumes on Santa Monica Boulevard at Hoover Street.

Source: DKA Planning, 2023

Operation

On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof 64 feet above grade along Manzanita Street that would generate incremental long-term noise impacts. This would include HVAC equipment to control the climate of the residences. This could include heat pumps for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation.[22] The location on the roof would help shield the noise path to nearby sensitive receptors. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit would generate about 50.3 dBA at ten feet of distance.[23] Equipment would be designed to not elevate ambient noise levels by 5 dBA in accordance with City regulations.

Noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site are generally two-stories in height, there would be no sound path from the HVAC equipment to residences that would be 30 to 40 feet lower than the roof of the Proposed Project. Second, the presence of the Project's

[22] Clean British Columbia. Heat Pumps and Noise. https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf

[23] Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.

roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.[24] A parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted oil transformers that lower high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location fronting Manzanita Street. These transformers are housed in a steel cabinet and generally do not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement.

All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Manzanita Street. During the peak P.M. hour, up to 17 vehicles would generate noise in and out of the garage, with up to 16 net vehicles using the garage in the peak A.M. hour.[25]

Nearby residences across Manzanita Street would have a direct line of sight to the driveway, approximately 60 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of 13 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of 5 vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

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

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?

[24] Ibid.

[25] DKA Planning, 2023, using ITE Trip Generation rates (11th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

Residences – Manzanita Street (west side)	38.7	52.5	52.5	<0.1	No
Source: DKA Planning, 2023, using FTA Noise Impact Assessment Spreadsheet.					

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

Outdoor Uses

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

- Human conversation. While noise associated with everyday residential activities would largely occur internally within the development, there could include passive activities such as human conversation, socializing, and passive recreation in outdoor spaces, which could include:

    - Private balconies. These would be private spaces for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. Most would be oriented to the north facing Manzanita Street. No powered speakers are proposed that would amplify either speech or music.

    - Two roof decks along the northern portion of the roof facing Manzanita Street. This would be a shared use space for socializing or passive recreation (e.g., reading, walking), with intermittent use largely during day or evening hours. There would be no direct line-of-sight from any roof deck noise to adjacent sensitive receptors, which would be 30 to 40 feet lower in height than the roof deck. Blocking the line of sight to a noise source generally results in a 5 decibel reduction.[26] The presence of the roof edge, parapet and setback of decks from the roof's edge would shield any rooftop noise from the sensitive receptors near the Project Site to the north and to the east across Manzanita Street. No powered speakers are proposed that would amplify either speech or music.

  The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for

[26] Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers.

every 1.0 dB increase in noise levels above 55 dB.[27] For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq}. Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet. Further, the infrequent nature of outdoor use of these spaces and any acoustic noise (e.g., speech) makes it impossible to individually or collectively elevate 24-hour noise levels by 5 dBA CNEL or more at any nearby noise-sensitive receptors.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the underground P1 floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Manzanita Street, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[28] These noise impacts would be comparable to noise associated with trash collection for the three existing residences. As such, there would not be a significant increase in noise associated with trash collection.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[29] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. These noise impacts would be comparable to noise associated with landscape maintenance for the three existing residences. As such, there would not be a significant increase in noise associated with landscape maintenance.

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

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add 221 vehicle trips to the local roadway network

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

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

29 Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA Leq at 50 feet.

on weekdays when the development could be leased and operational in 2027.[30] The majority of vehicle-related impacts at the Project Site would come from up to 16 and 17 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.[31] These additions to local roadway traffic volumes would be negligible. For example, this would represent 1.6 percent of the 1,021 vehicles currently using Santa Monica Boulevard at Hoover Street in the A.M. peak hour.[32]

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

Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. Table 8 summarizes the Proposed Project's consistency with these.

Table 8
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	**Consistent.** The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	**Consistent.** The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	**Consistent.** The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.

30 City of Los Angeles VMT Calculator, version 1.4.

31 DKA Planning, 2023. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

32 DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Santa Monica Bl at Hoover St, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 8
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	**Consistent.** The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2023.	

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

Less Than Significant Impact.

The Project Site is located about 8.2 miles south of the Hollywood Burbank Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

Cumulative Impacts

Construction

On-Site Construction Noise

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

There are two potential related projects identified by the City of Los Angeles within 0.5 miles of the Proposed Project (Table 9).[33]

Table 9
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	1201 North Myra Ave.	1,230 feet north	Apartments Retail	100 units 2,000	Construction complete. Operational
2	4311 West Sunset Bl.	1,270 feet north	Apartments Retail	108 units 5,499 sf	Awaiting construction.

Source: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, June 22, 2023.

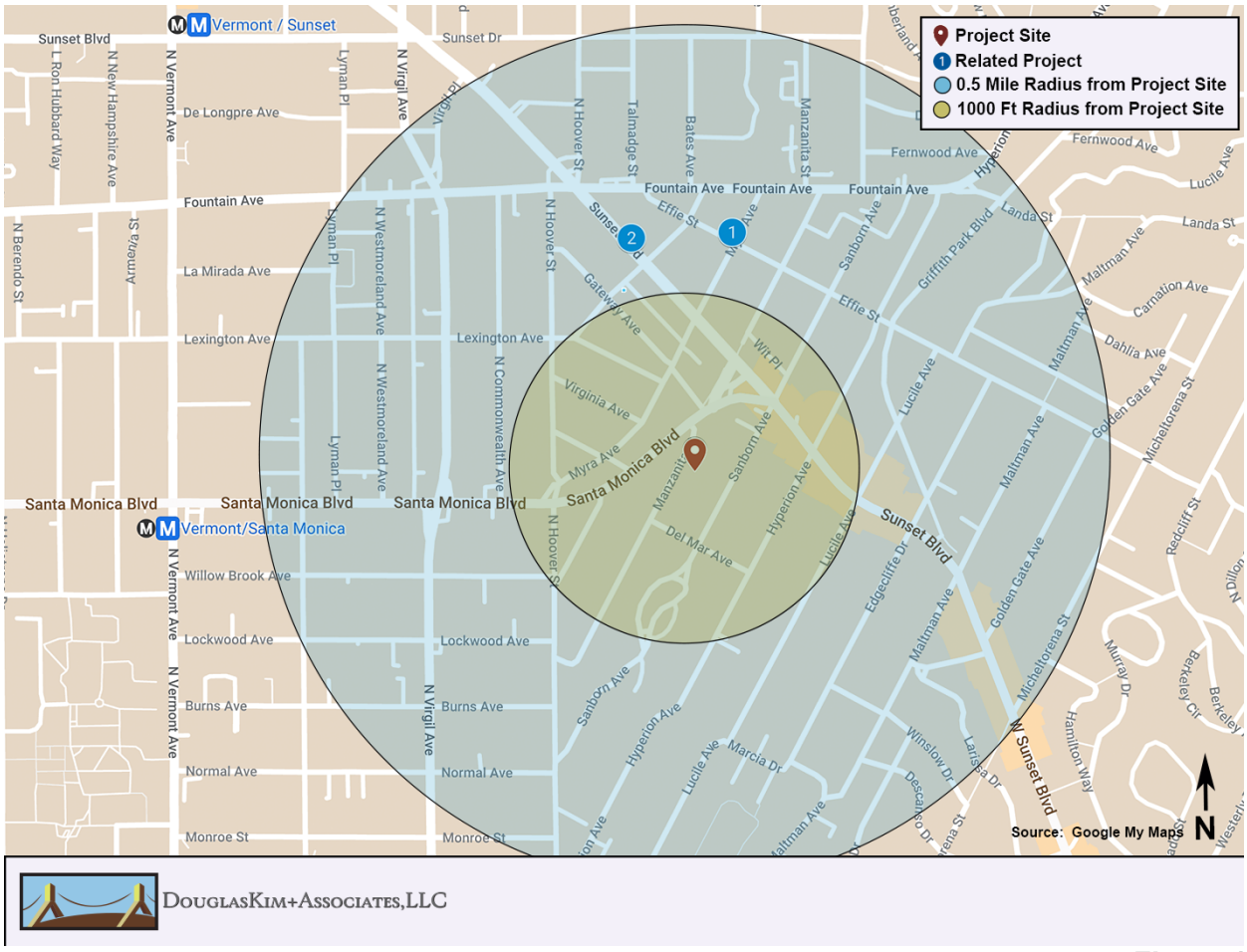


Figure 1
Location of Related Projects

As illustrated in Figure 1, both related projects are well beyond 1,000 feet of the Project Site. Noise from construction of development projects is localized and can affect noise-sensitive uses

33 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, June 2023.

within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. Moreover, these two related projects have completed construction and are operational.

As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would add an estimated 68 peak hourly PCE trips to local roadways during the building construction phase.[34] This would represent about 6.7 percent of traffic volumes on Santa Monica Boulevard, which carries 1,021 vehicles at Hoover Street in the A.M. peak hour.[35] Any related projects would have to add 953 peak hour vehicle trips to double volumes on this major arterial in the morning peak hour of traffic.

As noted earlier, there are no related projects near the Project Site that could contribute to cumulative construction traffic noise. As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

Operation

The Project Site and East Hollywood neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. As there are no related projects near the Project Site that could contribute to cumulative operational, noise, there would not be any cumulative noise impacts from any other development near the Project Site.

On-Site Stationary Noise Sources

---

34 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor trips are made in the same early hour.

35 DKA Planning, 2023, based on City database of traffic volumes on Santa Monica Bl at Hoover St, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. As there are no related projects near the Project Site that could contribute to cumulative on-site operational, noise, there would not be any cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

The Proposed Project would add 221 vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2027.[36] The majority of vehicle-related impacts at the Project Site would come from up to 16 and 17 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.[37] These additions to local roadway traffic volumes would be negligible. For example, this would represent 1.6 percent of the 1,021 vehicles currently using Santa Monica Boulevard at Hoover Street in the A.M. peak hour.[38] Related projects would have to generate 1,005 additional vehicle trips onto Santa Monica Boulevard in the peak A.M. hour to elevate noise by 3 dBA.

As there are no related projects near the Project Site that could contribute to cumulative traffic noise, there would not be any cumulative noise impacts from any other development near the Project Site. Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

[36] City of Los Angeles VMT Calculator, version 1.4.

[37] DKA Planning, 2023. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

[38] DKA Planning, 2023, based on City database of traffic volumes on Santa Monica Bl at Hoover St, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf, 2016 traffic counts adjusted by one percent growth factor to represent existing conditions.

TECHNICAL APPENDIX

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

6/20/2023

Information Panel

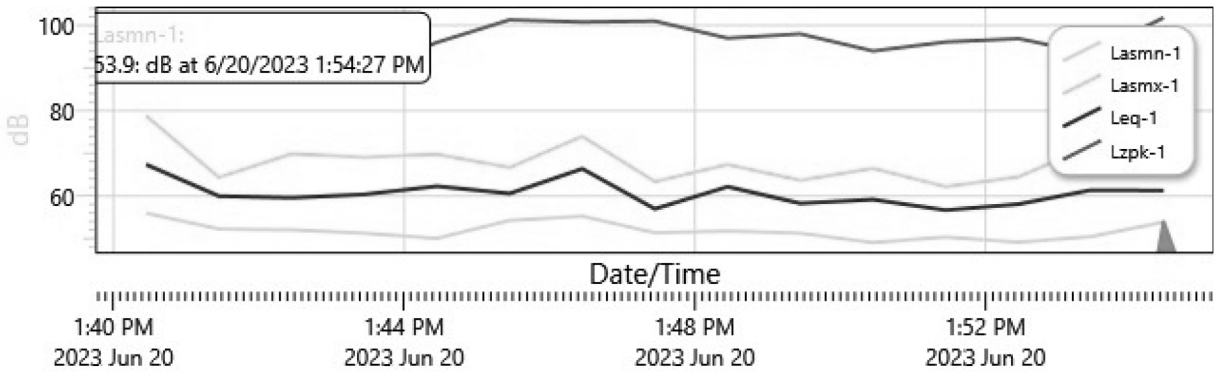
Name	4121 Santa Monica Boulevard
Comments	
Start Time	6/20/2023 1:39:27 PM
Stop Time	6/20/2023 1:54:44 PM
Run Time	00:15:17
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

4121 Santa Monica Boulevard: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
6/20/2023 1:40:27 PM	99.5	56	78.8	67.4
1:41:27 PM	93.8	52.3	64.4	60
1:42:27 PM	95	52.1	69.9	59.6
1:43:27 PM	89.3	51.3	69.1	60.4
1:44:27 PM	96	50.1	69.8	62.3
1:45:27 PM	101.3	54.3	66.7	60.6
1:46:27 PM	100.8	55.3	74	66.4
1:47:27 PM	101	51.4	63.4	57
1:48:27 PM	97	51.8	67.4	62.2
1:49:27 PM	98	51.3	63.7	58.3
1:50:27 PM	94	49.1	66.5	59.2
1:51:27 PM	96.1	50.4	62.2	56.7
1:52:27 PM	96.9	49.2	64.5	58.1
1:53:27 PM	93.4	50.5	71.8	61.4
1:54:27 PM	101.8	53.9	66.3	61.3

Session Report

6/20/2023

Information Panel

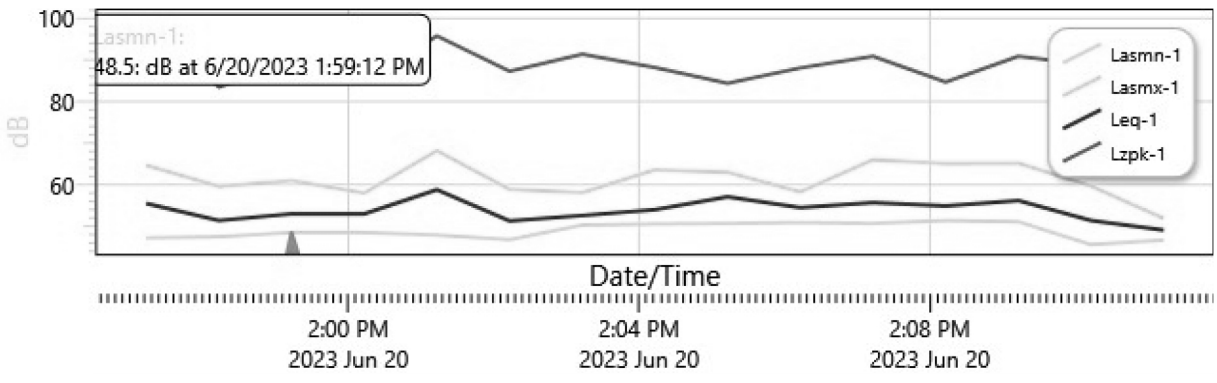
Name	Manzanita Ave Across Project Site
Comments	
Start Time	6/20/2023 1:56:13 PM
Stop Time	6/20/2023 2:11:36 PM
Run Time	00:15:23
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	54.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Manzanita Ave Across Project Site: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
6/20/2023 1:57:13 PM	99.7	47.2	64.7	55.5
1:58:13 PM	83.5	47.5	59.6	51.4
1:59:13 PM	89.2	48.5	61	53
2:00:13 PM	85	48.5	58	53
2:01:13 PM	95.8	47.9	68.2	58.8
2:02:13 PM	87.3	46.8	58.9	51.3
2:03:13 PM	91.4	50.3	58.1	52.6
2:04:13 PM	88.2	50.6	63.6	54
2:05:13 PM	84.4	50.7	63	57.1
2:06:13 PM	88.1	50.9	58.3	54.5
2:07:13 PM	90.9	50.7	66	55.7
2:08:13 PM	84.7	51.4	65.1	54.9
2:09:13 PM	90.9	51.1	65.2	56.2
2:10:13 PM	88.8	45.6	59.7	51.4
2:11:13 PM	81.3	46.7	51.9	49.1

Session Report

6/20/2023

Information Panel

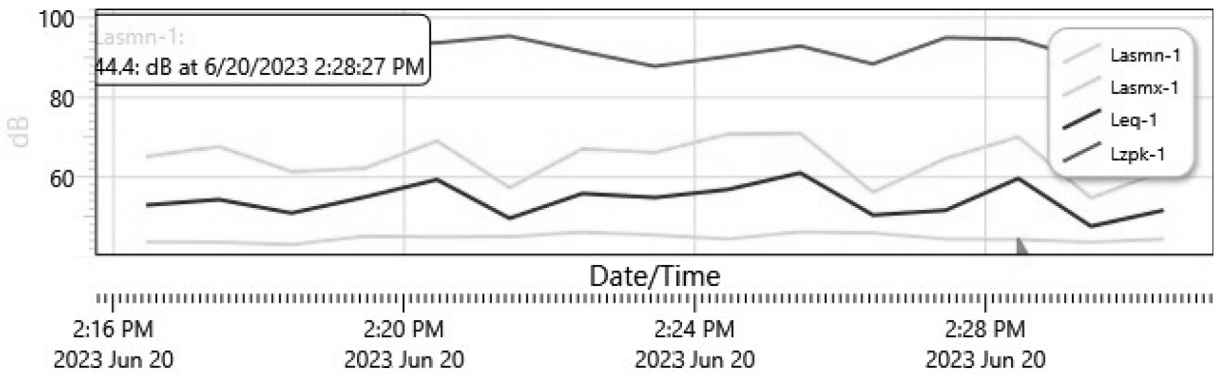
Name	1041 Sanborn Avenue
Comments	
Start Time	6/20/2023 2:15:27 PM
Stop Time	6/20/2023 2:30:30 PM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

1041 Sanborn Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
6/20/2023 2:16:27 PM	99.5	43.8	65.2	53
2:17:27 PM	96.1	43.7	67.7	54.4
2:18:27 PM	97.7	43.1	61.4	51
2:19:27 PM	93.1	45.2	62.2	55
2:20:27 PM	93.7	45	69.1	59.4
2:21:27 PM	95.4	45.1	57.4	49.7
2:22:27 PM	91.5	46.2	67.1	55.9
2:23:27 PM	87.8	45.5	66.2	54.9
2:24:27 PM	90.3	44.5	70.8	56.9
2:25:27 PM	92.9	46.3	71	61.1
2:26:27 PM	88.4	46	56.2	50.5
2:27:27 PM	95	44.5	64.7	51.7
2:28:27 PM	94.6	44.4	70.1	59.7
2:29:27 PM	89.2	43.7	54.8	47.7
2:30:27 PM	89.6	44.5	61.6	51.7

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

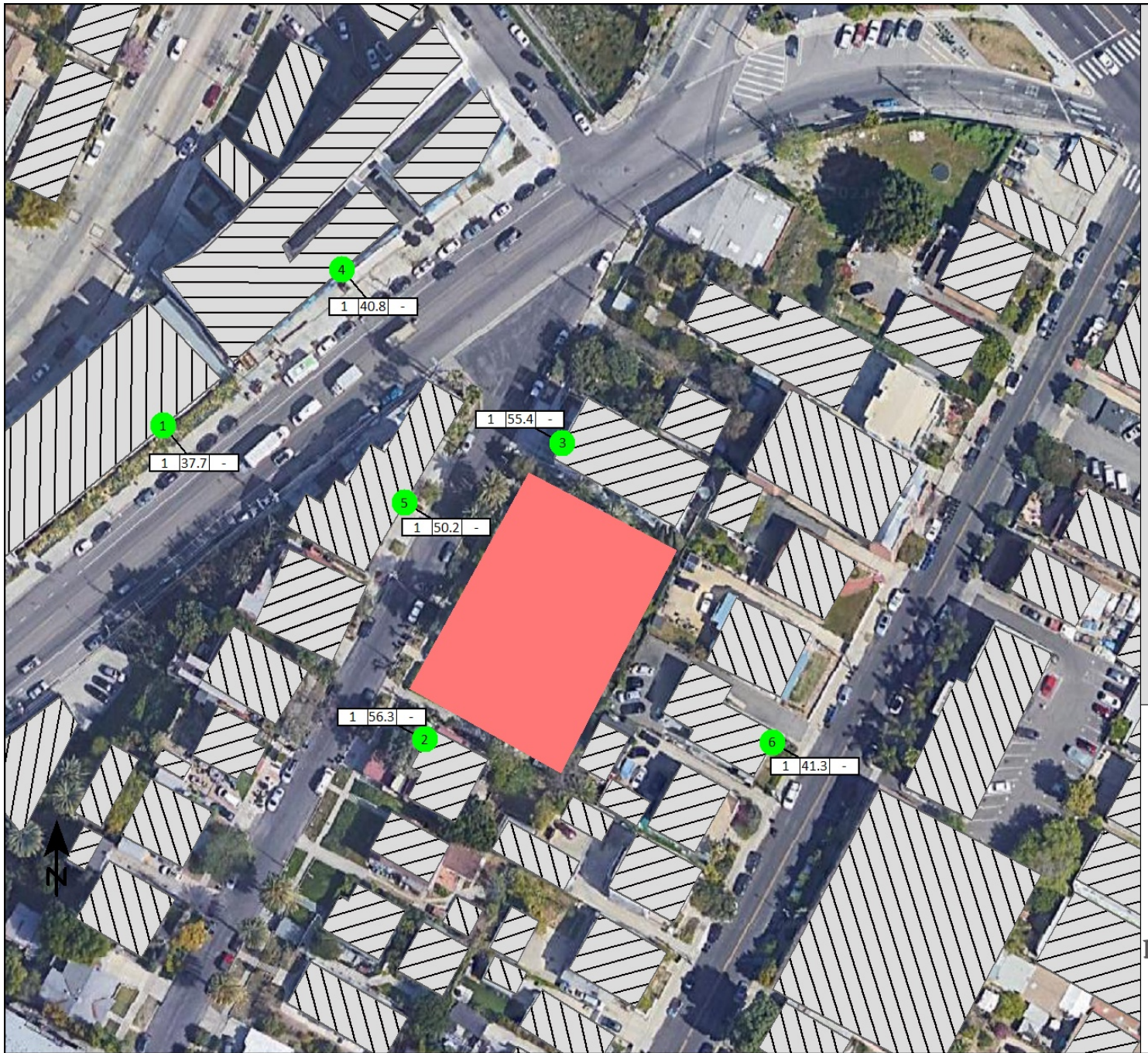
Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	1822 m²	Lw/unit	109.7	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	Motel - 4141 Santa Monica Bl	11381672.1	3773084.64	South ea	GF	103.00	-	-	37.7	0.0	-	-
2	Residences - 1024 Manzanita	11381726.0	3773020.12	North we	GF	120.56	-	-	56.3	0.0	-	-
3	Residences - 1048 Manzanita	11381754.3	3773081.08	North we	GF	116.10	-	-	55.4	0.0	-	-
4	Residences - 4121 Samta Mo	11381708.9	3773116.73	South ea	GF	104.71	-	-	40.8	0.0	-	-
5	Residences - Manzanita St. (v	11381721.8	3773068.75	South ea	GF	110.16	-	-	50.2	0.0	-	-
6	Residences -Sanborn Ave	11381797.4	3773019.56	South ea	GF	123.85	-	-	41.3	0.0	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
Motel - 4141 Santa Monica Bl.	GF		37.7	0.0
Construction Site		-	37.7	-
Residences - 1024 Manzanita St.	GF		56.3	0.0
Construction Site		-	56.3	-
Residences - 1048 Manzanita St.	GF		55.4	0.0
Construction Site		-	55.4	-
Residences - 4121 Samta Monica Bl.	GF		40.8	0.0
Construction Site		-	40.8	-
Residences - Manzanita St. (west side)	GF		50.2	0.0
Construction Site		-	50.2	-
Residences -Sanborn Ave	GF		41.3	0.0
Construction Site		-	41.3	-



1030 Mazanita Avenue

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 86

0 15 30 60 90 120 feet

DouglasKim+Associates,LLC

Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Motel - 4141 Santa Monica Bl.	61.8	37.7	61.8	0.0	**No**
Residences - 4121 Santa Monica Bl.	61.8	40.8	61.8	0.0	**No**
Residences - Manzanita St. (west side)	54.5	50.2	55.9	1.4	**No**
Residences - 1048 Manzanita St.	54.5	55.4	58.0	3.5	**No**
Residences - 1024 Manzanita St.	54.5	56.3	58.5	4.0	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	8.9	19	1.9%
Site Preparation	5	0		5	0.5%
Grading	7.5	0	55.7	63	6.2%
Trenching	2.5	0		3	0.2%
Building Construction	44.4	23.5		68	6.7%
Architectural Coatings	8.88	0		8.88	0.9%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are a blend of vehicle types with a 9.5

1,021 Traffic Volumes on Santa Monica Boulevard at Hoover Street in the peak A.M. hou

DouglasKim+Associates,LLC

OPERATIONS NOISE CALCULATIONS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	1030 Manzanita Street

Receiver Parameters	
Receiver:	Residences - Manzanita Street (west side)
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	53 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	13
Nighttime hrs	Avg. Number of Autos/hr	5
Distance	Distance from Source to Receiver (ft)	60
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Barrier?	

Noise Barrier?	

Noise Barrier?	

Project Results Summary

Existing Ldn:	53 dBA
Total Project Ldn:	39 dBA
Total Noise Exposure:	53 dBA
Increase:	0 dB
Impact?:	None

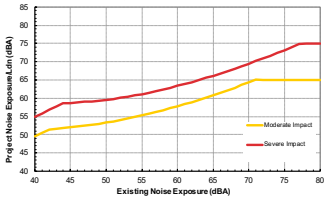
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	15 ft
Dist to Sev. Impact Contour (Source 1):	8 ft

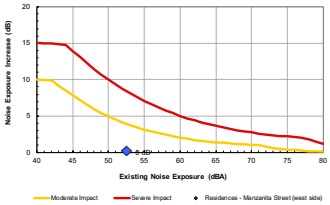
Source 1 Results

Leq(day):	35.6 dBA
Leq(night):	31.4 dBA
Ldn:	38.7 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

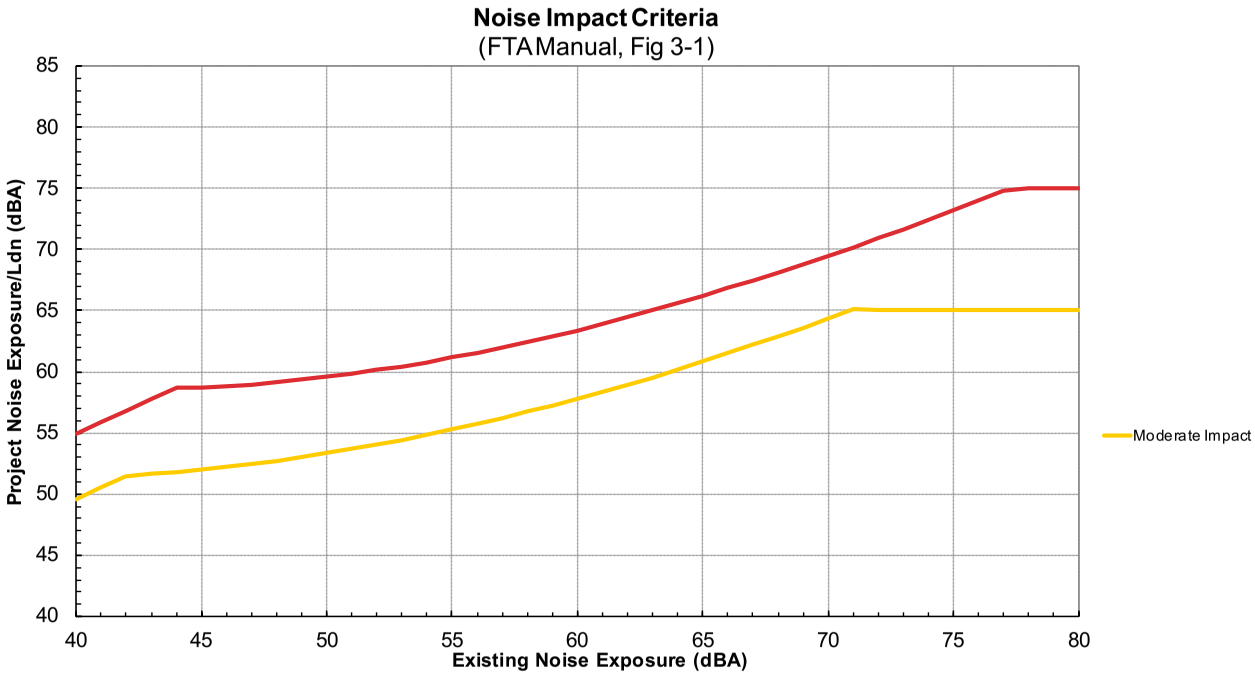


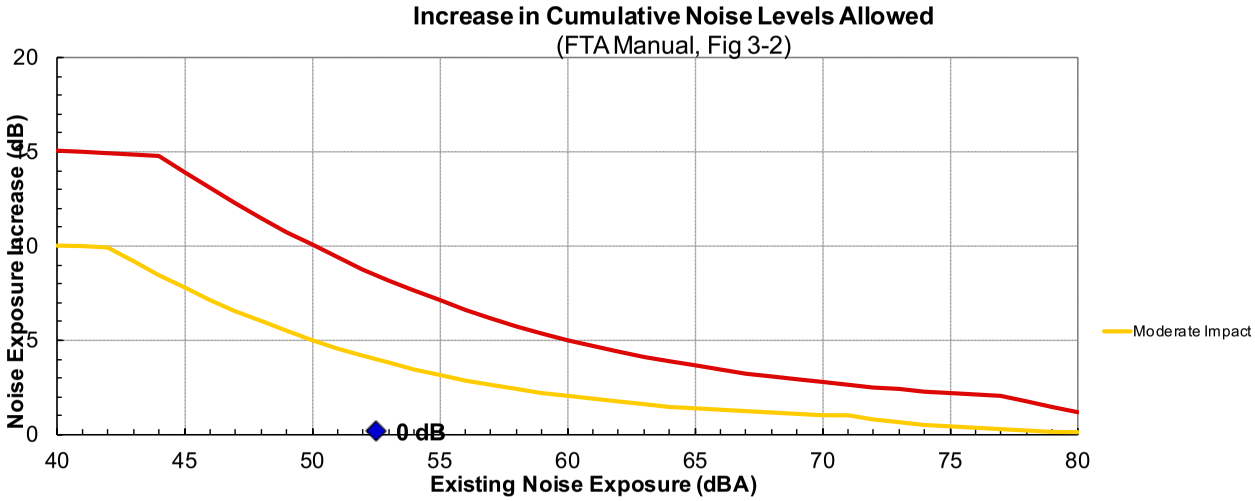
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 1030 Manzanita Street
Receiver: Residences - Manzanita Street (west side)

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	60 ft	38.7 dBA	53 dBA	54 dBA	60 dBA	None
2	--	50 ft		53 dBA	54 dBA	60 dBA	
3	--	50 ft		53 dBA	54 dBA	60 dBA	
4	--	70 ft		53 dBA	54 dBA	60 dBA	
5	--	ft		53 dBA	54 dBA	60 dBA	
6	--	ft		53 dBA	54 dBA	60 dBA	
	Combined Sources		**39 dBA**	**53 dBA**	**54 dBA**	**60 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
Moderate Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
0 dB
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
Moderate Impact

DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Hoover St & Santa Monica Blvd
City: Silver Lake
Control: Signalized

Project ID: 19-05174-004
Date: 4/4/2019

Total

NS/EW Streets:	N Hoover St				N Hoover St				Santa Monica Blvd				Santa Monica Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	10	3	0	0	24	149	0	72	45	17	0	3	35	0	0	366
7:15 AM	9	20	4	0	0	29	141	0	110	50	19	0	2	38	1	0	423
7:30 AM	15	46	2	0	2	37	125	0	136	47	20	0	7	37	1	0	475
7:45 AM	10	49	1	0	4	63	110	0	126	72	15	0	6	38	0	0	494
8:00 AM	14	21	4	0	4	48	114	0	106	58	16	0	5	67	4	0	461
8:15 AM	12	15	0	0	0	37	122	0	88	56	17	0	2	45	0	0	394
8:30 AM	18	16	0	0	0	36	176	0	117	52	31	0	1	40	1	0	488
8:45 AM	8	17	3	0	2	41	143	0	120	56	31	0	3	38	3	0	465
9:00 AM	16	9	1	0	0	44	153	0	95	42	21	0	3	49	0	0	433
9:15 AM	6	12	2	0	5	30	158	0	109	55	24	0	6	57	1	0	465
9:30 AM	18	9	3	0	3	32	113	0	101	61	18	0	2	42	0	0	402
9:45 AM	18	13	10	0	2	25	103	0	92	54	16	0	5	29	3	0	370
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	152	237	33	0	22	446	1607	0	1272	648	245	0	45	515	14	0	5236
APPROACH %'s :	36.02%	56.16%	7.82%	0.00%	1.06%	21.49%	77.45%	0.00%	58.75%	29.93%	11.32%	0.00%	7.84%	89.72%	2.44%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	48	136	11	0	10	177	490	0	478	227	70	0	20	180	6	0	1853
PEAK HR FACTOR :	0.800	0.694	0.688	0.000	0.625	0.702	0.869	0.000	0.879	0.788	0.875	0.000	0.714	0.672	0.375	0.000	0.938
	0.774				0.956				0.910				0.678				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	16	6	0	2	38	76	0	87	62	26	0	5	41	3	0	378
3:15 PM	19	14	3	0	0	40	92	0	115	73	29	0	7	47	5	0	444
3:30 PM	26	20	7	0	1	26	68	0	115	85	22	0	7	40	1	1	419
3:45 PM	16	24	5	0	2	37	63	0	139	82	26	0	5	32	0	0	431
4:00 PM	24	24	6	0	3	32	72	0	136	78	35	0	4	29	2	0	445
4:15 PM	18	19	4	0	2	31	82	0	120	80	25	0	5	37	0	0	423
4:30 PM	23	19	1	0	2	34	68	0	111	95	21	0	0	31	2	0	407
4:45 PM	11	22	3	0	4	29	94	0	147	85	25	0	9	28	2	0	459
5:00 PM	28	22	3	0	4	39	87	0	126	73	23	0	2	41	2	0	450
5:15 PM	20	42	1	0	0	32	94	0	124	78	27	0	2	33	1	0	454
5:30 PM	14	22	3	0	3	38	92	0	126	87	22	0	4	27	1	0	439
5:45 PM	24	30	4	0	1	30	106	0	150	79	24	0	6	41	1	0	496
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	239	274	46	0	24	406	994	0	1496	957	305	0	56	427	20	1	5245
APPROACH %'s :	42.75%	49.02%	8.23%	0.00%	1.69%	28.51%	69.80%	0.00%	54.24%	34.70%	11.06%	0.00%	11.11%	84.72%	3.97%	0.20%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	86	116	11	0	8	139	379	0	526	317	96	0	14	142	5	0	1839
PEAK HR FACTOR :	0.768	0.690	0.688	0.000	0.500	0.891	0.894	0.000	0.877	0.911	0.889	0.000	0.583	0.866	0.625	0.000	0.927
	0.845				0.960				0.928				0.839				

TRAFFIC VOLUME ADJUSTMENTS

North/South	Hoover Street
East/West	Santa Monica Boulevard
Year	2019
Hour	7:15-8:15 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/HOOVER.SANTAMONICA.190404.MAN.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total			775	206	981	1.07%

2019	-	-	775	206	981	
2020	-	-	783	208	991	
2021	-	-	791	210	1,001	
2022	-	-	798	212	1,011	
2023	**-**	**-**	**806**	**214**	1,021	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	-	-	672	179	6,048,810	82.5%
MDT	-	-	104	28	940,092	12.8%
HDT	-	-	3	1	25,348	0.3%
Buses	-	-	1	0	9,386	0.1%
MCY	-	-	19	5	167,287	2.3%
Aux	-	-	16	4	142,856	1.9%
Total	-	-	815	217	7,333,779	100.0%

DouglasKim+Associates,LLC

CUMULATIVE PROJECTS

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 55696
Address: 1014 N MANZANITA ST
LOS ANGELES, CA 90029
Lat/Long: 34.0974, -118.28

Buffer Radius: 1500 feet

Search

Include NULL "Trip info": ☐
Include NULL "FirstStudySubmittalDate" (latest) ☐
Include "Inactive" projects: ☐
Include "Do not show in Related Project": ☐

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

Record Count: 2 | Record Per Page: 5 records

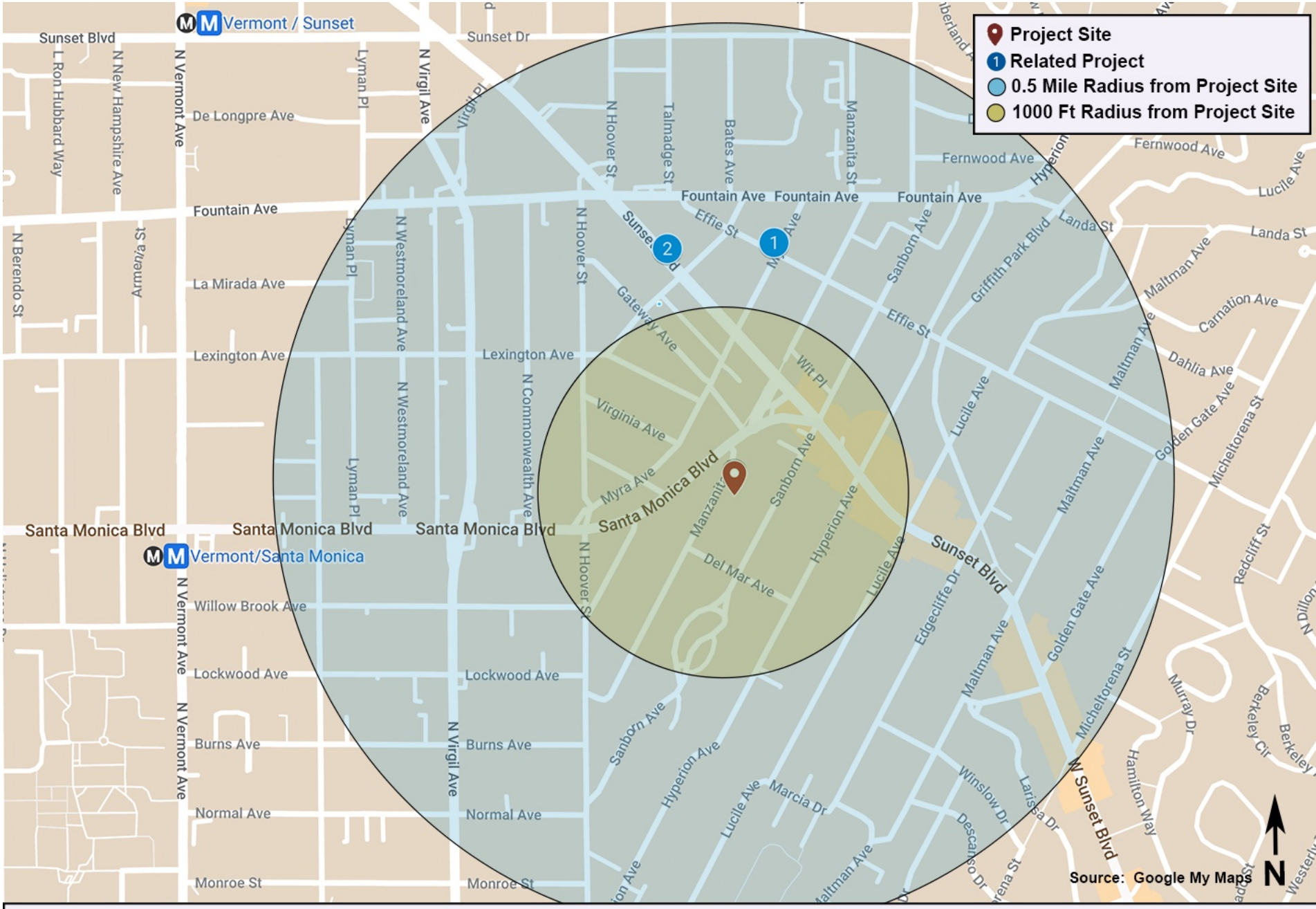
Results generated since: (6/22/2023 3:02:32 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)
47162	Metro	HWD	13	2018	Mixed-Use	100 Apartments, 2 KSF Retail	1201 N Myra av	09/26/2018	987.3
50708	Metro	HWD	13	2020	Mixed-Use	98 Apartments, 10 Affordable Apartments, 999 SF high-turnover rest...	4311 W Sunset Bl	11/24/2020	1346.6

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	29	37	425	-1	30	26	11	Total includes existing use credit.
Retail	S.F. Gross Area	2000								
			29	**37**	**425**		**-1**	**30**	**26**	**11**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	98								
Other	Total Units	10								Affordable
Retail	S.F. Gross Area	5499								Restaurant
			0	**0**	**0**		**0**	**0**	**0**	**0**



DouglasKim+Associates,LLC

APPLICATIONS

OWNER'S DECLARATION OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

Date of Site Visit: 8/22/2023

Project Address or APN(s)[1]: 5427-006-025 / 026 / 027

Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)

☐ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

- ☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies
- ☐ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)
- ☐ Other sensitive/special resources requiring additional review: (Describe below)

_____

_____

☒ **No.** The project site does not contain any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

If Yes, will the project remove or possibly affect any of the above marked biological resources (e.g., set up construction staging near tree trunks)?

_____

[1] Include the entire site, not just the development footprint.

☐ **Yes.** The project will require biological resources analysis (Biological Resources Report) by a Qualified Biologist. (See Appendix A)

☐ **No.** The project site will not remove or possibly affect any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

Owner's Declaration

I own the property located at 1032-1044 N Manzanita Street. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Jeffrey Martin, Manager

Owner Signature

Date 8/23/23

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

On August 23, 2023 before me, John Anthony Cabrera, Notary Public,
(insert name and title of the officer)

Personally appeared Jeffrey Martin, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the ____ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

JOHN ANTHONY CABRERA
Notary Public - California
Los Angeles County
Commission # 2431012
My Comm. Expires Jan 10, 2027

APPENDIX A - REFERENCES

Qualified Biologist. A person with the appropriate education, training, and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a Bachelor of Science degree or Bachelor of Arts degree in biology, ecology, or a related environmental science; has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources; and meets the California Department of Fish and Wildlife (CDFW) qualifications for botanical field surveyors.

Protected Trees & Shrubs

- Oak, including valley oak (*Quercus lobota*) and coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the California scrub oak (*Quercus berberidifolia*)
- Southern California black walnut (*Juglans californica*)
- Western sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*)
- Mexican elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

Monarch Butterfly Overwintering Trees (only applicable within the Coastal Zone)

- Monterey cypress (*Cupressus macrocarpa*)
- Monterey pine (*Pinus radiata*)
- Coast redwood (*Sequoia sempervirens*)
- Coast live oak (*Quercus agrifolia*)
- Douglas-fir (*Pseudotsuga menzesii*)
- Western sycamore (*Platanus racemosa*)
- Bishop pine (*Pinus muricata*)
- Any Eucalyptus species

APPENDIX B - REQUIRED DOCUMENTS

- Site Plan
- Tree Disclosure Statement

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: 1032-1044 N Manzanita Street

Date of Field Visit: 8/22/2023

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) Jeffrey Martin, Manager

Owner Signature _____ Date 8/23/23

All future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary. Therefore, this exception does not apply.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

This exception does not apply to the proposed project. The project site is comprised of approximately 22,503 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 surrounded by single- and multi-family residential buildings, commercial businesses, and community-serving establishments. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be 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.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. The proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, therefore this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on* a *site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The subject property is currently developed with three (3) single-family houses and accessory structures; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation.

In addition, there are no active hazardous sites within the immediate vicinity of the project site. The surrounding neighborhood is primarily established with residential and commercial uses; hazardous waste and materials would not be expected on or immediately adjacent to the project site. The closest recorded hazardous site, a Cleanup Program Site, is located approximately 500 feet northeast of the project site (6020 – 6062 Santa Monica Boulevard). The case has been completed and closed since 1998. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(f) Historical Resources. *Projects that may cause* a *substantial adverse change in the significance of an 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, no structures on the property have been designated as a historic cultural monument of historic resource. No historic resources were identified and designated by any database on or immediately adjacent to the subject property. As such, 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 developed in the late 19th to mid-20th century with residential buildings, commercial businesses, and public transit infrastructure. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive neighborhood character. 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.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed project involves the demolition of three (3) existing single-family houses and accessory structures and the construction, use, and maintenance of a six-story, 50-unit residential building with one subterranean level of vehicular parking. The project is compatible with the surrounding residential, commercial, office, and community facility uses in the vicinity and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the neighborhood. Also, the project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA

EXHIBIT E

APPLICANT RESPONSE LETTER

November 1, 2024

David Woon, Planning Assistant
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RE: CASE NO. DIR-2023-5803-TOC-HCA-1A
1032-1044 N. Manzanita Street – 1030 Manzanita

Dear Mr. Woon,

I'm writing on behalf of my Client, 1030 Manzanita, LLC, the Applicant in the above referenced case at property generally known as 1030 N. Manzanita Street, Los Angeles, CA 90026 (the Subject Property), to comment on the appeal of their proposed apartment development (the Project). In summary, ***we request that the appeal be denied and the approval of the Project be sustained***.

Background

On August 22, 2024, the Director of Planning approved a Transit Oriented Communities (TOC) density bonus with additional incentives for the Project – which involves a 50-unit apartment building, including 5 units reserved for Extremely Low Income (ELI) households. On September 6, 2024, Guido Raimondo (Appellant) filed an appeal of the Project approval. The appeal justification contained 5 reasons for the appeal.

Appeal Point 1

The proposed six-story building is out of scale with the existing neighborhood, which primarily consists of one- to two-story residences. This drastic increase in height will alter the character of our community and diminish the residential charm that currently defines our area. This building is going to tower over my home, and the homes of all of its neighbors. There will be a lack of privacy, loss of daylight and peace. We can't have a 6 story building 6 feet away from our property line. This building is a fit for a boulevard not a small residential street like Manzanita. There were codes and regulations for a reason and the fact that there is a bus stop close by (that is safe to say none of the residents of those luxury apartments will use) shouldn't change that.

Response to Appeal Point 1

Appeal Point 1 only contains subjective statements such as "dramatic increase in height," "diminish the residential charm," "lack of privacy, loss of daylight and peace," and "fit for a boulevard." The Appellant's claims in Appeal Point 1 are unsubstantiated. There is no significant evidence of any significant impact(s) from the Project. Appeal Point 1 does acknowledge there are codes and regulations applicable to the area but fails to indicate how the Project deviates from them or results in any violation(s). In fact, the subject property and surrounding area within 500 feet are largely zoned for multi-family residential development in the R3 and RD1.5 zones and commercial development in the C2 zone along Santa Monica and Sunset Boulevard. The proposed multi-family apartment with approved TOC density bonus/additional incentives is fully compliant with the zoning code and development

regulations applicable to the Property, as detailed in the Director's approval letter. Thus, the Project is consistent with the planning policy and zoning for the Property/surrounding area. The Project meets the City's need for new housing, including affordable housing, and implements the R3 multi-family zoning for the Property. Finally, the City's TOC program is a voter approved directive to focus new development in transit served areas. The Project site is located approximately 500 feet south of the intersection of Santa Monica Boulevard and Sunset Boulevard. Both streets are major corridors in the community that provide access to a variety of residential, commercial, office, and community facility uses. These corridors are served by public transit stops for Metro Bus Lines 2 and 4, which connects commuters to housing, job centers, and essential services. As such, the Project is an eligible Tier 3 TOC property.

Appeal Point 2

The additional density from this development is likely to exacerbate existing traffic congestion and parking shortages in our neighborhood. It's already hard to find parking and cars are often double parked, because of the nearby Erewhon. The increase in the number of residents and vehicles will strain the already limited parking and road capacity, leading to potential safety hazards and reduced quality of life for current residents.

Response to Appeal Point 2

Appeal Point 2 only contains subjective statements such as "likely to exacerbate existing traffic congestion and parking shortages," "strain the already limited parking and road capacity," and "potential safety hazards and reduced quality of life." The Appellant's claims in Appeal Point 2 are unsubstantiated. There is no significant evidence of any significant impact(s) from the Project. The Project was reviewed under the City's Transportation Study Assessment criteria. Projects that generate 250 or more daily vehicle trips require Vehicle Miles Travelled (VMT) analysis. The Project was analyzed through the City's VMT Calculator and determined to result in 219 net daily trips. Thus, no VMT analysis is required for the Project and there are no impacts.

Appeal Point 3

The construction of such a large structure will have significant environmental impacts, including potential changes to local wildlife habitats and increased noise and air pollution. The butterfly sanctuary will be disrupted and will probably cease to exist. Furthermore, the aesthetic of a six-story building will starkly contrast with the surrounding architecture, leading to a negative visual impact.

Response to Appeal Point 3

Appeal Point 3 only contains subjective statements such as "potential changes to local wildlife habitats," "probably cease to exist," and "negative visual impact." The Appellant's claims in Appeal Point 3 are unsubstantiated. There is no significant evidence of any significant impact(s) from the Project. The Project was reviewed for eligibility for a Class 32 Categorial Exemption (CE) from the California Environmental Quality Act (CEQA). The Class 32 CE is intended for projects that will not have a significant effect on the environment. A project qualifies for a Class 32 CE under CEQA if it is developed on an infill site and meets the five applicable conditions. ENV-2023-5804-CE contains the review and findings demonstrating the project qualifies for the Class 32 CE.

Appeal Point 4

Our local infrastructure, including schools, utilities, and public services, may be unable to accommodate the additional demand created by this development. This strain could affect the quality and accessibility of these essential services for all residents

Response to Appeal Point 4

Appeal Point 4 is a general subjective statement that local infrastructure "may be unable to accommodate the additional demand created by this development," and that "this strain could affect the quality and accessibility of these essential services." The Appellant's claims in Appeal Point 4 are unsubstantiated. There is no significant evidence of any significant impact(s) from the Project. ENV-2023-5804-CE Finding (e) contains information documenting that the Property can be adequately served by all required utilities and public services.

Appeal Point 5

During the public review process, many residents expressed their concerns regarding this development. It appears that these concerns have not been adequately addressed in the final decision.

Response to Appeal Point 5

Appeal Point 5 is a general subjective statement expressing "concern" about the Project. The Appellant's claim in Appeal Point 5 is unsubstantiated. There is no significant evidence of any significant impact(s) from the Project. It should be noted that the applicant did meet with the community and neighbors on several occasions. The Project was revised in response to community comments and feedback with new façade design and building materials.

As indicated above, we request that the City's deny the Appeal and sustain the Director's approval of the Project in order to allow construction of 50 new dwelling units for the City's housing supply, including 5 units reserved for ELI households.

Sincerely,

R. Matthew Hayden
Hayden Planning