



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 13, 2025
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

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

Public Hearing: December 17, 2024
Appeal Status: Density Bonus Off-Menu Incentives are not Appealable to City Council. Waivers of Development Standards are not Appealable.
Expiration Date: March 7, 2025
Multiple Approval: No

PROJECT LOCATION: 5785 – 5799 West Corbett Street

PROPOSED PROJECT: The project involves the construction, use, and maintenance of a new eight-story residential building containing 80 dwelling units, including 11 affordable units, set aside for Very Low Income Households, with a maximum building height of 87 feet. The project includes 103 vehicular parking spaces provided within three (3) subterranean parking levels and a total of 69 bicycle parking spaces (62 long-term spaces and seven [7] short-term spaces). The project provides 6,021 square feet of open space including a courtyard, recreation rooms, roof decks, and private balconies.

REQUESTED ACTIONS:

- 1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a Housing Development Project consisting of a total of 80 dwelling units, of which 11 units will be set aside for Very Low Income Households; and pursuant to LAMC Sections 12.22-A.25(g)(2) and 12.22-A.25(g)(3)) three (3) Off-Menu Incentives, and three (3) Waivers or Modifications of Development Standards as follows:
 - a. An Off-Menu Incentive to allow a reduction in the easterly side yard to permit a seven-foot two-inches easterly side yard setback in lieu of the otherwise required 11-foot easterly side yard;

Case No.: CPC-2024-2707-DB-HCA
CEQA No.: ENV-2024-2708-CE
Related Cases: N/A
Council No.: 10 - Hutt
Plan Area: West Adams – Baldwin Hills - Leimert Community Plan
Specific Plan: West Adams - Baldwin Hills - Leimert CPIO
Certified NC: West Adams
Zone: R4-2D-CPIO
Existing GPLU: High Medium Residential
Applicant: Kaveh Bral, 5785 Corbett St. L.P.
Representative: Matthew Hayden
Hayden Planning

- b. An Off-Menu Incentive to allow a reduction in the westerly side yard to permit a seven-foot two-inches westerly side yard setback in lieu of the otherwise required 11-foot westerly side yard;
- c. An Off-Menu Incentive to allow a reduction in the rear yard to permit a five-foot rear yard setback in lieu of the otherwise required twenty-foot rear yard;
- d. A Waiver of Development Standard to permit an increase in the Floor Area Ratio (FAR) to allow a 6.31 FAR in lieu of the 3:1 FAR otherwise required;
- e. A Waiver of Development Standard to permit an increase in height to allow a building height of 87 feet in lieu of the otherwise required 45 feet; and
- f. A Waiver of Development Standard to permit an increase in allowable recreation room open space to allow 45 percent in lieu of the 25 percent otherwise required.

RECOMMENDED ACTIONS:

- 1) **Determine** based on the whole of the administrative record, the Project is exempt from CEQA pursuant to California State CEQA Guidelines, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of 80 dwelling units, of which a minimum of 11 units will be set aside for Very Low Income households, and with the following Off-Menu Incentives and Waivers of Development Standards:
 - a) An Off-Menu Incentive to permit an increase in the FAR to allow a 6.31 FAR in lieu of the 3:1 FAR otherwise required;
 - b) An Off-Menu Incentive to permit an increase in height to allow a building height of 87 feet in lieu of the otherwise required 45 feet;
 - c) An Off-Menu Incentive to allow a reduction in the rear yard to permit a five-foot rear yard setback in lieu of the otherwise required twenty-foot rear yard;
 - d) A Waiver of Development Standard to allow a reduction in the easterly side yard to permit a seven-foot two-inches easterly side yard setback in lieu of the otherwise required eleven-foot easterly side yard;
 - e) A Waiver of Development Standard to allow a reduction in the westerly side yard to permit a seven-foot two-inches westerly side yard setback in lieu of the otherwise required eleven-foot westerly side yard; and
 - f) A Waiver of Development Standard to permit an increase in allowable recreation room open space to allow 45 percent in lieu of the 25 percent otherwise required.
- 3) **Adopt** the attached Conditions of Approval; and
- 4) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Michelle Carter
City Planner



for

Louis Ortega Jr.
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.

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PROJECT ANALYSIS

PROJECT SUMMARY

The project involves the construction, use, and maintenance of a new eight-story 81,961 square-foot residential building with 80 residential units, including 11 units reserved for Very Low Income households, with a maximum building height of 87 feet, as shown in Figure 1 below. The project includes 103 vehicular parking spaces provided within three (3) levels of subterranean parking and a total of 69 bicycle parking spaces (62 long-term spaces and [7] short-term spaces). The project provides 6,021 square feet of open space including a courtyard, recreation rooms, wet bars, roof decks, and private balconies.

Figure 1: Rendering of the proposed project



The project proposes a total of approximately 81,961 square feet of residential floor area, resulting in a total floor area ratio (FAR) of 6.31:1. At the first floor level, as depicted in the project's plan set sheet A-3, the project proposes a residential lobby, storage areas, bicycle parking, a trash/recycle room, four (4) staircases, two (2) elevators, and utility rooms. Vehicular parking is also provided on the ground floor; on the second level, residential units line the entirety of the building exterior and fully encircle the vehicle parking area below. The project proposes a total of 103 vehicular parking spaces.

Residential units are proposed at levels two through eight of the proposed building. The building includes a mix of one-bedroom units and two-bedroom units on every level. The project proposes 66 one-bedroom units, and 14 two-bedroom units.

The project proposes approximately 8,200 square feet of open space with the Waiver of Development Standard to allow 45 percent utilization of recreation room to count towards the provided open space. Proposed common open space is located on the roof with a 2,618 square-foot rooftop deck area, a 566 square-foot interior courtyard, and approximately 1,488 square feet across three (3) recreation rooms. Proposed private open space consists of patios for the residential units on the second through eighth floor on all elevations. All outdoor common areas

will be landscaped with planters and trees. The subject property currently has one (1) street tree; however, the project proposes to provide at least 20 trees, including both on-site and street trees in the public right-of-way. The project also proposes landscaped buffer/setback areas along the eastern/western property line and the southern property lines (abutting the sidewalk along Corbett Street). Additional landscaping including tree/planter/parkway improvements are proposed for the sidewalk along Corbett Street abutting the project site.

PROJECT BACKGROUND

The subject property consists of one (1) lot encompassing a total of approximately 17,553 square feet of lot area (approximately 0.4 acres) including half of the alley. The property is located east of the intersection of La Cienega Boulevard and Corbett Street and has a street frontage of approximately 144 feet along the eastern side of La Cienega Boulevard and a street frontage of approximately 105 feet along Corbett Street. The subject property is a rectangular shaped corner lot, fronting Corbett Street to the south, an alley to the north, and La Cienega Boulevard to the west.

The project site is located within the West Adams – Baldwin Hills – Leimert Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for High Medium Residential land uses corresponding to the R4 Zone. As depicted in Figure 3 below, the subject property is currently zoned R4-2D-CPIO and is consistent with the existing land use designation. The project is located within the State Enterprise Zone, the MTA ROW Project Area, and is a designated Transit Priority Area within the City of Los Angeles. The subject property is located within the West Adams – Baldwin Hills – Leimert Community Plan Implementation Overlay (CPIO), Jefferson/La Cienega TOD Subarea, and is subject to the CPIO's regulations and guidelines. The subject property is not located within the boundaries of any other specific plan or community design overlay.

The subject property is currently vacant. The applicant previously applied for demolition permits with the Los Angeles Department of Building and Safety (LADBS). Upon receiving clearances from both City Planning and the Housing Department, the demolition permits were issued as of February 2021 by LADBS, and all buildings on the site were demolished in April 2021.

Surrounding Properties

The subject property is located in an established and heavily developed residential area of Baldwin Hills, along La Cienega Boulevard. As shown in Figure 3 located on the next page, the project site is located just north of the intersection of La Cienega Boulevard and Corbett Street, an intersection of two local streets and in an area developed with a variety of commercial, office, and residential uses. The property to the north, across the alley, is zoned C2-2D-CPIO and is improved with the Metro Rail Line surface parking lot. The abutting property to the east is improved with a two-story multifamily building and is zoned R4-2D-CPIO. The property to the south, across Corbett Street, is improved with a two-story multifamily building and is zoned R4-2D-CPIO. The properties to the west across La Cienega Boulevard are zoned MR1-1VL-CPIO and are developed with commercial uses.

Figure 2: Street view of the proposed project and surroundings



Streets

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

La Cienega Boulevard, adjoining the subject property to the west, is a Modified Boulevard II, with a designated right-of-way width of 104 feet. La Cienega Boulevard is currently dedicated to a right of way width of 100 feet and is improved with curb, gutter, and sidewalk.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject property is zoned R4-2D-CPIO, which permits residential density at a ratio of one (1) dwelling unit per 400 square feet of lot area. The subject property has a total lot area of approximately 17,553 square feet, including half of the alley and as such, the permitted base density on the subject property is 44 units (17,553 square feet of lot area divided by 400 square feet per dwelling unit equals 43.88 which is rounded up to a total of 44 dwelling units).

Assembly Bill 1287 (AB 1287)

Assembly Bill 1287 became effective on January 1, 2024. The law made amendments and clarifications to the State Density Bonus Law and Government Code Section 65915, which are applicable to density bonus projects in the City. AB 1287 allows projects to potentially obtain a total 100 percent density bonus by providing the initial percentage of affordable units to secure an initial 50 percent density bonus, and then a secondary percentage of affordable units in order to obtain a "stackable" or additional density bonus of up to 50 percent. Once the set-aside requirements are met to receive the maximum 50 percent "primary" density bonus, an applicant may request the additional density bonus available through AB 1287 for either Very Low Income or Moderate Income households as set forth in Government Code Section 65915(v).

In accordance with AB 1287, the applicant is seeking an initial 50 percent density bonus allowed under State Density Bonus Law by providing 15 percent of the 44 units for Very Low Income households. The applicant is then seeking an additional 31.5 percent density bonus, for a total density bonus of 81.5 percent, by providing an additional 8 percent of the 44 units for Very Low Income households. The resulting increase in density allows for an 80-unit project. As proposed, the project will provide 80 dwelling units with 11 units reserved for Very Low Income households.

Automobile Parking

Pursuant to Assembly Bill 2097, no minimum parking requirement shall be enforced for the proposed residential use on the project site as it is located within one-half mile of a Major Transit Stop. The Los Angeles Metro E Line at the La Cienega Boulevard and Jefferson Boulevard station is identified as a Major Transit Stop and is located within one-half mile of the project site. Additionally, the Metro Rapid Lined 105 is located within one-half mile of the project site. Therefore, the proposed project is not required to provide any parking spaces.

The project proposes to provide 103 residential vehicle parking spaces, and thus meets these requirements. Separately, the project is subject to provide bicycle parking pursuant to LAMC 12.21. A.4 and is required to provide 62 long term and seven (7) short term bicycle parking stalls. The project proposes to provide 62 long term and seven (7) short term bicycle parking stalls, and thus meets these requirements.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant is entitled to three (3) Incentives, in exchange for reserving 15 percent of the base density for Very Low Income households. The proposed project will set aside 11 units, equal to approximately 25 percent of the base number of units, for Very Low Income households. Accordingly, the applicant has requested three (3) Off-menu Incentives, as follows:

- a. **Off-menu Incentive for Floor Area Ratio (FAR) Increase:** The subject property is zoned R4-2D-CPIO, which limits the Floor Area Ratio (FAR) to 3.0:1, a maximum of 38,970 square feet. The applicant is requesting an increase in the Floor Area Ratio to allow 6.31:1 and a maximum of 81,961 square feet. Accordingly, the project includes an off-menu incentive to permit the additional floor area ratio increase. The requirement for a 3.0:1 FAR would allow for a larger construction envelope to provide the affordable units.
- b. **Off-menu Incentive for an increase in Height:** The subject property is zoned R4-2D-CPIO, which limits residential structures to a maximum height of 45 feet. The project includes a 42-foot height increase to provide the affordable dwelling units with a taller building envelope. Accordingly, the off-menu incentive to permit the additional building height increase would allow for a larger construction envelope to provide the affordable units.

- c. **Off-menu Incentive for a decrease in the Rear Yard Setback:** The subject property is zoned R4-2D-CPIO, which requires a twenty-foot setback pursuant to LAMC 12.11.C.3. The project proposes a rear yard setback of five-feet. Accordingly, the applicant is requesting an Off-menu Incentive for a 75 percent decrease in the required rear yard setback. The reduced rear yard setback would allow for a larger construction envelope to provide the affordable units.

Waiver of Development Standards

Pursuant to Government Code Section 65915(e)(1) and Section 12.25 A.25(g) of the LAMC, a project that provides 15 percent of the base density for Very Low Income households qualifies for three (3) Incentives, and may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria...at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the three (3) requested Incentives, the applicant is also requesting two (3) Waiver of Development Standards, as follows:

- a. **Waiver of Development Standard for Reduction in the Side Yard:** The subject property is zoned R4-2D-CPIO, which requires an eleven-foot setback pursuant to LAMC 12.11.C.2. The project proposes an easterly side yard setback of seven-foot-two-inches. The project includes a 35 percent decrease in the required side yard setbacks. The requirement to provide the required easterly yard setback would preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.
- b. **Waiver of Development Standard for Reduction in the Side Yard:** The subject property is zoned R3-1XL, which requires an eight-foot setback pursuant to LAMC 12.11.C.2. The project proposes a westerly side yard setback of seven-foot-two-inches. The project includes a 35 percent decrease in the required side yard setbacks. The requirement to provide the required westerly yard setback would preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.
- c. **Waiver of Development Standard for an Allowable Recreation Room Open Space Increase:** The subject property is zoned R4-2D-CPIO, which limits the allowable recreation room open space to 25 percent of total open space square footage or 1,487.5 square feet. The project proposes 45 percent of recreation room square footage utilization towards total open space square footage. Accordingly, the applicant is requesting a Waiver of Development Standard to permit 45 percent of the recreation room square footage to count towards the open space requirement. The requirement for required open space would preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Housing Replacement

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, 2025. 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.

According to the Housing Crisis Act Replacement Review Checklist, a Replacement Unit Determination (RUD) by the Los Angeles Housing Department would be required. The project site was previously developed with a two-story multi-family apartment building, and eight dwelling units. All structures on-site have since been demolished per Demolition Permit No. 20019-30000-03487. The project site has been a vacant lot since April 2021. The replacement provisions of SB 330 apply to the demolished eight (8) unit apartment building with six (6) of the eight (8) units being subject to replacement as affordable "Protected Units". Therefore, six (6) SB 330 replacement affordable units are required.

Relevant Cases on the Project Site

There are no relevant cases on the subject site.

Other Relevant Cases Within 1,000 Feet of the Project Site

The following relevant planning case was identified within 1,000 feet of the project site:

Case No. DIR-2021-6877-DB-SPR-CUB – On June 14, 2022, the City Planning Commission approved a Density Bonus, Site Plan Review, Conditional Use for Beverages, for the construction, use, and maintenance of a six-story commercial building and a thirteen-story residential building with 260 dwelling units, reserving twenty-two (22) units for Very Low Income households, in the CM-2D-CPIO Zone, at 3401 South La Cienega Boulevard.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer on Tuesday, December 17, 2024, via Zoom teleconference. Comments from both public hearings are documented in Public Hearing and Communications, Page P-1.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on January 7, 2025. The resulting comments and suggestions detailed in the following section, Issues and Considerations, include discussions, questions, and recommendations regarding various design and layout aspects of the project.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with the Urban Design Studio's Professional Volunteer's Program (PVP), at the public hearing held on May 7, 2024, or in discussions with the applicant.

Professional Volunteer's Program (PVP)

The proposed project was reviewed by PVP on April 4, 2024. The following includes comments provided by PVP;

- Pedestrian First Design
Shift parking access to the alley, reducing the number of driveways along Corbett and enhancing the pedestrian experience. This will help minimize the impact of parking entrances on pedestrian areas, avoiding conflicts with foot traffic.

Applicant Response - There unfortunately isn't a public alley for rear access. The frontage along La Cienega Boulevard, a Modified Boulevard II major arterial street, is also not an option. Thus, the driveway has been located along Corbett Street, a Local Street, as far away from the intersection adjacency as possible. The driveway is combined into 1 driveway.

The entire width of the Corbett frontage is occupied by vehicular or utility features. Redesign the ground floor to prioritize pedestrian-friendly features, such as enhancing the entrance and providing more landscaping and open space.

Applicant Response - The main lobby entrance is lined with planters and landscaping to create an inviting entry into the development. Short term bicycle parking spaces are provided along Corbett Street, in close proximity to the intersection with La Cienega Boulevard for convenient access. The project's rec room has been moved to the Corbett Street frontage to activate the ground floor and provide interest along the street.

- **360 Degree Design**
Design spaces like rec rooms or shared open areas to flow seamlessly into other parts of the building, ensuring connectivity across all sides of the property.

Applicant Response - Rec rooms and open space areas have been re-distributed throughout the building for better connectivity and flow in the project.

Ground floor lacks transparency especially along La Cienega. Avoid having blank wall frontages along such a prominent street. Provide visual interest on all sides of the building by incorporating transparency at the ground floor level, especially to ensure that pedestrians and drivers can easily identify key building access points and ensure the users of the building gain additional natural lighting.

Applicant Response – The ground floor corner of the building at the intersection of La Cienega Boulevard and Corbett Street has been wrapped with the project's rec room to create activity and visual interest. o A storage room was relocated along the La Cienega Boulevard ground floor frontage and replaced with the building leasing office to create additional activity and interest on this façade. The rec room and leasing office have full length windows for transparency. o The La Cienega Boulevard frontage will have large, 7',2" by 89', 7" landscape planter along the northerly portion to allow for landscaping to soften the ground floor façade.

- **Climate Adapted**
Add street trees along Corbett to enhance this primary street frontage and pedestrian access.

Applicant Response - Urban Forestry requirements for tree spacing and location limit opportunities for plantings. Planting in front of transformer and driveway areas prohibited. Existing street in front of main residential lobby entrance to be retained.

Revise the planting plan to account for areas with low light exposure, replacing plants that require full sun with more suitable shade-tolerant species.

Applicant Response – Shade tolerant species will be added.

CONCLUSION

Based on evaluation of the project and information submitted and the public hearing, Los Angeles City Planning recommends the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, and approve the requested Density Bonus with the requested Off-menu Incentives and Waivers of Development Standards.

CONDITIONS OF APPROVAL

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

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, dated January 15, 2025, 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. **Residential Density.** The project shall be limited to a maximum density of 80 dwelling units, including affordable units.
3. **Affordable Units:** A minimum of 11 dwelling units, or 23 percent Very Low Income set aside for affordable units, as defined by Government Code Section 65915 and pursuant to AB 1287. In the event of deviations to the requests that change this number of restricted affordable units, the composition/typology of units, and/or vehicle parking numbers, such changes shall be consistent with LAMC Section 12.22 A.25.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Sections 12.22 A.25 and State Density Bonus Law (Government Code Section 65915).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 15 percent Very Low Income and eight (8) percent Very Low Income set aside for affordable units, as defined by Government Code Section 65915 and pursuant to AB 1287. 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.
6. **Incentives:**
 - a. **Floor Area Ratio.** The project shall be permitted a floor area ratio of 6.31:1 in lieu of the otherwise permitted 3.0:1.
 - b. **Building Height.** The project shall be permitted a maximum building height of 87 feet six-inches in lieu of the otherwise permitted 45 feet.
 - c. **Rear Yard Setback.** The project shall be permitted a five-foot rear yard setback in lieu of the otherwise required pursuant to LAMC Section 12.11.C.3

7. **Waiver of Development Standards:**

- a. **Side Yard Setback.** The project shall be permitted a seven-foot two-inches easterly side yard setback in lieu of the required pursuant to LAMC Section 12.10.C.2.
- b. **Side Yard Setback.** The project shall be permitted a seven-foot two-inches westerly side yard setback in lieu of the required pursuant to LAMC Section 12.11.C.2.
- c. **Allowable Recreation Open Space.** The project should be permitted to utilize 45 percent of recreation room square footage or 3,666 square feet in lieu of the 25 percent otherwise required or 1,487.5.

8. **Parking:**

- a. Automobile parking shall be provided consistent with the provisions of Assembly Bill (AB) 2097, Section 65915 of the California Government Code, and/or the LAMC.
 - b. In the event that the composition of residential units and/or commercial uses (i.e. the number of bedrooms or square footage of certain commercial uses) changes, or the applicant selects a different Parking Option as provided by State Density Bonus law and the LAMC and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth by Section 65915 of the California Government Code and/or LAMC Section 12.22 A.25.
 - c. **Bicycle Parking.** Residential bicycle parking shall be provided consistent with LAMC 12.21 A.16.
 - d. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by LAHD.
 - e. All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
9. **Open Space.** The project shall be required to provide 8,200 square feet of open space as approved herein.
10. **Signage.** On-site signs shall comply with the Municipal Code. Signage rights are not part of this approval.
11. **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.
12. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

13. **Solar Energy Infrastructure.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
14. **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.
15. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides to the satisfaction of LADWP.
16. **Landscaping:**
 - a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
 - b. **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).
 - c. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of 13 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.
 - d. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced as approved by the Board of Public Works and Urban Forestry Division.
 - e. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Administrative Conditions

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

18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
19. **Notations on Plans.** Plans submitted to the Department of Building and Safety for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
20. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of city Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
22. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs, or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
23. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
24. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees, or amendment to any legislation.
25. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
26. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

27. Indemnification and Reimbursement of Litigation Costs

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus / Affordable Housing Incentives Findings

1. Pursuant to Section 12.22 A.25(g) of the LAMC and Section 65915 of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the Director of Planning finds any of the following¹:
 - a. *The Incentive does 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 do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The subject property is Zoned R4-2D-CPIO. As approved the project includes an off-menu incentive to allow an increase in the FAR of the project site. The R4 zone in Height District 2D generally permits a 3:1 FAR. In this case, the project includes an increase in the FAR in lieu of the otherwise required 3:1 FAR to allow a 6.31:1 FAR. Pursuant to LAMC Section 12.21.1, the underlying zone and height district requires the project to provide a maximum height of 45 feet. As approved the project includes an off-menu incentive to allow for an increase in building height in lieu of the otherwise 45 feet required to allow a maximum height of 87 feet. The third incentive is to permit a five-foot rear yard setback in lieu of the twenty-foot required. These reductions enable the project to expand the building envelope by utilizing more space for building floor area and provide additional floor space and residential units, thus enabling the provision of more dwelling units.

The project provides 23 percent of the base units for Very Low Income Households to qualify for the Density Bonus and the requested incentives. The requests will allow the developer to expand the building envelope so the affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR and height and the reduction in the rear yard will allow for the construction of additional market rate floor area whose rents will subsidize the construction and operational costs of the affordable units. Therefore, these incentives support the applicant's decision to set aside 11 dwelling units for Very Low Income households for 55 years.

¹ Pursuant to LAMC Section 12.22 A.25(g)(3), the City Planning Commission is considered the decision-maker for Off-menu density bonus requests. The findings referenced in LAMC Section 12.22 A.25(g)(2)(i)(c) apply to Off-menu requests.

- b. *The Incentive(s) will have a Specific Adverse Impact upon public health and safety or the physical environment or any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).***

There is no substantial evidence in the record that the proposed Incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The record does not identify a public health and safety standard in relation to this finding. There are no historic resources on the subject property. Potential environmental impacts have been analyzed in the Categorical Exemption (CE) prepared for the project; the CEQA Class 32 Categorical Exemption, did not find any significant environmental impacts as a result of the project. The project is within the Newport – Inglewood Fault Zone (Onshore) and will be subject to additional regulations as required. The property is not located on a substandard street in a Hillside area and is not located in a Liquefaction Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, a Methane Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested Incentives.

- c. *The Incentives are contrary to State/federal law.***

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

- 2. Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds any of the following:**

- a. *The Waiver(s) will have 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 is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

There is no substantial evidence in the record that the proposed waivers of a development standard will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The record does not identify a public health and

safety standard in relation to this finding. There are no historic resources on the subject property. Potential environmental impacts have been analyzed in the Categorical Exemption (CE) prepared for the project; the CEQA Class 32 Categorical Exemption, did not find any significant environmental impacts as a result of the project. The project is within the Newport – Inglewood Fault Zone (Onshore) and will be subject to additional regulations as required. The property is not located on a substandard street in a Hillside area and is not located in a Liquefaction Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, a Methane Zone, or any other special hazard area.

Therefore, there is no substantial evidence that the proposed project, and the requested waivers will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested waivers.

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

A Density Bonus project may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

The subject property is zoned R4-2D-CPIO. As approved the project includes waiver of development standards to permit a seven foot two-inches easterly side yard setback in lieu of the eleven-foot required and a seven foot two-inches westerly side yard setback in lieu of the eleven-foot required. Pursuant to LAMC Section 12.21 G.2., the project is allowed to utilize 25 percent of total recreation room square footage towards the open space requirement. The project requests a waiver of development standard to permit an increase in the allowable recreation room square footage of 45 percent utilization towards open space square footage requirements in lieu of the otherwise required 25 percent of total open space.

As proposed, the granting of these waivers will allow for the development of the proposed residential building with the inclusion of the affordable residential units because the quantity of units allowed under the density bonus increase in FAR and height as well as the rear yard reductions granted under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested, reduction in side yards and open space waivers, the floor area located within those yards would be physically precluded from the Project preventing the construction of the proposed floor area and units described in the plans.

- c. *The Waivers are contrary to State/federal law.***

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

Additional Findings

3. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.
4. 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 Exemption document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

PUBLIC HEARING AND COMMUNICATIONS

An official virtual (online) public hearing was conducted on Tuesday, May 7, 2024, at approximately 10:00 a.m. via Zoom teleconference.

1. Attendees

The hearing was attended by approximately 8 people, consisting of the applicant's team, including the representative. Many of the attendees were members of the public. No representative from Council District 10 was present.

2. Testimony

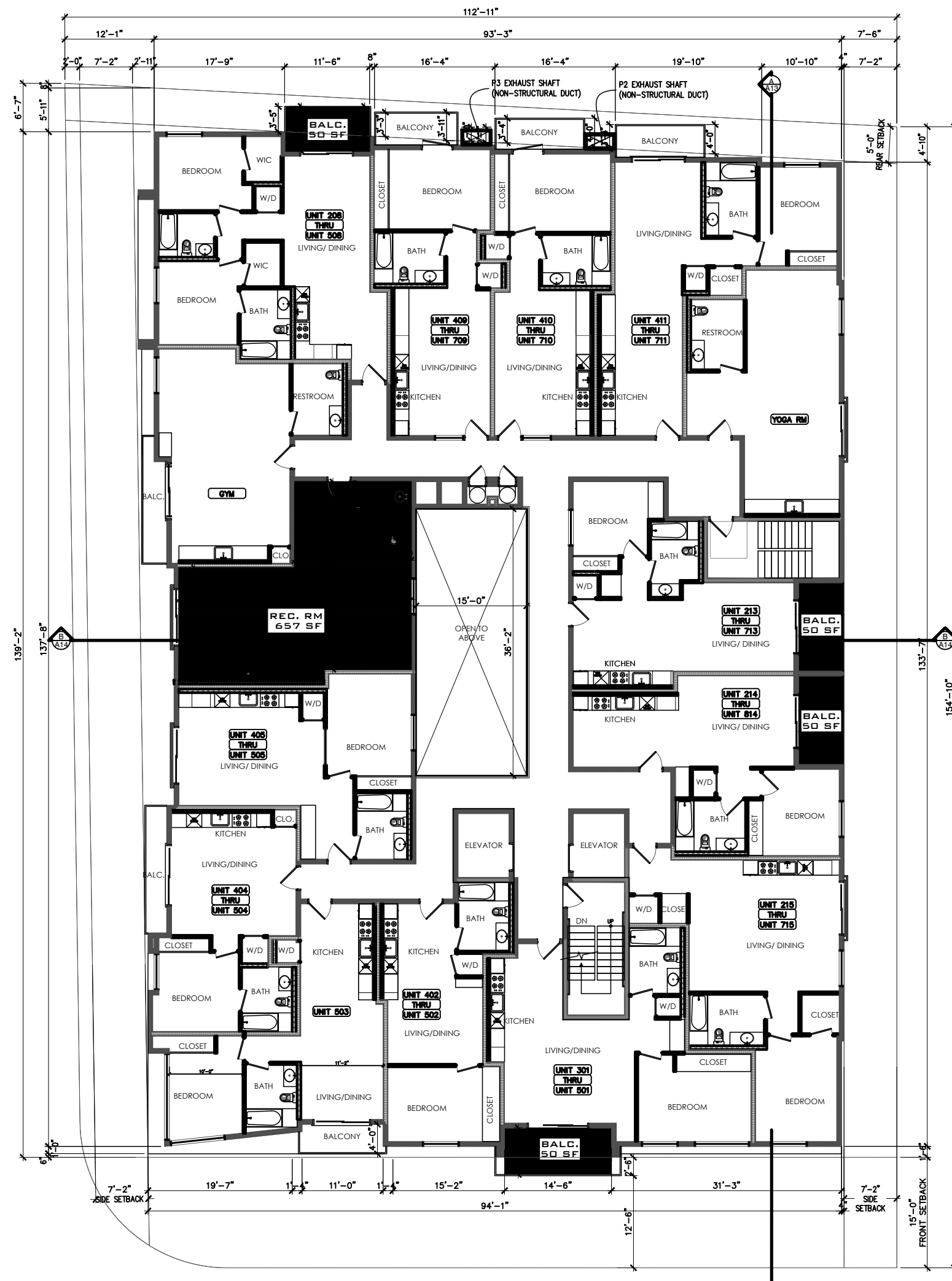
- a. The Hearing Officer began the hearing by discussing format and logistics and introduced the project.
- b. Mr. Matthew Hayden representative for the applicant's team, presented the project. Mr. Scott described the project, its various design features and development standards, and specific features that have been discussed during the planning process.
- c. Zero (0) members of the public spoke on the project during the public comment portion of the hearing.
- d. The Hearing Officer did not ask any questions of the applicant.
- e. With no other questions or speakers, the Hearing Officer closed the hearing and informed the audience that the project would be considered by the City Planning Commission on Thursday February 13, 2025.

Response to Comments

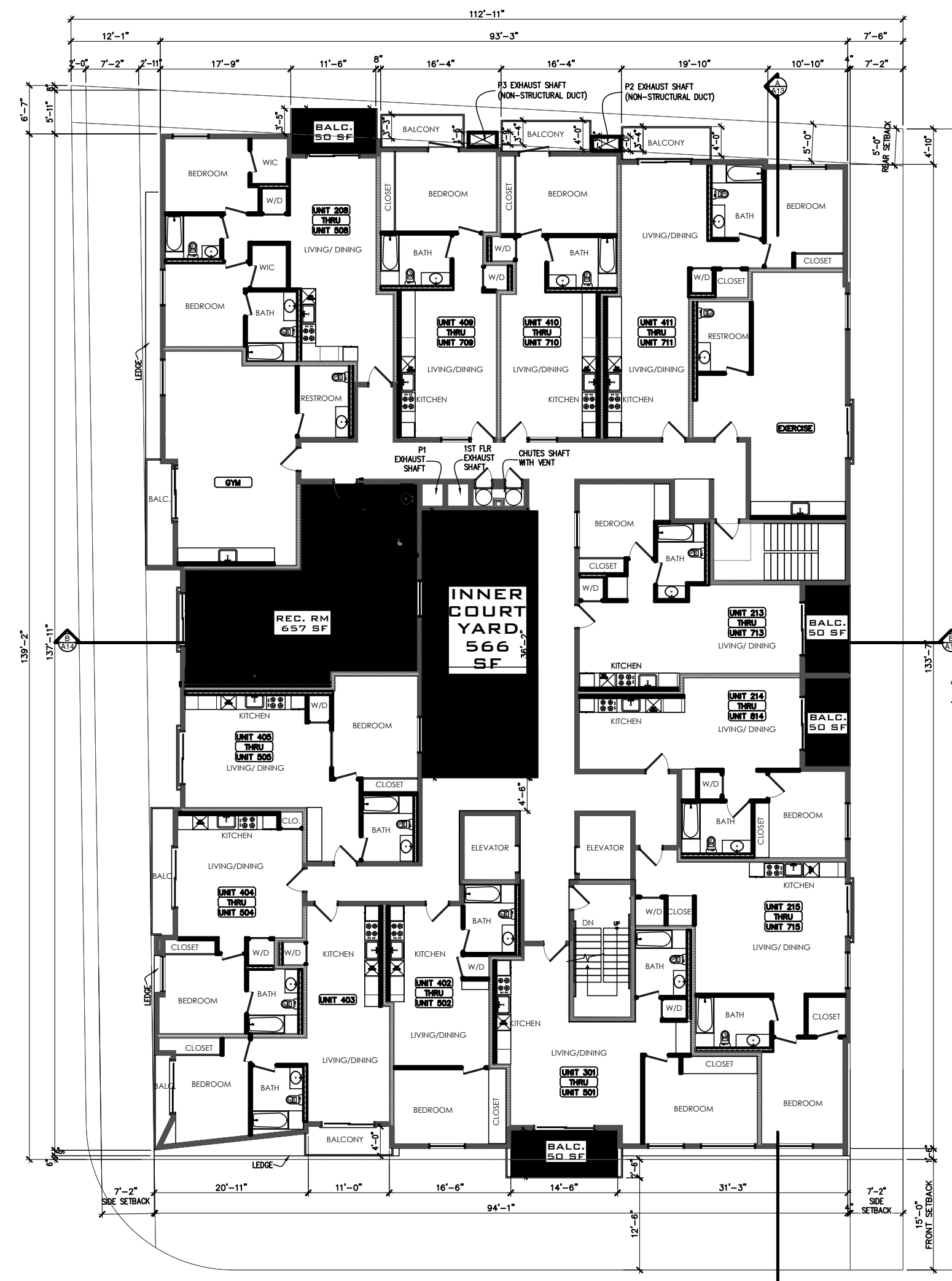
No comments were made at the public hearing. The project planner received two comments of support by phone that have been addressed in the Issues and Considerations section of the staff report.

Exhibit A

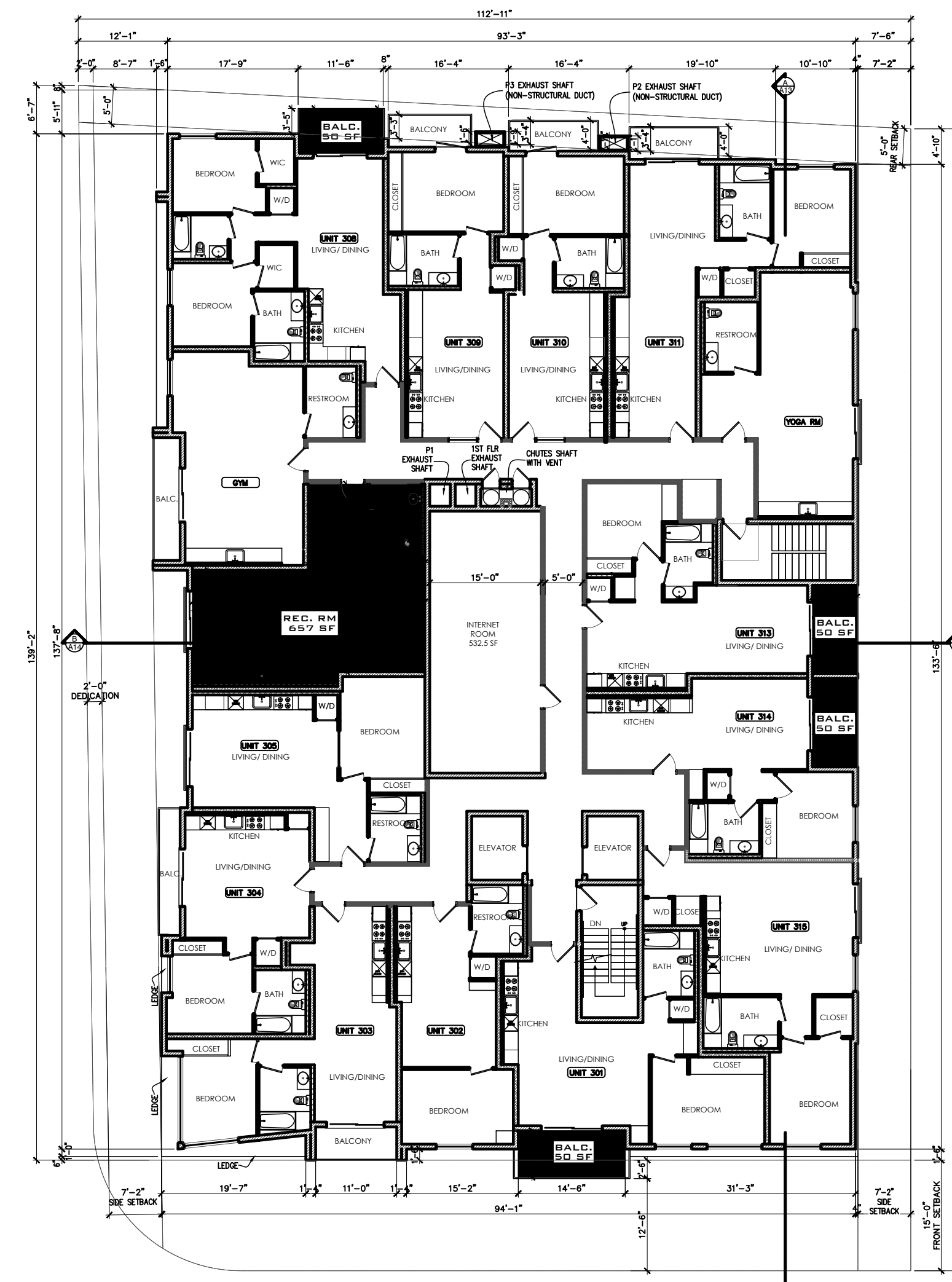
Plans



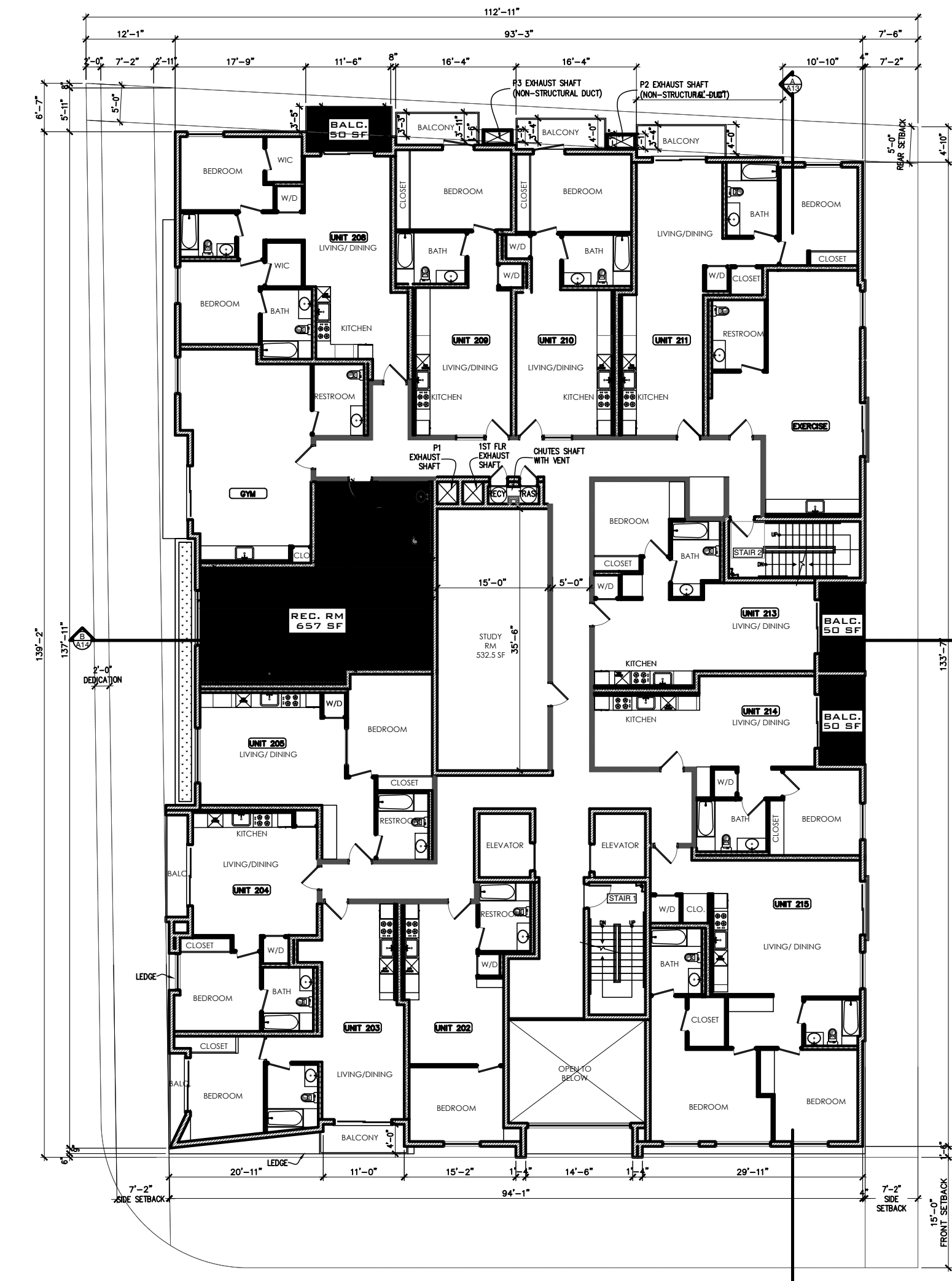
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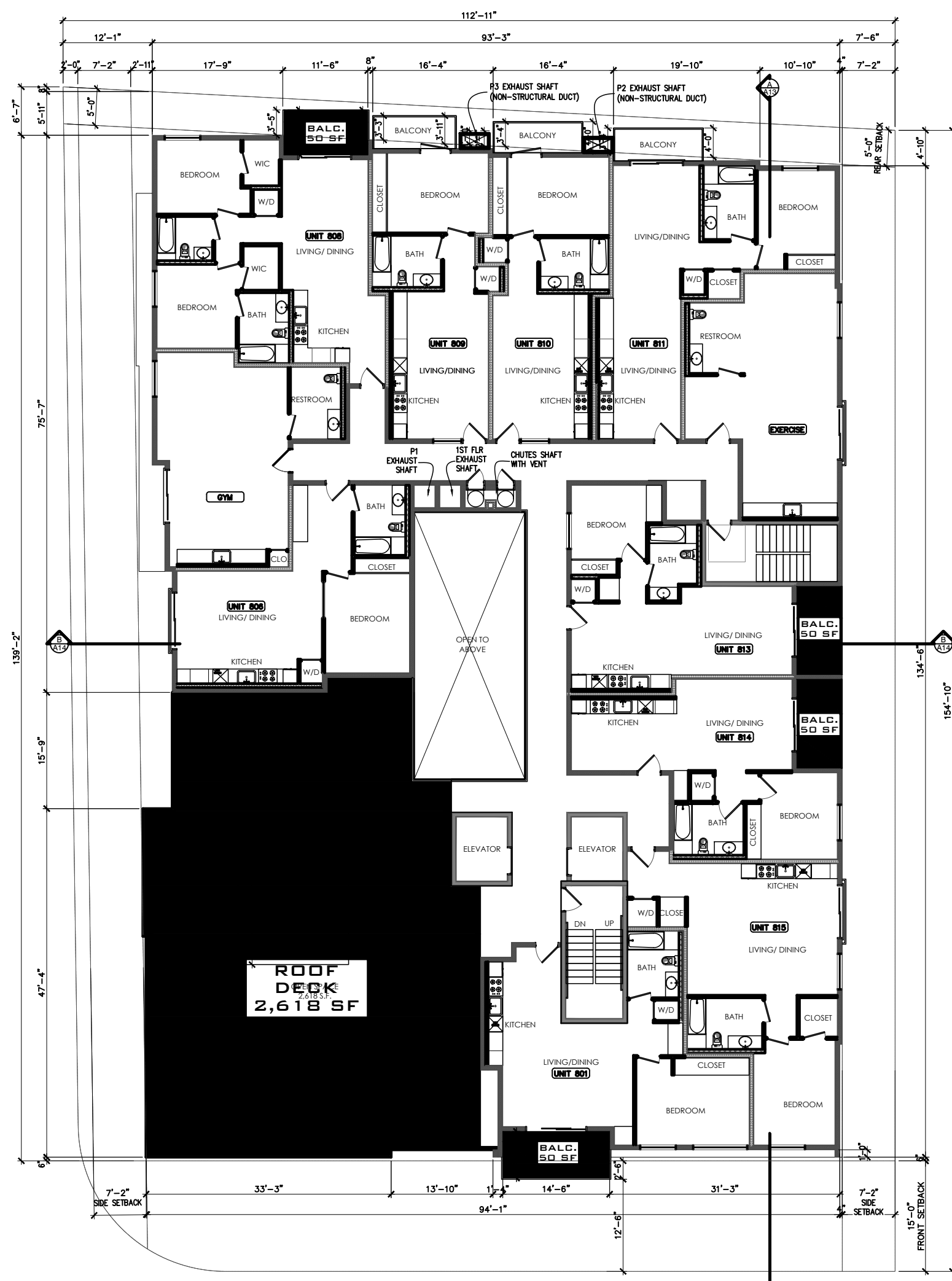
4TH FLOOR PLAN
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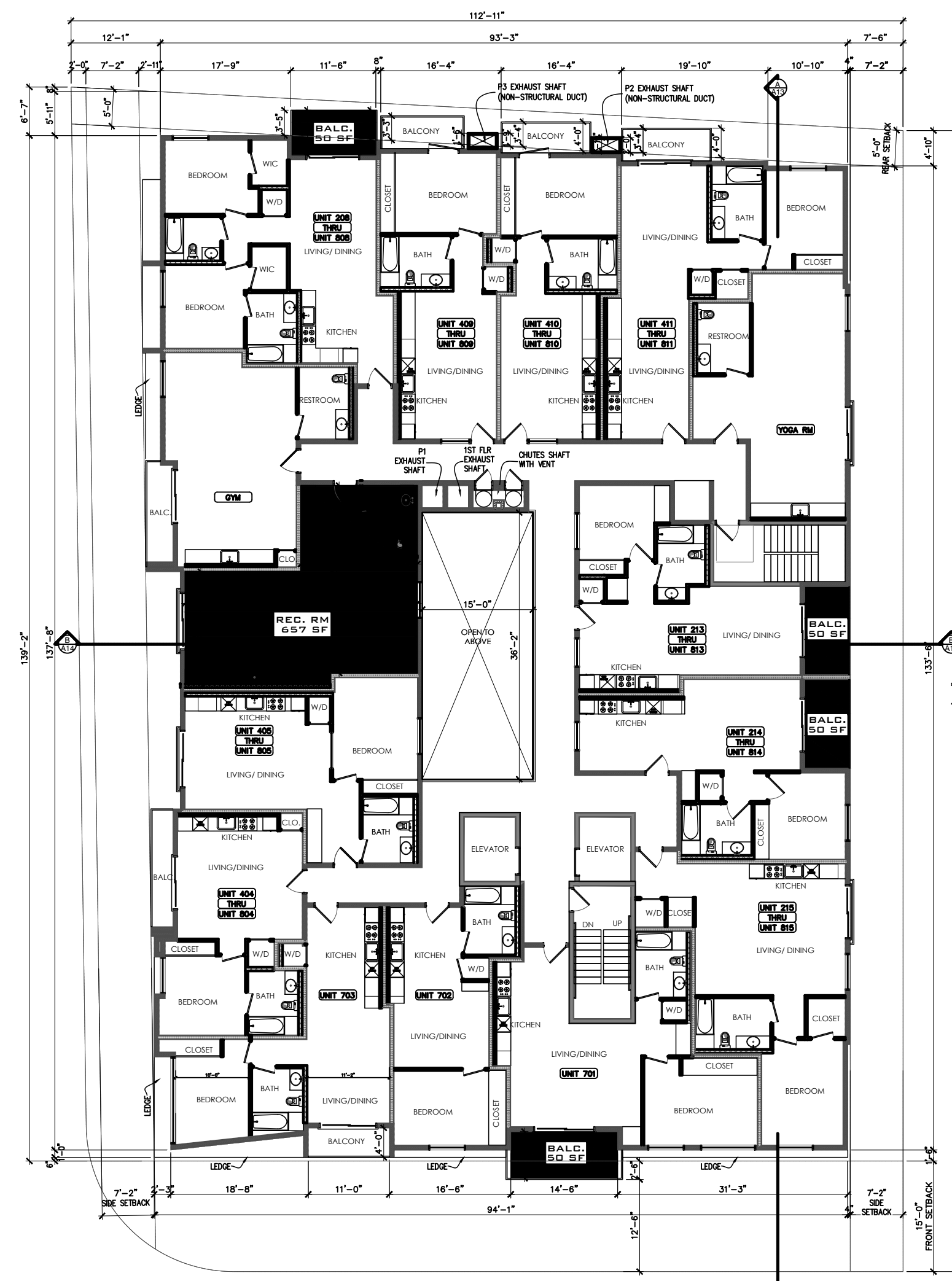
3RD FLOOR PLAN
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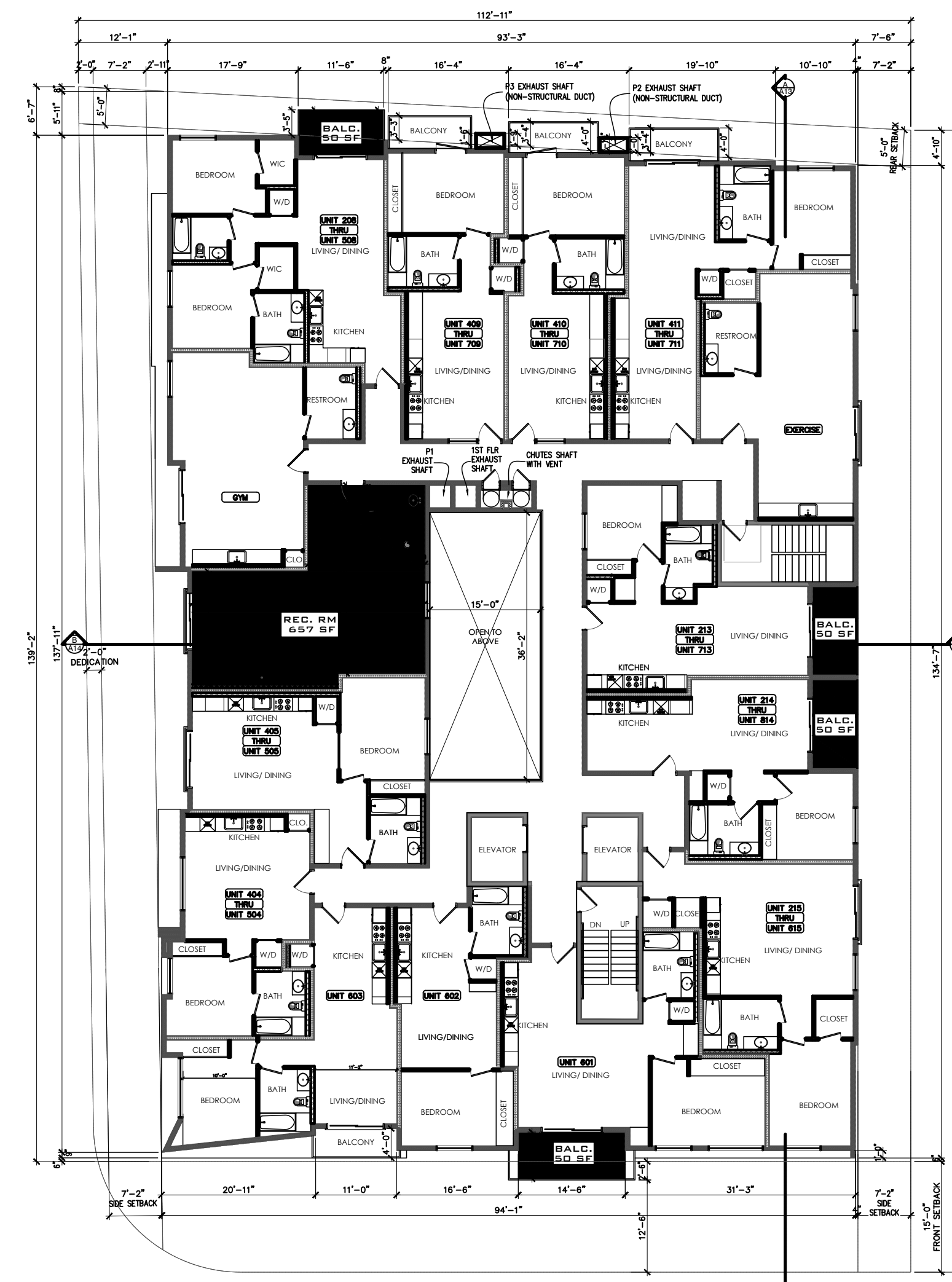
2ND FLOOR PLAN
SCALE: 1/8" = 1'-0"



8TH FLOOR PLAN
SCALE: 1/8" = 1'-0"



7TH FLOOR PLAN
SCALE: 1/8" = 1'-0"



6TH FLOOR PLAN
SCALE: 1/8" = 1'-0"

OPEN SPACE PROVIDED	AREA (S.F.)
REC. ROOM* @ 2ND FLR.	657.00 S.F.
REC. ROOM* @ 3RD FLR.	657.00 S.F.
REC. ROOM* @ 4TH FLR.	657.00 S.F.
REC. ROOM* @ 5TH FLR.	657.00 S.F.
REC. ROOM* @ 6TH FLR.	657.00 S.F.
REC. ROOM* @ 7TH FLR.	657.00 S.F.
REC. ROOM* @ 8TH FLR.	0.00 S.F.
INNER COURTYARD @ 4TH FLR.	566.00 S.F.
ROOF DECK @ 8TH FLR.	2,618.00 S.F.

No.	Revision	date

REGISTERED ARCHITECT
CHARLES HEFNER
 No. C-23963
 STATE OF CALIFORNIA

SAM GHANOUNI
 DESIGNER
 1838 PARNELL AVE. #111
 LOS ANGELES, CA 90025
 TEL: 323-293-2815
 sgh@samghanouni.com
 samghanouni.com

OWNER
 5785 CORBETT ST. LP
 550 S HILL ST., SUITE # 1150
 LOS ANGELES, CA

PROJECT
 5785 CORBETT ST.
 LOS ANGELES, CA.

DRAWING TITLE
 OPEN SPACE DIAGRAM

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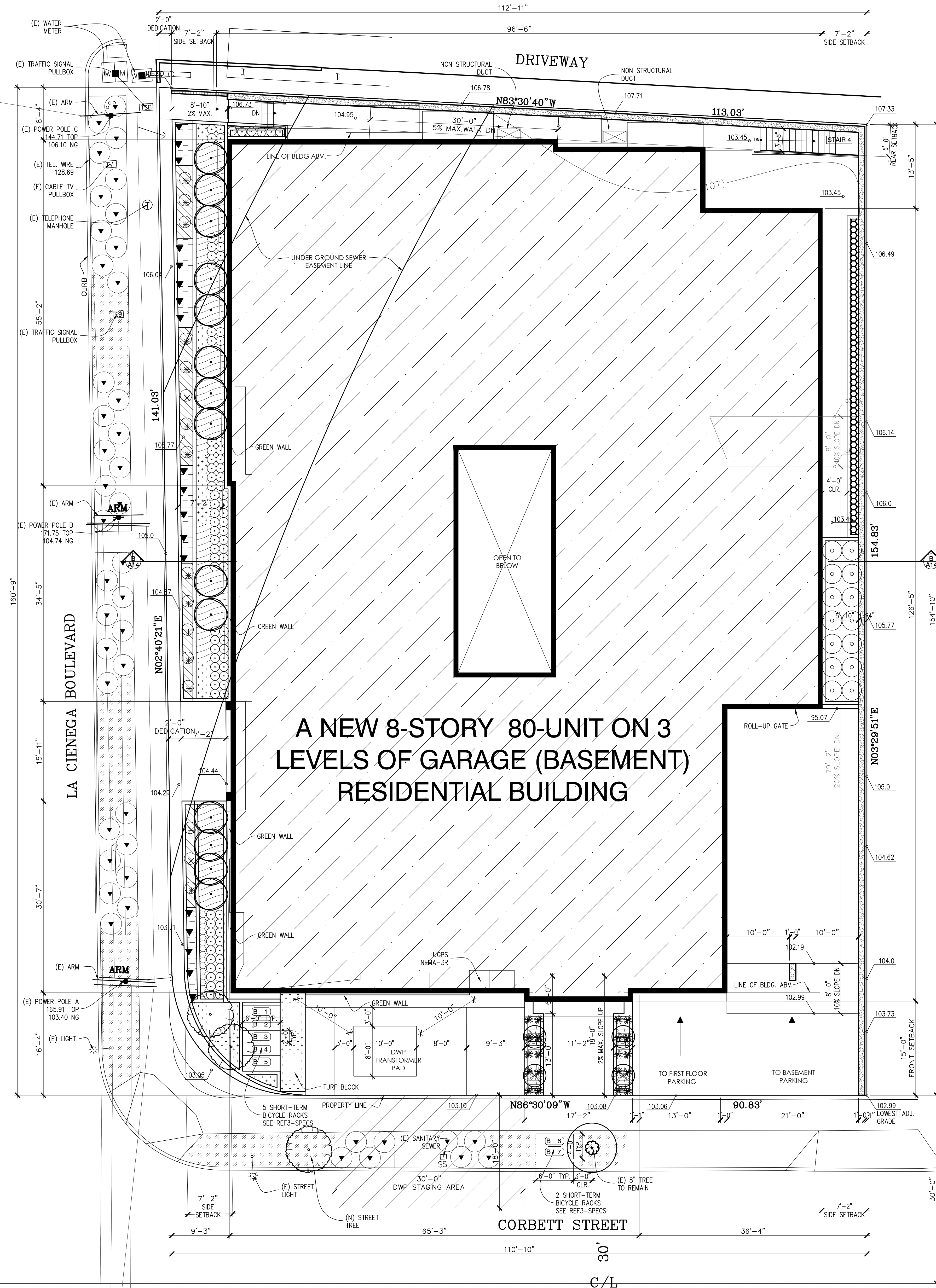
EXHIBIT "A"
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 Case No. CPC-2024-2707-08-HCA

REF6

PERMIT SET ONLY

LA CIENEGA BOULEVARD

50'



A NEW 8-STORY 80-UNIT ON 3 LEVELS OF GARAGE (BASEMENT) RESIDENTIAL BUILDING

TWO STORY BUILDING

CORBETT STREET

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

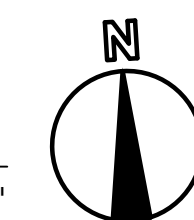


EXHIBIT "A" Page No. 3 of 27 Case No. CPC 2024-2707-DB-HCA

No.	Revision	date

LICENSED ARCHITECT
 CHARLES HEFNER
 No. C-23963
 EXPIRES 01/01/2025
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SAM GHANOUNI
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 sgh@samghanouni.com
 samghanouni@me.com

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 5785 CORBETT ST. LP
 550 S HILL ST., SUITE # 1150
 LOS ANGELES, CA

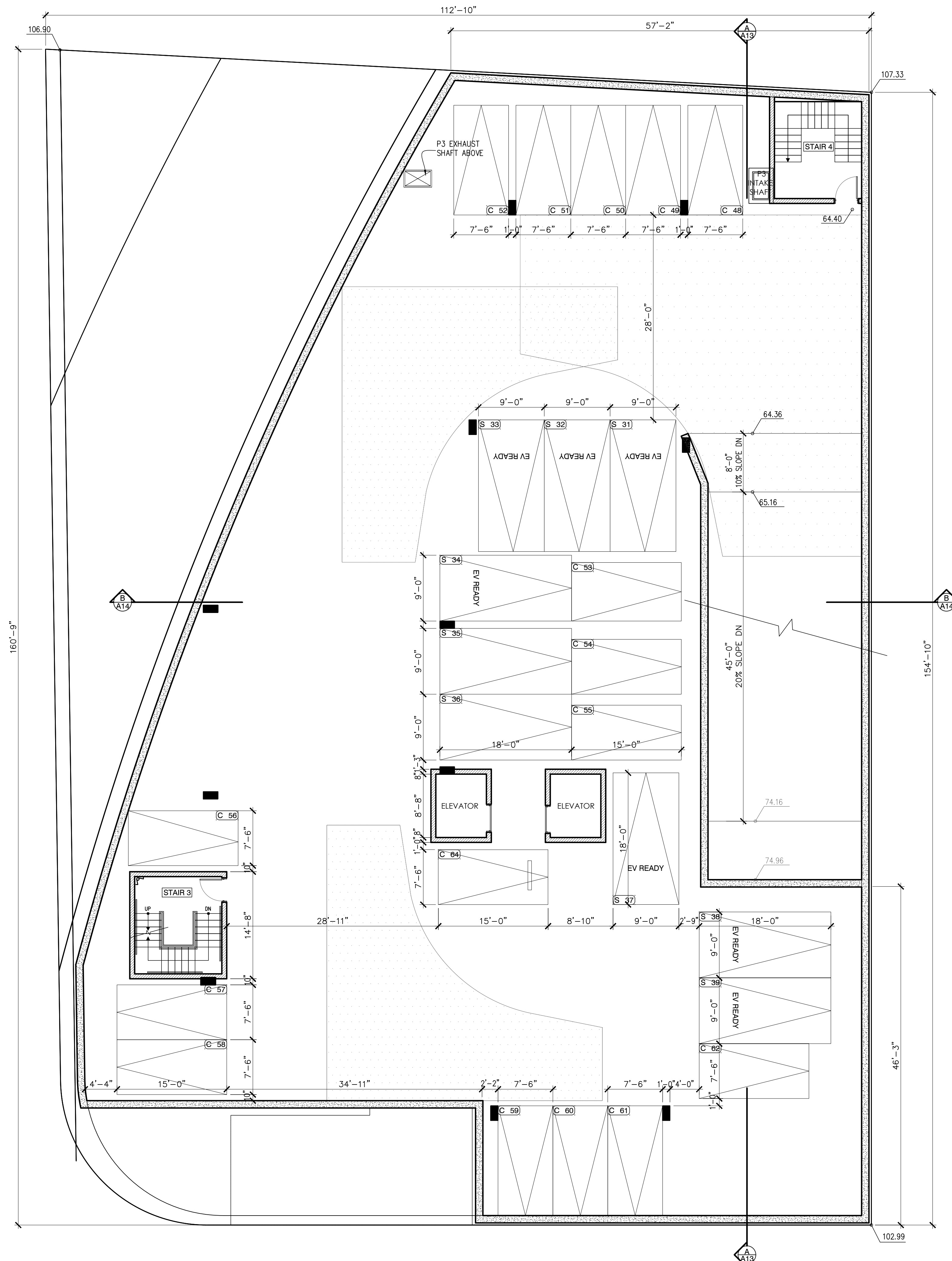
PROJECT
 5785 CORBETT ST.
 LOS ANGELES, CA.

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 SITE PLAN

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PERMIT SET ONLY



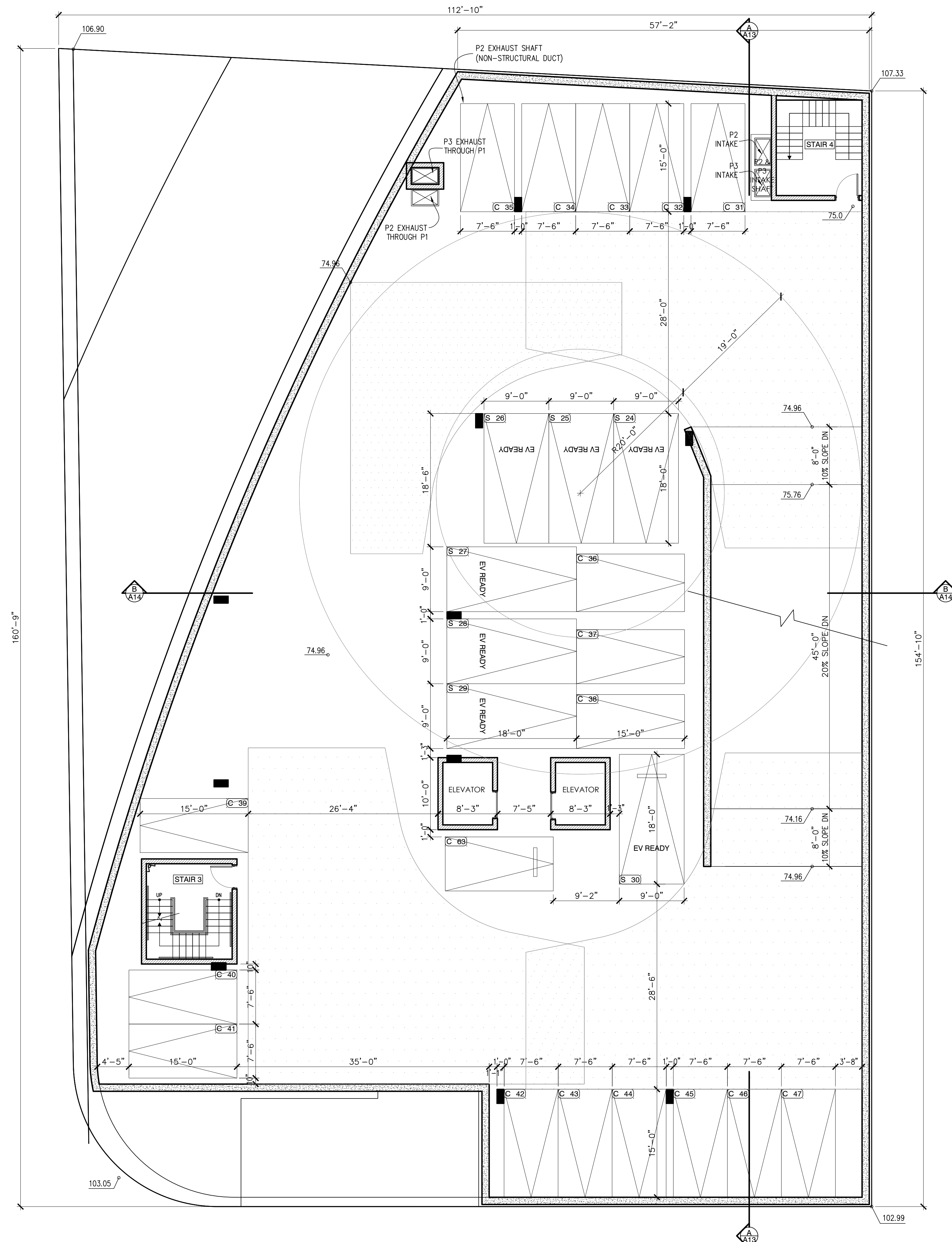
P3 - LEVEL PARKING PLAN
SCALE: 1/8" = 1'-0"

PARKING PROVIDED:	
TANDEM	3
STANDARD	6
COMPACT	13
TOTAL PROVIDED	25
ELECTRIC VEHICLE SPACE PROVIDED	
EV READY	7

- WALL TYPE LEGENDS:**
- INTERIOR 1 HR. WOOD STUD WALL- SEE 2/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
 - INTERIOR 1 HR. METAL STUD WALL - SEE 11a/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1 CORRIDOR WALL FIRE PARTITION
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 8/D1
 - EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1 FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
 - INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1 SHAFT ENCLOSURE, FIRE BARRIER
 - INTERIOR TWO HOUR WOOD STUD WALL - SEE 6/D1 SHAFT ENCLOSURE, FIRE BARRIER
 - 2 HR. METAL STUD WALL
 - 2x6 STUD PLUMBING WALL
 - 2x4 STUD PLUMBING WALL
 - 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
 - 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
 - SHOTCRETE - SEE STRUCT.

EXHIBIT "A"
Page No. 4 of 27
Case No. CPC-2024-2707-08-HCA

No. / Revision		date		 SAM GHANOUNI DESIGNER <small>1836 PARNELL AVE. #101 LOS ANGELES, CA 90025 TEL: 323-291-2013 sgh@charleshefner.com samghanouni@me.com</small>	OWNER 5785 CORBETT ST. LP 550 S HILL ST., SUITE # 1150 LOS ANGELES, CA	PROJECT 5785 CORBETT ST. LOS ANGELES, CA.	DRAWING TITLE P3 - PARKING LEVEL	orig. date: 08.08.2018
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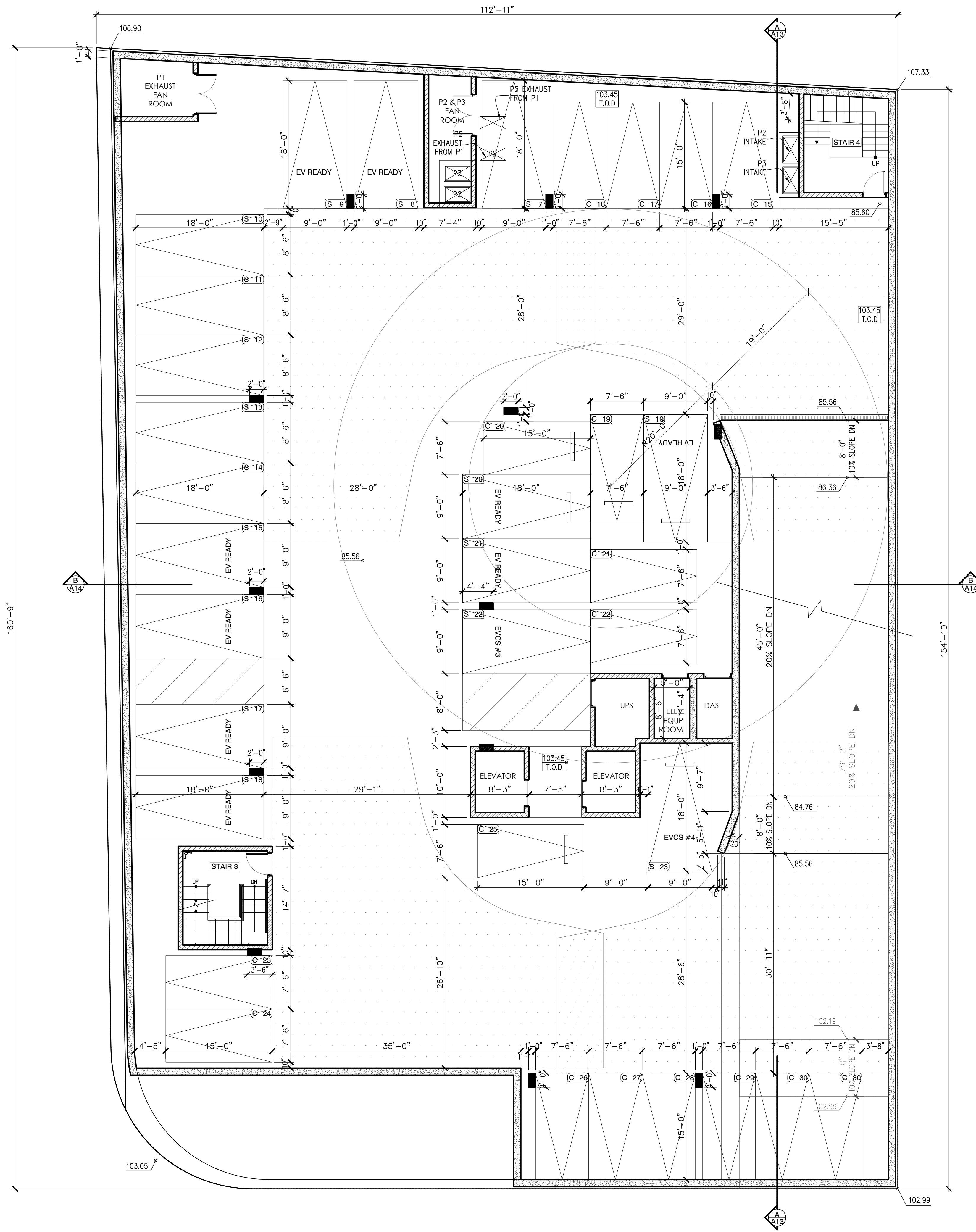
P2 - LEVEL PARKING PLAN
SCALE: 1/8" = 1'-0"

PARKING PROVIDED:	
TANDEM	3
STANDARD	4
COMPACT	15
TOTAL PROVIDED	25
ELECTRIC VEHICLE SPACE PROVIDED	
EV READY	7

- WALL TYPE LEGENDS:**
- INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
 - INTERIOR 1 HR. METAL STUD WALL - SEE 11a/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
 - CORRIDOR WALL FIRE PARTITION
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 8/D1
 - EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1
 - FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
 - INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1
 - SHAFT ENCLOSURE, FIRE BARRIER
 - INTERIOR TWO HOUR WOOD STUD WALL - SEE 6/D1
 - SHAFT ENCLOSURE, FIRE BARRIER
 - 2 HR. METAL STUD WALL
 - 2x6 STUD PLUMBING WALL
 - 2x4 STUD PLUMBING WALL
 - 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
 - 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
 - SHOTCRETE - SEE STRUCT.

EXHIBIT "A"
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Case No. CPC-2024-2707-DB-HCA

No. / Revision		date		PERMIT SET ONLY
SAM GHANOUNI DESIGNER 1836 PARNELL AVE. #101 LOS ANGELES, CA 90025 TEL: 323-293-2513 sgh@samghanouni.com samghanouni@me.com				
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P1- LEVEL PARKING PLAN
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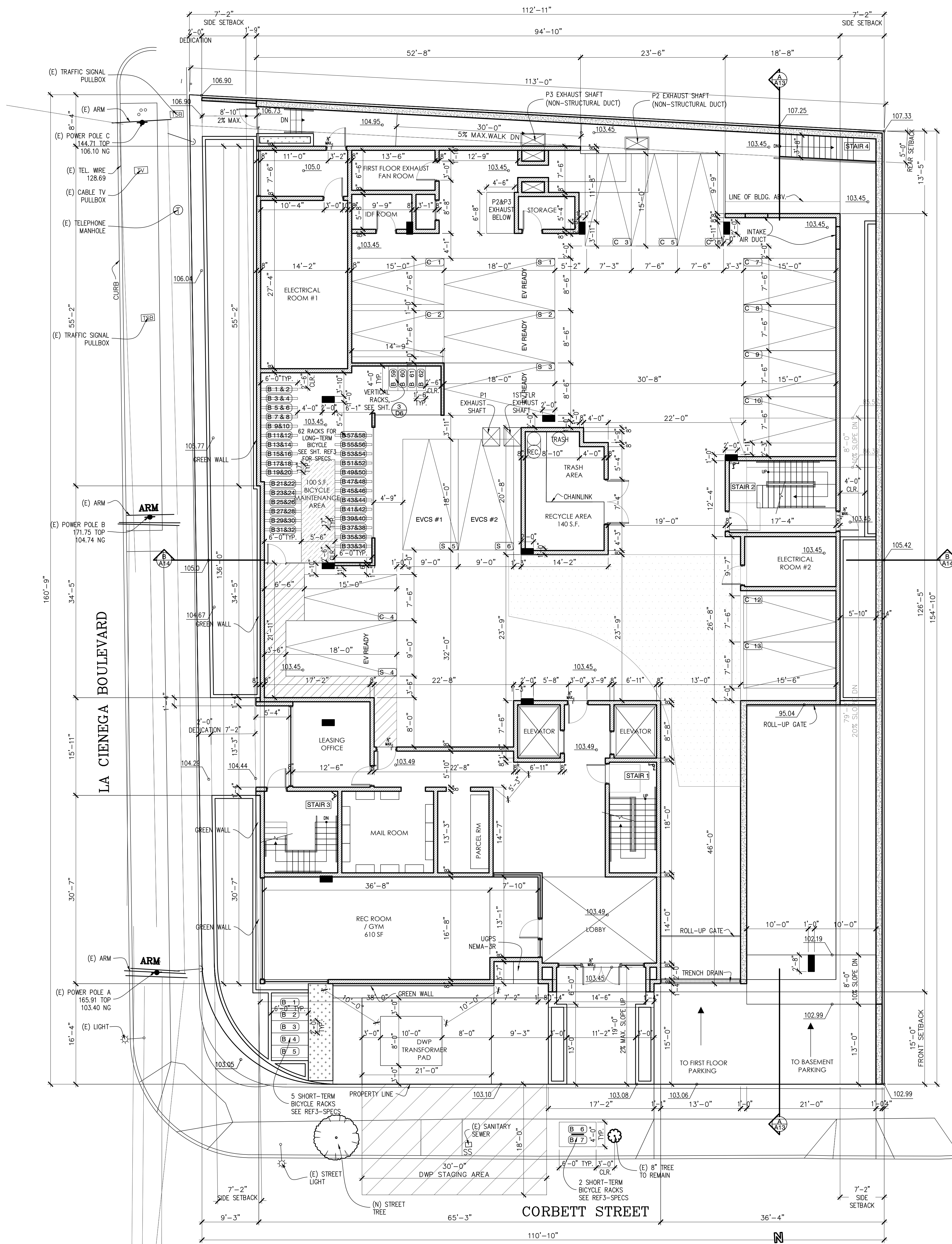
PARKING PROVIDED:	
TANDEM	2
STANDARD	15
COMPACT	15
TOTAL PROVIDED	34
ELECTRIC VEHICLE SPACE PROVIDED:	
EV READY	12
EV CHARGING STATION	2

- WALL TYPE LEGENDS:**
- INTERIOR 1 HR. WOOD STUD WALL- SEE 2/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
 - INTERIOR 1 HR. METAL STUD WALL - SEE 11a/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
 - CORRIDOR WALL FIRE PARTITION
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 8/D1
 - EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1
 - FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
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 - SHAFT ENCLOSURE, FIRE BARRIER
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 - 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
 - SHOTCRETE - SEE STRUCT.

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 Case No. CPC-2024-2707-08-HCA

date		No. Revision		
SAM GHANOUNI DESIGNER 1838 PANNELL AVE. #101 LOS ANGELES, CA 90025 TEL: 323-291-2013 sgh@samghanouni.com samghanouni.com				
OWNER	5785 CORBETT ST. LP 550 S HILL ST., SUITE # 1150 LOS ANGELES, CA			
PROJECT	5785 CORBETT ST. LOS ANGELES, CA.			
DRAWING TITLE	P1 - PARKING LEVEL			
orig. date:	08.08.2018			
scale:	1/8"=1'-0"			
drawn:				
job:	2018-A009			
revision date:				
1/29/2025 12:32 PM				
sheet:	A2.2			

PERMIT SET ONLY



FIRST (STREET LEVEL) FLOOR PLAN
SCALE: 1/8" = 1'-0"

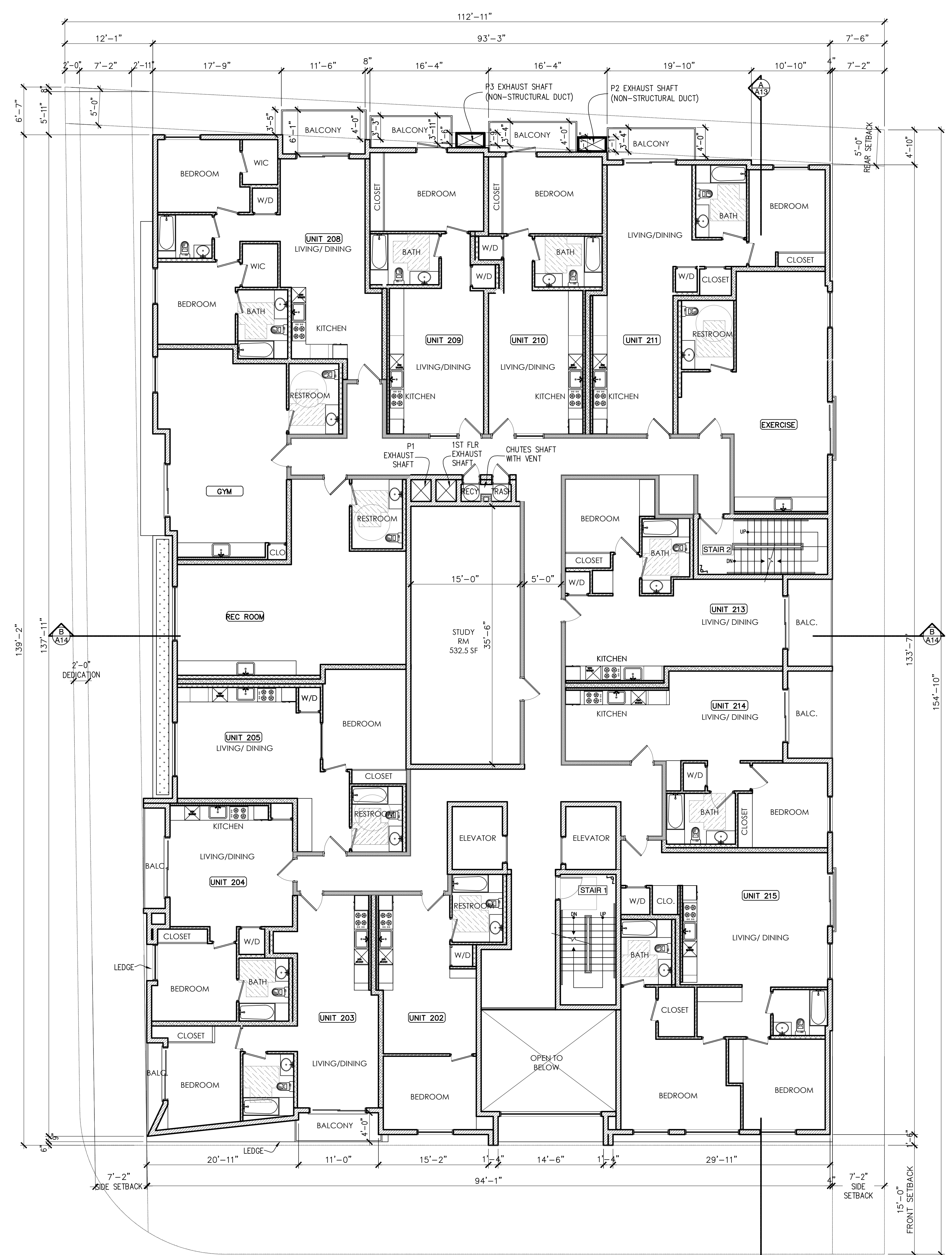
PARKING PROVIDED:	
TANDEM	2
STANDARD	4
COMPACT	11
TOTAL PROVIDED	19
BICYCLE PARKING PROVIDED:	
LONG-TERM BICYCLE RACKS	58
ELECTRIC VEHICLE SPACE PROVIDED:	
EV READY	6
EV CHARGING STATION	2

- WALL TYPE LEGENDS:**
- INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
 - INTERIOR 1 HR. METAL STUD WALL - SEE 11a/D1
 - INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1 CORRIDOR WALL FIRE PARTITION
 - INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 8/D1
 - EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1 FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
 - INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1 SHAFT ENCLOSURE, FIRE BARRIER
 - INTERIOR TWO HOUR WOOD STUD WALL - SEE 6/D1 SHAFT ENCLOSURE, FIRE BARRIER
 - 2 HR. METAL STUD WALL
 - 2x6 STUD PLUMBING WALL
 - 2x4 STUD PLUMBING WALL
 - 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
 - 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
 - SHOTCRETE - SEE STRUCT.

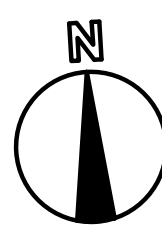
EXHIBIT "A"
Page No. 7 of 27
Case No. CPC-2024-2707-08-HEA

date	
No. / Revision	
SAM GHANOUNI DESIGNER	
<small>1836 PARNELL AVE. #101 LOS ANGELES, CA 90025 TEL: 323-291-2015 sgh@samghanouni.com samghanouni@me.com</small>	
OWNER 5785 CORBETT ST. LP 550 S HILL ST., SUITE # 1150 LOS ANGELES, CA	
PROJECT 5785 CORBETT ST. LOS ANGELES, CA.	
DRAWING TITLE SECOND FLOOR PLAN	
orig. date: 08.08.2018	
scale: 1/8"=1'-0"	
drawn:	
job: 2018-A009	
revision date:	
1/29/2025 12:32 PM	
sheet:	A3

PERMIT SET ONLY



2ND FLOOR PLAN
SCALE: 1/8" = 1'-0"



FLOOR PLAN LEGENDS:

- ⬮ EXPOSED DOWNSPOUT
- ⬮ EXHAUST SHAFT/CORRIDOR VENT SHAFT
- ⬮ PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1022.8)
- * PROVIDE WATER CURTAIN BY MEANS OF APPROVED ADDITIONAL FIRE SPRINKLER HEADS
- ⬮ VITRUS CHINA UNDER MOUNTED LAVATORY.
- ⬮ ELONGATED LOW FLUSH: 1.6 GALLON PER FLUSH, FLOOR MOUNTED WATER CLOSET.
- ⬮ CAST IRON 30" TUB/SHOWER COMBINATION WITH DRAIN AS SHOWN - WALL COVERING SHALL BE CEMENT PLASTER, TILE OR APPROVED EQUAL, 70" ABOVE THE DRAIN AT THE SHOWER OR TUB/SHOWER COMBO - PROVIDE SHATTER-RESISTANT MATERIALS FOR TUB/SHOWER ENCLOSURE
- ⬮ SHOWER STALL, GLASS ENCLOSURE DOORS AND PANELS MUST BE LABELED CATEGORY II, SWING THE DOOR OUTWARD, NET AREA OF SHOWER RECEPTOR SHALL BE NOT LESS THAN 1024 SQ. INCH OF FLOOR AREA AND ENCOMPASS 30" Ø CIRCLE - PROVIDE SHATTER-RESISTANT MATERIALS FOR TUB/SHOWER ENCLOSURE
- ⬮ STAINLESS STEEL UNDER MOUNT KITCHEN SINK
- ⬮ STOVE
- ⬮ REFRIGERATOR
- ⬮ MC MIRRORING MEDICINE CABINET
- ⬮ QUIET EXHAUST FAN WITH MINIMUM 5 AIR EXCHANGES PER HOUR. -FANS SHALL BE ENERGY STAR COMPLIANT AND BE CONDUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING -FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- ⬮ SD HARD WIRE WITH BACK UP BATTERY SMOKE DETECTOR, SD SHALL SOUND AN ALARM IN ALL SLEEPING AREAS OF THE DWELLING UNIT IN WHICH THEY ARE LOCATED.
- ⬮ CM CARBON MONOXIDE
- ⬮ EXIT SIGN SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90MIN. IN CASE OF PRIMARY POWER LOSS.
- ⬮ STAND PIPE CLASS I
- ⬮ FE FIRE EXTINGUISHER
- ⬮ W/D WASHER / DRYER, N.I.C.
- ⬮ CLOSET SINGLE-POLE AND DOUBLE SHELF ABOVE
- ⬮ 24" BY 36" ROOF & ATTICS ACCESS HATCH
- ⬮ DROP CEILING @ 8'-0" ABOVE F.F.

NOTES:

1. "SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION."
 2. INTERIOR FINISH MATERIAL SHALL BE GROUPED IN THE FOLLOWING CLASSES IN ACCORDANCE WITH THEIR FLAME-SPREAD & SMOKE-DEVELOPED INDEXES ACCORDING TO CHAPTER 8, SECTION 803 OF IBC 2016 AS INDICATED HEREIN:
CLASS A. FLAME-SPREAD INDEX 0-25, SMOKE DEVELOPED INDEX 0-450
CLASS B. FLAME-SPREAD INDEX 26-75, SMOKE DEVELOPED INDEX 0-450
CLASS C. FLAME-SPREAD INDEX 76-200, SMOKE DEVELOPED INDEX 0-450
- | INTERIOR WALL & CEILING FINISH REQUIREMENTS | | | |
|---------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------------------|------------------------|
| GROUP | Interior exit stairways, interior exit ramps & exit passageways | Corridors & enclosure for exit access stairways & exit access ramp | Room & enclosed spaces |
| A3 | B | B | C |
| R2 | C | C | C |
3. ALL SHOWER HEADS AND WATER CLOSETS SHALL BE OF LOW CONSUMPTION TYPE AS REQUIRED AND APPROVED BY LOCAL GOVERNMENT AGENCIES.
 4. FINISH FLOOR SURFACE SHALL BE OF SLIP RESISTANT MATERIAL.
 5. ALL DIMENSION LINES INDICATE THE FACE OF STUD FOR EXTERIOR SIDE AND C.L. OF STUD FOR INTERIOR WALLS UNLESS NOTED OTHERWISE.
 6. SETBACK DIMENSIONS ARE CLEAR.
 7. WORD "CLR" (CLEAR) IN DIMENSIONS IS TO THE FINISH FACE OF ANY SURFACE.
 8. FOR TYPICAL UNIT PLANS SEE SHEET A3.1-A3.2, A4.1-A4.2, A5.1-A5.3, A6.1, A7.1
 9. FOR STAIRS ENLARGED PLAN & SECTIONS SEE SHEET A9.
 10. FOR WALL STUD SIZES REFER TO STRUCTURAL DRAWINGS.
 11. DO NOT SCALE PLANS
 12. DECK & BALCONY WATERPROOFING MEMBRANE SHALL BE "DEX-O-TEX" AS MANUFACTURED BY CROSSFIELD PRODUCTS CORPORATION, TEL. 310-886-9100/ 310-722-8242, LARR# 02360
 13. PROVIDE SMOKE & FIRE DAMPERS FOR ALL OPENINGS TO 1 HR. RATED CORRIDOR ENCLOSURE.
 14. PROVIDE & MAINTAIN ROOMS TEMPERATURE OF MIN. 70° ABOVE 3' FROM FLOOR.

WALL TYPE LEGENDS:

- ⬮ INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
- ⬮ INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
- ⬮ INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
- ⬮ INTERIOR 1 HR. METAL STUD WALL - SEE 11a/D1
- ⬮ INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
- ⬮ CORRIDOR WALL FIRE PARTITION
- ⬮ INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 8/D1
- ⬮ EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1
- ⬮ FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
- ⬮ INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1
- ⬮ SHAFT ENCLOSURE, FIRE BARRIER
- ⬮ INTERIOR TWO HOUR WOOD STUD WALL - SEE 6/D1
- ⬮ SHAFT ENCLOSURE, FIRE BARRIER
- ⬮ 2 HR. METAL STUD WALL
- ⬮ 2x6 STUD PLUMBING WALL
- ⬮ 2x4 STUD PLUMBING WALL
- ⬮ 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
- ⬮ 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
- ⬮ SHOTCRETE - SEE STRUCT.

No.	Revision

REGISTERED ARCHITECT
CHARLES HEFNER
No. C-23963
RENEW DATE
STATE OF CALIFORNIA

SAM GHANOUNI
DESIGNER
1836 PARNELL AVE. #101
LOS ANGELES, CA 90025
TEL: 323-291-2513
323-291-2513
sghanouni@me.com
sghanouni@me.com

OWNER

5785 CORBETT ST. LP
550 S HILL ST., SUITE # 1150
LOS ANGELES, CA

PROJECT

5785 CORBETT ST.
LOS ANGELES, CA.

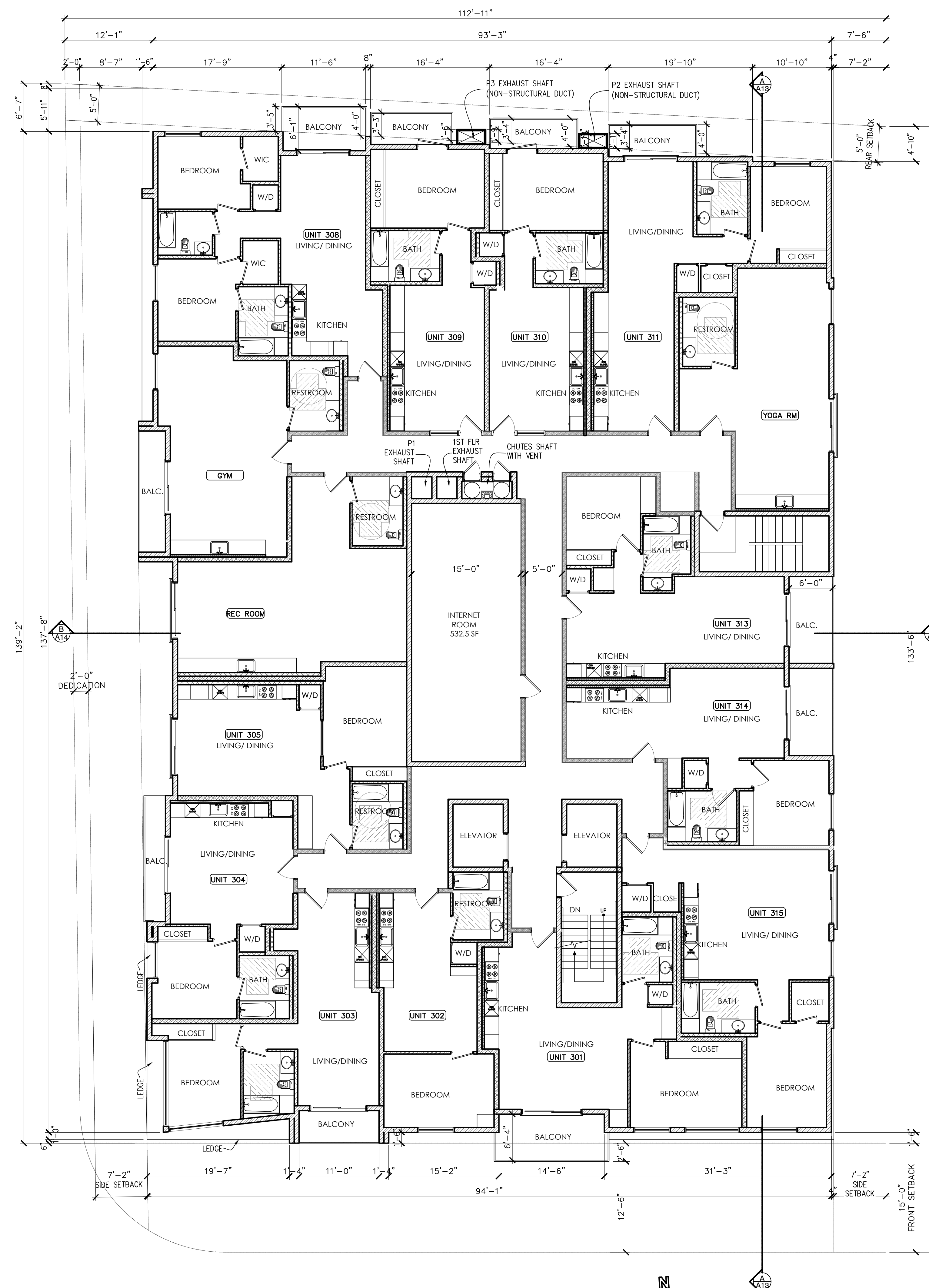
DRAWING TITLE

SECOND FLOOR PLAN

orig. date: 08.08.2018
scale: 1/8"=1'-0"
drawn:
job: 2018-A009
revision date:
1/30/2025 12:33 PM
sheet:
A4

EXHIBIT "A"
Page No. 8 of 27
Case No. CPC-2024-2707-DB-HCA

PERMIT SET ONLY



3RD FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR PLAN LEGENDS:

- ⬇ EXPOSED DOWNSPOUT
- ⬇ EXHAUST SHAFT/CORRIDOR VENT SHAFT
- ⬇ PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1022.8)
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- ⬇ CAST IRON 30" TUB/SHOWER COMBINATION WITH DRAIN AS SHOWN - WALL COVERING SHALL BE CEMENT PLASTER, TILE OR APPROVED EQUAL, 70" ABOVE THE DRAIN AT THE SHOWER OR TUB/SHOWER COMBO - PROVIDE SHATTER-RESISTANT MATERIALS FOR TUB/SHOWER ENCLOSURE
- ⊠ SHOWER STALL, GLASS ENCLOSURE DOORS AND PANELS MUST BE LABELED CATEGORY II, SWING THE DOOR OUTWARD, NET AREA OF SHOWER RECEPTOR SHALL BE NOT LESS THAN 1024 SQ. INCH OF FLOOR AREA AND ENCOMPASS 30" Ø CIRCLE - PROVIDE SHATTER-RESISTANT MATERIALS FOR TUB/SHOWER ENCLOSURE
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- ⬇ STOVE
- ⬇ REFRIGERATOR
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- SD HARD WIRE WITH BACK UP BATTERY SMOKE DETECTOR, SD SHALL SOUND AN ALARM IN ALL SLEEPING AREAS OF THE DWELLING UNIT IN WHICH THEY ARE LOCATED.
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NOTES:

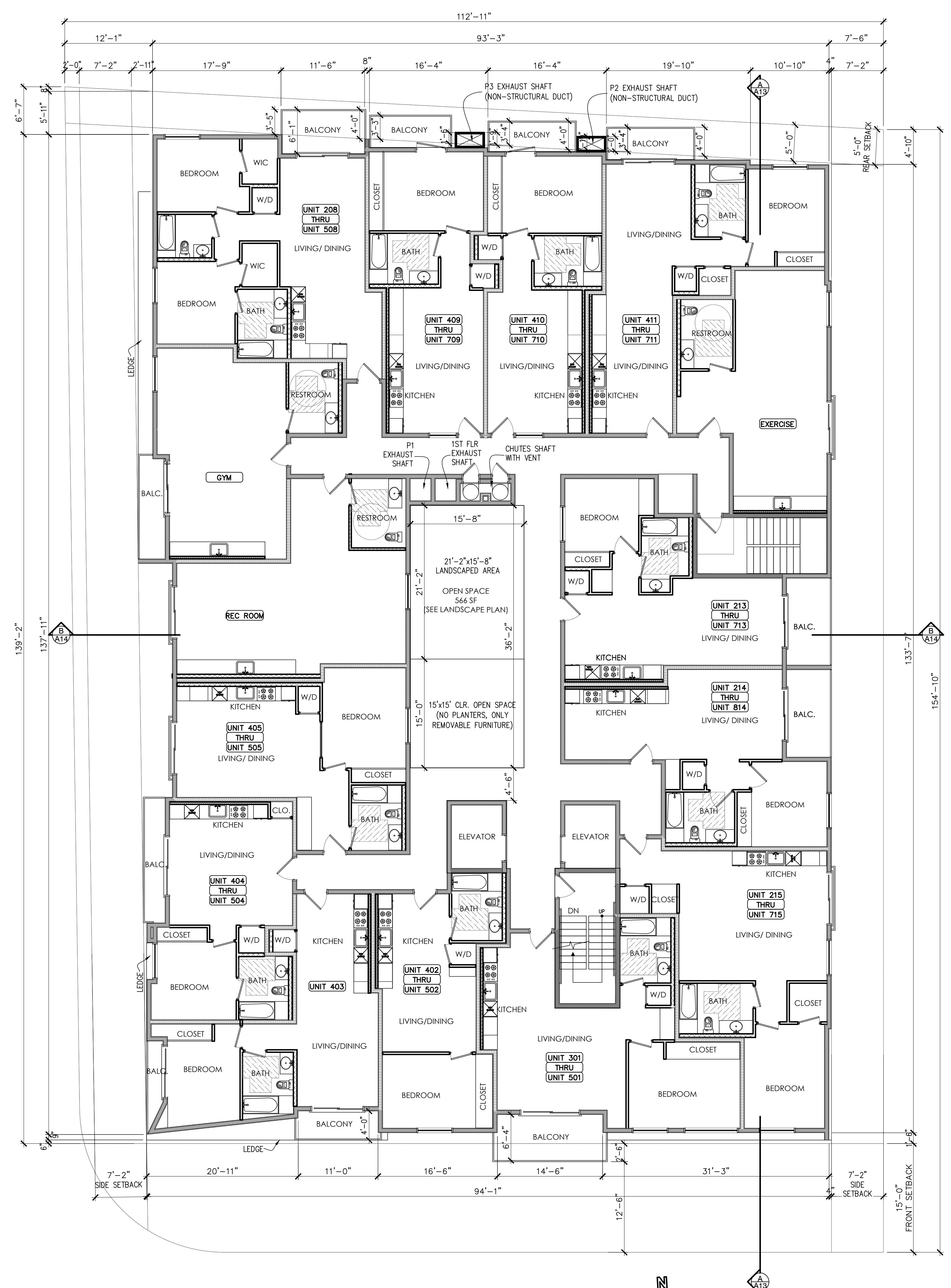
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|---------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------|------------------------|
| GROUP | Interior exit stairways, interior ramps & exit passageways | Corridors & enclosure for exit stairways & exit access spaces | Room & enclosed spaces |
| A3 | B | B | C |
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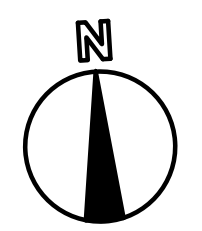
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- ⬇ 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
- ⬇ 6" THK. CONC. BLK , 3 HOUR - SEE STRUCT.
- ⬇ SHOTCRETE - SEE STRUCT.

No. Revision _____ _____ _____	date _____ _____ _____	5785 CORBETT ST., LP 5785 CORBETT ST., SUITE # 1150 LOS ANGELES, CA
SAM GHANOUNI DESIGNER 1836 PARNELL AVE. #101 LOS ANGELES, CA 90025 TEL: 323-291-2513 sgh@charlesheffner.com samghanouni@me.com		
OWNER 5785 CORBETT ST., LP 5785 CORBETT ST., SUITE # 1150 LOS ANGELES, CA	PROJECT 5785 CORBETT ST., LOS ANGELES, CA.	DRAWING TITLE THIRD FLOOR PLAN
orig. date: 08.08.2018 scale: 1/8"=1'-0" drawn: job: 2018-A009 revision date: 1/30/2025 12:35 PM sheet:		
EXHIBIT "A" Page No. 9 of 27 Case No. CPC-2024-2707-08-HCA		

PERMIT SET ONLY



4TH FLOOR PLAN
SCALE: 1/8" = 1'-0"



FLOOR PLAN LEGENDS:

- ⬇ EXPOSED DOWNSPOUT
- ⬇ EXHAUST SHAFT/CORRIDOR VENT SHAFT
- ⬇ PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1022.8)
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- | INTERIOR WALL & CEILING FINISH REQUIREMENTS | | | |
|---------------------------------------------|------------------------------------------------------------|--------------------------------------------------------|------------------------|
| GROUP | Interior exit stairways, interior ramps & exit passageways | Corridors & enclosure for exit stairways & exit access | Room & enclosed spaces |
| A3 | B | B | C |
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3. ALL SHOWER HEADS AND WATER CLOSETS SHALL BE OF LOW CONSUMPTION TYPE AS REQUIRED AND APPROVED BY LOCAL GOVERNMENT AGENCIES.
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WALL TYPE LEGENDS:

- ⬇ INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
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- ⬇ EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1
- ⬇ FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
- ⬇ INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1
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- ⬇ SHOTCRETE - SEE STRUCT.

EXHIBIT "A"
Page No. 10 of 27
Case No. CPC-2024-2707-08-HCA

date

No. / Revision

PERMIT SET ONLY

REGISTERED ARCHITECT

CHARLES HEFNER

No. C-23963

RESIDENTIAL

STATE OF CALIFORNIA

SAM GHANOUNI

DESIGNER

1836 PARNELL AVE. #101

LOS ANGELES, CA 90025

TEL: 323-281-2013

323-281-2015

sg@samghanouni.com

samghanouni@me.com

OWNER

5785 CORBETT ST. LP

550 S HILL ST., SUITE # 1150

LOS ANGELES, CA

PROJECT

5785 CORBETT ST.

LOS ANGELES, CA.

DRAWING TITLE

FOURTH FLOOR PLAN

orig. date: 08.08.2018

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

drawn:

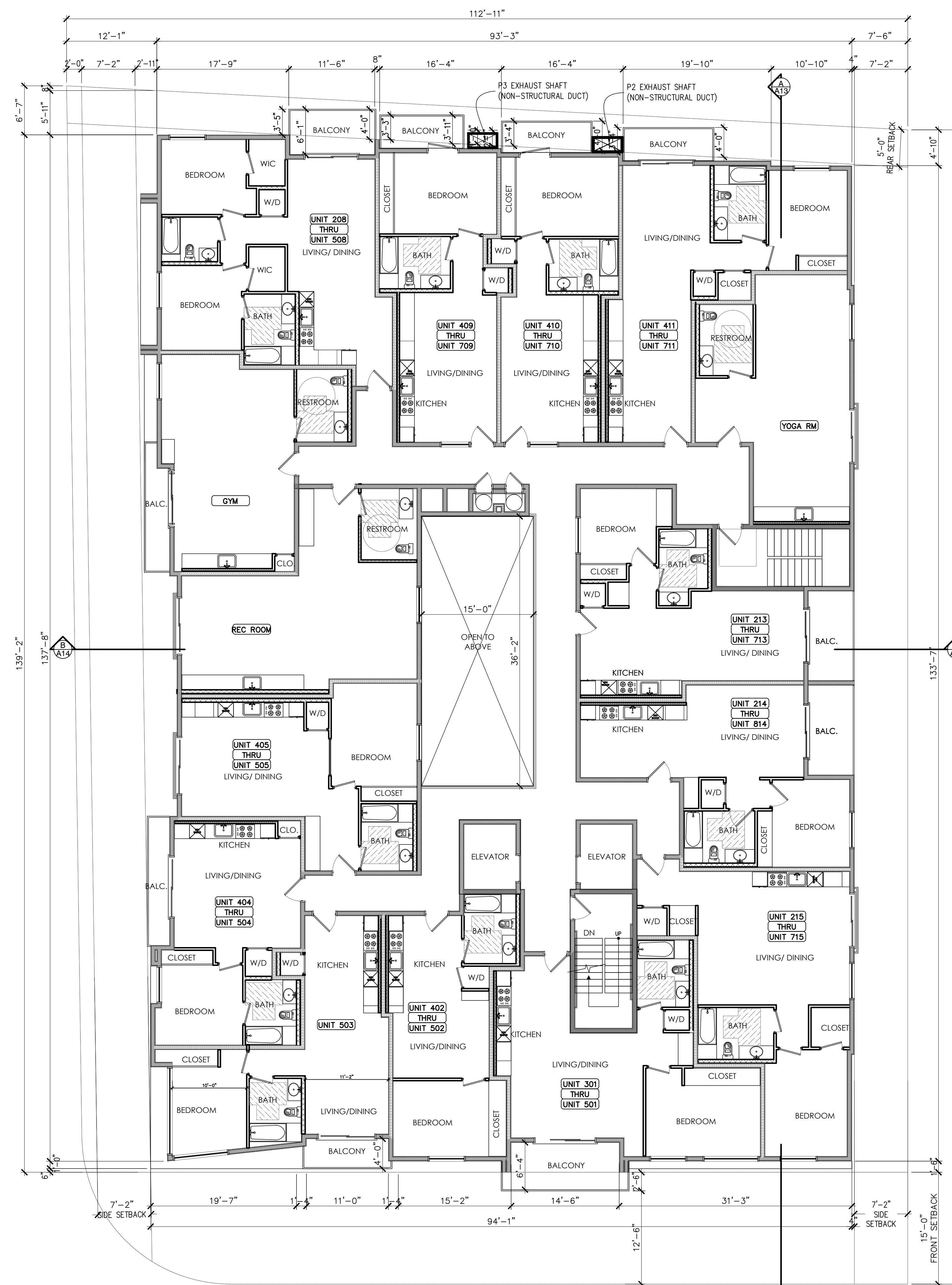
job: 2018-A009

revision date:

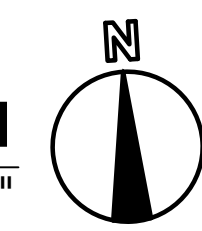
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A6



5TH FLOOR PLAN
SCALE: 1/8" = 1'-0"



FLOOR PLAN LEGENDS:

- ⬇ EXPOSED DOWNSPOUT
- ⬇ EXHAUST SHAFT/CORRIDOR VENT SHAFT
- ⬇ PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1022.8)
- * PROVIDE WATER CURTAIN BY MEANS OF APPROVED ADDITIONAL FIRE SPRINKLER HEADS
- VITRUS CHINA UNDER MOUNTED LAVATORY.
- ⬇ ELONGATED LOW FLUSH: 1.6 GALLON PER FLUSH, FLOOR MOUNTED WATER CLOSET.
- ⬇ CAST IRON 30" TUB/SHOWER COMBINATION WITH DRAIN AS SHOWN - WALL COVERING SHALL BE CEMENT PLASTER, TILE OR APPROVED EQUAL, 70" ABOVE THE DRAIN AT THE SHOWER OR TUB/SHOWER COMBO - PROVIDE SHATTER-RESISTANT MATERIALS FOR TUB/SHOWER ENCLOSURE
- ⬇ SHOWER STALL, GLASS ENCLOSURE DOORS AND PANELS MUST BE LABELED CATEGORY II, SWING THE DOOR OUTWARD, NET AREA OF SHOWER RECEPTOR SHALL BE NOT LESS THAN 1024 SQ. INCH OF FLOOR AREA AND ENCOMPASS 30" Ø CIRCLE - PROVIDE SHATTER-RESISTANT MATERIALS FOR TUB/SHOWER ENCLOSURE
- ⬇ STAINLESS STEEL UNDER MOUNT KITCHEN SINK
- ⬇ STOVE
- ⬇ REFRIGERATOR
- MC MIRRORING MEDICINE CABINET
- ⬇ QUIET EXHAUST FAN WITH MINIMUM 5 AIR EXCHANGES PER HOUR. -FANS SHALL BE ENERGY STAR COMPLIANT AND BE CONDUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING -FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
- SD HARD WIRE WITH BACK UP BATTERY SMOKE DETECTOR, SD SHALL SOUND AN ALARM IN ALL SLEEPING AREAS OF THE DWELLING UNIT IN WHICH THEY ARE LOCATED.
- CM CARBON MONOXIDE
- EXIT SIGN SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90MIN. IN CASE OF PRIMARY POWER LOSS.
- STAND PIPE CLASS I
- FE FIRE EXTINGUISHER
- W/D WASHER / DRYER, N.I.C.
- CLOSET SINGLE-POLE AND DOUBLE SHELF ABOVE
- 24" BY 36" ROOF & ATTICS ACCESS HATCH
- DROP CEILING @ 8'-0" ABOVE F.F.

NOTES:

1. "SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION."
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CLASS C. FLAME-SPREAD INDEX 76-200, SMOKE DEVELOPED INDEX 0-450
- | INTERIOR WALL & CEILING FINISH REQUIREMENTS | | | |
|---------------------------------------------|------------------------------------------------------------|--------------------------------------------------------|------------------------|
| GROUP | Interior exit stairways, interior ramps & exit passageways | Corridors & enclosure for exit stairways & exit access | Room & enclosed spaces |
| A3 | B | B | C |
| R2 | C | C | C |
3. ALL SHOWER HEADS AND WATER CLOSETS SHALL BE OF LOW CONSUMPTION TYPE AS REQUIRED AND APPROVED BY LOCAL GOVERNMENT AGENCIES.
 4. FINISH FLOOR SURFACE SHALL BE OF SLIP RESISTANT MATERIAL.
 5. ALL DIMENSION LINES INDICATE THE FACE OF STUD FOR EXTERIOR SIDE AND C.L. OF STUD FOR INTERIOR WALLS UNLESS NOTED OTHERWISE.
 6. SETBACK DIMENSIONS ARE CLEAR.
 7. WORD "CLR" (CLEAR) IN DIMENSIONS IS TO THE FINISH FACE OF ANY SURFACE.
 8. FOR TYPICAL UNIT PLANS SEE SHEET A3.1-A3.2, A4.1-A4.2, A5.1-A5.3, A6.1, A7.1
 9. FOR STAIRS ENLARGED PLAN & SECTIONS SEE SHEET A9.
 10. FOR WALL STUD SIZES REFER TO STRUCTURAL DRAWINGS.
 11. DO NOT SCALE PLANS
 12. DECK & BALCONY WATERPROOFING MEMBRANE SHALL BE "DEX-O-TEX" AS MANUFACTURED BY CROSSFIELD PRODUCTS CORPORATION, TEL. 310-886-9100/ 310-722-8242, LARR# 02360
 13. PROVIDE SMOKE & FIRE DAMPERS FOR ALL OPENINGS TO 1 HR. RATED CORRIDOR ENCLOSURE.
 14. PROVIDE & MAINTAIN ROOMS TEMPERATURE OF MIN. 70° ABOVE 3' FROM FLOOR.

WALL TYPE LEGENDS:

- ⬇ INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
- ⬇ INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
- ⬇ INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
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- ⬇ EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1
- ⬇ FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
- ⬇ INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1
- ⬇ SHAFT ENCLOSURE, FIRE BARRIER
- ⬇ INTERIOR TWO HOUR WOOD STUD WALL - SEE 6/D1
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- ⬇ 2x6 STUD PLUMBING WALL
- ⬇ 2x4 STUD PLUMBING WALL
- ⬇ 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
- ⬇ 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
- ⬇ SHOTCRETE - SEE STRUCT.

EXHIBIT "A"
Page No. 11 of 27
Case No. CPC-2024-2707-DB-HCA

date	
No. / Revision	

REGISTERED ARCHITECT
CHARLES HEFNER
No. C-23963
RESIDENTIAL
STATE OF CALIFORNIA

SAM GHANOUNI
DESIGNER
1836 PARNELL AVE. #101
LOS ANGELES, CA 90025
TEL: 323-291-2813
323-291-2813
sghanouni@me.com
samghanouni@me.com

OWNER

5785 CORBETT ST. LP
5785 CORBETT ST., SUITE # 1150
LOS ANGELES, CA

PROJECT

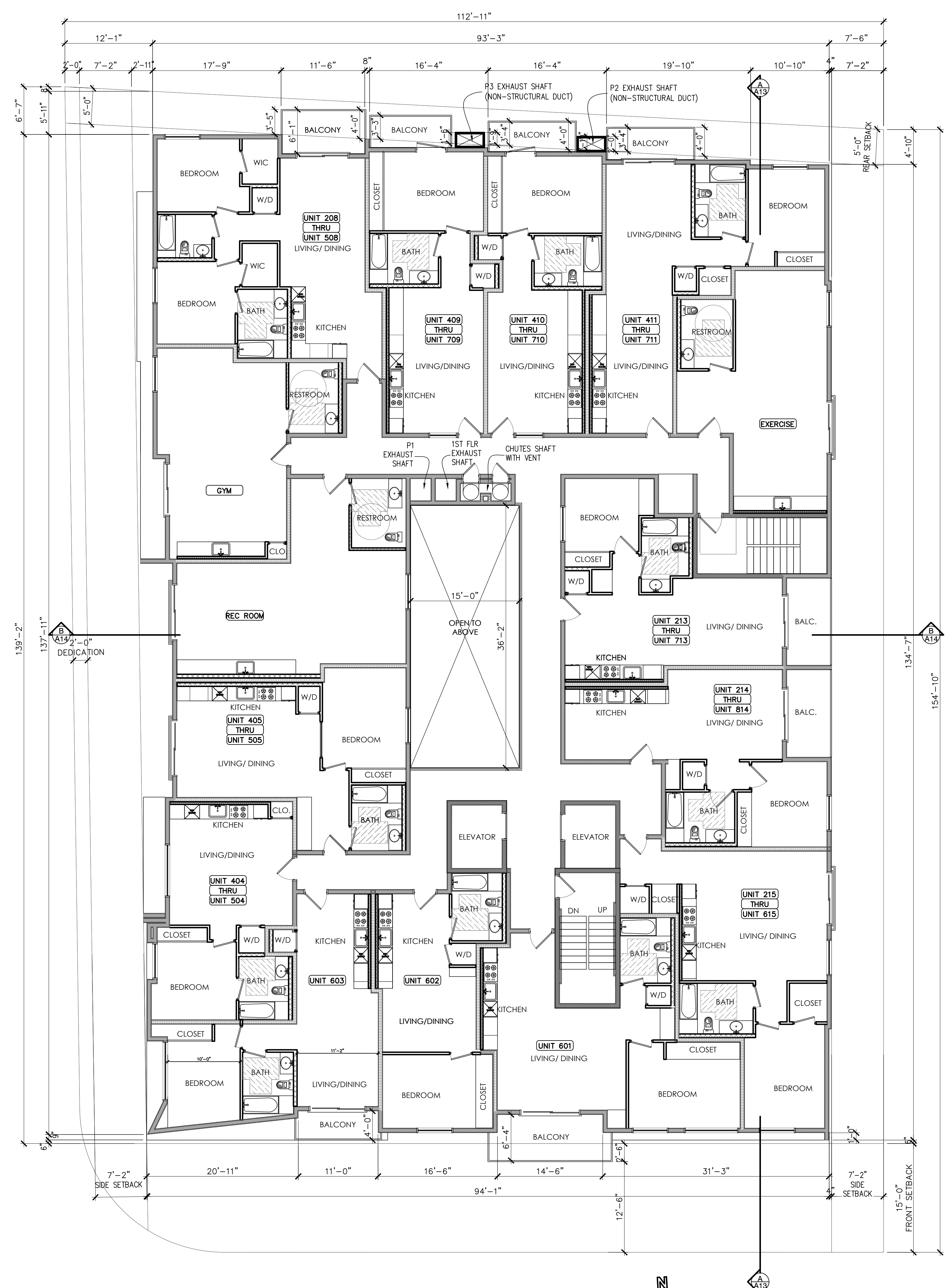
5785 CORBETT ST.
LOS ANGELES, CA.

DRAWING TITLE

FIFTH FLOOR PLAN

orig. date: 08.08.2018
scale: 1/8"=1'-0"
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job: 2018-A009
revision date:
1/29/2025 12:33 PM
sheet:

PERMIT SET ONLY



6TH FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR PLAN LEGENDS:

- ⊠ EXPOSED DOWNSPOUT
- ⊠ EXHAUST SHAFT/CORRIDOR VENT SHAFT
- ⊠ PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1022.8)
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|---------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------|------------------------|
| GROUP | Interior exit stairways, interior ramps & exit passageways | Corridors & enclosure for exit stairways & exit access ramps | Room & enclosed spaces |
| A3 | B | B | C |
| R2 | C | C | C |
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- ⊠ INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
- ⊠ INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
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- ⊠ 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
- ⊠ SHOTCRETE - SEE STRUCT.

PERMIT SET ONLY

OWNER: 5785 CORBETT ST., LP, 5785 CORBETT ST., SUITE # 1150, LOS ANGELES, CA

PROJECT: 5785 CORBETT ST., LOS ANGELES, CA.

DRAWING TITLE: SIXTH FLOOR PLAN

DATE: _____

NO. / REVISION: _____

DESIGNED BY: CHARLES HEFNER, LICENSED ARCHITECT, No. C-23963, STATE OF CALIFORNIA

DESIGNED BY: SAM GHANOUNI, LICENSED ARCHITECT, No. C-23963, STATE OF CALIFORNIA

1836 PARNELL AVE., #101, LOS ANGELES, CA 90025, TEL: 323-281-2813, 323-281-2815, sgh@charleshefner.com, samghanouni@me.com

orig. date: 08.08.2018

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

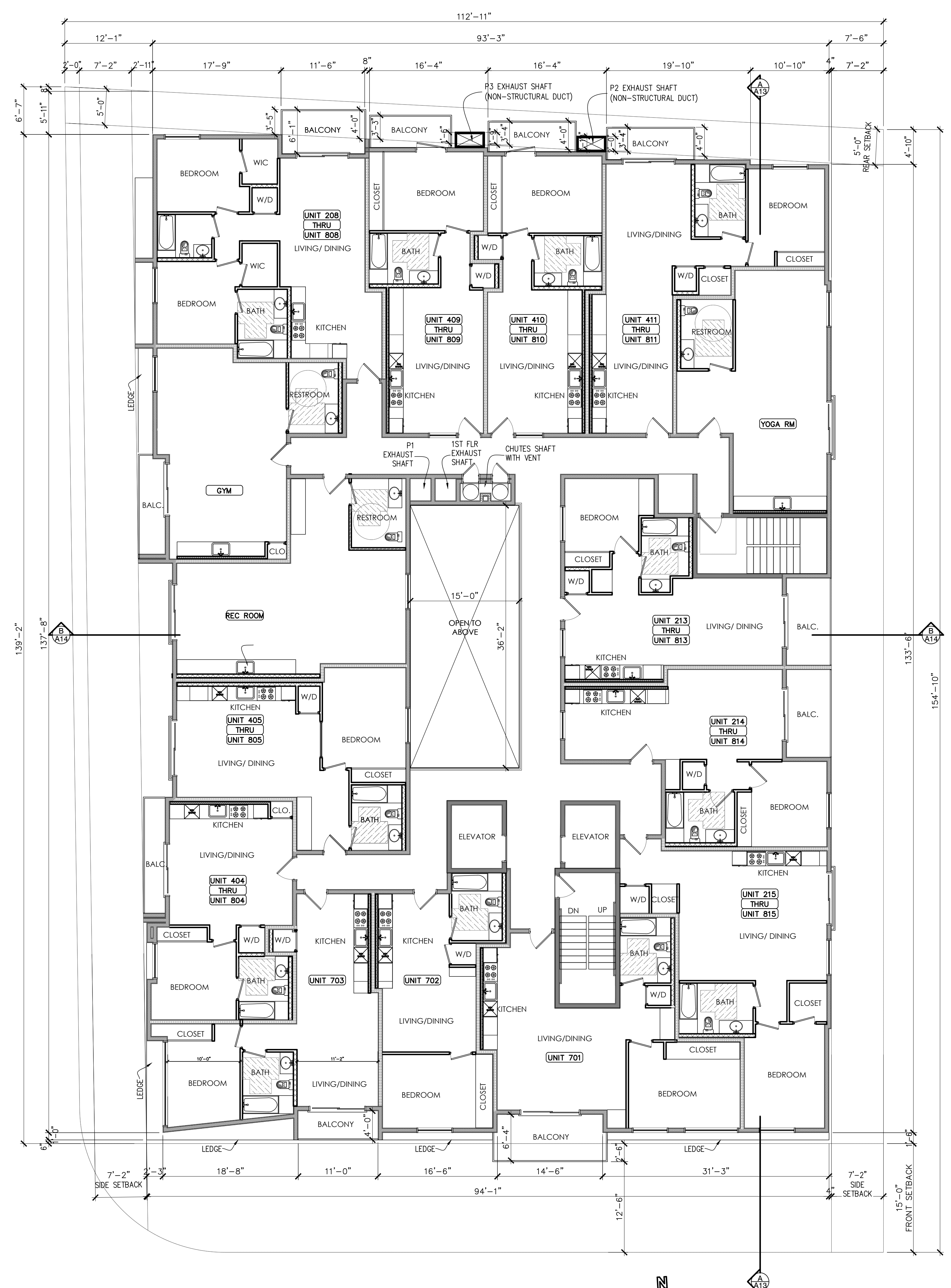
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job: 2018-A009

revision date: 1/29/2025 12:33 PM

sheet: A8

EXHIBIT "A"
Page No. 12 of 27
Case No. CPC-2024-2707-08-HCA



7TH FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR PLAN LEGENDS:

- ⬇ EXPOSED DOWNSPOUT
- ⬇ EXHAUST SHAFT/CORRIDOR VENT SHAFT
- ⬇ PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1022.8)
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EXHIBIT "A"
Page No. 13 of 27
Case No. CPC-2024-2707-DB-HCA

date	
No. / Revision	

REGISTERED ARCHITECT
CHARLES HEFNER
No. C-23963
RESIDUAL
STATE OF CALIFORNIA

SAM GHANOUNI
DESIGNER
1836 PARNELL AVE. #101
LOS ANGELES, CA 90025
TEL: 323-281-2813
sgh@samghanouni.com
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OWNER

5785 CORBETT ST. LP
5785 CORBETT ST., SUITE # 1150
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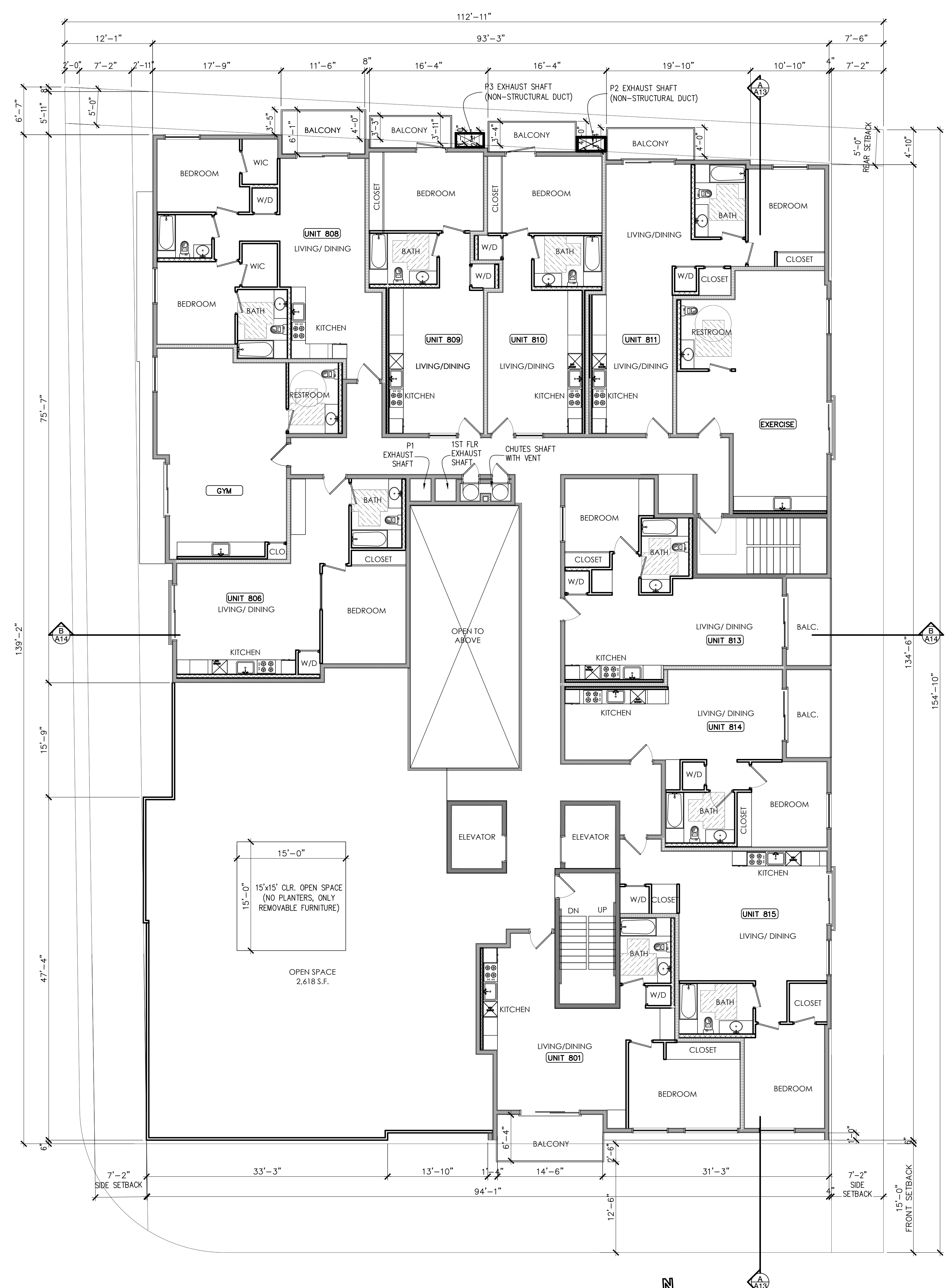
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SEVENTH FLOOR PLAN

orig. date: 08.08.2018
scale: 1/8" = 1'-0"
drawn:
job: 2018-A009
revision date:
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sheet:

A9

PERMIT SET ONLY



8TH FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR PLAN LEGENDS:

- ⊠ EXPOSED DOWNSPOUT
- ⊠ EXHAUST SHAFT/CORRIDOR VENT SHAFT
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NOTES:

1. "SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION."
 2. INTERIOR FINISH MATERIAL SHALL BE GROUPED IN THE FOLLOWING CLASSES IN ACCORDANCE WITH THEIR FLAME-SPREAD & SMOKE-DEVELOPED INDEXES ACCORDING TO CHAPTER 8, SECTION 803 OF IBC 2016 AS INDICATED HEREIN:
CLASS A, FLAME-SPREAD INDEX 0-25, SMOKE DEVELOPED INDEX 0-450
CLASS B, FLAME-SPREAD INDEX 26-75, SMOKE DEVELOPED INDEX 0-450
CLASS C, FLAME-SPREAD INDEX 76-200, SMOKE DEVELOPED INDEX 0-450
- | INTERIOR WALL & CEILING FINISH REQUIREMENTS | | | |
|---------------------------------------------|------------------------------------------------------------|--------------------------------------------------------|------------------------|
| GROUP | Interior exit stairways, interior ramps & exit passageways | Corridors & enclosure for exit stairways & exit access | Room & enclosed spaces |
| A3 | B | B | C |
| R2 | C | C | C |
3. ALL SHOWER HEADS AND WATER CLOSETS SHALL BE OF LOW CONSUMPTION TYPE AS REQUIRED AND APPROVED BY LOCAL GOVERNMENT AGENCIES.
 4. FINISH FLOOR SURFACE SHALL BE OF SLIP RESISTANT MATERIAL.
 5. ALL DIMENSION LINES INDICATE THE FACE OF STUD FOR EXTERIOR SIDE AND C.L. OF STUD FOR INTERIOR WALLS UNLESS NOTED OTHERWISE.
 6. SETBACK DIMENSIONS ARE CLEAR.
 7. WORD "CLR" (CLEAR) IN DIMENSIONS IS TO THE FINISH FACE OF ANY SURFACE.
 8. FOR TYPICAL UNIT PLANS SEE SHEET A3.1-A3.2, A4.1-A4.2, A5.1-A5.3, A6.1, A7.1
 9. FOR STAIRS ENLARGED PLAN & SECTIONS SEE SHEET A9.
 10. FOR WALL STUD SIZES REFER TO STRUCTURAL DRAWINGS.
 11. DO NOT SCALE PLANS
 12. DECK & BALCONY WATERPROOFING MEMBRANE SHALL BE "DEX-0-TEX" AS MANUFACTURED BY CROSSFIELD PRODUCTS CORPORATION, TEL. 310-886-9100/ 310-722-8242, LARR# 02360
 13. PROVIDE SMOKE & FIRE DAMPERS FOR ALL OPENINGS TO 1 HR. RATED CORRIDOR ENCLOSURE.
 14. PROVIDE & MAINTAIN ROOMS TEMPERATURE OF MIN. 70° ABOVE 3' FROM FLOOR.

WALL TYPE LEGENDS:

- ⊠ INTERIOR 1 HR. WOOD STUD WALL - SEE 2/D1
- ⊠ INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
- ⊠ INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 11b/D1
- ⊠ INTERIOR 1 HR. METAL STUD WALL - SEE 11a/D1
- ⊠ INTERIOR 1 HR. WOOD STUD WALL-STC 50 - SEE 3/D1
- ⊠ CORRIDOR WALL FIRE PARTITION
- ⊠ INTERIOR 1 HR. METAL STUD WALL-STC 50 - SEE 8/D1
- ⊠ EXTERIOR 2 HR. WOOD STUD WALL - SEE 9/D1
- ⊠ FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2645, LARR 24502
- ⊠ INTERIOR TWO HOUR WOOD STUD WALL - STC 50 - SEE 7/D1
- ⊠ SHAFT ENCLOSURE, FIRE BARRIER
- ⊠ INTERIOR TWO HOUR WOOD STUD WALL - SEE 6/D1
- ⊠ SHAFT ENCLOSURE, FIRE BARRIER
- ⊠ 2 HR. METAL STUD WALL
- ⊠ 2x6 STUD PLUMBING WALL
- ⊠ 2x4 STUD PLUMBING WALL
- ⊠ 8" THK. CONC. BLK WALL, 3 HOUR - SEE STRUCT.
- ⊠ 6" THK. CONC. BLK, 3 HOUR - SEE STRUCT.
- ⊠ SHOTCRETE - SEE STRUCT.

date	
No.	Revision

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sghanouni@me.com

OWNER
5785 CORBETT ST., LP
5785 CORBETT ST., SUITE # 1150
LOS ANGELES, CA

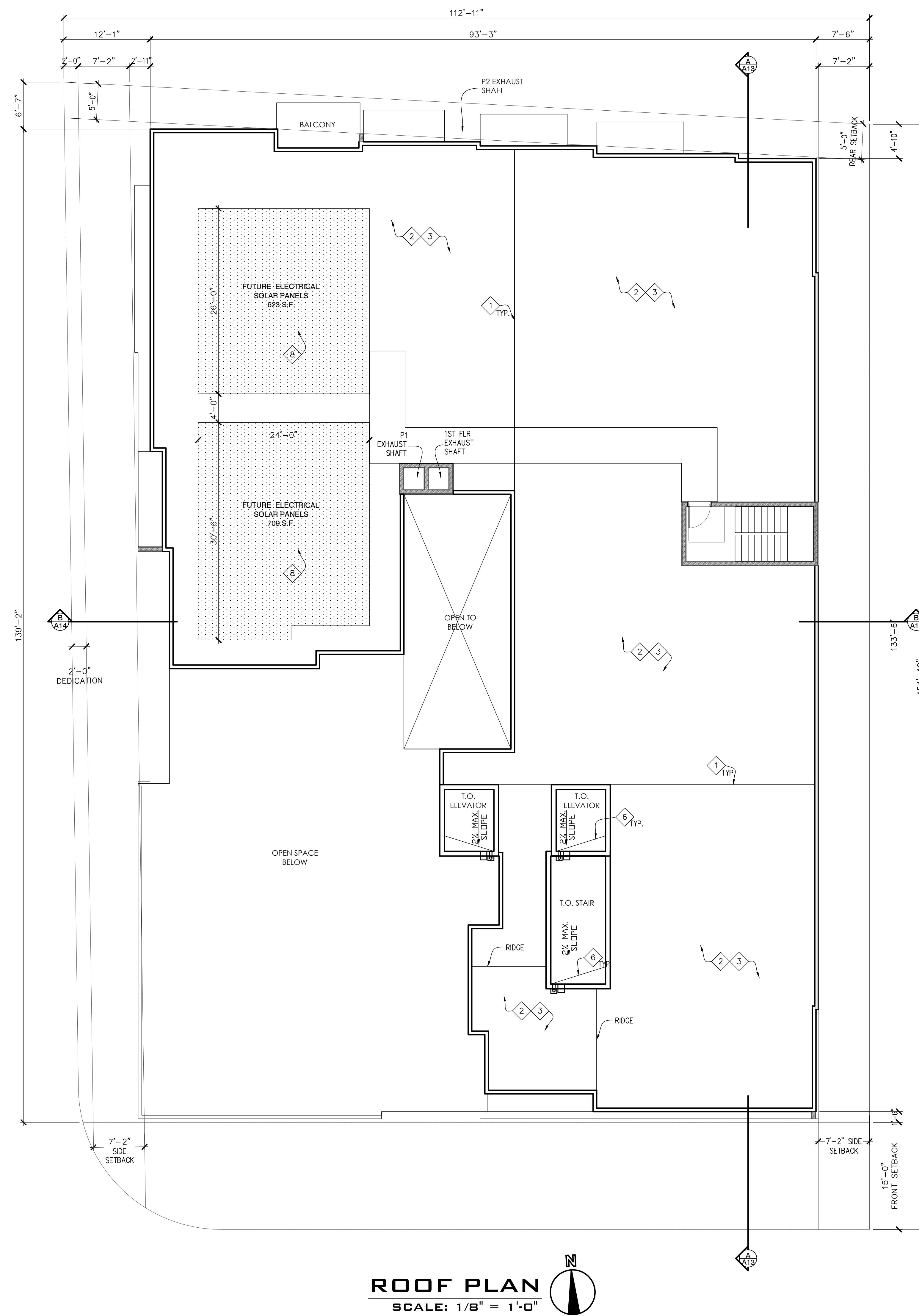
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5785 CORBETT ST.,
LOS ANGELES, CA.

DRAWING TITLE
EIGHT FLOOR PLAN

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drawn:
job: 2018-A009
revision date:
1/29/2025 12:34 PM
sheet:

EXHIBIT "A"
Page No. 14 of 27
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PERMIT SET ONLY



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

ROOFING MATERIAL SPECIFICATIONS:

- 1 RIDGE
- 2 DEX-O-TEX, FIRE-RETARDANT CLASS A ROOFING, RR# 02380
- 3 GACOFLEX S-4200 SILICONE COATING, CRRC PRODUCT ID: 0740-0017
- 4 42" HI GAUDDRAIL/REMOVABLE SCREEN (WHERE MECH. EQUIPS ARE LOCATED)
- 5 42" WIDE, 42" HI GATE, METAL WITH 10" KICK PLATE
- 6 CRICKET
- 7 PARAPET
- 8 CONTINUOUS UNOBSTRUCTED AREA FOR FUTURE INSTALLATION OF ELECTRICAL SOLAR PANELS
REQUIRED: 8,753 S.F. x 15% = 1,312.95 S.F.
PROVIDED: 623 + 709 = 1,332 S.F.

- LID NOTES:**
- ALL ROOF RUNOFF TO DRAIN TO BMP DEVICE PER LID PLANS.

- LEGENDS:**
- STANDPIPE, CLASS I, SINGLE 2 1/2" OUTLET
 - EXIT SIGN, SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90MIN. IN CASE OF PRIMARY POWER LOSS.
 - FIRE EXTINGUISHER
 - EXTERIOR TWO HOUR WOOD STUD WALL-SEE 9/D1
FIRE RETARDANT D-BLAZE BY VIANCE, LLC ICC ESR# 2845, LARR 24502

No.	Revision	date



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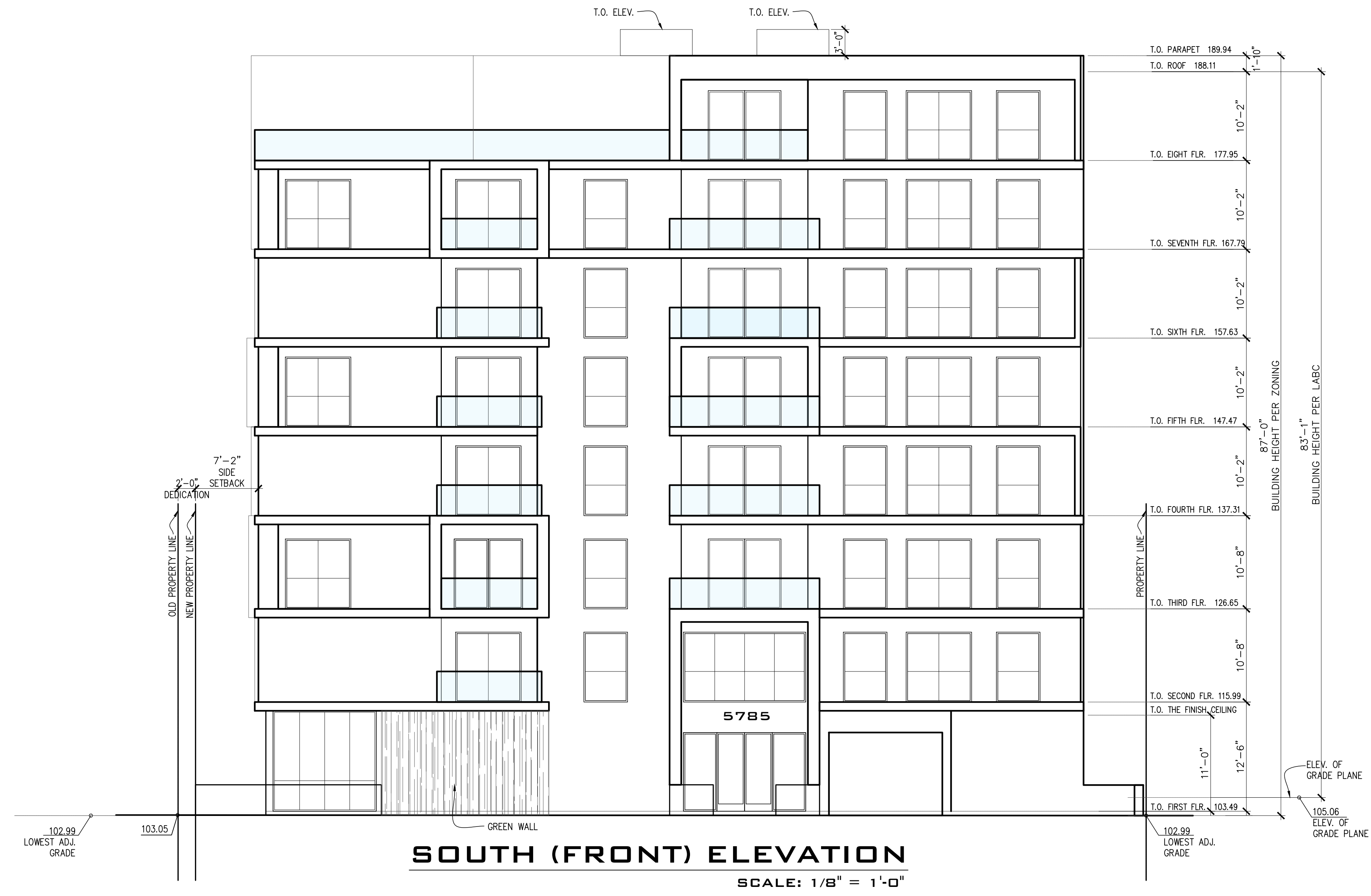
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DRAWING TITLE
ROOF PLAN

EXHIBIT "A"
Page No. 15 of 27
Case No. CPC-2024-2707-DB-HCA

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job: 2018-A009
revision date:
1/29/2025 12:34 PM
sheet:
A11

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No.	Revision	date

LICENSED ARCHITECT
CHARLES HEFNER
No. C-23963
RENEWAL DATE
STATE OF CALIFORNIA

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5785 CORBETT ST. LP
550 S HILL ST., SUITE # 1150
LOS ANGELES, CA

PROJECT

5785 CORBETT ST.
LOS ANGELES, CA.

DRAWING TITLE

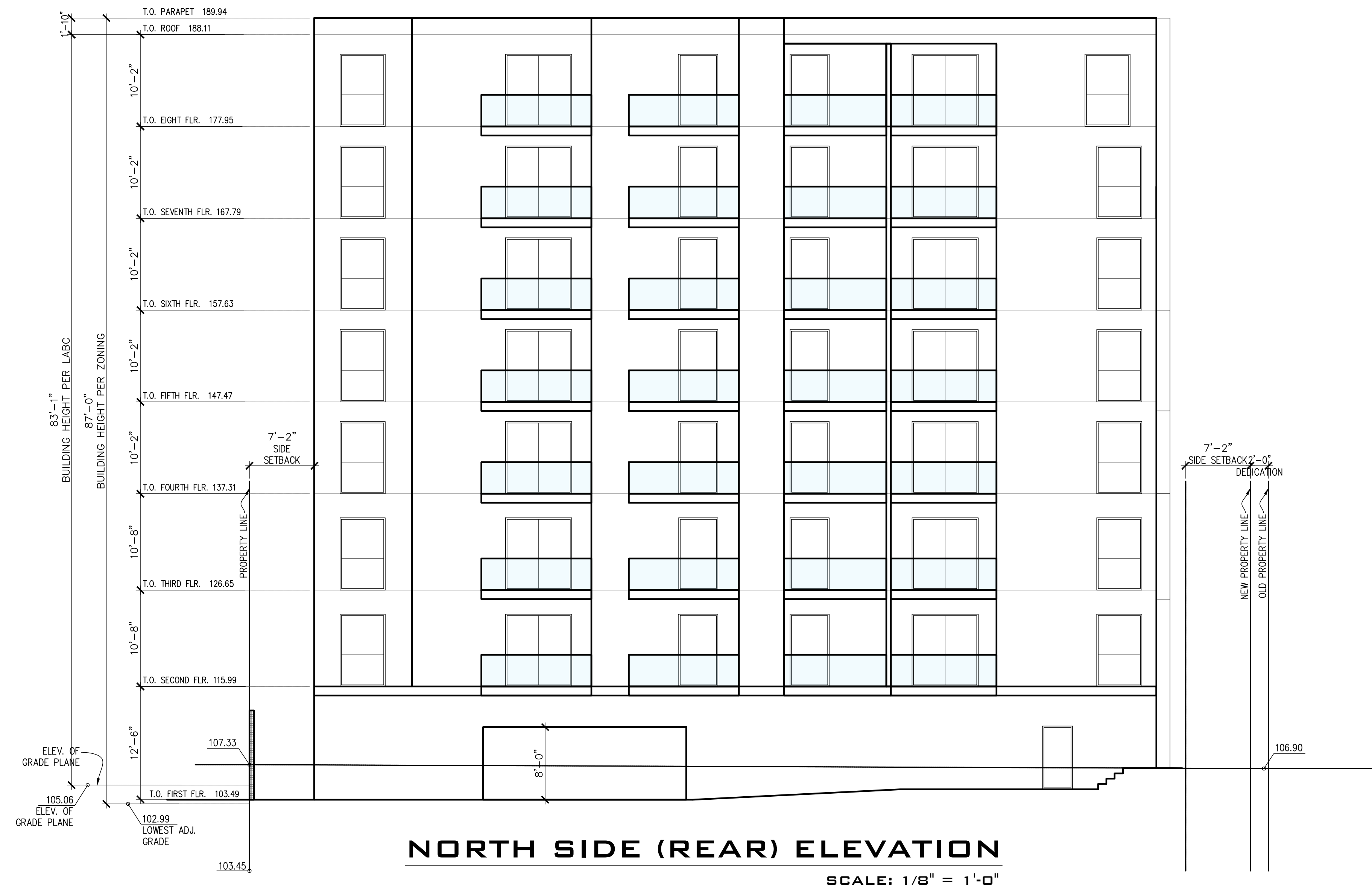
ELEVATION

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revision date:
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A12

EXHIBIT "A"
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Case No. CPC-2024-2707-08-HCA

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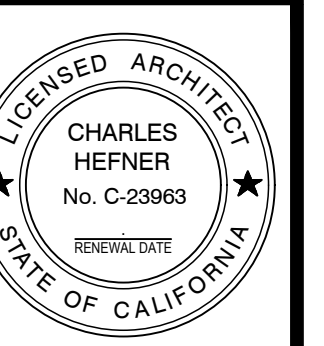


NORTH SIDE (REAR) ELEVATION
SCALE: 1/8" = 1'-0"



EAST SIDE ELEVATION
SCALE: 1/8" = 1'-0"

No.	Revision	date



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PROJECT
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LOS ANGELES, CA.

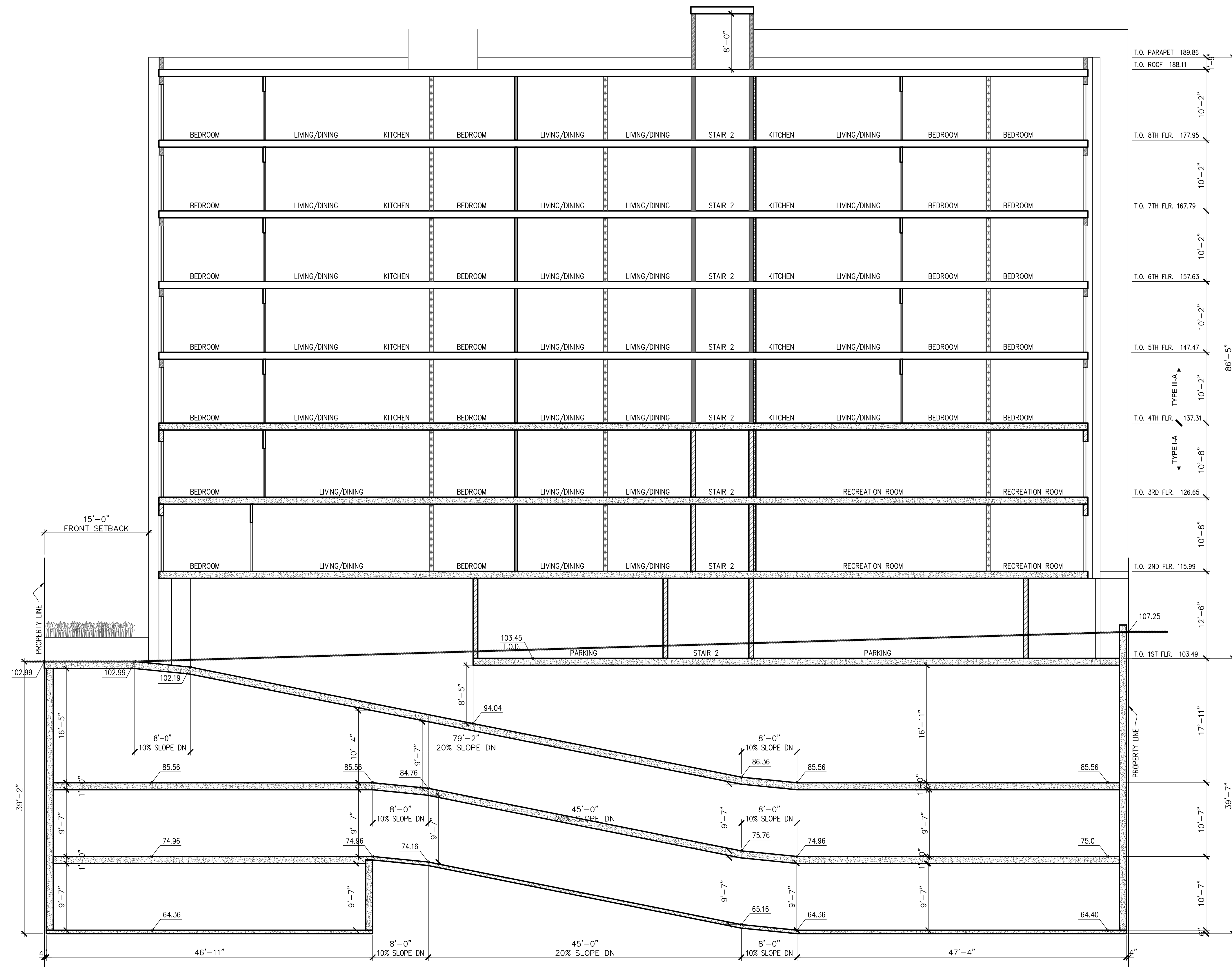
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ELEVATIONS

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EXHIBIT "A"
Page No. 17 of 27
Case No. CPC-2024-2707-DB-HCA

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

No.	Revision	date

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PROJECT
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 LOS ANGELES, CA.

DRAWING TITLE
 SECTION A-A

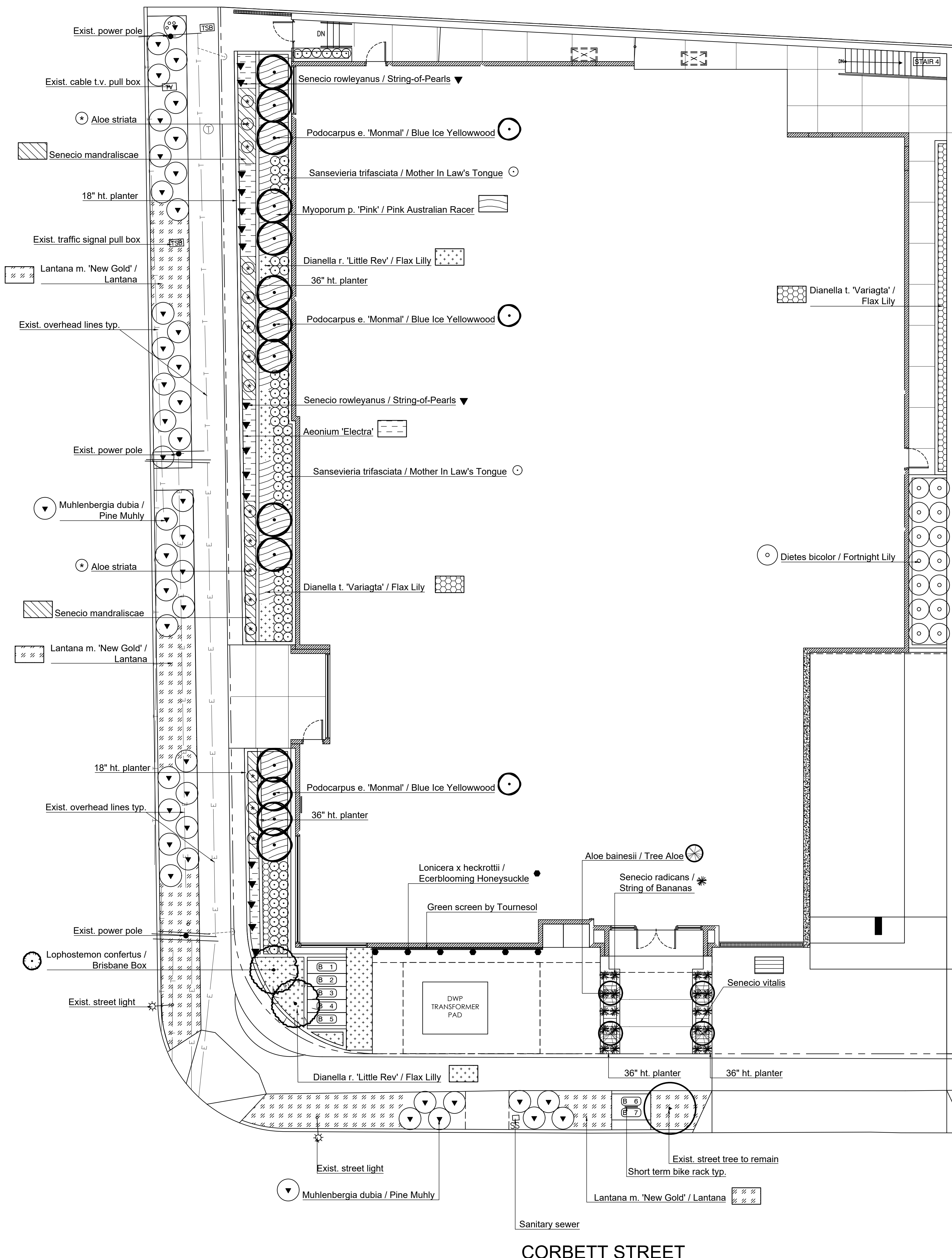
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EXHIBIT "A"
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sheet: **A13**

PERMIT SET ONLY

LA CIENGA BLVD.



CORBETT STREET

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	* Aloe bainesii	Tree Aloe	4'-5" trunk	4		low 0.3
⊙	* Lophostemon confertus	Brisbane Box	24"box	2		low 0.3
⊙	* Podocarpus e. 'Monmal'	Blue Ice Yellowwood	24"box	14		low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	Aloe striata		5-gal	16		low 0.3
⊙	Aeonium 'Electra'		5-gal	12"oc		low 0.3
⊙	Dianella r. 'Little Rev'	Flax Lilly	5-gal	36"oc		low 0.3
⊙	Dianella t. 'Variagta'	Flax Lilly	5-gal	18"oc		low 0.3
⊙	* Dietes bicolor	Fortnight Lily	5-gal	14		low 0.3
⊙	Lantana m. 'New Gold'	Lantana	5-gal	24"oc		low 0.3
⊙	* Lonicera x heckrottii	Ecerblooming Honeysuckle	5-gal	6	train to Green Screen	low 0.3
⊙	* Muhlenbergia dubia	Pine Muhly	5-gal	44		low 0.3
⊙	Myoporum p. 'Pink'	Pink Australian Racer	5-gal	12"oc		low 0.3
⊙	* Sansevieria trifasciata	Mother In Law's Tongue	5-gal	84		low 0.3
⊙	Senecio mandraliscae		5-gal	12"oc		low 0.3
⊙	* Senecio rowleyanus	String-of-Pearls	5-gal	17		low 0.3
⊙	Senecio vitalis		5-gal	24"oc		low 0.3
⊙	* Senecio radicans	String of Bananas	5-gal	16		low 0.3

* Points claimed for low water use plants

Irrigation water supply type: Potable water supply

A minimum 3" layer of mulch shall be applied on all exposed soil surfaces of planting areas except turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated.

For soils less than 6% organic matter in the top 6" of soil, compost at a rate of a minimum of 4 cubic yards per 1,000 sf of permeable area shall be incorporated to a depth of 6" into soil.

Recirculating water systems shall be used for water features.

Landscape Points			
Total square footage		17,552.00 sf	
Total number of points required for site		20	
Detail of points		Points Claimed	Reference
Parkway planting, including medians, not Lawn Area (per each 50 square feet or fraction thereof)	72		L-1
TOTAL POINTS	72		
Water Management Points			
Total square footage of site		17,552.00 sf	
Total number of points required for site		300	
Detail Of Points		Points Claimed	
Points 2 per plant 254 plants	508		L-1 thru L-3
TOTAL POINTS	508		

Open Space Area Required	8,200 s.f.
Common Open Space Area Provided	3,184 s.f.
Required Common Open Space to be landscaped	796 s.f. 25%
Provided Open Space to be landscaped	
a. Inner Courtyard	255 s.f.
b. Roof Deck 8th floor	593 s.f.
Total landscaped open space provided	848 s.f. 26%
Number of 24" box trees required 1 per 4 units 80 units / 4	20 trees
Total required trees	20 trees
Proposed 24" box trees	
a. Ground floor	16 trees
b. Roof	4 trees
TOTAL	20 trees

NOTE:

All groundcover areas where plants are 3'oc or greater to have geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

Waterproofing and drains in planters by others.

All trees to be planted with commercial root barriers.

Tournesol
Wall mount trellis color to be Green
tel: 800.542.2282

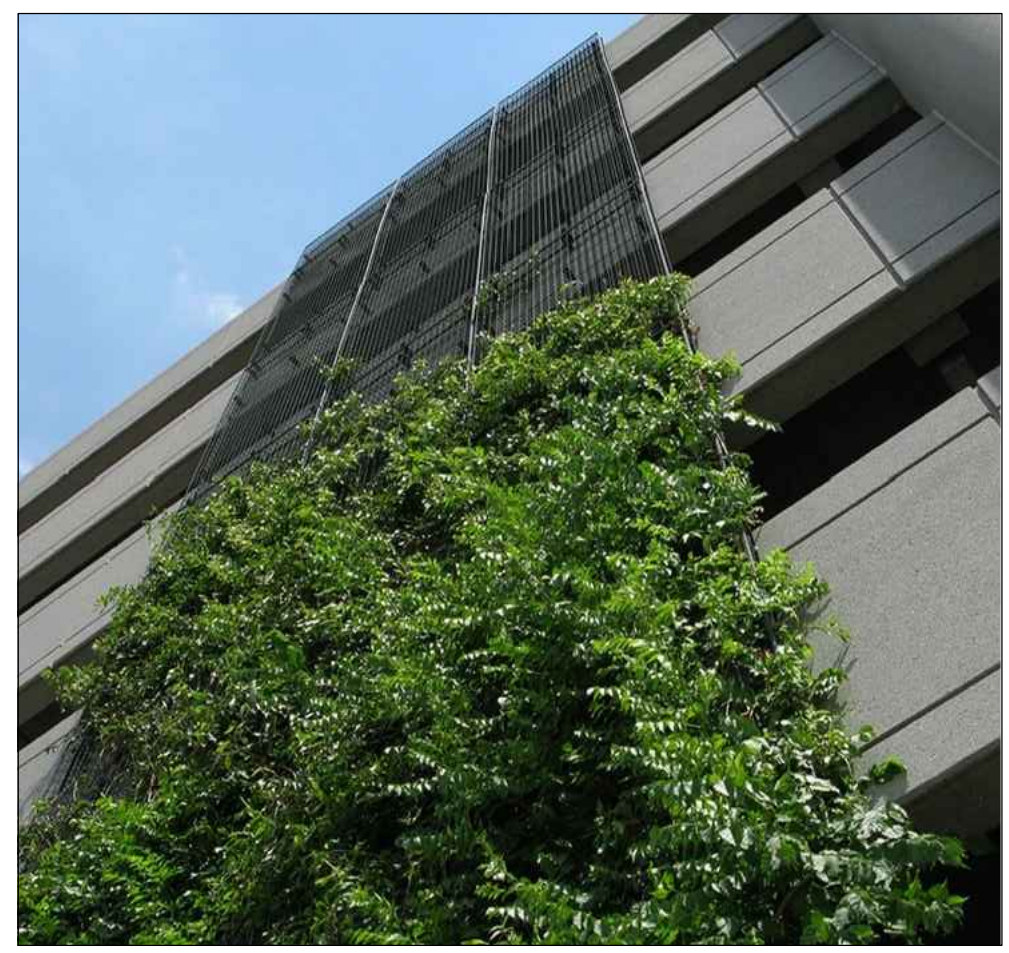


EXHIBIT "A"
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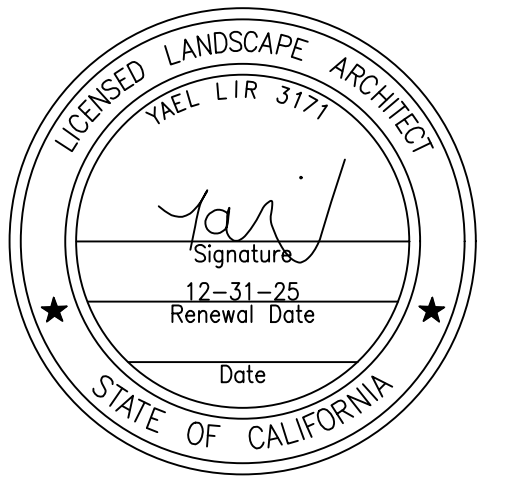
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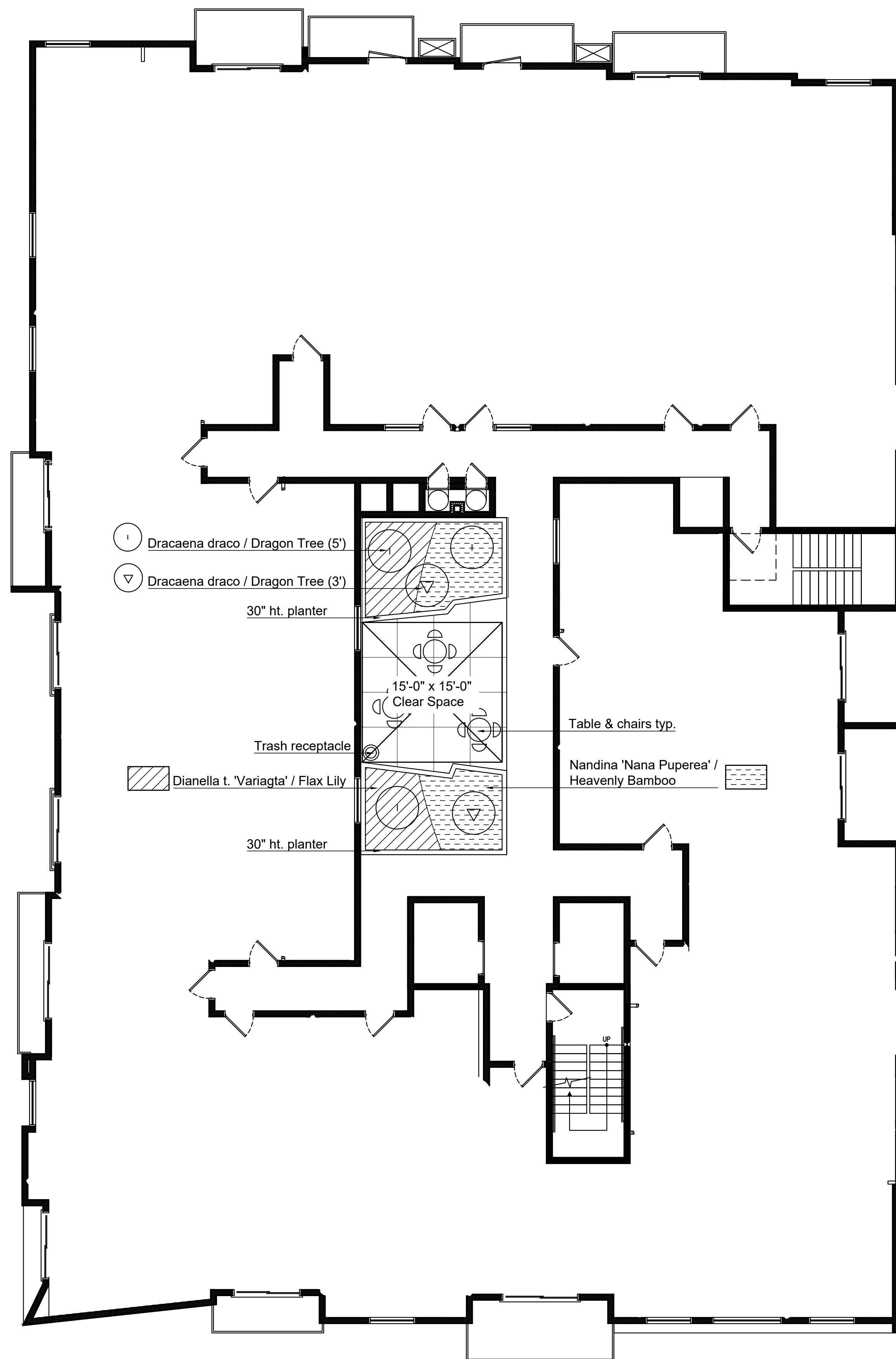
ASLA
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Fax 323.258.5333
yael@yaellir.com

80 UNITS
5785 CORBETT ST.
LOS ANGELES, CA

FIRST FLOOR
PLANTING PLAN



DATE: OCT. 25, 2023
SCALE: 1/8"=1'-0"
JOB NUMBER: 240523
DRAWN BY:



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
▽	* <i>Dracaena draco</i>	Dragon Tree	3' ht.	2		low 0.3
○	* <i>Dracaena draco</i>	Dragon Tree	5' ht.	3		low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
▨	<i>Dianella t. 'Variagta'</i>	Flax Lily	5-gal	24"oc		low 0.3
▩	<i>Nandina 'Nana Puperea'</i>	Heavenly Bamboo	5-gal	24oc		low 0.3

* Points claimed for low water use plants

NOTE:

All groundcover areas where plants are 3'oc or greater to have geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

Waterproofing and drains in planters by others.

All trees to be planted with commercial root barriers.



Dracaena draco / Dragon Tree



Nandina 'Nana Puperea' / Heavenly Bamboo



Dianella t. 'Variagta' / Flax Lily

REVISIONS	DATE
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3.	12.05.24
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80 UNITS
 5785 CORBETT ST.
 LOS ANGELES, CA

FOURTH FLOOR
 PLANTING PLAN

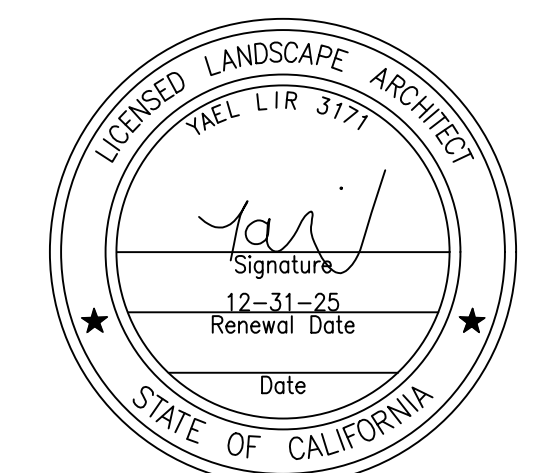
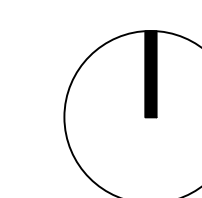


EXHIBIT "A"
 Page No. 20 of 27
 Case No. CPC-2024-2707-DB-HCA

DATE: OCT. 25, 2023
 SCALE: 1/8"=1'-0"
 JOB NUMBER: 240523
 DRAWN BY:



REVISIONS	DATE
1.	1.24.24
2.	1.29.24
3.	12.05.24
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 LOS ANGELES, CA

EIGHTH FLOOR
 PLANTING PLAN



DATE: OCT. 25, 2023
 SCALE: 1/8"=1'-0"
 JOB NUMBER: 240523
 DRAWN BY:

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	* Melaleuca nesophila	Pink Melaleuca	24"box	4	multi	low 0.3
⊙	* Aloe bainesii	Tree Aloe	3' ht.	5		low 0.3

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS
⊙	* Aloe ferox	Bitter Aloe	5-gal	6		low 0.3
▨	Dianella t. 'Variagta'	Flax Lily	5-gal	24"oc		low 0.3
▨	Lomandra l. 'Breeze'	Breeze Mat-Rush	5-gal	18"oc		low 0.3
⊙	* Olea europea 'Little Ollie'	Dwarf Olive	5-gal	53		low 0.3
*	* Senecio radicans	String of Bananas	5-gal	35		low 0.3
▨	Senecio mandraliscae		5-gal	24"oc		low 0.3
▨	Senecio vitalis		5-gal	18"oc		low 0.3

* Points claimed for low water use plants

NOTE:

All groundcover areas where plants are 3'oc or greater to have geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

Waterproofing and drains in planters by others.

All trees to be planted with commercial root barriers.

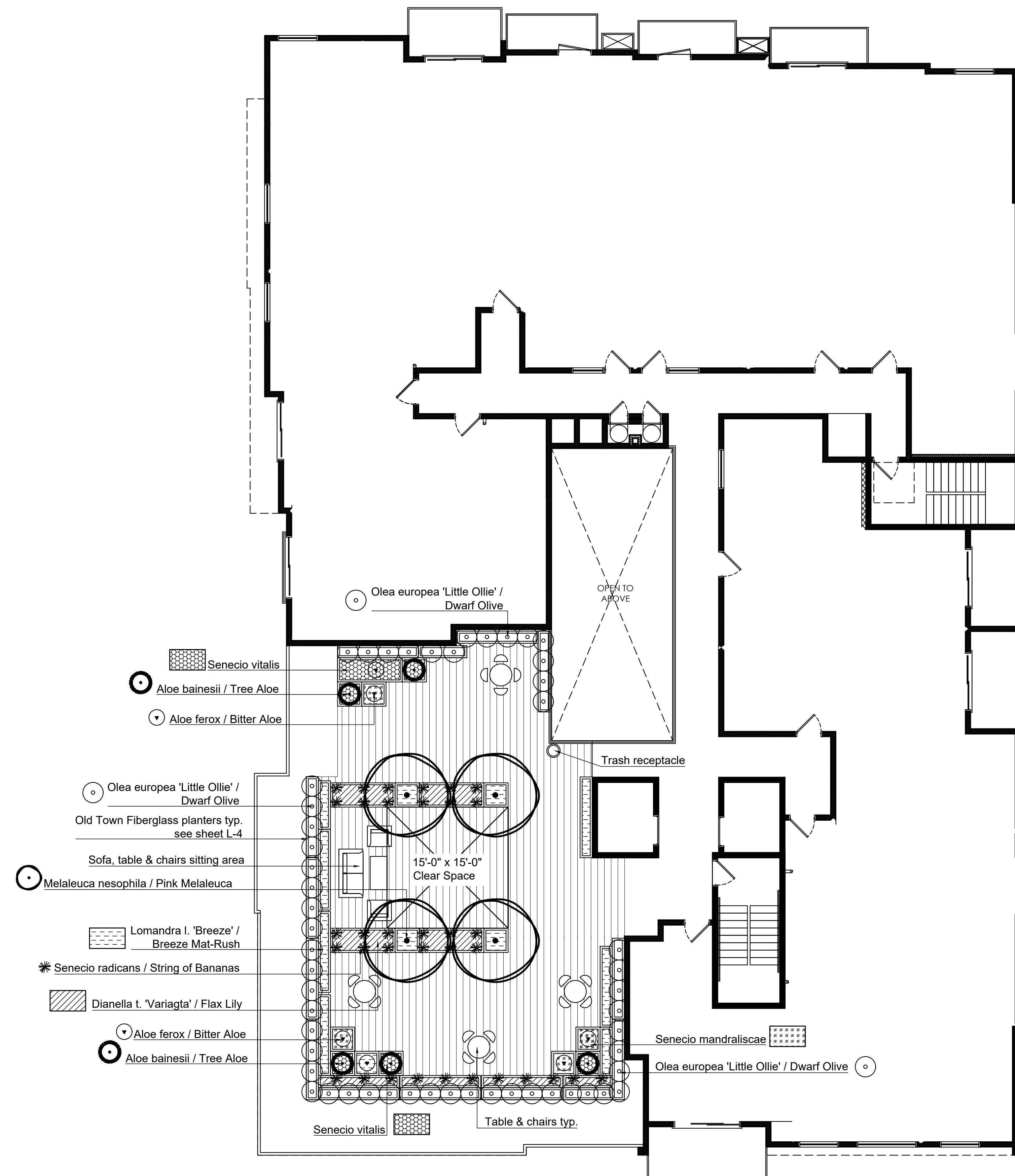
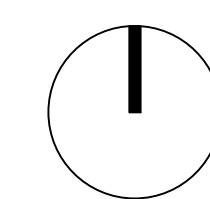
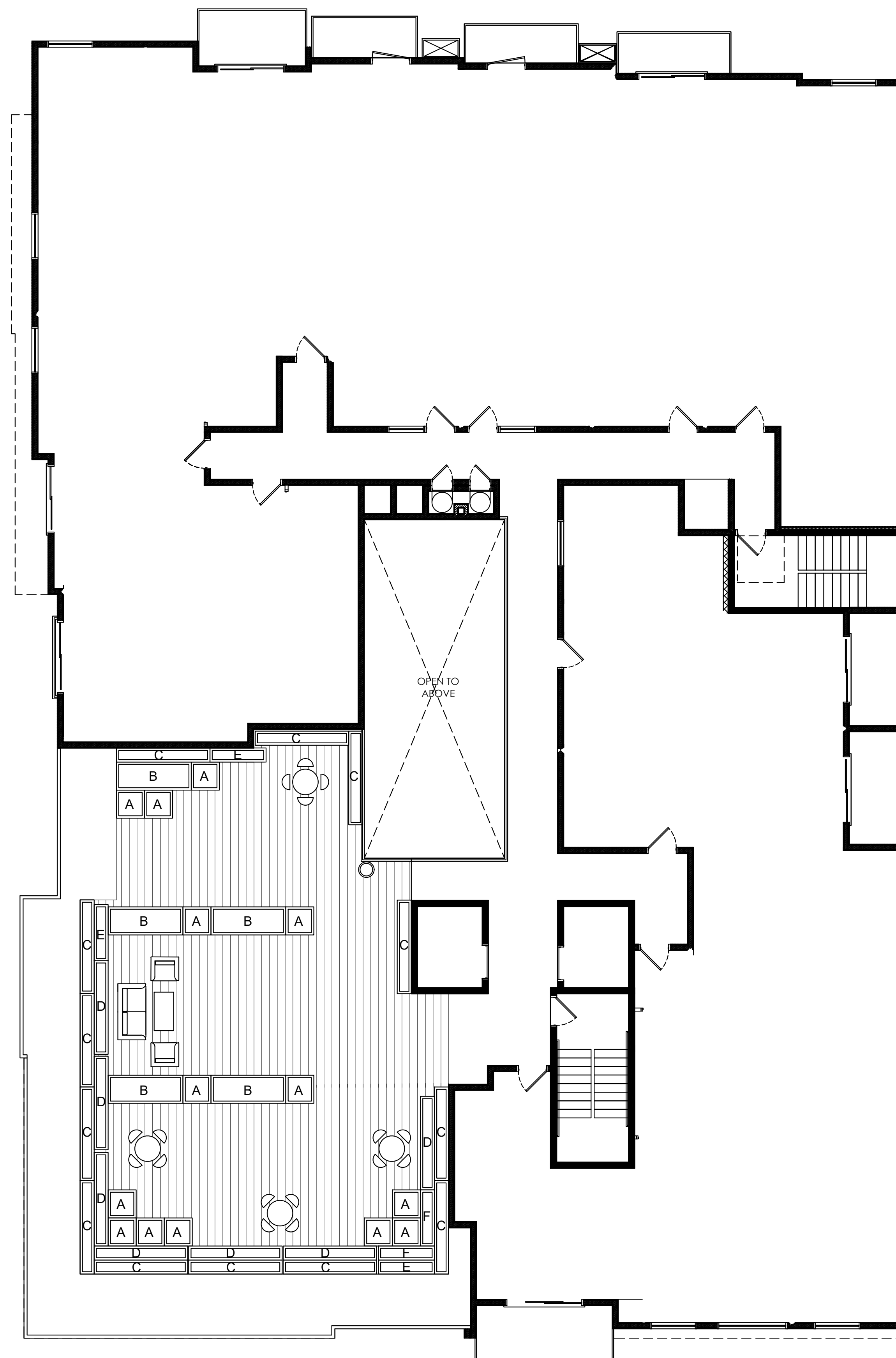


EXHIBIT "A"
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OLD TOWN FIBERGLASS PLANTERS				
PLANTER	MAKE	MODEL	COLOR	REMARK
A	Square	SL3636		
B	Rectangle	RL963624		custom
C	Rectangle	RL1201824		custom
D	Rectangle	RL1201818		
E	Rectangle	RL721824		custom
F	Rectangle	RL721818		

oldtownfiberglass.com
 Ara Berberian
 tel: 818.974.8940



REVISIONS	DATE
1.	1.24.24
2.	1.29.24
3.	12.05.24
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EIGHTH FLOOR
 PLANTER LAYOUT

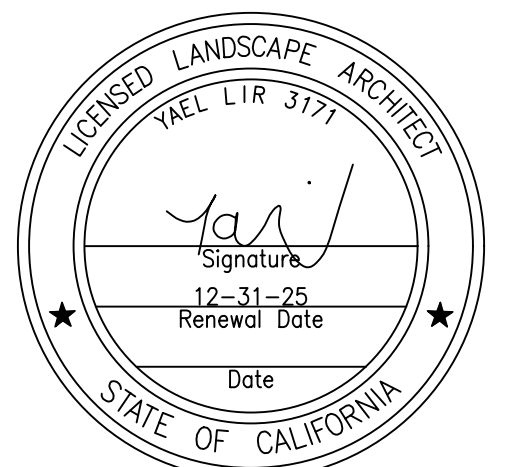
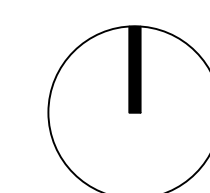


EXHIBIT "A"
 Page No. 22 of 27
 Case No. CPC-2024-2707-DB-HCA

DATE: OCT. 25, 2023
 SCALE: 1/8"=1'-0"
 JOB NUMBER: 240523
 DRAWN BY:





Melaleuca nesophila / Pink Melaleuca



Lophostemon confertus / Brisbane Box



Podocarpus e. 'Monmal' / Blue Ice Yellowwood



Aloe bainesii / Tree Aloe



Aloe striata



Aeonium 'Electra'



Dianella r. 'Little Rev' / Flax Lilly



Dianella t. 'Variagta' / Flax Lilly



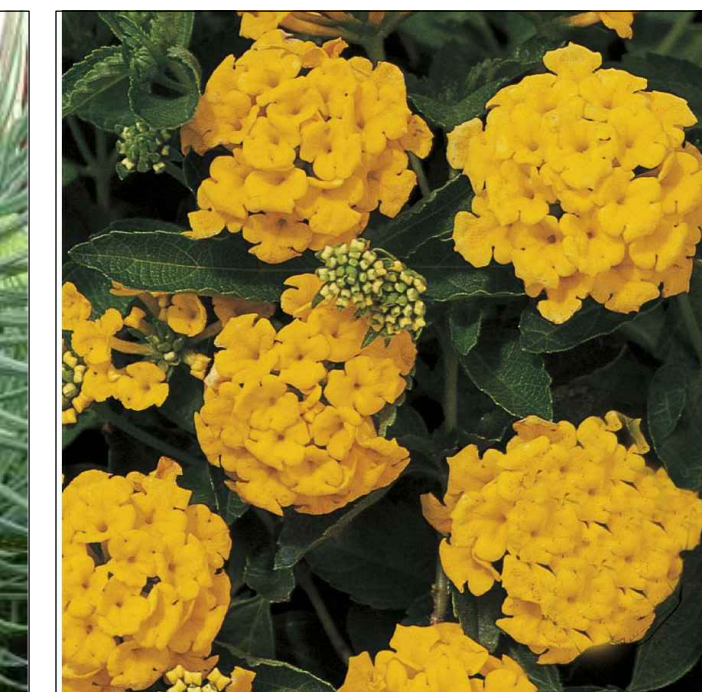
Senecio mandraliscae



Senecio rowleyanus / String-of-Pearls



Senecio vitalis



Lantana m. 'New Gold' / Lantana



Aloe ferox / Bitter Aloe



Myoporum p. 'Pink' / Pink Australian Racer



Olea europea 'Little Ollie' / Dwarf Olive



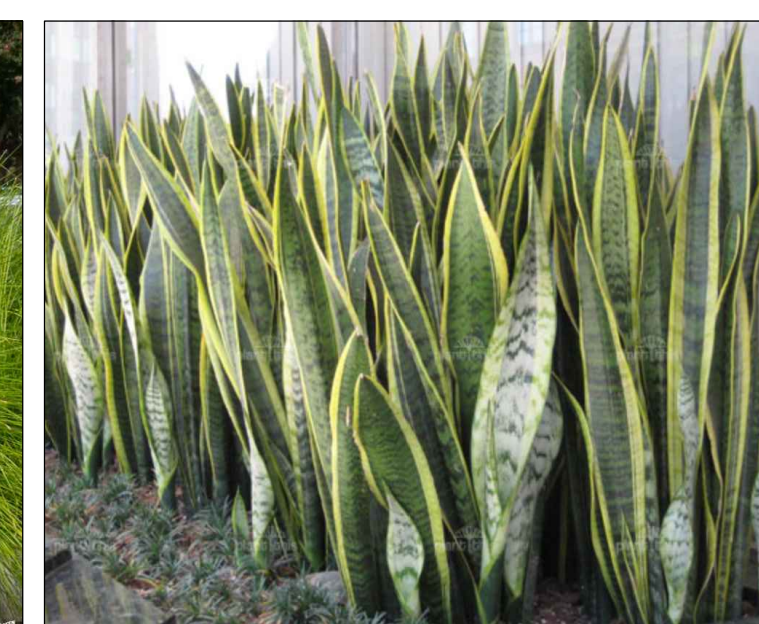
Senecio radicans / String of Bananas



Diets bicolor / Fortnight Lily



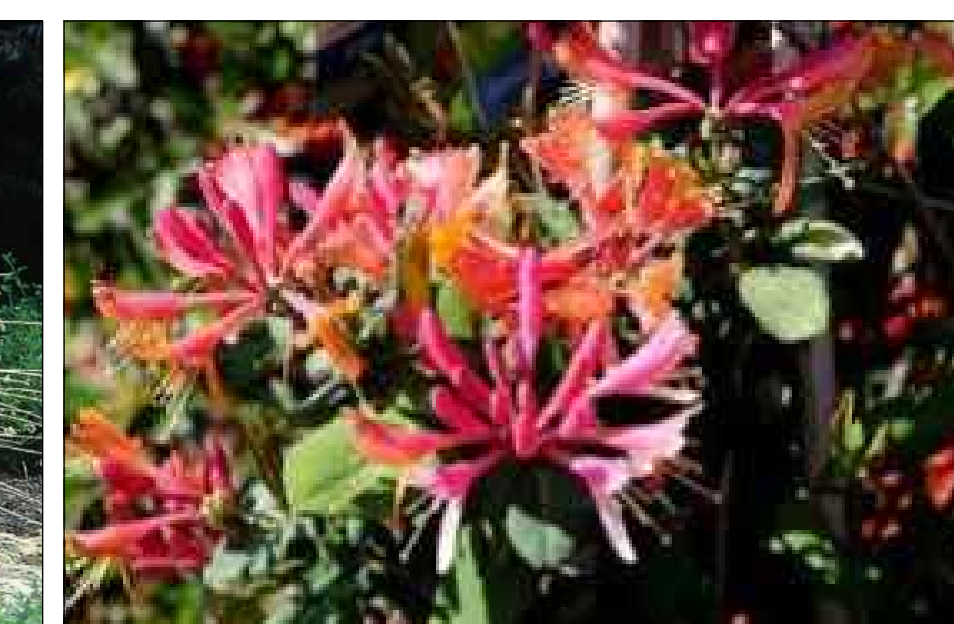
Lomandra l. 'Breeze' / Breeze Mat-Rush



Sansevieria trifasciata / Mother In Law's Tongue



Muhlenbergia dubia / Pine Muhly



Lonicera x heckrottii / Ecerblooming Honeysuckle

EXHIBIT "A"
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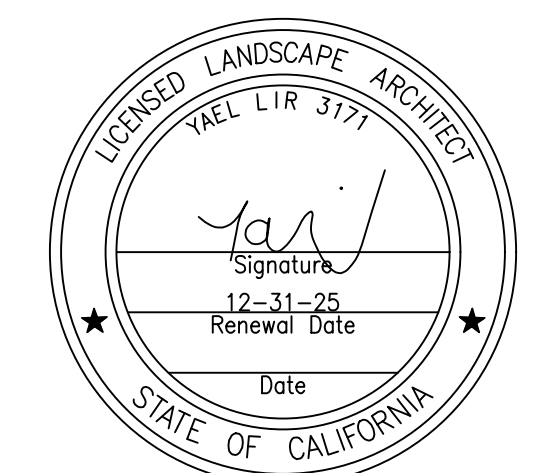
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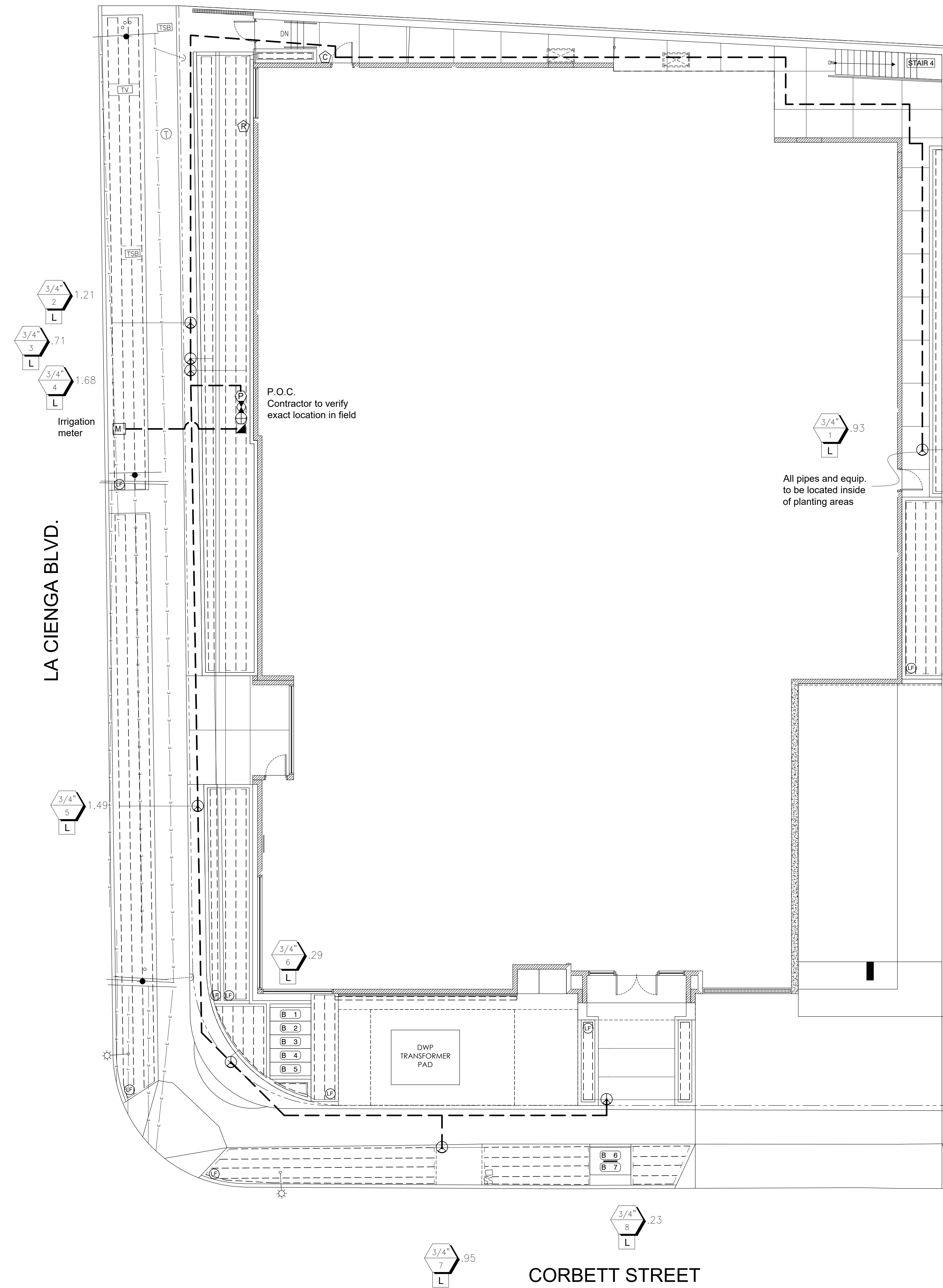
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yael@yaellir.com

80 UNITS
5785 CORBETT ST.
LOS ANGELES, CA

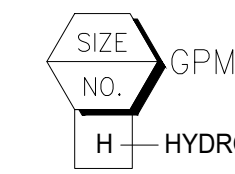
PLANT PHOTOS



DATE: OCT. 25, 2023
SCALE: 1/8"=1'-0"
JOB NUMBER: 240523
DRAWN BY:



DESCRIPTION	SYM.
'NIBCO' GATE VALVE T-113	
'CHRISTY' CONCRETE VALVE BOX	
'RAINBIRD' QUICK COUPLER 44 LRC 1"	
'SUPERIOR' 3100 series MASTER VALVE	
'HUNTER' FLOW SENSOR FCT-150 FLOW	
'WILKINS' REGULATOR MODEL 500	
'WILKINS' BACKFLOW PREVENTER 375	
'HUNTER' ACC2	
'HUNTER' SOLAR SYNC WIRELESS SLEEVING SCH. 40 P.V.C.	
PRESSURE LINE SCH. 40 P.V.C.	
NON-PRESSURE LINE SCH. 40 P.V.C.	
IRRIGATION METER	
POINT OF CONNECTION	
NETAFIM LEGEND	
'NETAFIM' LVCZ10075-LF	
'NETAFIM' LINE FLUSH VALVE	
'NETAFIM' TECHLINE CV TLOCV4-18025	
NON-PRESSURE 1" SCH. 40 PVC HEADER	



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

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Yael Lir 1/31/2024

REVISIONS	DATE
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 Yael Lir Landscape Architects
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FIRST FLOOR
 IRRIGATION PLAN

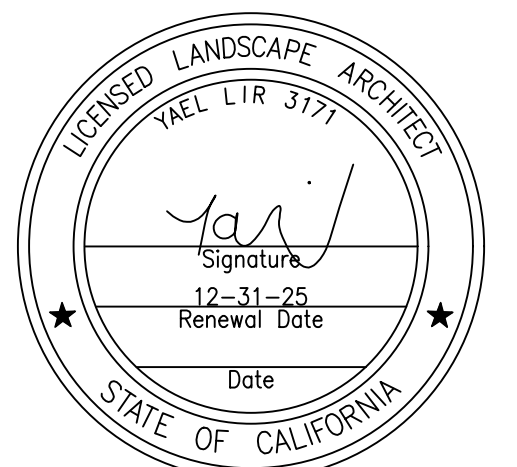
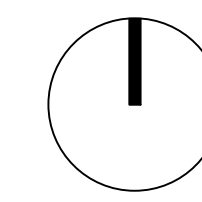
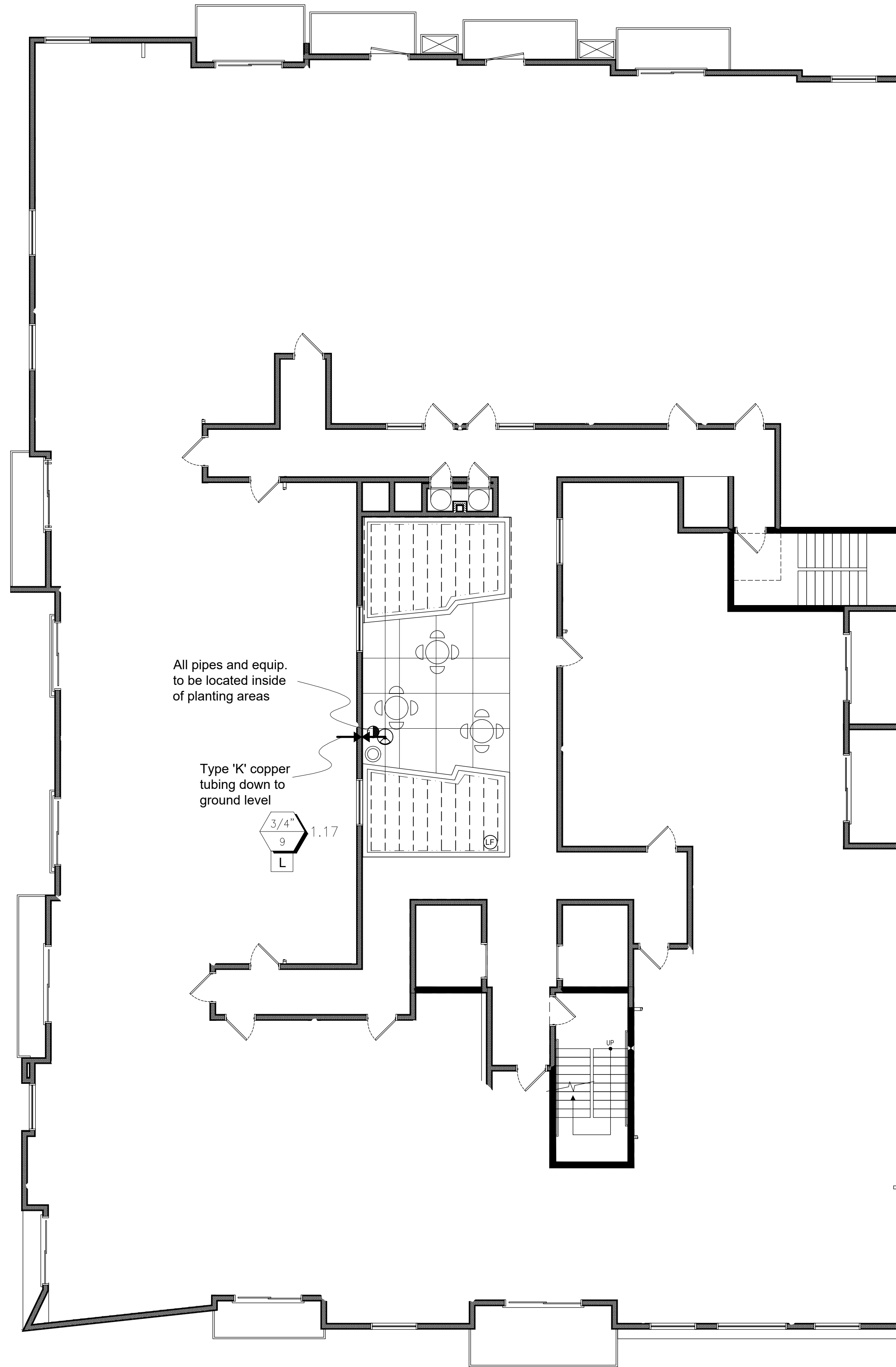


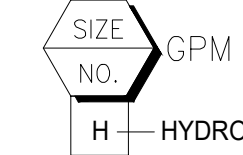
EXHIBIT "A"
 Page No. 24 of 27
 Case No. CPC-2024-2707-DB-HCA

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'RAINBIRD' QUICK COUPLER 44 LRC 1"		
'SUPERIOR' 3100 series MASTER VALVE		1"
'HUNTER' FLOW SENSOR FCT-150 FLOW		1"
'WILKINS' REGULATOR MODEL 500		1"
'WILKINS' BACKFLOW PREVENTER 375		W/WYE STRAINER IN CAGE (BFP TO BE PAINTED DARK GREEN)
'HUNTER' ACC2		LOCATION BY OWNER
'HUNTER' SOLAR SYNC WIRELESS		LOCATION BY OWNER
SLEEVEING SCH. 40 P.V.C.		TWICE LINE SIZE (MIN.)
PRESSURE LINE SCH. 40 P.V.C.		1"
NON-PRESSURE LINE SCH. 40 P.V.C.		SEE PLAN FOR SIZE
IRRIGATION METER		1.5"
POINT OF CONNECTION		VERIFY LOCATION ON SITE
NETAFIM LEGEND		
'NETAFIM' LVC210075-LF		CONTROL VALVE, TECHFILTER & PRESSURE REGULATOR.
'NETAFIM' LINE FLUSH VALVE		
'NETAFIM' TECHLINE CV TLCV4-18025		BURIED 3" BELOW GRADE
NON-PRESSURE 1" SCH. 40 PVC HEADER		



H — HYDROZONE

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Jan 1/31/2024

All pipes and equip. to be located inside of planting areas

Type 'K' copper tubing down to ground level

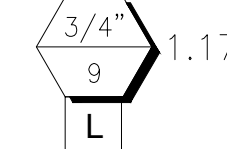
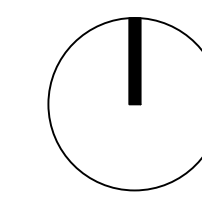


EXHIBIT "A"
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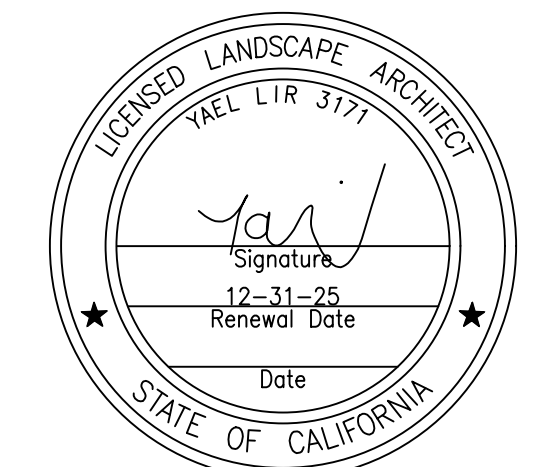
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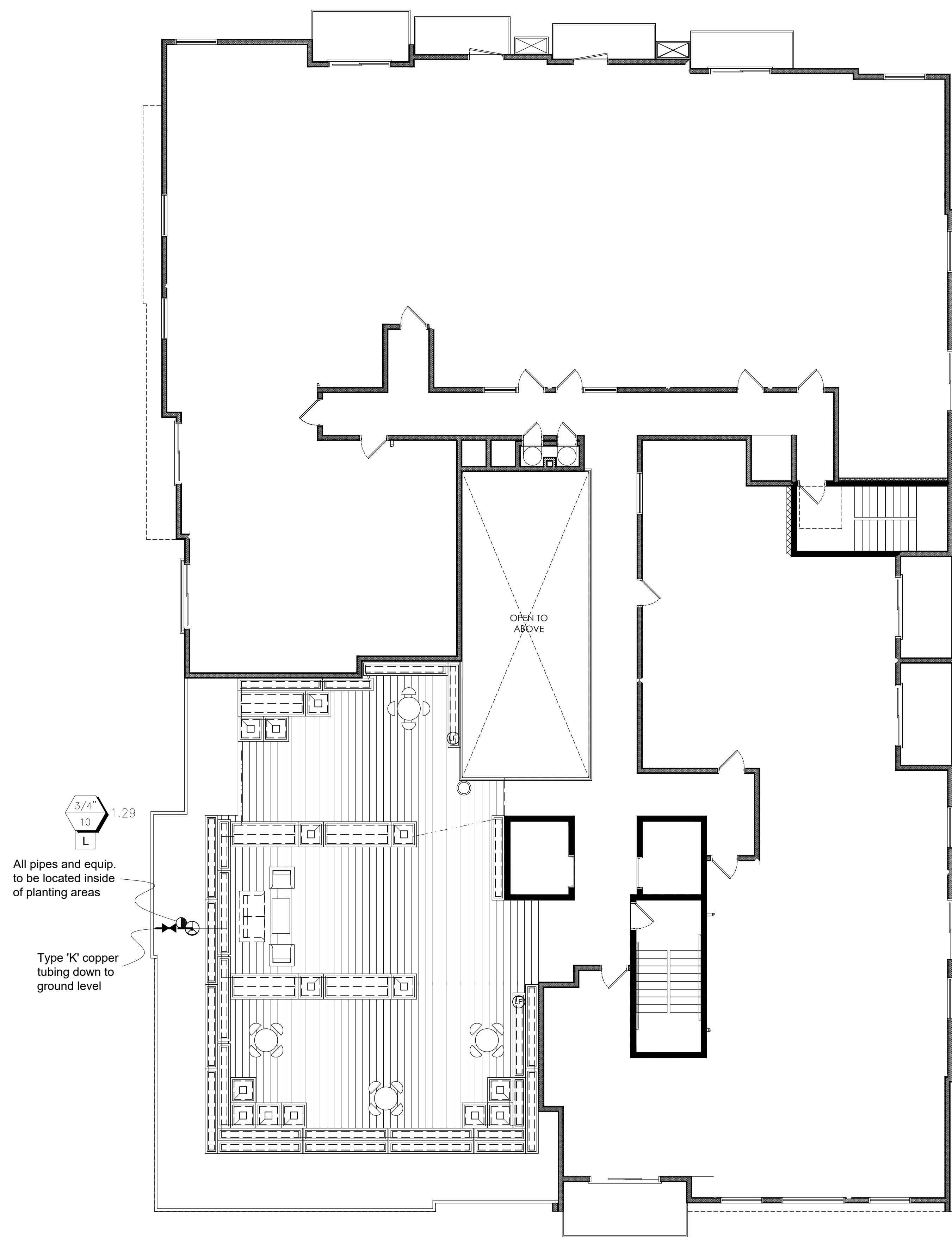
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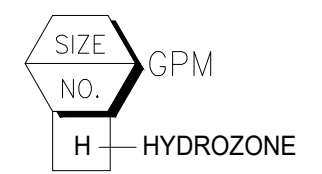
FOURTH FLOOR
IRRIGATION PLAN



DATE: OCT. 25, 2023
SCALE: 1/8" = 1'-0"
JOB NUMBER: 240523
DRAWN BY:



IRRIGATION LEGEND		
DESCRIPTION	SYM.	
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'CHRISTY' CONCRETE VALVE BOX		
'RAINBIRD' QUICK COUPLER 44 LRC 1"		
'SUPERIOR' 3100 series MASTER VALVE		1"
'HUNTER' FLOW SENSOR FCT-150 FLOW		1"
'WILKINS' REGULATOR MODEL 500		1"
'WILKINS' BACKFLOW PREVENTER 375		1"
'HUNTER' ACC2		LOCATION BY OWNER
'HUNTER' SOLAR SYNC WIRELESS		LOCATION BY OWNER
SLEEVING SCH. 40 P.V.C.		TWICE LINE SIZE (MIN.)
PRESSURE LINE SCH. 40 P.V.C.		1"
NON-PRESSURE LINE SCH. 40 P.V.C.		SEE PLAN FOR SIZE
IRRIGATION METER		1.5"
POINT OF CONNECTION		VERIFY LOCATION ON SITE
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'NETAFIM' LVCZ10075-LF		CONTROL VALVE, TECHFILTER & PRESSURE REGULATOR.
'NETAFIM' LINE FLUSH VALVE		
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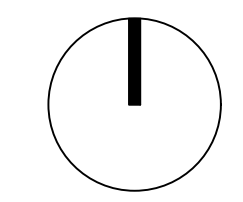
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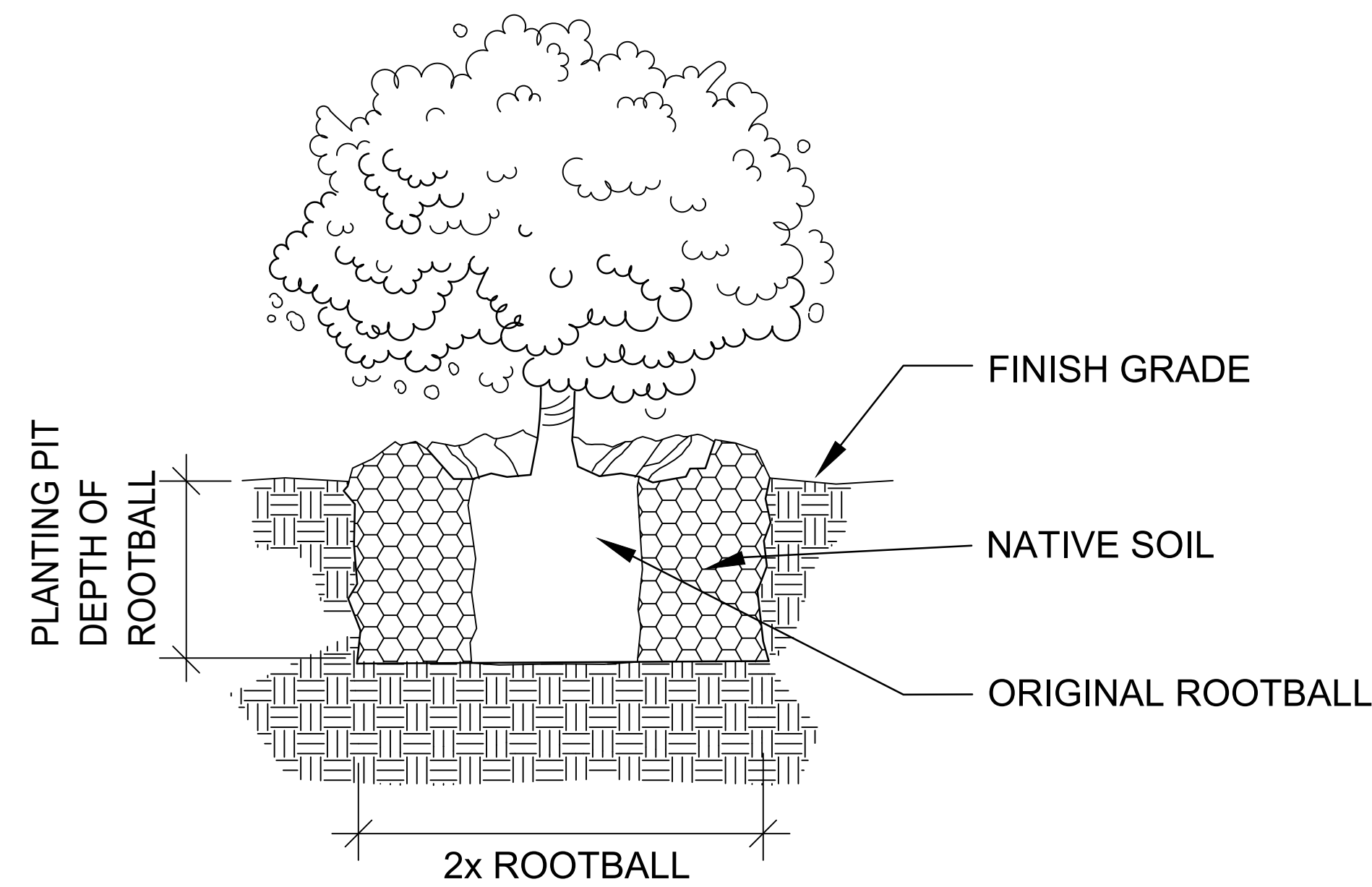
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 5785 CORBETT ST.
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ROOF
 IRRIGATION PLAN

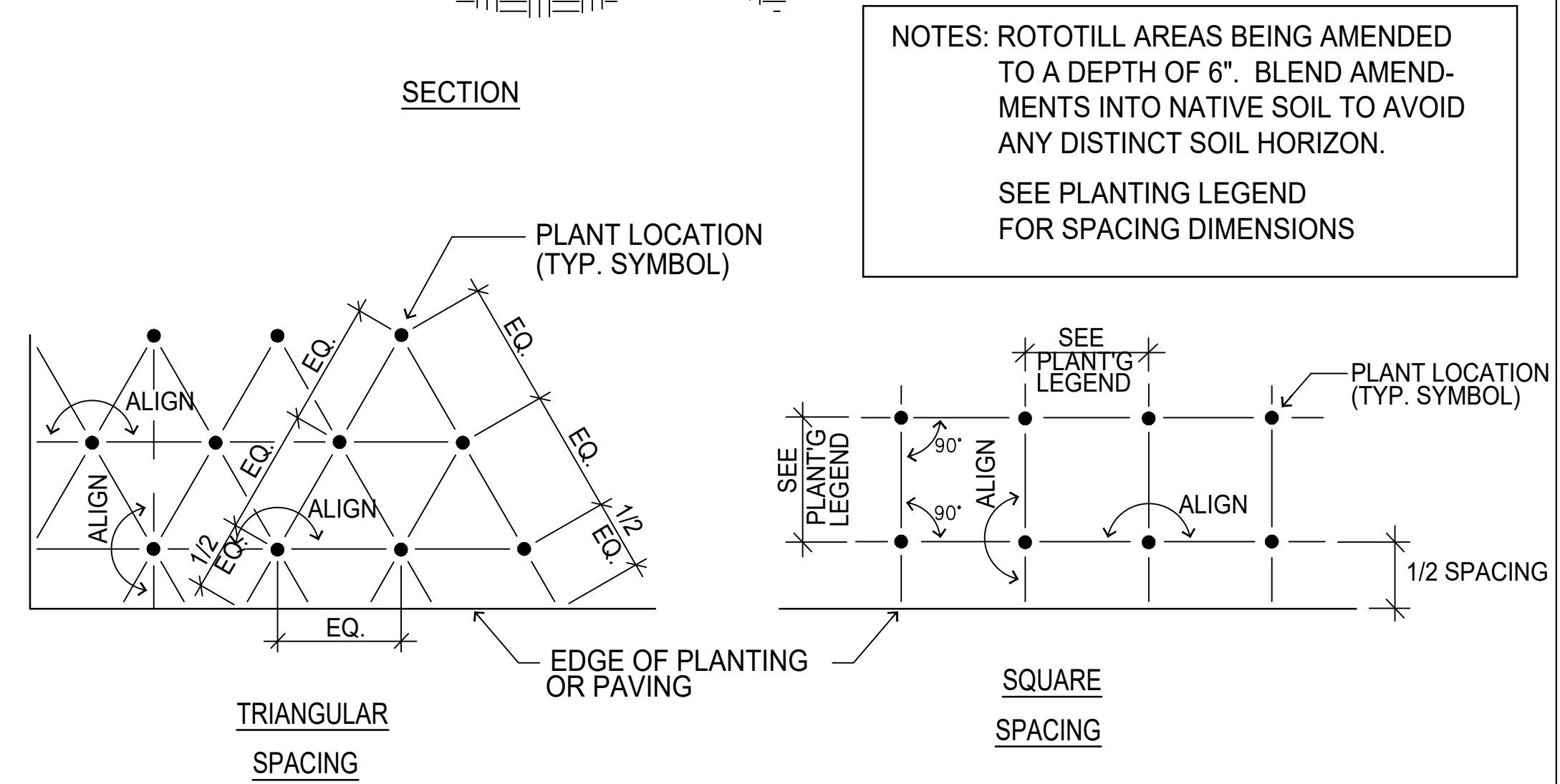
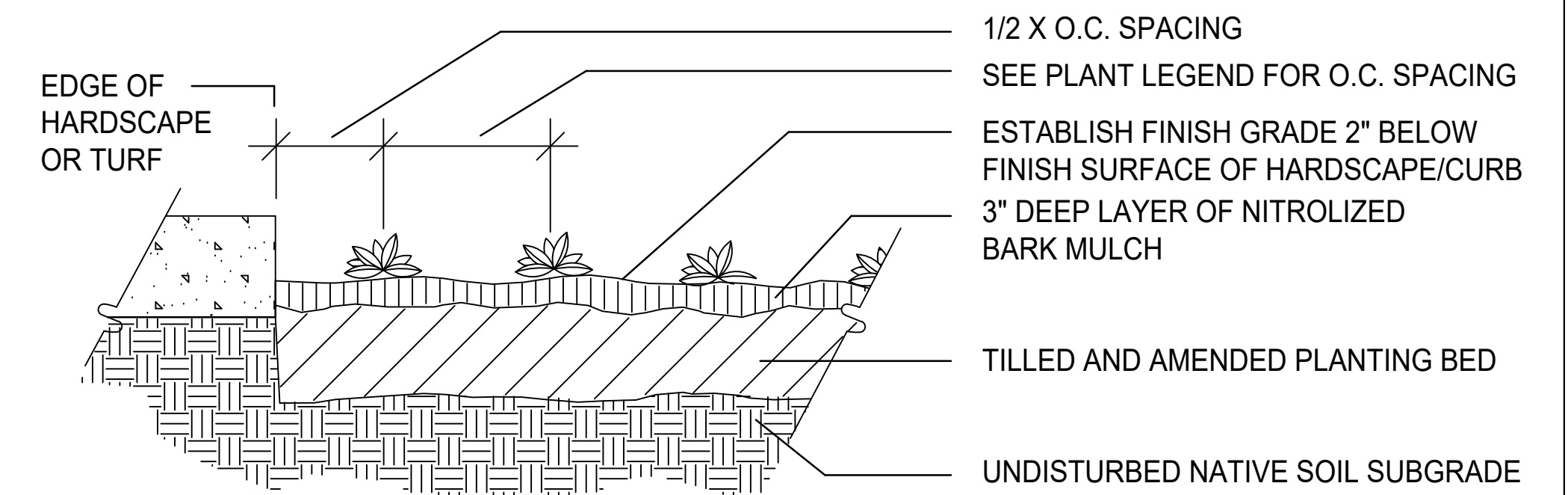


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 JOB NUMBER: 240523
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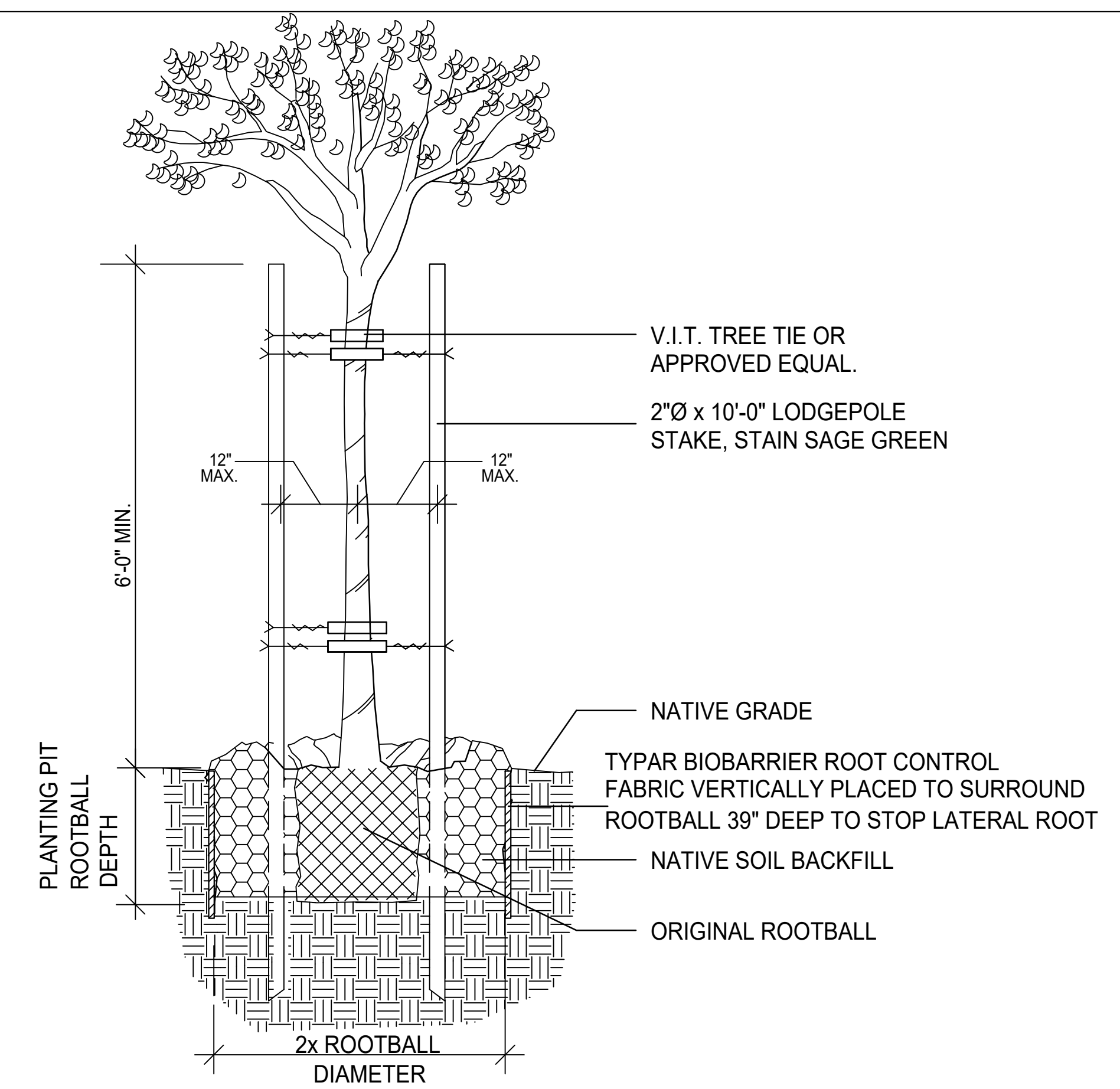
SHRUB PLANTING

SCALE: N.T.S.
FILE: D_PLA001



GROUNDCOVER PLANTING

SCALE: N.T.S.
FILE: D_PLA002



TREE PLANTING & STAKING

SCALE: N.T.S.
FILE: PLA_003

PLANTING NOTES

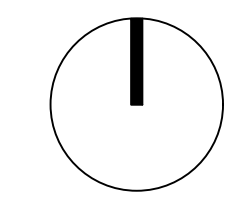
- DRAWING IS DIAGRAMMATIC: CONTRACTOR TO VERIFY ALL LOCATIONS AND CONDITIONS ON SITE. COUNT ALL PLANT MATERIAL BEFORE BIDDING.
- CONTRACTOR TO INSPECT ALL EXISTING CONDITIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONSTRUCTION BEGINS.
- CONTRACTOR TO REPAIR AT HIS OWN EXPENSE ALL PROPERTY DAMAGE WHICH OCCURS DURING PROJECT INSTALLATION.
- NOTE ADDITIONAL REMARKS ON SPECIFIC PLANTS IN PLANT LIST.
- ALL EXISTING PLANT MATERIAL TO BE REMOVED EXCEPT WHERE NOTED ON PLAN.
- CONTRACTOR TO GUARANTEE ALL PLANT MATERIAL FOR 90 DAYS FROM THE DATE OF ACCEPTANCE BY OWNER. PALM TO BE GUARANTEED FOR THE PERIOD OF 1 YEAR.
- FINISH GRADE TO BE 2" BELOW ALL WALKS, CURBS, AND PAVING.
- ALL PLANTED AREAS SHALL RECEIVE THE FOLLOWING AMENDMENTS PER 1,000 SQ. FT. OF SURFACE AREA. ROTO-TILL AMENDMENTS TO A DEPTH OF 6"
 - *150 LBS. GRO-POWER
 - *3 CU YDS NITROGENIZED, MINERALIZED FIR BARK
 - *ADD 8 LBS OF GRO-POWER CONTROLLED RELEASE 12-8-8 PER CU YD OF MIX.
- PLANT HOLE TO BE TWICE AS WIDE AND DEEP AS THE PLANT ROOT BALL. BACKFILL AND COMPACT TO 80 % SOIL OF SITE AND 20 % FIR BARK, AS DEFINED IN #8. PROVIDE GRO-POWER PLANT TABLETS AT THE FOLLOWING RATES:

5 GAL	6-9
24" box	14-16

- ALL PROPOSED SHRUBS AND GROUND COVER AREAS ARE TO BE TREATED WITH A PRE-EMERGENT WEED KILLER (EPTAM / RONSTAR). APPLY PER MANUFACTURER'S SPECIFICATIONS: A) IMMEDIATELY AFTER PLANTING, B) AT THE BEGINNING OF THE MAINTENANCE PERIOD, AND C) AT THE END OF THE MAINTENANCE PERIOD.
- CONTRACTOR TO INSTALL AND MAINTAIN LANDSCAPE PLANTING IN ACCORDANCE WITH THE GOVERNING AGENCY'S GUIDELINES AND SPECIFICATIONS UNLESS NOTED OTHERWISE IN THESE NOTES OR ON THE PLANS.
- SOIL SAMPLES TAKEN FROM VARIOUS LOCATIONS IN THE PLANTING AREAS WILL BE SENT TO A SOIL LAB FOR PROFESSIONAL ANALYSIS AND RECOMMENDATIONS FOR SOIL IMPROVEMENT. CONTRACTOR TO FOLLOW SOIL TESTING RECOMMENDATIONS.
- ROUGH GRADING OTHER THAN THAT NOTED ON THE LANDSCAPE FINISH GRADING IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. FINISH GRADING WILL CONSIST OF RAKING ALL AREAS TO A SMOOTH GRADE, LOOSENING THE SOIL TO A DEPTH OF 6" AND REMOVING ALL ROCKS CLOUDS OF 2" DIAMETER OR LARGER. FINISH GRADE IS TO BE 2" BELOW TOP OF ADJACENT CURBS AND SIDEWALKS.
- ALL ROCKS OR UNBROKEN SOIL CLOUDS OVE 1" IN DIAMETER BROUGHT TO THE SURFACE ARE TO BE REMOVED FROM THE SITE.
- GROUNDCOVERS ARE TO BE PLANTED SO THAT AFTER SETTLING, THE CROWN OF THE PLANT IS EVEN WITH THE FINISH GRADE, ROOTS FULLY COVERED WITH SOIL AND FIRMED.

PLACE RECOMMENDED TABLETS BETWEEN THE BOTTOM AND THE TOP OF THE ROOT BALL BUT NO HIGHER THAN 1/3 OF THE WAY UP TO THE TOP OF THE ROOT BALL. SPACE TABLETS EQUALLY AROUND THE PERIMETER OF THE ROOT BALL APPROXIMATELY 2" FROM THE ROOT TIPS. PALM TREES ARE NOT TO RECEIVE TABLETS.

EXHIBIT "A"
Page No. 27 of 27
Case No. CPC-2024-2707-DB-HCA



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PLANTING DETAILS



DATE: OCT. 25, 2023
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Exhibit B

Environmental

Documents

(ENV-2024-2708-CE)



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

Class 32 CEQA Exemption

5785 - 5799 West Corbett Street

Case Number: ENV-2024-2708-CE

Project Addresses: 5785 – 5799 West Corbett Street

Community Plan Area: West Adams – Baldwin Hills - Leimert

Council District: 11

Project Description: The subject property is comprised of one (1) lot measuring approximately 17,553 square feet when including half of the alley, approximately 144 feet along the eastern side of La Cienega Boulevard and a street frontage of approximately 105 feet along Corbett Street. The subject property is currently a vacant lot. The proposed project is for the construction, use, and maintenance of a new, seven-story, approximately 81,961 square-foot residential building with 80 dwelling units, including eleven (11) dwelling units set aside for affordable housing (or 14% of the proposed density). The eleven (11) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with seven residential levels with utilities located on the ground floor. The ground level will be the main level of the building which includes the a residential lobby, storage areas, bicycle parking, a trash/recycle room, four staircases, two elevators, and a few utility rooms. The project includes 66 one-bedroom units, 14 two-bedroom units, and a total of 8,200 square feet of open space for residents.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

Kaveh Bral
5785 Corbett St., L.P.

JUSTIFICATION FOR PROJECT EXEMPTION

CASE NO. ENV-2024-2708-CE

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

The project is for the construction, use, and maintenance of a new, eight-story, approximately 81,961 square-foot residential building with 80 dwelling units, including eleven (11) dwelling units set aside for affordable housing (or 14% of the proposed density); the eleven (11) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with seven (7) residential levels with utilities located on the ground floor. The ground level will be the main level of the building which includes the residential lobby, mail pickup area, a bicycle storage room, a residential unit, and a recreation room. The project includes 66 one-bedroom units, 14 two-bedroom units, and a total of 8,200 square feet of open space for residents.

As a housing development project and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The project requires the following:

- 2) Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a Housing Development Project consisting of a total of 81,961 square feet and 80 residential units, of which eleven (11) units will be set aside for Very Low Income households; and pursuant to LAMC Sections 12.22-A.25(g)(2) and 12.22-A.25(g)(3)) three (3) Off-Menu Incentives, and three (3) Waivers or Modifications of Development Standards

Implementation of the California Environmental Quality Act

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

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

Conditions for a Class 32 Exemption

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

- 1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- 2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;

- 3) The project site has no value as habitat for endangered, rare, or threatened species;
- 4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- 5) The site can be adequately served by all required utilities and public services.

The project is located within the West Adams – Baldwin Hills - Leimert Community Plan which designates the subject property for High Medium Residential land uses with corresponding zone of R4. The subject property is zoned R4-2D-CPIO. The project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.4 acres in size. Lots adjacent to the subject property are developed with multi-family structures and a metro rail line parking garage. The subject property is currently vacant and is surrounded by development and therefore is not, and has no value as a habitat for endangered, rare, or threatened species. No street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171.

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

- Construction and operational noise levels would not have a significant impact. Based on a review of similar projects, the project would not create significant levels of construction or operational emissions, nor toxic air contaminants. In addition, the project would not result in significant impacts to water quality.
- A Noise Technical Report dated April 2024 was prepared by DKA Planning for the proposed project which determined that the project would not result in significant noise effects.
- An Air Quality Technical Report dated April 2024, was prepared by DKA Planning for the proposed project which determined that the project would result in less than significant air quality impacts.
- A Tree Disclosure Statement was signed by the Applicant/Owner dated April 17, 2024, stating that there was zero (0) non-protected tree on the project site. No protected trees or shrubs were observed on the project site. There is one tree within the public right-of-way that will be retained. The proposed project will plant 20 24-inch box trees which is required by the LAMC and is thus in compliance.

The project site will be adequately served by all public utilities and services given that the construction of an eight-story, 81,961 square feet, residential building with 80 dwelling units will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all the Criteria for the Class 32.

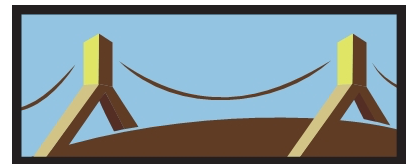
Exceptions to Categorical Exemptions

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

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

5785 WEST CORBETT STREET PROJECT

Air Quality Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
April 2024

AIR QUALITY TECHNICAL REPORT

Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 5785 West Corbett 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 California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The 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 NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

Table 1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/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 ₂ S)	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	

¹N/A = not available
ppm = parts per million; µg/m³ – micrograms per cubic meter; mg/m³ – milligrams per cubic meter
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 CCAA. In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for

the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

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. CARB approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H₂S at levels above the State standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

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 California. Since inception of the program, a number of such substances have been listed, including

¹ California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

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, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of

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.

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 volatile organic compound (VOC) content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the CCR, 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 CCR, 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 the Southern California Association of Governments’ (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (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. 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. 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.

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 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 vehicle miles traveled (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 greenhouse gas (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 3,500 feet south of the eastbound 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 (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter

2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.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 (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ 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 (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S 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 H₂S 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 , $\text{PM}_{2.5}$, 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 $\text{PM}_{2.5}$. 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 O₃ 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 Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2020 through 2022. The one-hour State standard for O₃ was exceeded seven times during this three-year period, while the federal standard was exceeded nine times. CO and NO₂ levels did not exceed the CAAQS from 2020 to 2022 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		
	2020	2021	2022
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.134	0.095	0.081
Days > 0.09 ppm (State 1-hour standard)	6	1	0
Days > 0.070 ppm (Federal 8-hour standard)	8	1	0
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	2.0	1.5	N/A
Days > 20 ppm (State 1-hour standard)	0	0	N/A
Maximum 8-hour Concentration (ppm)	1.2	1.0	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	N/A
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0766	0.0606	0.0514
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 35 µg/m ³ (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed November 17, 2023.			

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90016) is approximately 498 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 Santa Monica Freeway 3,500 feet to the north). In general, the risk at the Project Site is higher than 96 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 6037220100) is located in the 96th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 96 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 in the Baldwin Hills neighborhood along a major commercial arterial. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 5769-5783 Corbett Street; ten feet east of the Project Site.
- Residences, 5778-5792 Corbett Street; 80 feet south of the Project Site.
- Residences, 3333 La Cienega Boulevard; 390 feet north of the Project Site.
- Residence, 5673 Jefferson Boulevard; 440 feet north of the Project Site.

Existing Project Site Emissions. The Project Site is currently vacant of any improvements. As such, there are no anthropogenic emissions of criteria pollutants from the Project Site.

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 2022.1.1.22) as a tool for quantifying emissions of air

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=data_Source_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed November 26, 2023.

¹⁰ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed November 26, 2023.

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.¹¹ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.¹² SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having

¹¹ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

¹² South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

sensitive receptors within 25 meters (82 feet).¹³ This is appropriate given the 0.40-acre site and the proximity of sensitive receptors as close as ten feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.¹⁴ The LSTs for PM_{2.5} were established in October 2006.¹⁵ Updated LSTs were published on the SCAQMD website on October 21, 2009.¹⁶ Table 3 presents the significance criteria for both construction and operational emissions.

**Table 3
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	103	55	103
Carbon Monoxide (CO)	550	562	550	562
Sulfur Oxides (SO _x)	150	--	150	--
Respirable Particulates (PM ₁₀)	150	4	150	1
Fine Particulates (PM _{2.5})	55	3	55	1

/a/ Localized significance thresholds for the Northwest Coastal LA County source receptor area assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the applicable thresholds for a 0.40-acre site with adjacent receptors as close as ten feet away. 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). The SCAQMD has not developed LST values for VOC or SO_x.

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, though no natural gas service is proposed for the Project. 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 estimates operational emissions associated water use, wastewater generation, and solid waste disposal.

¹³ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

¹⁴ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

¹⁵ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

¹⁶ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

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.¹⁷ 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.¹⁸ 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.

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:

¹⁷ Energy consumption estimates with CalEEMod 2022.1.1.22 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.

¹⁸ 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).

(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:¹⁹

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed

¹⁹ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

the incremental 24-hour threshold of 10.4 $\mu\text{g}/\text{m}^3$ or 1.0 $\mu\text{g}/\text{m}^3$ 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*.²⁰ 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;²¹ (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 $\text{PM}_{2.5}$.²²
- 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 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).²³
- Maximum on-site localized operational PM_{10} and $\text{PM}_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 $\mu\text{g}/\text{m}^3$ or 1.0 $\mu\text{g}/\text{m}^3$ PM_{10} averaged over an annual period.²⁴
- 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?

²⁰ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

²¹ 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.

²² 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.

²³ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

²⁴ South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and $\text{PM}_{2.5}$ Significance Thresholds, October 2006.

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:²⁵

- 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 1.0.²⁶ 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 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:²⁷

- 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

²⁵ 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).

²⁶ 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.

²⁷ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

(LAGBC),²⁸ which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).²⁹ 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.

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.

²⁸ City of Los Angeles Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>.

²⁹ California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>.

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,³⁰ the Project would add a net residential population of approximately 194 people to the Project Site based on the 80 dwelling units proposed. The Project's residential population would represent approximately 0.023 percent of the forecast population growth between 2016 and 2045. As a result, the Project would not generate substantial population growth that would be inconsistent 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 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 "High Medium Residential" in the General Plan Framework and zoned R4 (Multiple Dwelling Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. 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

³⁰ Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

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 HQTAs, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.³¹
- 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 4 based on the shortest distance between any point on the lot and qualified Major Transit Stops.³²
- There is substantial public transit service in the area, including:
 - Metro Lines 35 and 38, local east-west bus services that connect Downtown Los Angeles to the Washington/Fairfax area. The nearest bus stop is at the Metro Expo Station at Jefferson Boulevard and La Cienega Boulevard 260 feet north of the Project Site.
 - Metro Line 217, local bus service that connects the Hollywood/Vine Metro Rail station to the La Cienega Metro Rail Station. The nearest bus stop is on La Cienega Boulevard 500 feet north of the Project Site.
 - Metro Line 105, local bus service that connects West Hollywood to Vernon. The nearest bus stop is on La Cienega Boulevard 140 feet northwest of the Project Site.
 - Culver City Line 4, local bus service that connects the West Los Angeles Transit Center to Playa Vista. The nearest bus stop is on La Cienega Boulevard 140 feet northwest of the Project Site.
- Metro's La Cienega/Jefferson rail station is located 260 north of the Project Site, where the E (Expo) Line provides access to the regional rail network.
- The project will provide seven short- and 59 long-term bicycle parking spaces on-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 4, 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.

³¹ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530,

³² Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Table 4
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. The limited on-site parking (104 spaces for 80 residences) would reduce car ownership and resulting vehicle travel. The Project Site is well-served by public transit, including Metro Lines 35, 38, 105, and 217, along with Culver City Line 4, all of which have bus stops within walking distance on La Cienega or Jefferson Boulevards. Metro's La Cienega Jefferson rail station is located 260 feet north of the Project Site, where the E (Expo) Line provides access to the regional rail network. Employees can benefit from the seven short- and 59 long-term bicycle parking spaces on-site for residents and visitors.
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 incentives, trip reduction plans and ridesharing subsidies.	Consistent. As the Project Site is classified as a TOC Tier 4 site, the Project would discourage single-occupant vehicle use because of the limited parking (104 spaces) for the 80 residences. Residents and visitors can use public transit, including Metro Lines 35, 38, 105, and 217, along with Culver City Line 4, all of which have bus stops within walking distance on La Cienega or Jefferson Boulevards. Metro's La Cienega Jefferson rail station is located 260 feet north of the Project Site, where the E (Expo) Line provides access to the regional rail network. Employees can benefit from the seven short- and 59 long-term bicycle parking spaces on-site for residents and visitors.
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 4 status allows the garage to be limited to parking for 104 vehicles. The development would provide

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	transportation options to residents and visitors 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. The limited on-site parking (104 spaces for 80 residences) would reduce car ownership and resulting vehicle travel. The Project Site is well-served by public transit, including Metro Lines 35, 38, 105, and 217, along with Culver City Line 4, all of which have bus stops within walking distance on La Cienega or Jefferson Boulevards. Metro's La Cienega Jefferson rail station is located 260 feet north of the Project Site, where the E (Expo) Line provides access to the regional rail network. Employees can benefit from the seven short- and 59 long-term bicycle parking spaces on-site for residents and visitors.
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.
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 and visitors. The limited on-site parking (104 spaces for 80 residences) would reduce car ownership and resulting vehicle travel. The Project Site is well-served by public transit, including Metro Lines 35, 38, 105, and 217, along with Culver City Line 4, all of which have bus stops within walking distance on La Cienega or Jefferson Boulevards. Metro's La Cienega Jefferson rail station is located 260 feet north of the Project Site, where the E (Expo) Line provides access to the regional

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	rail network. Employees can benefit from the seven short- and 59 long-term bicycle parking spaces on-site for residents and visitors.
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 limited on-site parking (104 spaces for 80 residences) would reduce car ownership and resulting vehicle travel. The Project Site is well-served by public transit, including Metro Lines 35, 38, 105, and 217, along with Culver City Line 4, all of which have bus stops within walking distance on La Cienega or Jefferson Boulevards. Metro's La Cienega Jefferson rail station is located 260 feet north of the Project Site, where the E (Expo) Line provides access to the regional rail network. Employees can benefit from the seven short- and 59 long-term bicycle parking spaces on-site for residents and visitors.
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.
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 waste be taken to City-certified waste processors.

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
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 four electric vehicle charging stations and 32 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.³³

³³ 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.

Construction-related emissions were estimated using the SCAQMD’s CalEEMod 2022.1.1.22 model and a projected construction schedule of at least 30 months. Table 5 summarizes the estimated construction schedule that was modeled for air quality impacts.

**Table 5
Construction Schedule Assumptions**

Phase	Duration	Notes
Grading	Months 1-3	Approximately 30,875 cubic yards of soil (including 25 percent swell factor) ³⁴ hauled 40 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of the excavated site.
Trenching	Month 4-6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-30	Footings and foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-30	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.
- 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.

³⁴ City of Los Angeles, Environmental Assessment Form

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 30,066 cubic yards of soil (including 25 percent swell factors) would be exported from the Project Site to accommodate a three-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 PM₁₀ 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 6, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ 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.³⁵ 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 (2020-2022) for the Project area.

Table 6
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2024	1.3	16.7	14.9	<0.1	3.9	1.9
2025	0.9	6.1	12.7	<0.1	1.4	0.5
2026	4.8	6.6	14.4	<0.1	1.6	0.5

³⁵ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

**Table 6
Daily Construction Emissions**

Maximum Regional Total	4.8	16.7	14.9	<0.1	3.9	1.9
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	5.7	11.4	10.7	<0.1	2.6	1.5
Localized Threshold	N/A	103	562	N/A	5	3
Exceed Threshold?	N/A	No	No	N/A	No	No
<p><i>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)</i></p> <p><i>Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.22 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.</i></p>						

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County 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 to the east of the Project Site on Corbett Street. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 6, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ 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 PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Operation

Operational emissions of criteria pollutants would come from area, 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.³⁶ 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

³⁶ When electricity is used in buildings or local developments, electricity generation typically takes place offsite at power plants.

to the region primarily from motor vehicles that access the Project Site. The Project could add up to 399 vehicle trips to the local roadway network on a weekday at the start of operations in 2026.³⁷

As shown in Table 7, the Project’s emissions would not exceed the SCAQMD’s regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

**Table 7
Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	2.6	0.1	6.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	1.2	0.8	9.2	<0.1	1.9	0.5
Regional Total	3.9	0.9	15.9	<0.1	1.9	0.5
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Localized Total	2.6	0.1	6.7	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	562	N/A	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No
<i>LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA</i>						
<i>Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.22 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.</i>						

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, 5769-5783 Corbett Street; ten feet east of the Project Site.
- Residences, 5778-5792 Corbett Street; 80 feet south of the Project Site.
- Residences, 3333 La Cienega Boulevard; 390 feet north of the Project Site.
- Residence, 5673 Jefferson Boulevard; 440 feet north 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 3, 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

³⁷ City of Los Angeles VMT Calculator, version 1.4 screening analysis.

Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 6, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, 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 at least 30 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).³⁸ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.³⁹ 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.⁴⁰ 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 toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would 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 399 vehicle trips to the local roadway network on weekdays when the development could be leased and

³⁸ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

³⁹ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

⁴⁰ 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.

operational in 2026.⁴¹ The majority of vehicle-related impacts at the Project Site would come from up to 30 and 31 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.⁴² This would represent 0.8 percent of the 4,152 vehicles currently using La Cienega Boulevard at Jefferson Boulevard in the A.M. peak hour.⁴³ Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 41,520 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.⁴⁴

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.⁴⁵ 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.⁴⁶ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

Cumulative Impacts

⁴¹ City of Los Angeles, VMT Calculator, v1.4.

⁴² 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).

⁴³ DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Jefferson Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/4401_JEFLAC170523.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴⁴ 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.

⁴⁵ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

⁴⁶ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

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. 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."⁴⁷ CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.⁴⁸

There are five potential related projects identified by the City of Los Angeles within 1,500 feet of the Proposed Project (Table 8).⁴⁹

**Table 8
Related Projects Within 1,500 Feet of Project Site**

#	Address	Distance from Project Site	Use	Size	Status
1	3221 S. La Cienega Bl.	1,355 feet	Residential	1,218 units	Completed construction
2	5850 W. Jefferson Bl.	1,345 feet	Office	344,947 sf	Approved 2021, pending construction
3	3200 S. La Cienega Bl.	1,365 feet	Residential	254 units	Approved April 2022. Awaiting construction
4	3401 S. La Cienega Bl.	340 feet	Residential Office Retail	260 units 263,000 sf 5,000 sf	Under construction
5	5741 W. Jefferson Bl.	1,085 feet	Office Retail	307,968 sf 6,720 sf	Pending entitlements

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, November 28, 2023.

Based on the status of potential related projects in Table 8, none of these potential projects will contribute to cumulative air quality impacts from any concurrent construction. Specifically, four of the related projects are beyond 1,000 feet of the Project Site (i.e., 1, 2, 3, 5). In addition, the fifth project (i.e., 4) is under construction as of April 2024 and would likely be done or near completion by the time the Proposed Project began construction. As a result, no other nearby related projects would contribute to cumulative short-term construction and long-term operations.

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 2020 RTP/SCS, implementation of the AQMP will not

⁴⁷ U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

⁴⁸ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

⁴⁹ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, April 2024.

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.⁵⁰ 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 6, 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 PM₁₀ 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.

⁵⁰ 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.

Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

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

FUTURE EMISSIONS

5785 Corbett Street (Future) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	5785 Corbett Street (Future)
Construction Start Date	4/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	8.20
Location	5785 Corbett St, Los Angeles, CA 90016, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4452
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Apartments Mid Rise	80.0	Dwelling Unit	0.40	80,755	793	—	194	—
Enclosed Parking with Elevator	103	Space	0.00	50,201	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.	4.84	16.7	14.9	0.04	0.59	3.28	3.87	0.54	1.33	1.87
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.92	6.70	12.3	0.02	0.26	1.17	1.43	0.24	0.28	0.52
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.87	5.68	8.65	0.01	0.21	1.01	1.22	0.20	0.34	0.53
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	1.04	1.58	< 0.005	0.04	0.18	0.22	0.04	0.06	0.10

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
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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.31	16.7	14.9	0.04	0.59	3.28	3.87	0.54	1.33	1.87									
2025	0.87	6.09	12.7	0.02	0.23	1.17	1.40	0.20	0.28	0.48									
2026	4.84	6.61	14.4	0.02	0.22	1.38	1.60	0.20	0.33	0.53									
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.92	6.70	12.3	0.02	0.26	1.17	1.43	0.24	0.28	0.52									
2025	0.87	6.15	11.9	0.02	0.23	1.17	1.40	0.20	0.28	0.48									
2026	0.80	5.75	11.5	0.02	0.20	1.17	1.37	0.18	0.28	0.46									
Average Daily	—	—	—	—	—	—	—	—	—	—									
2024	0.61	5.68	7.18	0.01	0.21	1.01	1.22	0.20	0.34	0.53									
2025	0.62	4.42	8.65	0.01	0.16	0.83	0.99	0.15	0.20	0.35									
2026	1.87	3.43	7.00	0.01	0.11	0.70	0.81	0.10	0.17	0.27									
Annual	—	—	—	—	—	—	—	—	—	—									
2024	0.11	1.04	1.31	< 0.005	0.04	0.18	0.22	0.04	0.06	0.10									
2025	0.11	0.81	1.58	< 0.005	0.03	0.15	0.18	0.03	0.04	0.06									
2026	0.34	0.63	1.28	< 0.005	0.02	0.13	0.15	0.02	0.03	0.05									

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	1.31	16.7	14.9	0.04	0.59	3.28	3.87	0.54	1.33	1.87
2025	0.87	6.09	12.7	0.02	0.23	1.17	1.40	0.20	0.28	0.48
2026	4.84	6.61	14.4	0.02	0.22	1.38	1.60	0.20	0.33	0.53
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—

2024	0.92	6.70	12.3	0.02	0.26	1.17	1.43	0.24	0.28	0.52
2025	0.87	6.15	11.9	0.02	0.23	1.17	1.40	0.20	0.28	0.48
2026	0.80	5.75	11.5	0.02	0.20	1.17	1.37	0.18	0.28	0.46
Average Daily	—	—	—	—	—	—	—	—	—	—
2024	0.61	5.68	7.18	0.01	0.21	1.01	1.22	0.20	0.34	0.53
2025	0.62	4.42	8.65	0.01	0.16	0.83	0.99	0.15	0.20	0.35
2026	1.87	3.43	7.00	0.01	0.11	0.70	0.81	0.10	0.17	0.27
Annual	—	—	—	—	—	—	—	—	—	—
2024	0.11	1.04	1.31	< 0.005	0.04	0.18	0.22	0.04	0.06	0.10
2025	0.11	0.81	1.58	< 0.005	0.03	0.15	0.18	0.03	0.04	0.06
2026	0.34	0.63	1.28	< 0.005	0.02	0.13	0.15	0.02	0.03	0.05

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.	3.88	1.08	16.0	0.02	0.04	1.90	1.94	0.03	0.48	0.52
Mit.	3.87	0.88	15.9	0.02	0.02	1.90	1.92	0.02	0.48	0.50
% Reduced	< 0.5%	19%	1%	6%	45%	—	1%	48%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.11	1.10	8.72	0.02	0.03	1.90	1.93	0.03	0.48	0.51
Mit.	3.10	0.90	8.64	0.02	0.01	1.90	1.92	0.01	0.48	0.50
% Reduced	< 0.5%	18%	1%	6%	54%	—	1%	56%	—	3%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.62	1.15	13.5	0.02	0.03	1.89	1.93	0.03	0.48	0.51

Mit.	3.61	0.94	13.4	0.02	1.89	1.91	0.02	0.48	0.50
% Reduced	< 0.5%	18%	1%	6%	—	1%	51%	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.66	0.21	2.47	< 0.005	0.35	0.35	0.01	0.09	0.09
Mit.	0.66	0.17	2.45	< 0.005	0.35	0.35	< 0.005	0.09	0.09
% Reduced	< 0.5%	18%	1%	6%	—	1%	51%	—	3%

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	1.25	0.82	9.23	0.02	0.01	1.90	1.92	0.01	0.48	0.50
Area	2.63	0.06	6.72	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.88	1.08	16.0	0.02	0.04	1.90	1.94	0.03	0.48	0.52
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.23	0.90	8.64	0.02	0.01	1.90	1.92	0.01	0.48	0.50
Area	1.87	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.11	1.10	8.72	0.02	0.03	1.90	1.93	0.03	0.48	0.51

3. Construction Emissions Details

3.1. Grading (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)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49
Dust From Material Movement	—	—	—	—	—	2.08	2.08	—	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)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	2.03	1.91	< 0.005	0.10	—	0.10	0.09	—	0.09
Dust From Material Movement	—	—	—	—	—	0.37	0.37	—	0.18	0.18
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	0.37	0.35	< 0.005	0.02	—	0.02	0.02	—	0.02
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	—	—	—	—	—	—	—	—	—	—

3.3. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
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	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
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	0.20	2.01	2.51	< 0.005	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	0.37	0.46	< 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	0.35	0.38	5.94	0.00	0.00	1.03	1.03	0.00	0.24	0.24
Vendor	0.02	0.64	0.31	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05
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	0.35	0.45	5.02	0.00	0.00	1.03	1.03	0.00	0.24	0.24
Vendor	0.02	0.66	0.32	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05
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	0.16	1.90	0.00	0.00	0.37	0.37	0.00	0.09	0.09
Vendor	0.01	0.24	0.11	< 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	0.35	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

3.4. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
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	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
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	0.20	2.01	2.51	< 0.005	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.37	0.46	< 0.005	0.02	—	0.02	—	0.02	—	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.38	5.94	0.00	0.00	1.03	1.03	1.03	1.03	0.00	0.00	0.24	0.24	0.24	0.24	0.24	0.24
Vendor	0.02	0.64	0.31	< 0.005	0.01	0.14	0.15	0.01	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.45	5.02	0.00	0.00	1.03	1.03	1.03	1.03	0.00	0.00	0.24	0.24	0.24	0.24	0.24	0.24
Vendor	0.02	0.66	0.32	< 0.005	0.01	0.14	0.15	0.01	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.16	1.90	0.00	0.00	0.37	0.37	0.37	0.37	0.00	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Vendor	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.05	0.05	< 0.005	0.01	0.02	0.02	0.02	0.02	0.02	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.35	0.00	0.00	0.07	0.07	0.07	0.07	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. 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
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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.29	3.48	0.00	0.00	0.00	0.73	0.73	0.00	0.17	0.17	0.00	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	0.01	0.45	0.21	< 0.005	0.01	0.10	0.10	0.11	< 0.005	0.03	0.03	< 0.005	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.13	0.13	0.13	0.00	0.03	0.03	0.00	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	0.02	< 0.005	0.01	0.01	< 0.005	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. 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	0.37	3.67	4.96	0.01	0.16	—	0.16	0.14	—	0.14
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	0.07	0.67	0.90	< 0.005	0.03	—	0.03	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.34	5.47	0.00	0.00	1.03	1.03	0.00	0.24	0.24
Vendor	0.02	0.61	0.30	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
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	0.33	0.38	4.64	0.00	0.00	1.03	1.03	0.00	0.24	0.24
Vendor	0.02	0.63	0.30	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.29	3.48	0.00	0.00	0.73	0.73	0.00	0.17	0.17
Vendor	0.01	0.45	0.21	< 0.005	0.01	0.10	0.11	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 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

3.7. 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)	—	—	—	—	—	—	—	—	—	—

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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	0.26	2.57	3.69	0.01	0.10	—	0.10	0.09	—	0.09
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	0.05	0.47	0.67	< 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	0.29	0.31	5.08	0.00	0.00	1.03	1.03	0.00	0.24	0.24
Vendor	0.02	0.58	0.28	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
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	0.29	0.34	4.34	0.00	0.00	1.03	1.03	0.00	0.24	0.24
Vendor	0.01	0.60	0.29	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.20	2.42	0.00	0.00	0.55	0.55	0.00	0.13	0.13
Vendor	0.01	0.32	0.15	< 0.005	< 0.005	0.08	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	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	0.02	0.02	
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 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	0.00	0.00	

3.8. 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	0.26	2.57	3.69	0.01	0.10	—	0.10	0.09	—	0.09
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	0.05	0.47	0.67	< 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	0.29	0.31	5.08	0.00	0.00	1.03	1.03	1.03	0.00	0.24	0.24	0.24	0.24	0.04	0.04	0.04	0.04	
Vendor	0.02	0.58	0.28	< 0.005	0.01	0.14	0.15	< 0.005	0.00	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.34	4.34	0.00	0.00	1.03	1.03	1.03	0.00	0.24	0.24	0.24	0.24	0.04	0.04	0.04	0.04	
Vendor	0.01	0.60	0.29	< 0.005	0.01	0.14	0.15	< 0.005	0.00	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.20	2.42	0.00	0.00	0.55	0.55	0.55	0.00	0.13	0.13	0.13	0.13	0.02	0.02	0.02	0.13	
Vendor	0.01	0.32	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.00	0.02	0.02	0.02	0.02	0.02	0.02	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.10	0.00	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	3.86	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.31	0.41	< 0.005	0.01	—	0.01	—	0.01	—	0.01	—	0.01	—	0.01	—	0.01	—	0.01	0.01
Architectural Coatings	1.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	1.02	0.00	0.00	0.00	0.00	0.21	0.21	0.00	0.21	0.21	0.00	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.07	0.07	0.00	0.02	0.02	0.02	0.02	0.02	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	3.86	—	—	—	—	—	—	—	—	—
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	0.04	0.31	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	1.38	—	—	—	—	—	—	—	—	—
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	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—
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	0.06	0.06	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05
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	0.02	0.03	0.33	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	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

3.1.1. Trenching (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)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	1.35	1.49	< 0.005	0.07	—	0.07	0.06	—	0.06
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.24	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005	—	< 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	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	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.01	0.01	0.01	0.01	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Trenching (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	0.21	1.35	1.49	< 0.005	0.07	—	0.07	0.06	—	0.06

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.24	0.27	< 0.005	0.01	—	0.01	—	0.01	0.01	0.01	0.01	0.01	0.01	0.01	—	—	—	0.01	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 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	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	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	0.00	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.2.2. 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)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00	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	0.00	0.00	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	0.00	0.00	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	0.00	0.00	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	0.00	0.00	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	0.00	0.00	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	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Consumer Products	1.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.76	0.06	6.72	< 0.005	0.01	—	0.01	< 0.005	—	—	—	< 0.005	—	—	—	—	< 0.005	
Total	2.63	0.06	6.72	< 0.005	0.01	—	0.01	< 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	—	—	—	—	0.00	
Consumer Products	1.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	1.87	0.00	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	—	—	—	—	0.00	
Consumer Products	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Landscape Equipment	0.10	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	< 0.005	—	—	—	—	< 0.005	
Total	0.44	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	< 0.005	—	—	—	—	< 0.005	

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Consumer Products	1.73	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.76	0.06	6.72	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Total	2.63	0.06	6.72	< 0.005	0.01	—	0.01	< 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	—	0.00	0.00
Consumer Products	1.73	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.87	0.00	0.00	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	—	0.00	0.00
Consumer Products	0.32	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.10	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Total	0.44	0.01	0.84	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4.2. 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)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.5.2. 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)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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
Grading	Grading	4/1/2024	6/30/2024	5.00	65.0	—
Building Construction	Building Construction	7/1/2024	9/30/2026	5.00	588	—
Architectural Coating	Architectural Coating	4/1/2026	9/30/2026	5.00	131	—
Trenching	Trenching	7/1/2024	9/30/2024	5.00	66.0	—

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
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/Backh	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
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
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1 ,LDT2
Grading	Vendor	—	10.2	HHD1,MHDT
Grading	Hauling	59.4	20.0	HHD1
Grading	Onsite truck	—	—	HHD1
Building Construction	—	—	—	—
Building Construction	Worker	78.7	18.5	LDA,LDT1 ,LDT2

Building Construction	Vendor	16.8	10.2	HHD,T,MHDT
Building Construction	Hauling	0.00	20.0	HHD,T
Building Construction	Onsite truck	—	—	HHD,T
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.7	18.5	LDA,LDT1 ,LDT2
Architectural Coating	Vendor	—	10.2	HHD,T,MHDT
Architectural Coating	Hauling	0.00	20.0	HHD,T
Architectural Coating	Onsite truck	—	—	HHD,T
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1 ,LDT2
Trenching	Vendor	—	10.2	HHD,T,MHDT
Trenching	Hauling	0.00	20.0	HHD,T
Trenching	Onsite truck	—	—	HHD,T

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1 ,LDT2
Grading	Vendor	—	10.2	HHD,T,MHDT
Grading	Hauling	59.4	20.0	HHD,T
Grading	Onsite truck	—	—	HHD,T
Building Construction	—	—	—	—
Building Construction	Worker	78.7	18.5	LDA,LDT1 ,LDT2
Building Construction	Vendor	16.8	10.2	HHD,T,MHDT
Building Construction	Hauling	0.00	20.0	HHD,T
Building Construction	Onsite truck	—	—	HHD,T
Architectural Coating	—	—	—	—

Architectural Coating	Worker	15.7	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	163,529	54,510	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 (sq. ft.)	Acres Paved (acres)
Grading	—	30,875	48.8	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%
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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	

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMТ/Weekday	VMТ/Saturday	VMТ/Sunday	VMТ/Year
Total all Land Uses	399	399	399	145,635	2,682	2,682	2,682	978,930

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMТ/Weekday	VMТ/Saturday	VMТ/Sunday	VMТ/Year
Total all Land Uses	399	399	399	145,635	2,682	2,682	2,682	978,930

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	80
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	80
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)
163528.875	54,510	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	262,679	690	0.0489	0.0069	794,029
Enclosed Parking with Elevator	185,314	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)
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Apartments Mid Rise	264,120	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	185,314	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	2,981,904	13,593
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	2,981,904	13,593
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	48.5	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	48.5	—
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
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type

Initial Acres

Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
5.18.2.2. Mitigated			
Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.47	annual days of extreme heat
Extreme Precipitation	5.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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
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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	42.6
AQ-PM	73.8
AQ-DPM	33.5
Drinking Water	92.5
Lead Risk Housing	95.0
Pesticides	27.3
Toxic Releases	80.3
Traffic	74.1
Effect Indicators	—
CleanUp Sites	41.2
Groundwater	69.6
Haz Waste Facilities/Generators	85.9
Impaired Water Bodies	66.7
Solid Waste	35.7

Sensitive Population	—
Asthma	92.5
Cardio-vascular	75.5
Low Birth Weights	97.5
Socioeconomic Factor Indicators	—
Education	74.3
Housing	84.5
Linguistic	80.0
Poverty	69.3
Unemployment	10.7

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	36.69960221
Employed	22.3662261
Median HI	17.96484024
Education	—
Bachelor's or higher	48.40241242
High school enrollment	0.10265623
Preschool enrollment	95.7141024
Transportation	—
Auto Access	25.58706532
Active commuting	71.67971256
Social	—
2-parent households	25.84370589

Voting	14.46169639
Neighborhood	—
Alcohol availability	27.74284614
Park access	12.19042731
Retail density	85.06351854
Supermarket access	94.25125112
Tree canopy	12.66521237
Housing	—
Homeownership	30.91235724
Housing habitability	19.58167586
Low-inc homeowner severe housing cost burden	17.46439112
Low-inc renter severe housing cost burden	52.73963814
Uncrowded housing	58.11625818
Health Outcomes	—
Insured adults	76.20941871
Arthritis	3.0
Asthma ER Admissions	7.1
High Blood Pressure	1.1
Cancer (excluding skin)	21.2
Asthma	12.1
Coronary Heart Disease	3.6
Chronic Obstructive Pulmonary Disease	10.5
Diagnosed Diabetes	0.9
Life Expectancy at Birth	25.8
Cognitively Disabled	41.3
Physically Disabled	6.0
Heart Attack ER Admissions	25.8

Mental Health Not Good	33.4
Chronic Kidney Disease	1.3
Obesity	8.3
Pedestrian Injuries	99.9
Physical Health Not Good	17.0
Stroke	1.4
Health Risk Behaviors	—
Binge Drinking	97.0
Current Smoker	38.5
No Leisure Time for Physical Activity	26.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	45.9
Elderly	24.7
English Speaking	36.6
Foreign-born	32.7
Outdoor Workers	46.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	26.1
Traffic Density	72.4
Traffic Access	87.4
Other Indices	—
Hardship	55.0
Other Decision Support	—
2016 Voting	25.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	96.0
Healthy Places Index Score for Project Location (b)	8.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
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. Assumes 2.42 persons per dwelling unit per Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Operations: Hearths	Project plans



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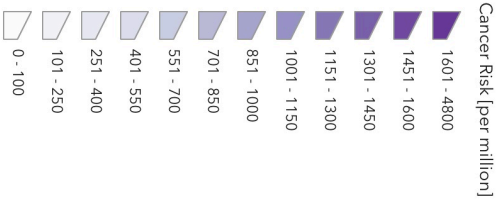
MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
[Download PDF](#)

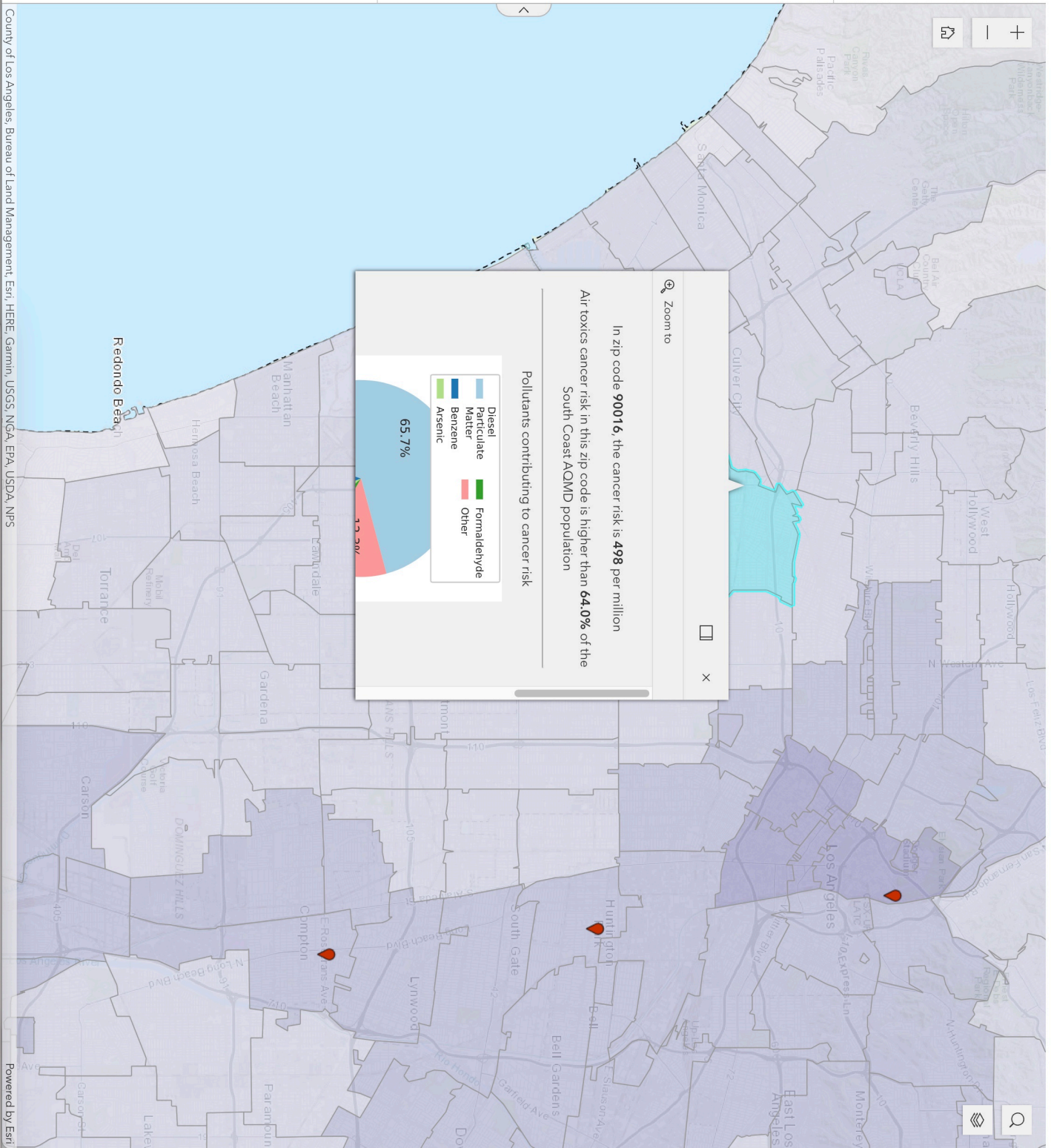
Residential Air Toxics Cancer Risk at MATES Monitoring Sites

Residential Air Toxics Cancer Risk Calculated from Model Data



South Coast AQMD Boundary

The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.





DOUGLASKIM+ASSOCIATES,LLC

CALENVIROSCREEN 4.0 OUTPUT



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

RELATED PROJECTS

Record Count: 5 | Record Per Page: **All Records** ▼

Centroid Info: PROJ ID: **56438**
 Address: **5785 W CORBETT St**
Los Angeles, CA 90016
 Lat/Long: **34.0253, -118.372**

Buffer Radius: **feet** ▼

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 -** ▼

Results generated since: (11/28/2023 4:27:40 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)	Trip Info
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42914	Westchester	WLA	10	2015	Jefferson/La Cienega (Cumulus) Mixed-Use Project	ABC lot to 1218 unit Apt, grocery, retail, restaurant	3221 S La Cienega Bl	04/29/2015	1355.5	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Land Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Mixed Use</td> <td>Other</td> <td>737</td> <td>849</td> <td>10136</td> <td>319</td> <td>419</td> <td>467</td> <td>382</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>737</td> <td>849</td> <td>10136</td> <td></td> <td>319</td> <td>419</td> <td>467</td> <td>382</td> <td></td> </tr> </tbody> </table>	Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Mixed Use	Other	737	849	10136	319	419	467	382					737	849	10136		319	419	467	382	
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49275	Westchester	WLA	10	2020	Office Building	New 22-Story, 344,947 sf Office bldg to replace exist surface pkg lot	5850 W JEFFERSON BLVD	03/31/2020	1345.1	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Land Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>S.F. Gross Area</td> <td>344947</td> <td>340</td> <td>337</td> <td>2856</td> <td>292</td> <td>48</td> <td>54</td> <td>283</td> <td>new 22-Story, Office bldg. replacing existing surface parking lot.</td> </tr> <tr> <td></td> <td></td> <td>340</td> <td>337</td> <td>2856</td> <td></td> <td>292</td> <td>48</td> <td>54</td> <td>283</td> <td></td> </tr> </tbody> </table>	Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Office	S.F. Gross Area	344947	340	337	2856	292	48	54	283	new 22-Story, Office bldg. replacing existing surface parking lot.			340	337	2856		292	48	54	283	
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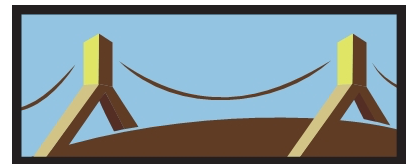
50485	Westchester	WLA	10	2020	Apartments, 254-Units TOC3	new 7-Story 254-Unit Mid-Rise Apt bldg incl 28-DU affordable Housing	3200 S La Cienega Blvd	02/16/2021	1363.2	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Land Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>254</td> <td>77</td> <td>95</td> <td>1253</td> <td>20</td> <td>57</td> <td>58</td> <td>37</td> <td>new 7-Story 254-Unit (incl 28 ELI Units) Residential Apt complex w/2 underground parking levels</td> </tr> <tr> <td></td> <td></td> <td>77</td> <td>95</td> <td>1253</td> <td></td> <td>20</td> <td>57</td> <td>58</td> <td>37</td> <td></td> </tr> </tbody> </table>	Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	254	77	95	1253	20	57	58	37	new 7-Story 254-Unit (incl 28 ELI Units) Residential Apt complex w/2 underground parking levels			77	95	1253		20	57	58	37	
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50870	Metro	MTR	10	2021	Mixed-Use	260 Apartments (incl. 22 affordable), 263 KSF Office, 5 KSF Retail	3401 S La Cienega bl	10/14/2021	342.0	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Land Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td></td> <td>275</td> <td>272</td> <td>286</td> <td>2748</td> <td>197</td> <td>75</td> <td>81</td> <td>205</td> <td>Multi Family Dwelling Units including 22 low income</td> </tr> <tr> <td>Office</td> <td>S.F. Gross Area</td> <td>263000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>5000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>272</td> <td>286</td> <td>2748</td> <td></td> <td>197</td> <td>75</td> <td>81</td> <td>205</td> <td></td> </tr> </tbody> </table>	Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other		275	272	286	2748	197	75	81	205	Multi Family Dwelling Units including 22 low income	Office	S.F. Gross Area	263000									Retail	S.F. Gross Area	5000											272	286	2748		197	75	81	205	
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55859	Metro	MTR	10	2023	Self-Storage	307,968 SF Mini-Warehouse & 6720 SF Retail	5741 W JEFFERSON BLVD	08/01/2023	1083.4	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Land Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>307968</td> <td>22</td> <td>36</td> <td>283</td> <td>13</td> <td>9</td> <td>17</td> <td>19</td> <td>self-storage warehouse</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>6720</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>22</td> <td>36</td> <td>283</td> <td></td> <td>13</td> <td>9</td> <td>17</td> <td>19</td> <td></td> </tr> </tbody> </table>	Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other	S.F. Gross Area	307968	22	36	283	13	9	17	19	self-storage warehouse	Retail	S.F. Gross Area	6720											22	36	283		13	9	17	19	
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5785 WEST CORBETT STREET PROJECT

Noise Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
April 2024

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 5895 West Corbett 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 The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

Regulatory Framework

Noise

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 also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms.

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

The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

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

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.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**

Land Use Category	Community Noise Exposure (dB, L _{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels Hotels	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

	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 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.

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 in the Baldwin Hills neighborhood along a major commercial arterial. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 5769-5783 Corbett Street; ten feet east of the Project Site.
- Residences, 5778-5792 Corbett Street; 80 feet south of the Project Site.
- Residences, 3333 La Cienega Boulevard; 390 feet north of the Project Site.
- Residence, 5673 Jefferson Boulevard; 440 feet north of the Project Site.

Existing Ambient Noise Levels

The Project Site is currently vacant of any improvements. As such, there is no noise generated at the Project Site.

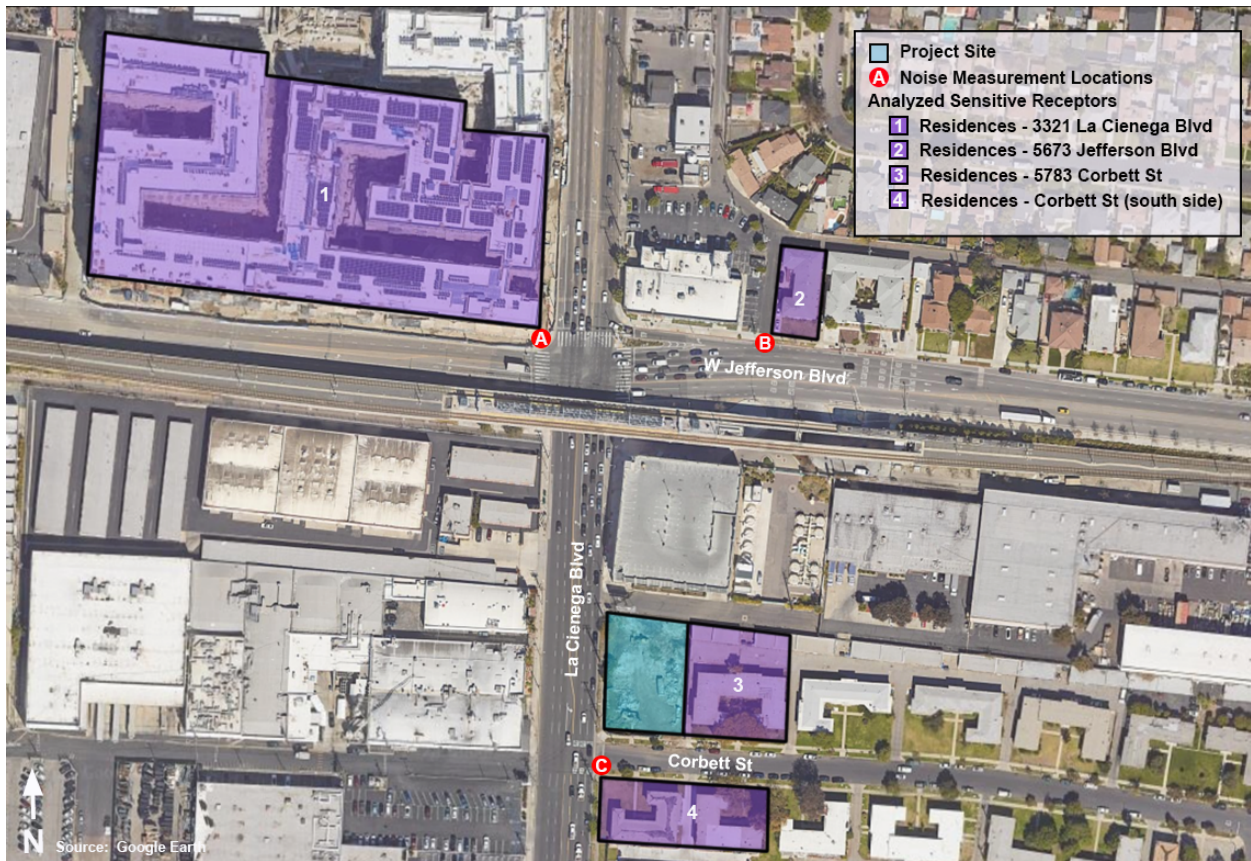
Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁸ This includes traffic on La Cienega Boulevard, which flanks the Project Site and carries 4,152 vehicles at Jefferson Boulevard in the A.M. peak hour.⁹

In April 2023, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.¹⁰ As shown in Table 3, noise levels along roadways near the Project Site ranged from 65.0 to 69.0 dBA L_{eq} , which was generally consistent with the traffic volumes on the two major arterials that dominate the noise landscape in the area (La Cienega Boulevard and Jefferson Boulevard). 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 “Conditionally Acceptable” for the types of land uses near the Project Site.

⁸ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

⁹ DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on La Cienega Bl. at Jefferson Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/4401_JEFLAC170523.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹⁰ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.



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Figure 1
Noise Measurement Locations

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. 3321 La Cienega Bl.	Traffic on La Cienega and Jefferson Bls.	69.0	67.0	Residences – 3321 La Cienega Bl.	Conditionally Acceptable
B. 5673 Jefferson Bl.	Traffic on La Cienega Bl.	65.5	63.5	Residences – 5673 Jefferson Bl.	Conditionally Acceptable
C. 5783 Corbett St.	Traffic on La Cienega Bl.	65.0	63.0	Residences – 5783 Corbett St., South side	Conditionally 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.

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,¹¹ 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.¹² Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.¹³ For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.¹⁴ It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

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 and considering the impact that they could produce given the nature of the source (i.e., loudness and

¹¹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹² A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

¹³ Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

¹⁴ Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

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.¹⁵

¹⁵ 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.

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 at least 30 months of 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
Grading	Months 1-3	Approximately 30,875 cubic yards of soil (including 25 percent swell factor) ¹⁶ hauled 40 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of the excavated site.
Trenching	Month 4-6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-30	Footings and foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-30	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

Noise levels would generally peak during the grading phase, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of dirt. 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.

¹⁶ City of Los Angeles, Environmental Assessment Form

During other phases of construction (e.g., 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 how noise would propagate from the construction site during the demolition and grading phase.

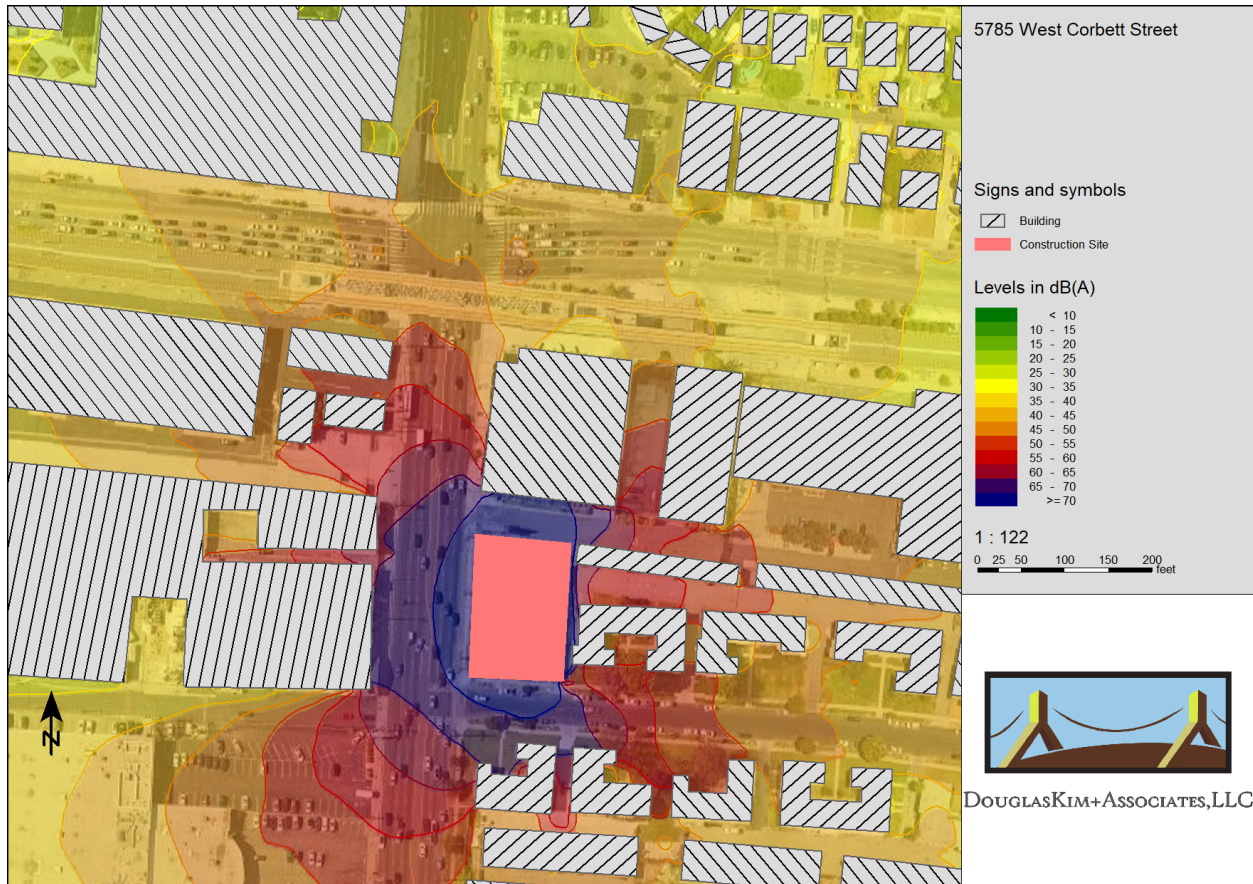


Figure 2
Construction Noise Sound Contours

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

**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. Residences – 3321 La Cienega.	42.0	69.0	69.0	0.0	No
2. Residences – 5673 Jefferson Bl.	39.0	65.5	65.5	0.0	No
3. Residences - 5783 Corbett St.	66.3	65.0	68.7	3.7	No
4. Residences – Corbett St. (south side)	67.1	65.0	69.2	4.2	No

Source: DKA Planning, 2023.

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving soil from the Project Site during grading activities; vendor trips; and worker commute trips. These activities would generate up to an estimated 260 peak hourly PCE vehicle trips, as summarized in Table 6, during the grading phase.¹⁷ This would represent about 6.3 percent of traffic volumes on La Cienega Boulevard, which carries about 4,152 vehicles at Jefferson Boulevard in the morning peak hour of traffic.¹⁸ 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.

La Cienega Boulevard would serve as part of the haul route for any soil exported from the Project Site given its access to the Santa Monica Freeway to the north. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on La Cienega 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 La Cienega Blvd. ^d
Grading	8	0	252 ^b	260	6.3

¹⁷ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

¹⁸ DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on La Cienega Bl at Jefferson Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/4401_JEFLAC170523.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

Trenching	3	0	0	3	0.1
Building Construction	75	58 ^c	0	133	3.2
Architectural Coating	15	0	0	15	0.4

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

^b The project would generate 6,013 haul trips over a 65-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 This phase would generate about 15.4 vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 13.1 PCE.

^d Percent of existing traffic volumes on La Cienega Boulevard at Jefferson Boulevard.

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 86'6" above grade that would generate incremental long-term noise impacts. This development would use typical HVAC equipment or 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.¹⁹ While each unit could have a sound power of up to 76 dBA, the location on the roof would help shield the noise path to nearby sensitive receptors.

Any off-site sensitive receptors would not experience elevated noise levels without a direct line-of-sight to these units, as the adjacent residences are two stories in height and approximately 60 feet lower than the Proposed Project's rooftop equipment. 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.²⁰ 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.

¹⁹ Clean British Columbia. Heat Pumps and Noise. <https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf>

²⁰ 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.

Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

A pad-mounted oil transformer that lowers high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location facing Corbett Street. It would be 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. Booster (supply and exhaust) fans that ventilate the three-level subterranean garage would be located on the above-ground garage levels.

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) on the ground floor or 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 two driveways off Corbett Street. During the peak P.M. hour, up to 31 vehicles would generate noise in and out of the garage, with up to 30 net vehicles using the garage in the peak A.M. hour.²¹

Nearby residences across the street at 5778-5792 Corbett Street would have a direct line of sight to the driveway, approximately 80 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of 24 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of ten 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?
Residences – 5778-5792 Corbett St.	38.5	63.0	63.0	<0.1	No
Source: DKA Planning, 2023, using FTA Noise Impact Assessment Spreadsheet.					

²¹ DKA Planning, 2023, based on City of Los Angeles, VMT Calculator, v1.4. and the 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).

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:
 - Fourth floor interior courtyard. This 558 square-foot area would be a shared use space for socializing or passive recreation (e.g., reading, walking), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.
 - Private balconies on all elevations. 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. No powered speakers are proposed that would amplify either speech or music.
 - Eighth floor open space at the southwestern portion of the development fronting on La Cienega Boulevard and Corbett Street. This 2,616 square-foot area would be a shared use space for socializing or passive recreation (e.g., reading, dining), 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 to the east, as the development itself would shield any sound path to the east. With regard to the residences to the south across Corbett Street, there would not be a line of sight to residences that would be about 50-60 feet lower in height than the roof deck. Blocking the line of sight to a noise source generally results in a 5 decibel reduction.²² 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

²² 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.²³ 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.²⁴

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. 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 Corbett 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.²⁵ Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of trash collection activities during daytime hours would negligibly affect CNEL sound levels.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, 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.²⁶ The landscape plan focuses on a modest palette of accent trees and raised planters on the ground level, as well as the fourth and eighth floors that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.

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 399 vehicle trips to the local roadway network

²³ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

²⁴ Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

²⁵ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

²⁶ 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 L_{eq} at 50 feet.

on weekdays when the development could be leased and operational in 2026.²⁷ The majority of vehicle-related impacts at the Project Site would come from up to 30 and 31 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.²⁸ This would represent 0.8 percent of the 4,152 vehicles currently using La Cienega Boulevard at Jefferson Boulevard in the A.M. peak hour.²⁹

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.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined	Consistent. The noise-sensitive project is being evaluated under CEQA and would before being

²⁷ City of Los Angeles, VMT Calculator, v1.4.

²⁸ 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).

²⁹ DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on La Cienega Boulevard at Jefferson Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/4401_JEFLAC170523.pdf, 2017 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
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.	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 4.2 miles east of the Santa Monica Airport and 5.1 miles northeast of Los Angeles International 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.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City’s screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located

between. There are five potential related projects identified by the City of Los Angeles within 1,500 feet of the Proposed Project (Table 9).³⁰

Table 9
Related Projects Within 1,500 Feet of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	3221 S. La Cienega Bl.	1,355 feet	Residential	1,218 units	Completed construction
2	5850 W. Jefferson Bl.	1,345 feet	Office	344,947 sf	Approved 2021, pending construction
3	3200 S. La Cienega Bl.	1,365 feet	Residential	254 units	Approved April 2022. Awaiting construction
4	3401 S. La Cienega Bl.	340 feet	Residential Office Retail	260 units 263,000 sf 5,000 sf	Under construction
5	5741 W. Jefferson Bl.	1,085 feet	Office Retail	307,968 sf 6,720 sf	Pending entitlements

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, November 28, 2023.

Based on the status of potential related projects in Table 9, none of these potential projects will contribute to cumulative air quality impacts from any concurrent construction. Specifically, four of the related projects are beyond 1,000 feet of the Project Site (i.e., Related Projects 1, 2, 3, 5). In addition, the fifth project (i.e., Related Project 4) is under construction as of April 2024 and would likely be done or near completion by the time the Proposed Project began construction. As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would contribute an estimated 260 peak hourly PCE vehicle trips to local roadways during the grading phase.³¹ This would represent about 6.3 percent of traffic volumes on La Cienega Boulevard, which carries about 4,152 vehicles at Jefferson Boulevard in the

³⁰ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, April 2024.

³¹ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

morning peak hour of traffic.³² Any related projects would have to add 3,892 peak hour vehicle trips to double volumes on La Cienega Boulevard.

As noted earlier, there are no related projects within 1,000 feet of the Project Site that would contribute construction traffic to local roadways that could result in a doubling of peak hour traffic. 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 Baldwin Hills 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.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The presence of intervening multi-story buildings along La Cienega Boulevard and Jefferson Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

The Project could add up to 399 vehicle trips to the local roadway network on a weekday at the start of operations in 2026 that could elevate traffic noise on local roadways.³³ For example, it would add up to 30 maximum hourly vehicle trips. Related projects would have to generate 4,122 additional vehicle trips onto La Cienega Boulevard in the peak A.M. hour to elevate noise by 3 dBA. As illustrate in Table 10, the four potential related projects would generate about 711 A.M. peak hour trips (Related Project #1 was operational when ambient noise measurements were taken).³⁴

³² DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on La Cienega Bl at Jefferson Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/4401_JEFLAC170523.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

³³ City of Los Angeles VMT Calculator, version 1.4 screening analysis.

³⁴ Institute of Transportation Engineers, Trip Generation Rates (11th Edition).

**Table 10
Related Project Trip Generation**

Related Project	Address	A.M. Peak Hour	P.M. Peak Hour
2	5850 W. Jefferson Bl.	340	337
3	3200 S. La Cienega Bl.	77	95
4	3401 S. La Cienega Bl.	272	286
5	5741 W. Jefferson Bl.	22	36
TOTAL		711	754
Source: City of Los Angeles, Case Logging and Tracking System, November 28, 2023			

When combined with the Proposed Project, these five developments would add 741 A.M. peak hour trips, a 17.8 percent increase in volume to traffic on La Cienega Boulevard at Jefferson Boulevard in the A.M. peak hour, assuming all vehicle trips use this roadway segment. As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. 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.

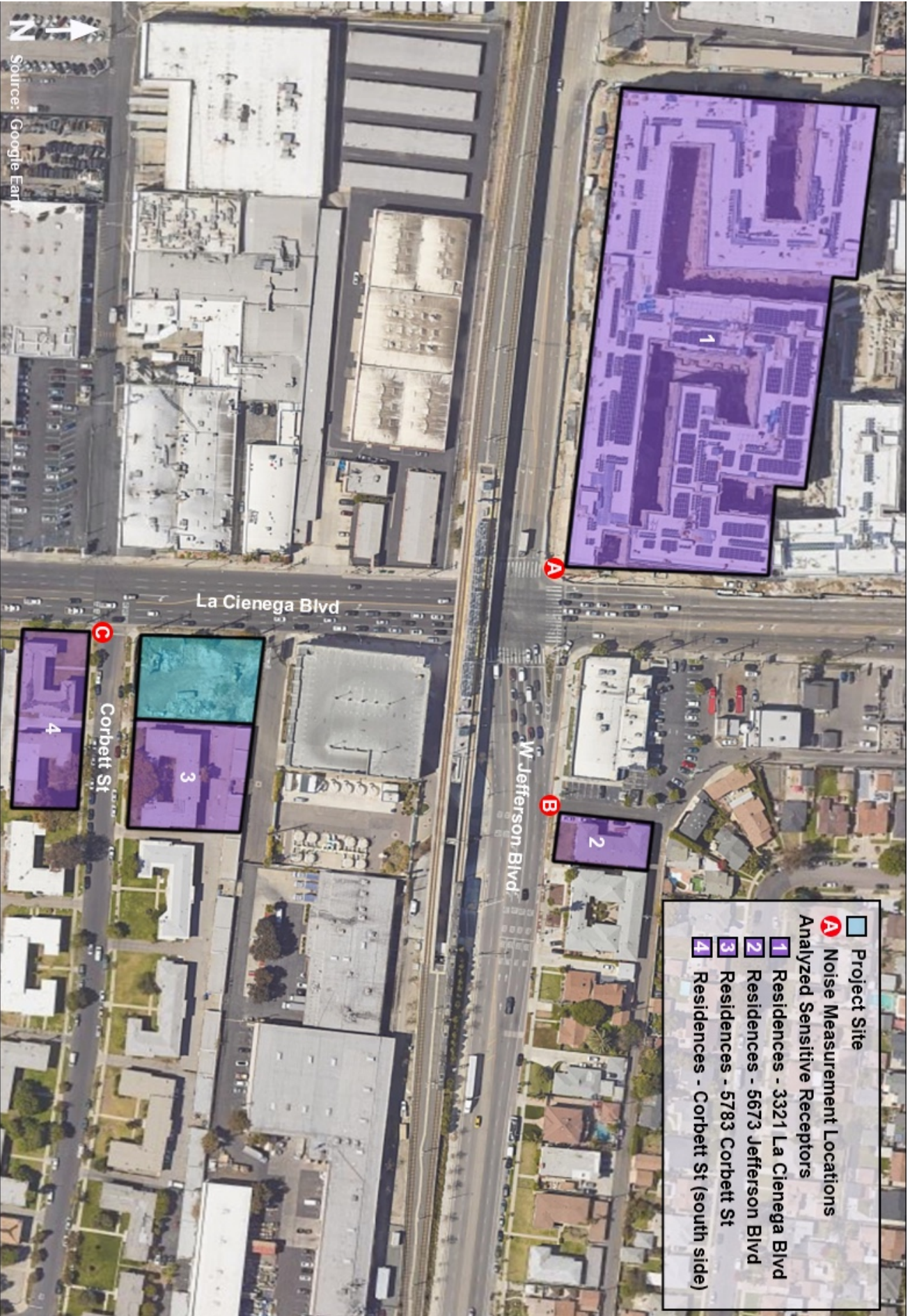
Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons 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.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



- Project Site
- A Noise Measurement Locations
- Analyzed Sensitive Receptors**
- 1 Residences - 3321 La Cienega Blvd
- 2 Residences - 5673 Jefferson Blvd
- 3 Residences - 5783 Corbett St
- 4 Residences - Corbett St (south side)



Figure 1

Session Report

5/2/2023

Information Panel

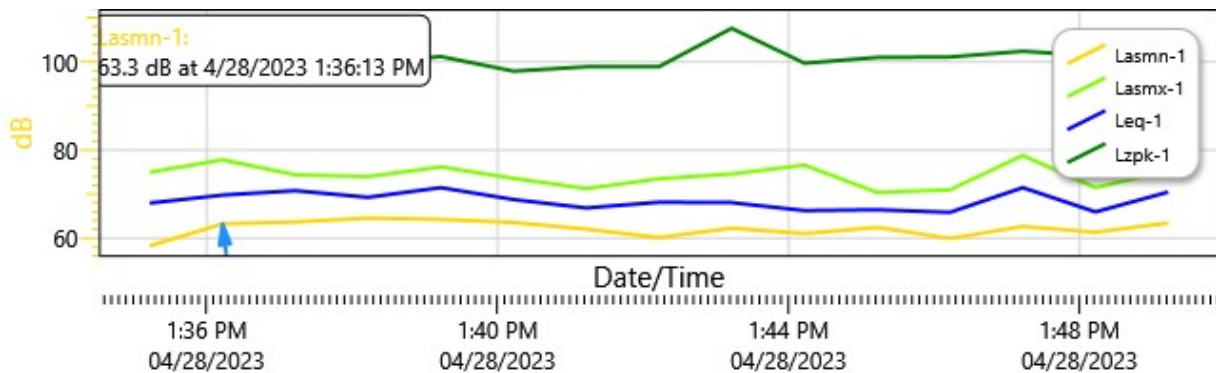
Name	Cumulus Residences
Comments	
Start Time	4/28/2023 1:34:13 PM
Stop Time	4/28/2023 1:49:18 PM
Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	69 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Cumulus Residences: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
4/28/2023 1:35:13 PM	109.4	58.3	75	68
1:36:13 PM	101	63.3	77.8	69.8
1:37:13 PM	101	63.7	74.4	70.8
1:38:13 PM	99.5	64.6	74	69.3
1:39:13 PM	101.2	64.3	76.2	71.5
1:40:13 PM	97.9	63.6	73.6	68.8
1:41:13 PM	98.9	62.1	71.3	66.9
1:42:13 PM	98.9	60.2	73.5	68.2
1:43:13 PM	107.6	62.3	74.6	68.1
1:44:13 PM	99.7	61.1	76.6	66.3
1:45:13 PM	101	62.5	70.4	66.5
1:46:13 PM	101.1	60	71	65.9
1:47:13 PM	102.4	62.7	78.8	71.5
1:48:13 PM	101.4	61.4	71.5	66
1:49:13 PM	100.2	63.5	75.3	70.5

Session Report

5/2/2023

Information Panel

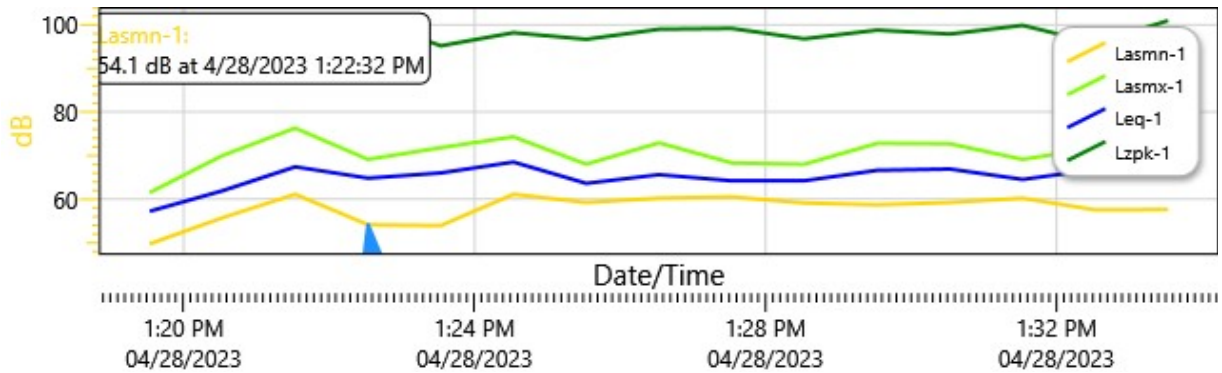
Name	5673 Jefferson Boulevard
Comments	
Start Time	4/28/2023 1:18:32 PM
Stop Time	4/28/2023 1:33:42 PM
Run Time	00:15:10
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5673 Jefferson Boulevard: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
4/28/2023 1:19:32 PM	93.6	49.7	61.5	57.2
1:20:32 PM	101.5	55.7	70	61.9
1:21:32 PM	100.2	61.1	76.3	67.4
1:22:32 PM	101.3	54.1	69.1	64.8
1:23:32 PM	95.2	53.9	71.8	66
1:24:32 PM	98.2	61.1	74.3	68.5
1:25:32 PM	96.7	59.2	68	63.6
1:26:32 PM	99	60.2	72.9	65.6
1:27:32 PM	99.2	60.5	68.3	64.2
1:28:32 PM	96.8	59.1	68	64.2
1:29:32 PM	98.8	58.7	72.8	66.6
1:30:32 PM	97.9	59.2	72.7	66.9
1:31:32 PM	99.9	60.2	69.1	64.5
1:32:32 PM	95.8	57.5	71.8	66.8
1:33:32 PM	101	57.6	74	66.7

Session Report

5/2/2023

Information Panel

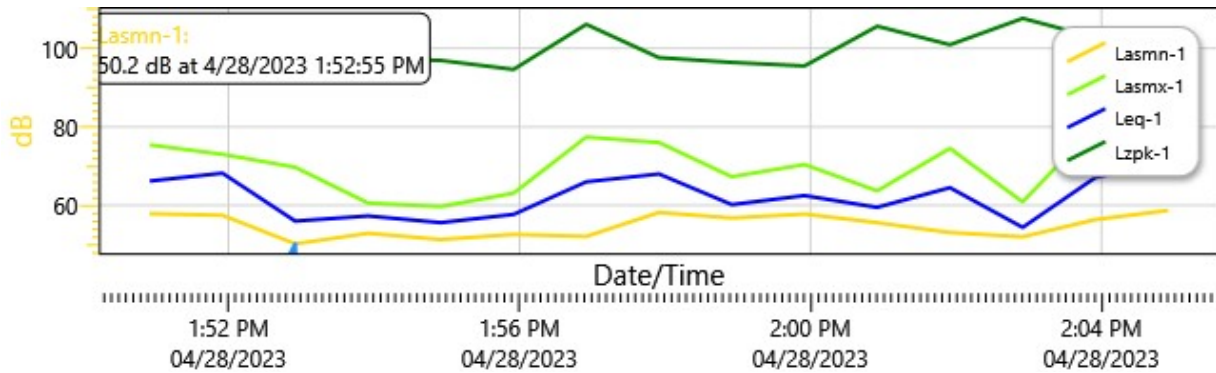
Name	5783 Corbett Street
Comments	
Start Time	4/28/2023 1:49:55 PM
Stop Time	4/28/2023 2:04:56 PM
Run Time	00:15:01
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5783 Corbett Street: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
4/28/2023 1:50:55 PM	103.2	57.9	75.4	66.2
1:51:55 PM	101.5	57.5	73	68.2
1:52:55 PM	102	50.2	69.7	56
1:53:55 PM	97.2	52.9	60.6	57.3
1:54:55 PM	96.9	51.3	59.7	55.6
1:55:55 PM	94.6	52.6	63.1	57.7
1:56:55 PM	106.1	52.1	77.4	66
1:57:55 PM	97.6	58.2	76	68
1:58:55 PM	96.4	56.8	67.3	60.2
1:59:55 PM	95.5	57.8	70.4	62.5
2:00:55 PM	105.6	55.6	63.7	59.5
2:01:55 PM	100.9	53.1	74.5	64.5
2:02:55 PM	107.6	52	60.9	54.4
2:03:55 PM	102.7	56.4	80.2	67.1
2:04:55 PM	101.4	58.7	81.7	71.2



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

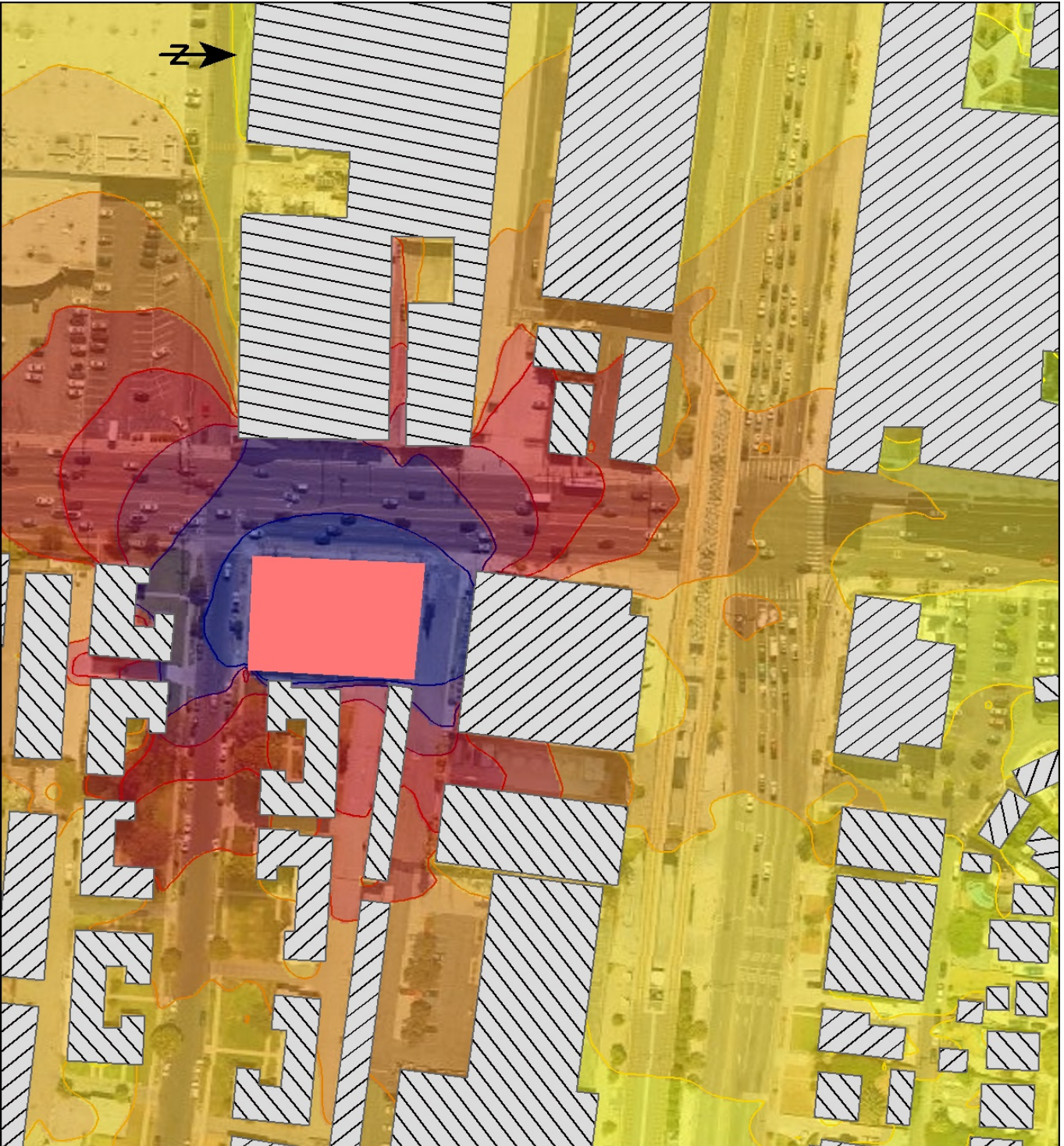
Source name	Size m/m ²	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	1653 m ²	Lw/unit	109.7	-	-	-	-

Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter				dB(A)		dB(A)		dB		
1	Residences- 5673 Jefferson E	11373405.9	3765967.73	South	GF	34.36	-	-	39.0	0.0	-	-
2	Residences - 3333 La Cienega	11373306.0	3765965.56	East	GF	33.38	-	-	42.0	0.0	-	-
3	Residences - Corbett St. (north)	11373367.4	3765804.36	West	GF	34.07	-	-	66.3	0.0	-	-
4	Residences - Corbett St. (south)	11373351.2	3765773.99	North	GF	33.47	-	-	67.1	0.0	-	-

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
Residences- 5673 Jefferson Bl.	GF	39.0	0.0
Construction Site	-	39.0	-
Residences - 3333 La Cienega Bl.	GF	42.0	0.0
Construction Site	-	42.0	-
Residences - Corbett St. (north side)	GF	66.3	0.0
Construction Site	-	66.3	-
Residences - Corbett St. (south side)	GF	67.1	0.0
Construction Site	-	67.1	-

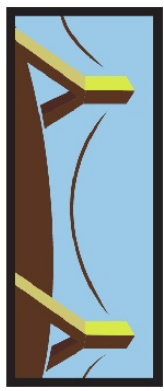
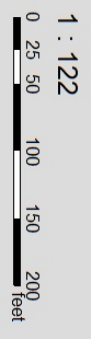


5785 West Corbett Street

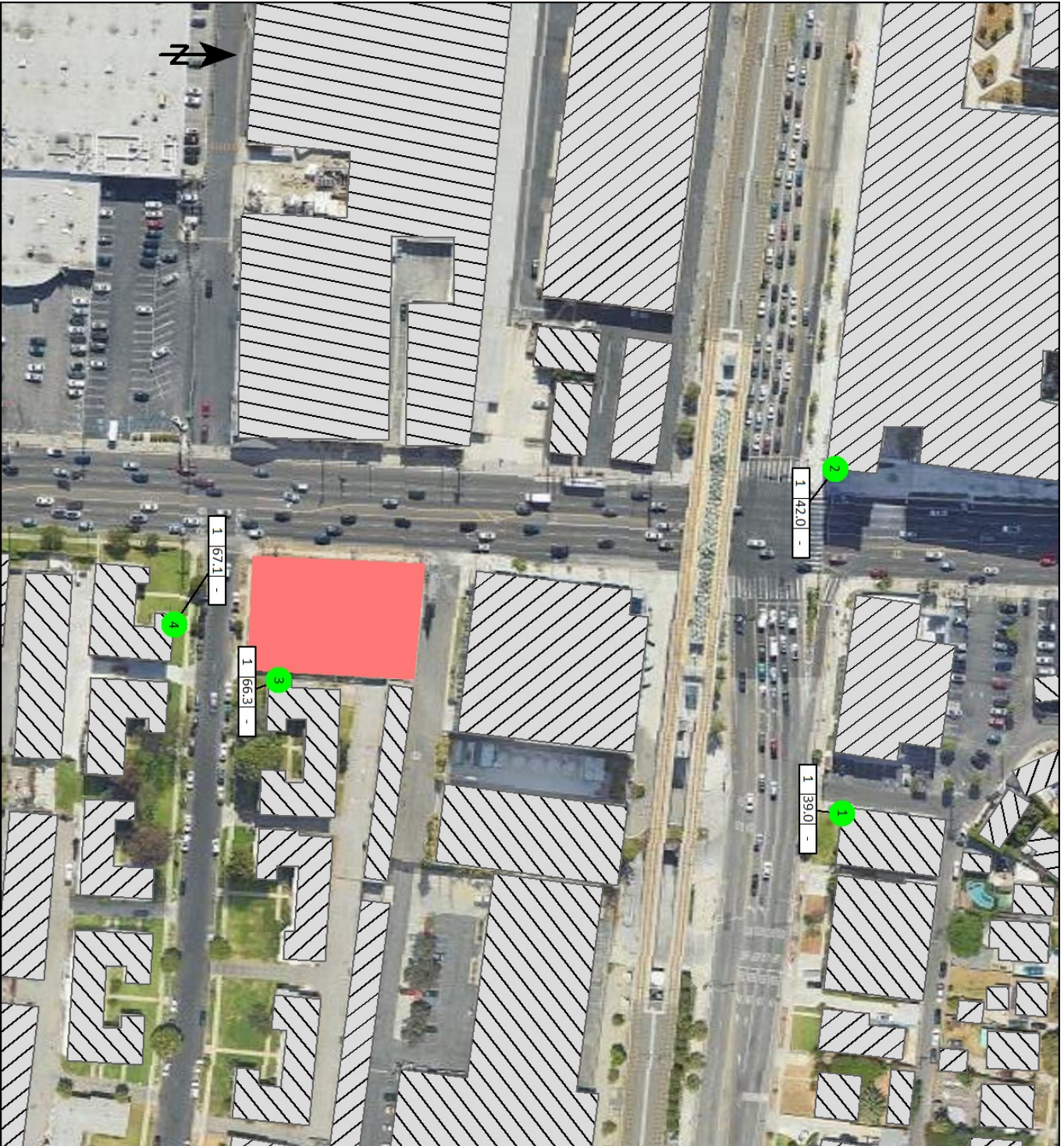
Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)






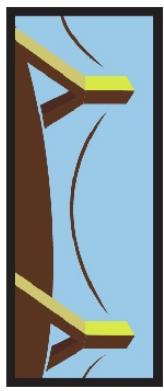
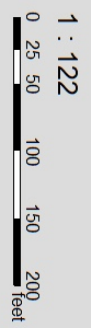
DOUGLASSKIM+ASSOCIATES, LLC



5785 West Corbett Street

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site



Douglass Kim + Associates, LLC

Construction Noise Impacts



DOUGLASKIM+ASSOCIATES

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 3333 La Cienega Bl.	69.0	42.0	69.0	0.0	No
Residences - 5673 Jefferson Bl.	65.5	39.0	65.5	0.0	No
Residences - Corbett St (north side)	65.0	66.3	68.7	3.7	No
Residences - Corbett St (south side)	65.0	67.1	69.2	4.2	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



DOUGLAS COUNTY, COLORADO

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Grading	7.5	0	252	260	6.3%
Trenching	2.5	0	0	3	0.1%
Building Construction	75.1	57.6	133	133	3.2%
Architectural Coatings	15	0	15	15	0.4%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied. Vendor trips are an even split of medium- and heavy-duty truck trips.

4,152 Traffic Volumes on La Cienega Boulevard at Jefferson Boulevard in the peak A.M. P



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

Project: 5785 West Corbett St.

Receiver Parameters	
Receiver:	Residences - 5778-5792 Corbett St.
Land Use Category:	2 - Residential
Existing Noise (Measured or Generic Value):	63 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: 24
Nighttime hrs	Avg. Number of Autos/hr: 10
Distance	Distance from Source to Receiver (ft): 80
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier? No
	Joint Track/Crossover? No
	Embedded Track? No
	Aerial Structure? No

Noise Barrier?	
No	

Noise Barrier?	
No	

Noise Barrier?	
No	

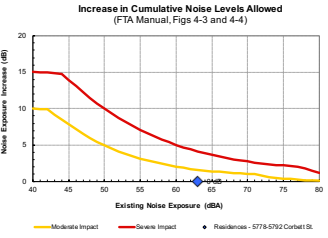
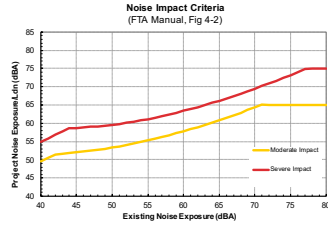
Noise Barrier?	
No	

Noise Barrier?	
No	

Project Results Summary	
Existing Ldn:	63 dBA
2024 Project Ldn:	63 dBA
Total Noise Exposure:	63 dBA
Increase:	0 dB
Impact?	None

Distance to Impact Contours	
Dist to Mod. Impact Contour:	(Source 1): 12 ft
Dist to Sev. Impact Contour:	(Source 1): 7 ft

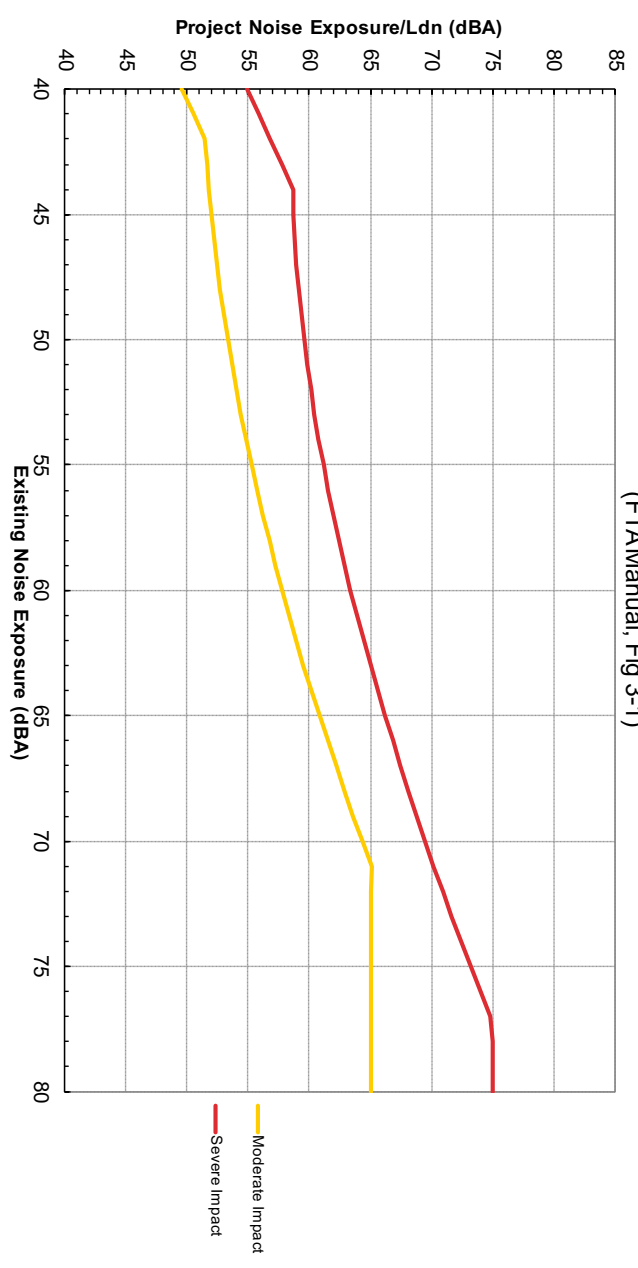
Source 1 Results	
Ldn(day):	35.1 dBA
Ldn(night):	31.3 dBA
Ldn:	35.5 dBA



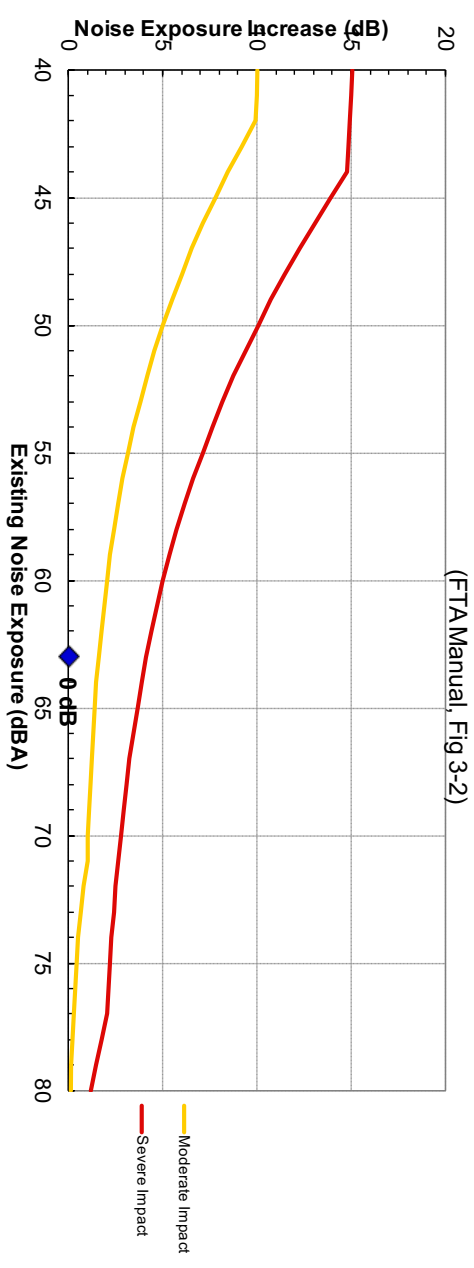
Project: 5785 West Corbett St.
Receiver: Residences - 5778-5792 Corbett St.

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact		
1 Parking Garage	80 ft	38.5 dBA	63 dBA	60 dBA	65 dBA		None
2 --	50 ft		63 dBA	60 dBA	65 dBA		
3 --	50 ft		63 dBA	60 dBA	65 dBA		
4 --	70 ft		63 dBA	60 dBA	65 dBA		
5 --	ft		63 dBA	60 dBA	65 dBA		
6 --	ft		63 dBA	60 dBA	65 dBA		
Combined Sources		39 dBA	63 dBA	60 dBA	65 dBA		None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Boulevard

East/West Jefferson Boulevard

Day: Tuesday **Date:** May 23, 2017 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Western **I/S CODE** 4401

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	171	194	107	109
BIKES	28	40	57	70
BUSES	91	118	21	53

	<u>N/B TIME</u>		<u>S/B TIME</u>		<u>E/B TIME</u>		<u>W/B TIME</u>	
<i>AM PK 15 MIN</i>	503	7.15	584	9.00	250	8.15	482	8.30
<i>PM PK 15 MIN</i>	539	5.30	585	3.30	328	4.30	325	5.45
<i>AM PK HOUR</i>	1940	7.00	2200	8.45	927	8.15	1845	7.45
<i>PM PK HOUR</i>	2021	4.45	2186	3.00	1269	4.15	1176	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	1795	85	1940
8-9	59	1751	106	1916
9-10	87	1709	116	1912
3-4	37	1621	274	1932
4-5	26	1594	281	1901
5-6	25	1724	257	2006
TOTAL	294	10194	1119	11607

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	1510	394	1971
8-9	65	1462	432	1959
9-10	69	1544	536	2149
3-4	84	1944	158	2186
4-5	76	1761	135	1972
5-6	53	1844	132	2029
TOTAL	414	10065	1787	12266

TOTAL

N-S	3911
3875	
4061	
4118	
3873	
4035	
23873	

XING S/L

Ped	Sch
17	2
19	6
14	7
28	18
19	18
18	15
115	66

XING N/L

Ped	Sch
14	4
21	2
20	2
33	3
9	4
31	2
128	17

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	361	278	30	669
8-9	395	463	46	904
9-10	373	288	51	712
3-4	426	621	93	1140
4-5	453	674	136	1263
5-6	464	662	113	1239
TOTAL	2472	2986	469	5927

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	578	925	246	1749
8-9	718	912	148	1778
9-10	512	809	129	1450
3-4	525	422	118	1065
4-5	556	388	89	1033
5-6	653	414	109	1176
TOTAL	3542	3870	839	8251

TOTAL

E-W	2418
2682	
2162	
2205	
2296	
2415	
14178	

XING W/L

Ped	Sch
12	6
20	10
19	15
28	9
15	4
30	3
124	47

XING E/L

Ped	Sch
42	85
70	44
56	35
115	27
93	26
150	7
526	224

TRAFFIC VOLUME ADJUSTMENTS

North/South La Cienega Boulevard
 East/West Jefferson Boulevard
 Year 2017
 Hour 7:00-8:00 A.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/4401_JEFLAC170523.pdf



	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	1940	1971	669	1749		1.07%
2017	1,940	1,971	669	1,749		
2018	1,959	1,991	676	1,766	3,950	
2019	1,979	2,011	682	1,784	3,990	
2020	1,999	2,031	689	1,802	4,030	
2021	2,019	2,051	696	1,820	4,070	
2022	2,039	2,072	703	1,838	4,111	
2023	2,059	2,092	710	1,857	4,152	2,567

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	1,682	1,709	580	1,516	6,048,810	82.5%
MDT	261	266	90	236	940,092	12.8%
HDT	7	7	2	6	25,348	0.3%
Buses	3	3	1	2	9,386	0.1%
MCY	47	47	16	42	167,287	2.3%
Aux	40	40	14	36	142,856	1.9%
Total	2,039	2,072	703	1,838	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

RELATED PROJECTS

Record Count: 5 | Record Per Page: **All Records** ▼

Centroid Info: PROJ ID: 56438
 Address: 5785 W CORBETT St
 Los ANGELES, CA 90016
 Lat/Long: 34.0253, -118.372

Buffer Radius: 1500 feet

Include NULL "Trip info":
 Include NULL "FirstStudySubmittalDate" (latest)
 Include "inactive" projects:
 Include "Do not show in Related Project":

Net_AM_Trips
 Net_PM_Trips
 Net_Daily_Trips

Results generated since: (11/28/2023 4:27:40 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)	Trip Info
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42914	Westchester	WLA	10	2015	Jefferson/La Cienega (Cumulus) Mixed-Use Project	ABC lot to 1218 unit Apt, grocery, retail, restaurant	3221 S La Cienega Bl	04/29/2015	1355.5	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Mixed Use</td> <td>Other</td> <td>737</td> <td>849</td> <td>10136</td> <td>319</td> <td>419</td> <td>467</td> <td>382</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>737</td> <td>849</td> <td>10136</td> <td></td> <td>319</td> <td>419</td> <td>467</td> <td>382</td> <td></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Mixed Use	Other	737	849	10136	319	419	467	382					737	849	10136		319	419	467	382	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																																	
Mixed Use	Other	737	849	10136	319	419	467	382																																			
		737	849	10136		319	419	467	382																																		

49275	Westchester	WLA	10	2020	Office Building	New 22-Story, 344,947 sf Office bldg to replace exist surface pkg lot	5850 W JEFFERSON BLVD	03/31/2020	1345.1	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>S.F. Gross Area</td> <td>344947</td> <td>340</td> <td>337</td> <td>2856</td> <td>292</td> <td>48</td> <td>54</td> <td>283</td> <td>new 22-Story, Office bldg. replacing existing surface parking lot.</td> </tr> <tr> <td></td> <td></td> <td>340</td> <td>337</td> <td>2856</td> <td></td> <td>292</td> <td>48</td> <td>54</td> <td>283</td> <td></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Office	S.F. Gross Area	344947	340	337	2856	292	48	54	283	new 22-Story, Office bldg. replacing existing surface parking lot.			340	337	2856		292	48	54	283	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																																	
Office	S.F. Gross Area	344947	340	337	2856	292	48	54	283	new 22-Story, Office bldg. replacing existing surface parking lot.																																	
		340	337	2856		292	48	54	283																																		

50485	Westchester	WLA	10	2020	Apartments, 254-Units TOC3	new 7-Story 254-Unit Mid-Rise Apt bldg incl 28-DU affordable Housing	3200 S La Cienega Blvd	02/16/2021	1363.2	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>254</td> <td>77</td> <td>95</td> <td>1253</td> <td>20</td> <td>57</td> <td>58</td> <td>37</td> <td>new 7-Story 254-Unit (incl 28 ELI Units) Residential Apt complex w/2 underground parking levels</td> </tr> <tr> <td></td> <td></td> <td>77</td> <td>95</td> <td>1253</td> <td></td> <td>20</td> <td>57</td> <td>58</td> <td>37</td> <td></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	254	77	95	1253	20	57	58	37	new 7-Story 254-Unit (incl 28 ELI Units) Residential Apt complex w/2 underground parking levels			77	95	1253		20	57	58	37	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																																	
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		77	95	1253		20	57	58	37																																		

50870	Metro	MTR	10	2021	Mixed-Use	260 Apartments (incl. 22 affordable), 263 KSF Office, 5 KSF Retail	3401 S La Cienega bl	10/14/2021	342.0	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td></td> <td>275</td> <td>272</td> <td>286</td> <td>2748</td> <td>197</td> <td>75</td> <td>81</td> <td>205</td> <td>Multi Family Dwelling Units including 22 low income</td> </tr> <tr> <td>Office</td> <td>S.F. Gross Area</td> <td>263000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>5000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>272</td> <td>286</td> <td>2748</td> <td></td> <td>197</td> <td>75</td> <td>81</td> <td>205</td> <td></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other		275	272	286	2748	197	75	81	205	Multi Family Dwelling Units including 22 low income	Office	S.F. Gross Area	263000									Retail	S.F. Gross Area	5000											272	286	2748		197	75	81	205	
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55859	Metro	MTR	10	2023	Self-Storage	307,968 SF Mini-Warehouse & 6720 SF Retail	5741 W JEFFERSON BLVD	08/01/2023	1083.4	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>307968</td> <td>22</td> <td>36</td> <td>283</td> <td>13</td> <td>9</td> <td>17</td> <td>19</td> <td>self-storage warehouse</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>6720</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>22</td> <td>36</td> <td>283</td> <td></td> <td>13</td> <td>9</td> <td>17</td> <td>19</td> <td></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other	S.F. Gross Area	307968	22	36	283	13	9	17	19	self-storage warehouse	Retail	S.F. Gross Area	6720											22	36	283		13	9	17	19	
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TRANSPORTATION ASSESSMENT FOR A PROPOSED RESIDENTIAL APARTMENT DEVELOPMENT

Located at 5785 W. Corbett Street
in the City of Los Angeles



TRANSPORTATION ASSESSMENT
FOR A RESIDENTIAL APARTMENT DEVELOPMENT

Located at 5785 Corbett Street
in the West Adams - Baldwin Hills - Leimert Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bd., Suite 100
Manhattan Beach, California 90266
(310) 930 - 3303

April 2024



EXECUTIVE SUMMARY

Overland Traffic Consultants has prepared this Transportation Assessment (TA) of the transportation impacts for a proposed residential development located at 5785 W. Corbett Street in the City of Los Angeles, see Project's location in Figure 1.

The purpose of this TA is to document potential transportation impacts associated with the Project using Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has approved a TA Referral Form for the Project CEQA analysis (see Appendix A).

Project Description

The development project is located at 5785 W. Corbett Street on the northeast corner of La Cienega Boulevard and Corbett Street (Project Site) in the West Adams - Baldwin Hills - Leimert Community Plan area. The Project Site is also located in Los Angeles Council District 10 and the West Adams Neighborhood Council area.

The development project consists of a new residential building with 80 apartments (67 market rate and 13 affordable units). The lot area for the Project Site is approximately 17,552 square feet (0.403 acres) and currently vacant. It is anticipated that the project will be completed in 2026.

Project Parking and Access

The Project proposes 103 parking spaces on 4 parking levels. Vehicular access will be from the north side of Corbett Street east of La Cienega Boulevard. The Project proposes 69 bicycle parking spaces (62 long-term spaces and 7 short-term spaces on Corbett Street).

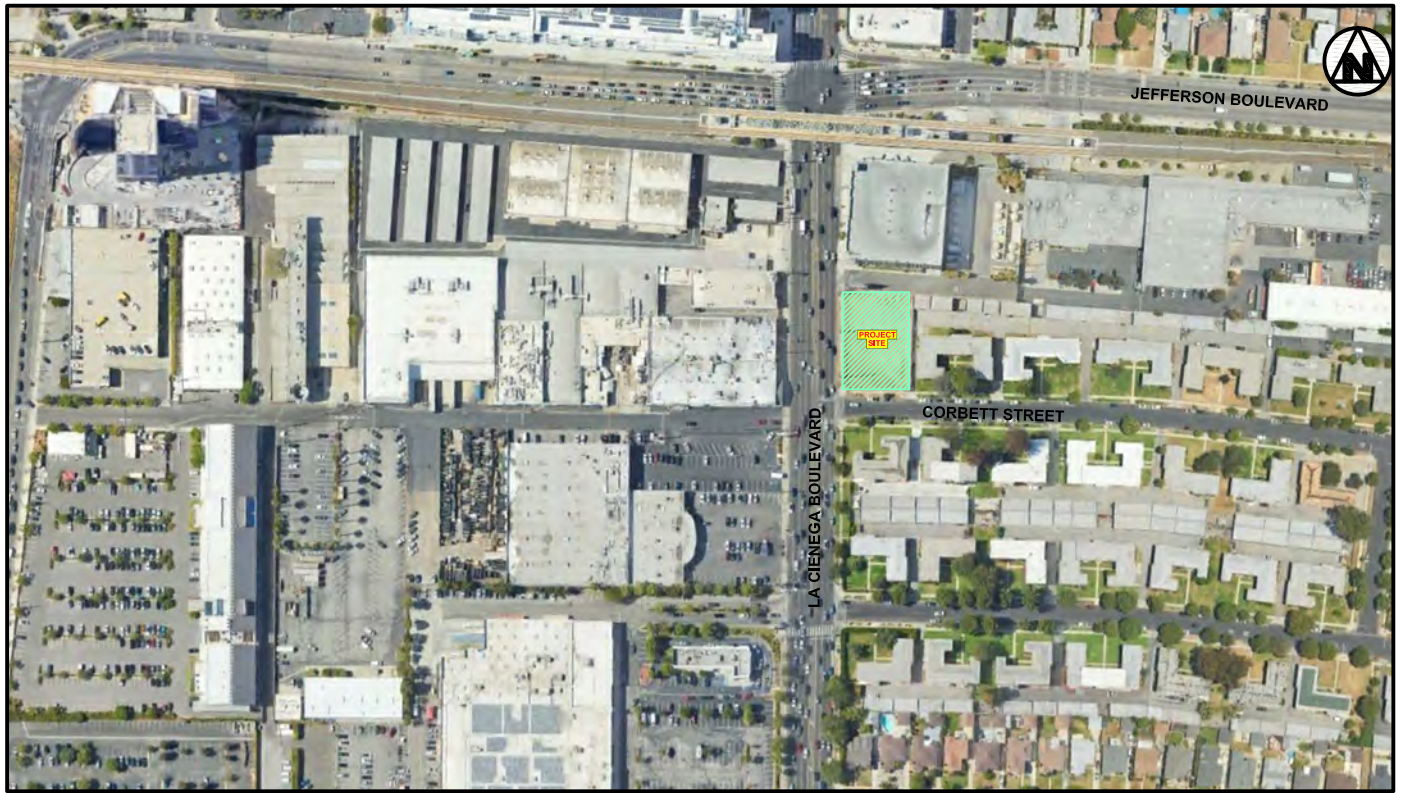


FIGURE 1

1/2024

PROJECT SETTING



Overland Traffic Consultants, Inc.

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Transportation Assessment (CEQA)

The City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes follow the requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

The CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric which promotes the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The LADOT TAG (August 2022) is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for evaluating potential significant transportation impacts in accordance with SB 743.

- 1) Does the Project conflict with Plans, Programs, Ordinances, or Policies?
- 2) Does the Project cause substantial vehicle miles traveled (VMT)?
- 3) Does the Project substantially increase hazards due to a geometric design feature or incompatible use?

The City's adopted review process may also include an additional non-CEQA qualitative analysis of traffic flow for land development projects that generate 500 or more daily trips. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

A non-CEQA qualitative traffic flow analysis is not required for this Project because the daily traffic flow is estimated at 397 net daily trips as calculated by the LADOT VMT calculator tool screening criteria (see TA Referral Form Appendix A).



Transportation Demand Management (TDM) Program

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduced parking and bike parking. These strategies as described by LADOT'S TAG are listed below:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code¹. The direct application of LAMC parking without any reductions would require 139 parking spaces. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Assembly Bill (AB) 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential project that is within one-half mile of a major transit stop. The Project is located approximately 300 feet from a major transit stop and will provide 103 parking spaces.
- Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of \$10 per month and paid by the vehicle owners/drivers. Unbundled parking and monthly fees would be part of the leasing and operation plans for the Project.
- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project proposes 69 bicycle parking spaces (62 long-term spaces and 7 short-term spaces on Corbett Street).

¹ The direct application of LAMC parking without any reductions would require 139 parking spaces.



The effectiveness of each of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Findings

Based on the CEQA evaluation discussed in Chapter 2, and summarized below, the Project does not create a significant transportation VMT impact.

The Project VMT impact has been calculated using the City of Los Angeles VMT calculator tool and found not to exceed the City's South Los Angeles APC VMT impact thresholds.

Cumulative VMT impacts have also been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

Therefore, no cumulative land development impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. A map and listing of current development projects are provided in Appendix H. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.



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APPENDIX

- Appendix A – Transportation Assessment Referral Form
- Appendix B – Community Plan Land Use Information
- Appendix C – Street Standards, Circulation & High Injury Network Map
- Appendix D – Overview of City Plans, Policies, Programs and Ordinances
- Appendix E – Transit Service
- Appendix F – Mobility Network Maps
- Appendix G – VMT Report
- Appendix H – Other Development Projects

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The Project Site is located at 5785 W. Corbett Street on the northeast corner of La Cienega Boulevard and Corbett Street (Project Site).

The Project Site is approximately 300 feet from La Cienega/Jefferson E Line (formerly Expo Line) Station at the intersection of La Cienega Boulevard and Jefferson Boulevard, a Major Transit Stop² with Metro Tier 1 Line 105 & Metro Tier 1 Line 217 providing service intervals of 10 minutes or less during the morning and afternoon peak commute period, which qualifies the Project Site for a Transit Oriented Community (TOC 3) designation (LAMC 12.22.A.31). Transit services available for the Project are described in more detail starting on Page 11 and in Appendix E.

Project Description

The development project is in the West Adams - Baldwin Hills – Leimert Community Plan area. The Project Site is also located in Los Angeles Council District 10 and the West Adams Neighborhood Council area.

The development project consists of a new residential building with 80 apartments (67 market rate and 13 affordable units). The lot area for the Project Site is approximately 17,552 square feet (0.403 acres) currently vacant.

² Per AB 744, A major transit stop is defined as a site containing 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 (6am-9am and 3pm-7pm) (Pub. Resources Code, § 21064.3).



Project Parking and Access

The Project proposes 103 parking spaces on 4 parking levels. Vehicular access will be from the north side of Corbett Street east of La Cienega Boulevard. Side-by-side access is proposed with west access to the at-grade parking and the easterly access to basement parking. The Project proposes 69 bicycle parking spaces (62 long-term spaces and 7 short-term spaces on Corbett Street).

Figure 2 illustrates the street map location for the Project Site. Figures 3a - e show the site plan, vehicle access plans, and parking levels.

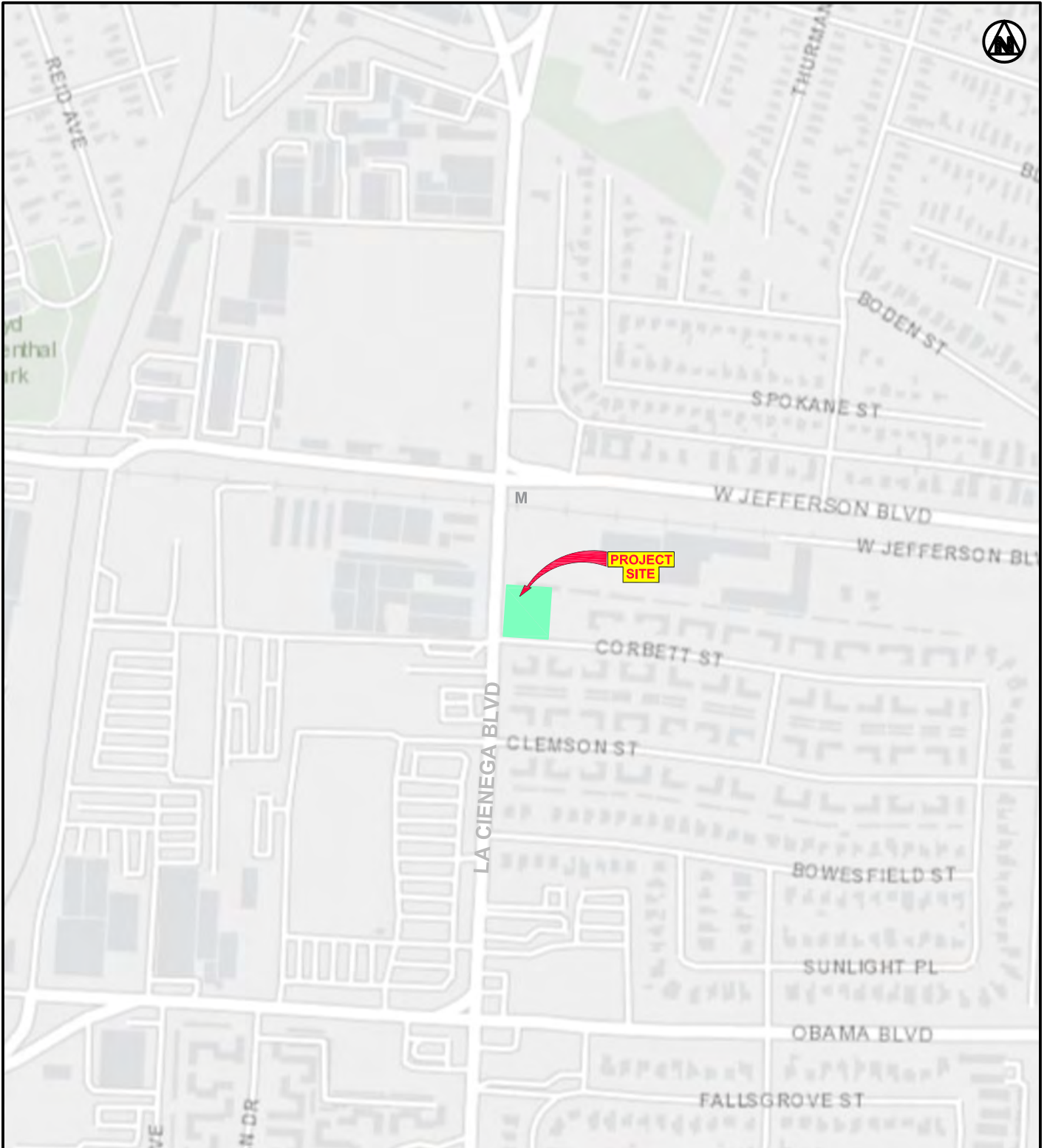


FIGURE 2

1/2024

PROJECT MAP LOCATION



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 (310) 930 - 3303, OTC@overlandtraffic.com

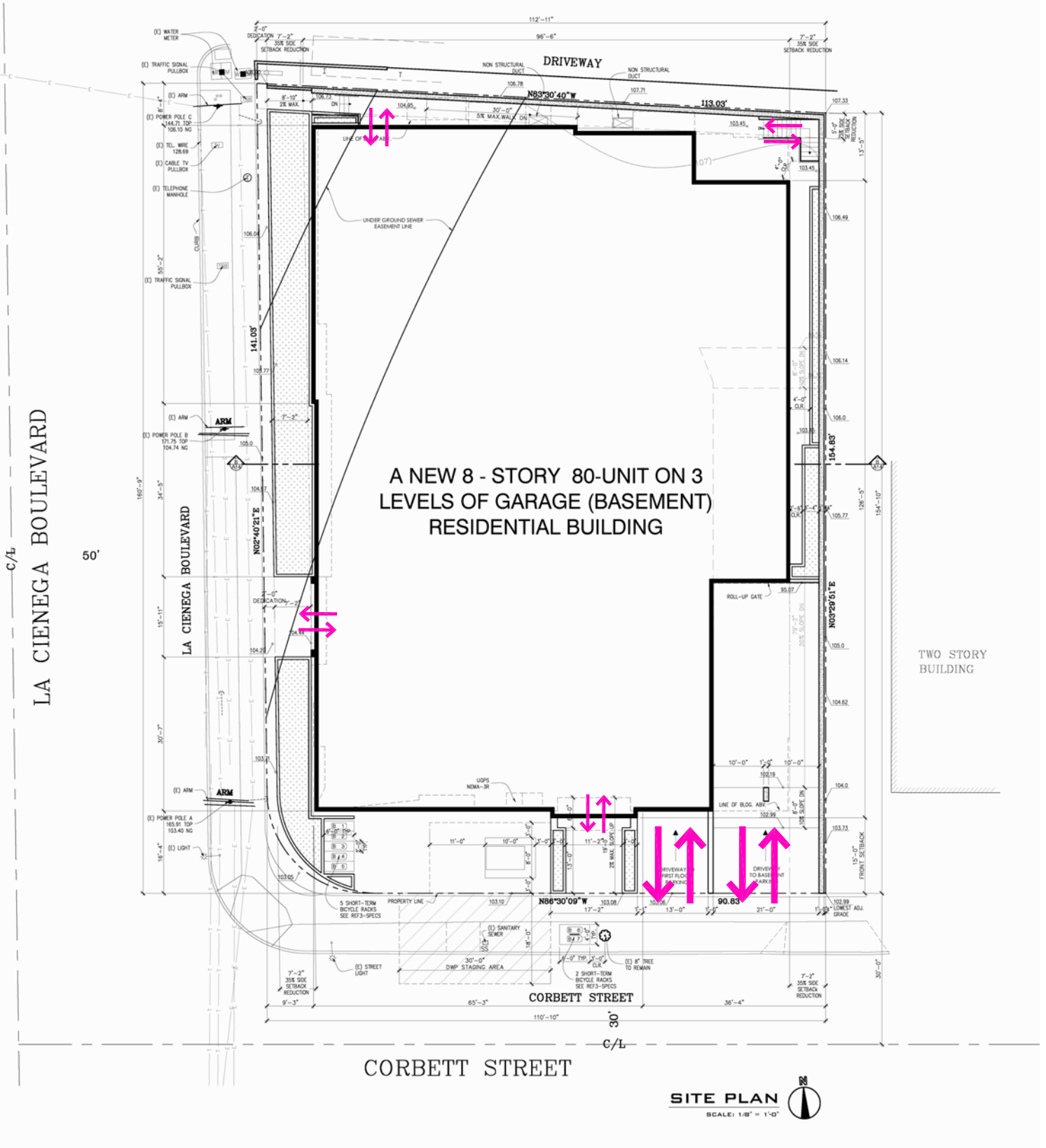


FIGURE 3a

4/2024

**PROJECT SITE PLAN
(vehicle and pedestrian access)**

Overland Traffic Consultants, Inc.
 952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 930 - 3303, OTC@overlandtraffic.com

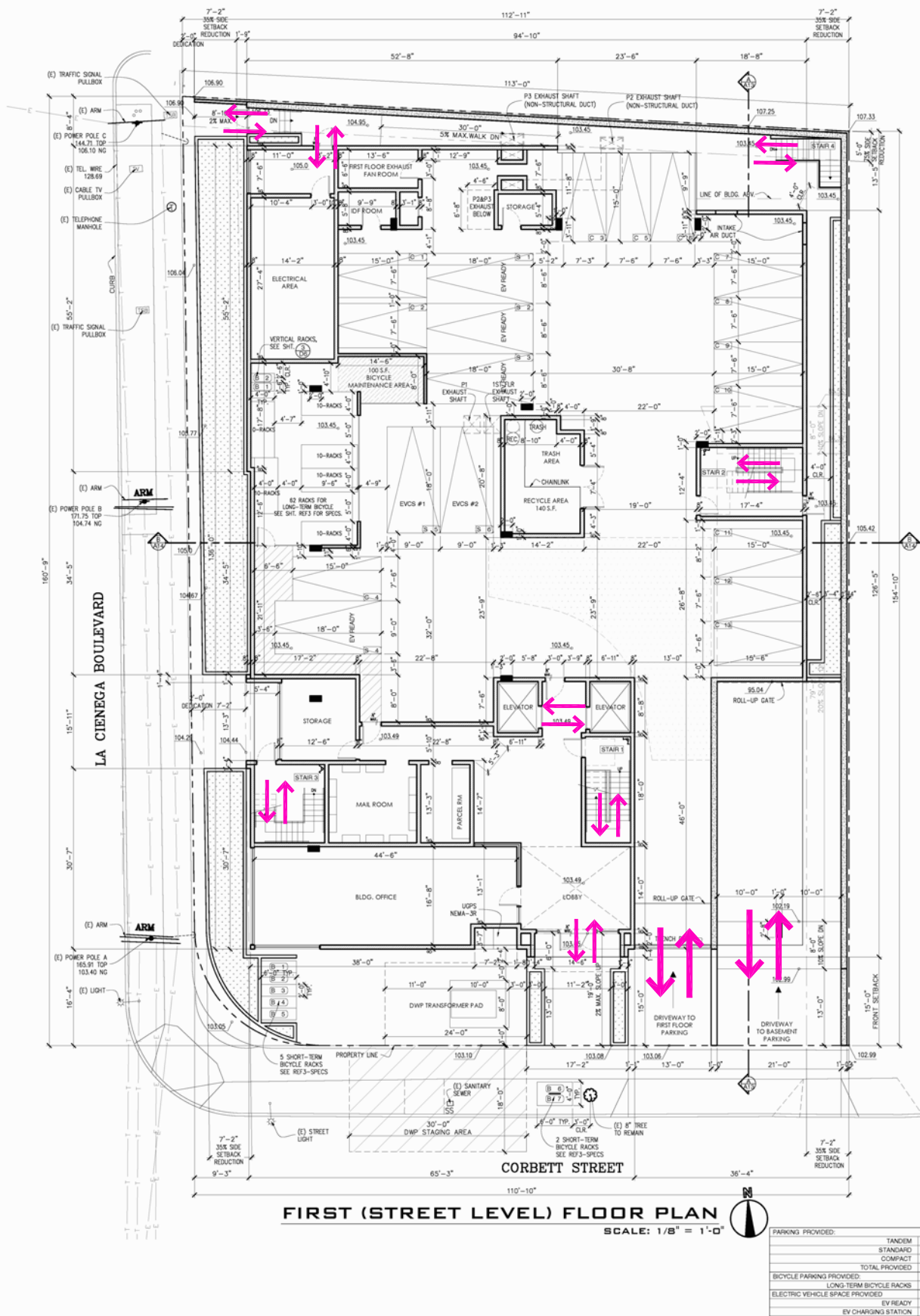
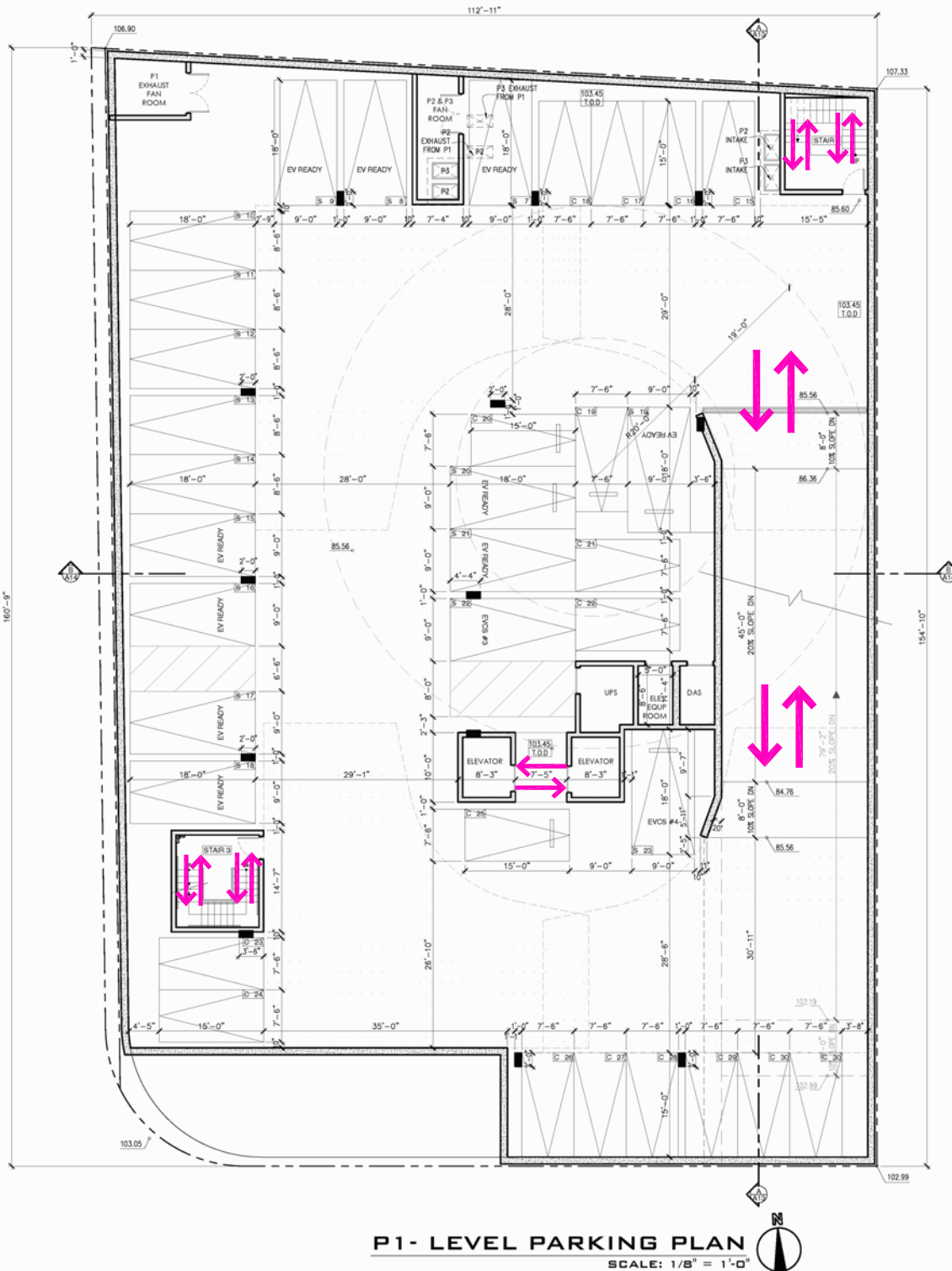


FIGURE 3b

**PROJECT SITE PLAN
STREET LEVEL
(vehicle and pedestrian access)**

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com



P1- LEVEL PARKING PLAN
SCALE: 1/8" = 1'-0"

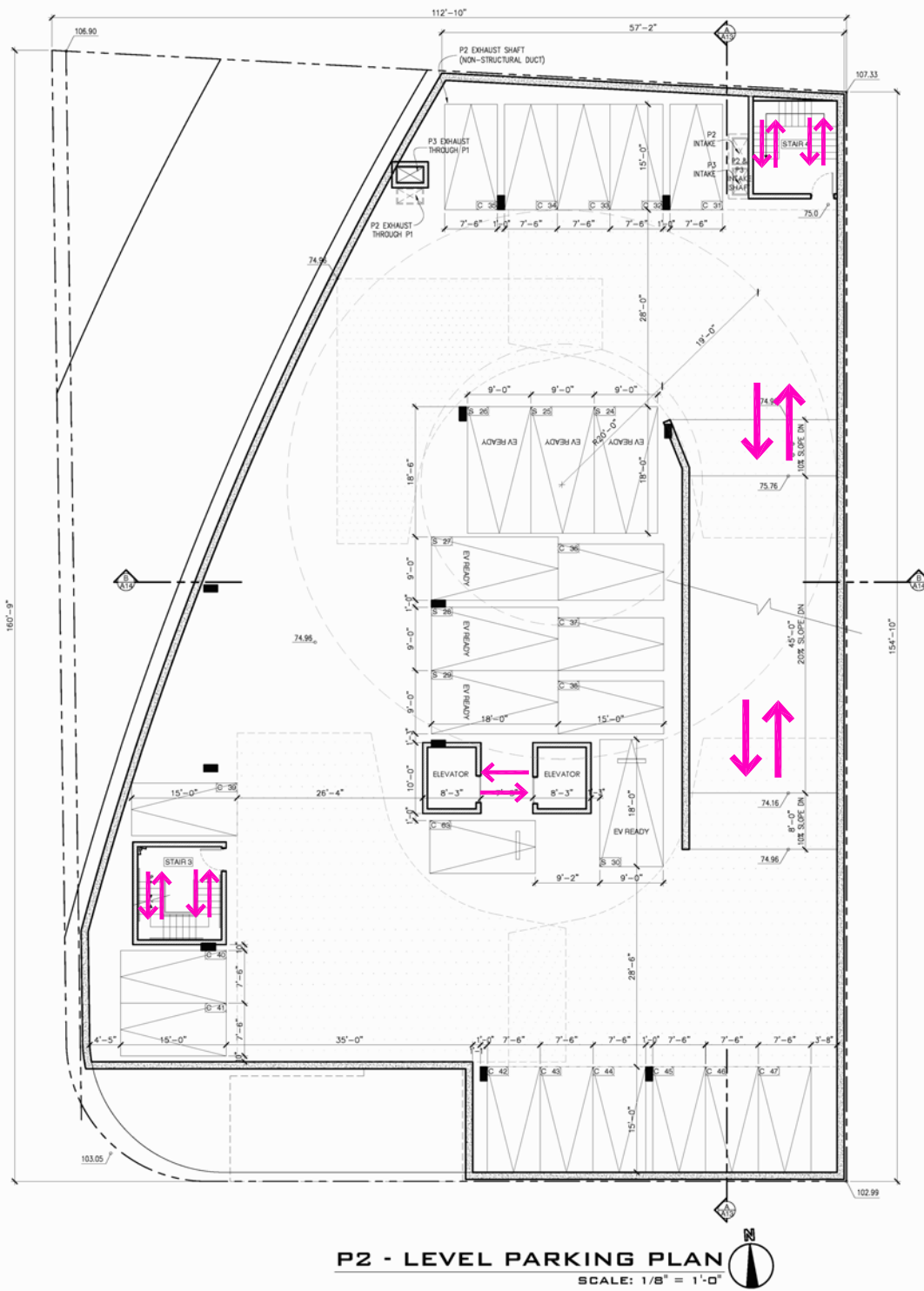
PARKING PROVIDED:	
TANDEM	2
STANDARD	15
COMPACT	15
TOTAL PROVIDED	34
ELECTRIC VEHICLE SPACE PROVIDED	
EV READY	12
EV CHARGING STATION	2

FIGURE 3c

4/2024

**PROJECT SITE PLAN
P1 GARAGE LEVEL
(vehicle and pedestrian access)**

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P2 - LEVEL PARKING PLAN
SCALE: 1/8" = 1'-0"

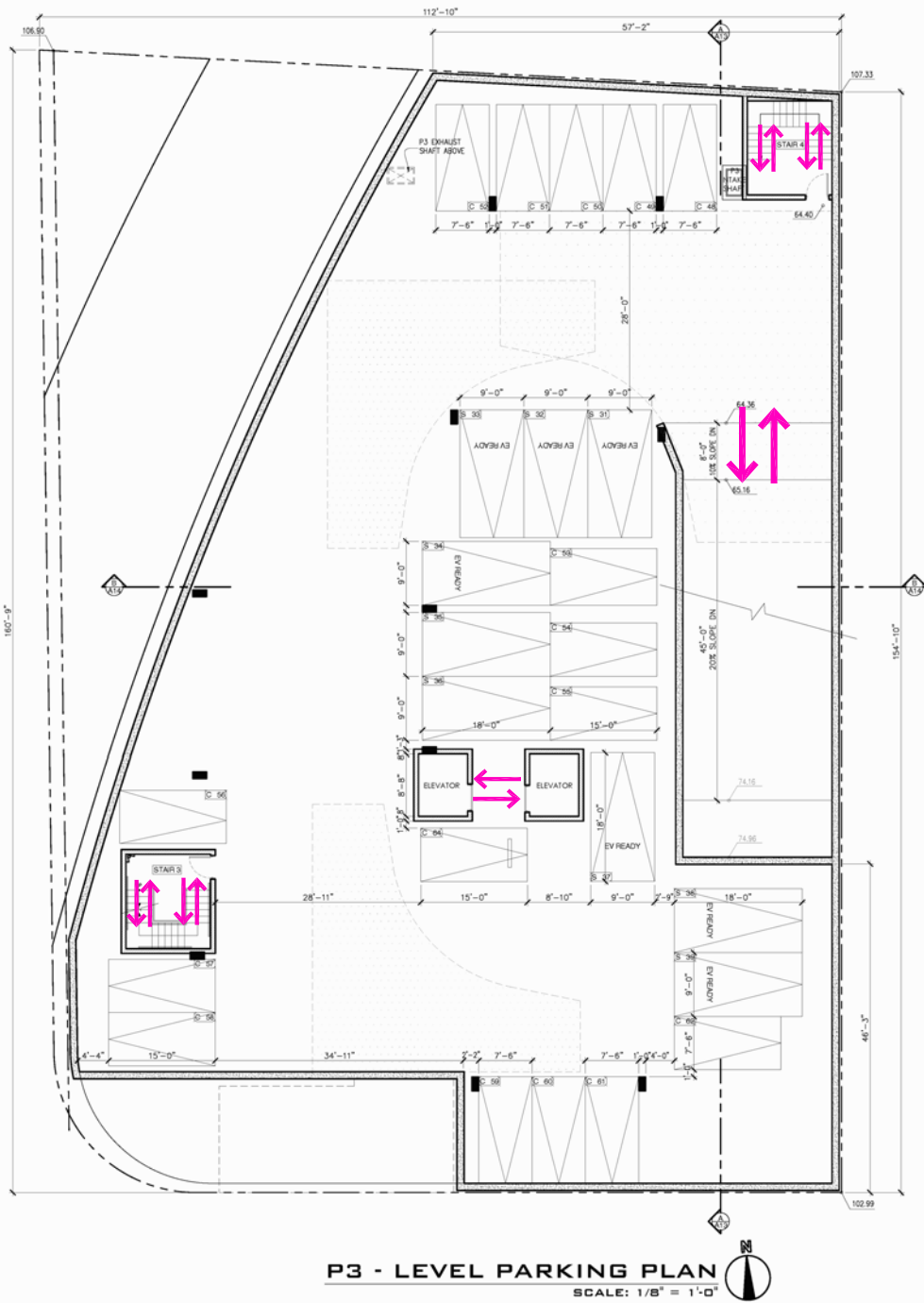
PARKING PROVIDED:	
TANDEM	3
STANDARD	4
COMPACT	15
TOTAL PROVIDED	25
ELECTRIC VEHICLE SPACE PROVIDED	
EV READY	7

FIGURE 3d

4/2024

**PROJECT SITE PLAN
P2 GARAGE LEVEL
(vehicle and pedestrian access)**

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P3 - LEVEL PARKING PLAN

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

PARKING PROVIDED:	
TANDEM	3
STANDARD	6
COMPACT	13
TOTAL PROVIDED	25
ELECTRIC VEHICLE SPACE PROVIDED:	
EV READY	7

FIGURE 3e

4/2024

**PROJECT SITE PLAN
P3 GARAGE LEVEL
(vehicle and pedestrian access)**



Overland Traffic Consultants, Inc.

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ENVIRONMENTAL SETTING

Land Use



The Project Site is in the West Adams – Baldwin Hills – Leimert Community Plan area and is located approximately 7 miles southwest of downtown Los Angeles. The Project Site is also located in Los Angeles Council District 10 and the West Adams Neighborhood Council area. The Community Plan area contains approximately 6,130 acres and is bounded by Pico and Venice Boulevards to the north; the

City of Inglewood to the south, Culver City to the west, and Arlington and Van Ness Avenues to the east.

The Community Plan currently in effect was adopted in 2016. The land uses within the plan area are approximately 38% single family, 36% multi-family, 12% commercial, 4% industrial, and 10% for other (open space, infrastructure, and public services). Appendix B contains the West Adams – Baldwin Hills – Leimert Community Plan land use map and summary table.

The Project Site is bounded by the Metro E Line Parking structure to the north, multi-family residential to the east, La Cienega Boulevard and See’s Candies facilities to the west, and Corbett Street and multi-family to the south.

Transportation Facilities

Regional access to the freeway network is provided by the Santa Monica Freeway (I -10). This regional east - west freeway is located approximately 1/4 mile to the north. The Santa Monica Freeway connects Downtown LA to Culver City and the City of Santa Monica. The Santa Monica Freeway is accessible at Washington Boulevard and Fairfax Avenue. The Santa Monica Freeway carries approximately 250,000 vehicles per day



(VPD) with 15,100 vehicles per hour (VPH) during peak periods at its intersection with Venice Boulevard (Caltrans 2021 Traffic Volumes). The Santa Monica Freeway experiences congestion in both directions during the peak hours and on weekends.

The City of Los Angeles adopted the Mobility Plan 2035 to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations. Appendix C provides the community plan circulation map, roadway designations and roadway design standards.

Pursuant to the Mobility Plan 2035, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets, which typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local Streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Descriptions of the streets serving the Project Site are presented below.

La Cienega Boulevard is a north - south roadway designated Modified Boulevard II and is included in the Transit Enhanced Network between Jefferson Boulevard and Fairfax Avenue, Vehicle Enhanced Network, Pedestrian Enhanced District, and Bicycle Enhanced Network north of Jefferson Boulevard (not adjacent to the Project Site). La Cienega Boulevard between Jefferson Boulevard and Obama Boulevard is on the High Injury Network. La Cienega Boulevard provides three lanes in each direction and left turn median lanes with a posted speed limit of 35 MPH. A traffic signal and protected crosswalk are provided at its intersection with Jefferson Boulevard.



Jefferson Boulevard is an east-west roadway designated a Modified Avenue II roadway and is included in the Bicycle Enhanced Network, Tier 1 & 2 Bike Network and Pedestrian Network. Two lanes in each direction and left turn median lanes are provided.

Corbett Street is an east - west roadway designated a Local Street with multi-family housing. Corbett Street is not included in any Mobility Networks. One lane in each direction is provided with on-street parking. Corbett Street is stop controlled at its T-type intersection with La Cienega Boulevard.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and Culver City Transit. The transit service available to the Project Site is briefly described below.

Major Transit Stop Eligibility - The Project Site is less than 300 feet from the intersection of Jefferson Boulevard and La Cienega Boulevard, a Major Transit Stop, served by Metro Tier 1 Line 105 and Metro Tier 1 Line 217. Both Lines provide peak hour service intervals of 10 minutes or less during the morning and afternoon peak commute period (6am-9am and 3pm-7pm) which qualifies as a Major Transit Stop.

Regional Rail/Bus Service

The E Line is a 22-mile light rail line running between Santa Monica and East Los Angeles. Twenty-nine stations are provided with a station located just north of the Project Site at the intersection of La Cienega Boulevard and Jefferson Boulevard, approximately 300 feet north of the Project Site. Service is provided from 4:30 am to 11:45 pm daily with trains operating every 8 minutes during the peak hour, with a 10-minute service headway midday and weekends, and every 20 minutes at night and early morning.

Local Transit Service

Metro implemented The NextGen Bus Plan with a 3-phased roll-out that began in December 2020. The approved Bus Plan is a bus system that focuses on providing fast, frequent, dependable, and accessible service.

Local transit service is provided by Metro transit lines on La Cienega Boulevard and Jefferson Boulevard. The Project Site is approximately 300 feet from the intersection of La Cienega Boulevard and Jefferson Boulevard served with Metro Lines 38, 105 and 217. This intersection is a Major Transit Stop which qualifies the Project Site for a Transit Oriented Community (TOC 3) designation (LAMC 12.22.A.31). A summary of these routes and Culver CityBus (Jefferson Boulevard Line 4) is provided below.



Metro Route Tier 1 Rapid 105 operates generally along La Cienega Boulevard and Vernon Avenue between West Hollywood, Beverly Hills, Culver City, and Vernon. Key stops include the Beverly Center, Cedars-Sinai Medical Center, Kaiser West L.A Medical Center, Wahington/Fairfax Transit Hub, Baldwin Crenshaw Plaza, and Vernon Station. Transit stops near the Project Site are located on La Cienega Boulevard north and south of Jefferson Boulevard. Metro Line 105 provides 10-minute headways during the peak hours and midday hours with 15 to 60-minute headways during the evening hours.

Tier 1 Rapid Line 105 replaces Rapid Line 705.

Metro Route Tier 1 Rapid Line 217 operates along Hollywood Boulevard, Fairfax Avenue and La Cienega Boulevard from Los Feliz, West Hollywood to the La Cienega Boulevard/Jefferson Boulevard E Line Station. Key stops include Kaiser Permanente Hospital, Farmers Market, The Grove, LA County Museum of Art, La Brea Tar Pits, and the Washinton/Fairfax Transit Hub. A stop is located on Jefferson Boulevard east of La Cienega Boulevard. Metro Line 217 provides 10-minute headways during the peak



hours and during the midday hours with 12 to 30-minute headways during the evening hours. Tier 1 Rapid Line 217 replaces Rapid Line 780.

Metro Route 38 operates along La Cienega Boulevard, Fairfax Avenue, Jefferson Boulevard and Grand Avenue. Route 38 runs between the Washington/Fairfax Transit Hub, West Adams, North University Park to Downtown Los Angeles. Key stops include Washington/Farifax Transit Hub and USC. Metro Line 38 provides 30 to 40-minute headways during the peak hours, 30-minute headways during the midday hours with 35 to 60-minute headways during the evening hours. Transit stops near the Project Site are located on La Cienega Boulevard north of Jefferson Boulevard and on Jefferson Boulevard east of La Cienega Boulevard.

Culver CityBus - Jefferson Boulevard Line 4 is a weekday community circulator route. This route connects the Westfield Culver City Transit Center with West Los Angeles College, the West Los Angeles Transit Center, and the Metro E line Light Rail Station at La Cienega Boulevard and Jefferson Boulevard. A transit stop is provided on La Cienega Boulevard south of Jefferson Boulevard. Service headways are approximately 1-hour between 6am to 8pm weekdays.

The transit routes are illustrated in Appendix E.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The City of Los Angeles' Mobility Plan 2035 establishes a layered network of street standards designed to emphasize mobility modes. This approach maintains the primary function of the streets but also identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian



Enhanced District. Streets may be listed in several networks with the goal of selecting a variety of mobility enhancements, see the link below for the Mobility Network Layers.

<https://lahub.maps.arcgis.com/apps/View/index.html?appid=77094c99878341bfadf15814aec76fb0&extent=-119.0527,33.8893,-118.1360,34.4013>

Mobility Network Maps illustrating the Project's location are provided in Appendix F. Definitions of these networks per the Complete Street Design Guidelines are provided below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- La Cienega Boulevard is designated on the VEN network.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders. Moderate enhancements typically include bus stop improvements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate plus enhancement would include an exclusive bus lane during the peak travel period only. Comprehensive enhancements typically include transit vehicles operating in an all-day exclusive bus lane.

- La Cienega Boulevard and Obama Boulevard are designated Moderate Plus Transit Enhanced Streets.
- Venice Boulevard is designated a Comprehensive Transit Enhanced Street.
- Farifax Street north of La Cienega Boulevard is designated a Moderate Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes, striped bike lanes, and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. Tier 1 corresponds to protected bicycle lanes with Tier 2 / 3 bicycle lanes with a striped separation - The



difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.

Bicycle Lane – A bicycle lane is typically provided on-street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections. Protected bike lanes are located next to the curb and separate from moving vehicles by bollard posts or “parking protected.”

- Obama Boulevard, Jefferson Boulevard between La Cienega Boulevard and Hauser Boulevard, and Vencie Boulevard are listed as Tier 1 bicycle lane streets.
- Jefferson Boulevard west of La Cienega Boulevard and east of Hauser Boulevard, and Adams Boulevard east of Fairfax Avenue are listed as Tier 2 bicycle lane streets.
- La Cienega Boulevard between Jefferson Boulevard and Fairfax Avenue, Fairfax Avenue north of La Cienega Boulevard are listed as Tier 3 bicycle lane streets.

Bicycle Path – A bicycle path is a facility separated from vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- Ballona Creek Bike Path is near the Project Site and a designated Bike Path.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclists would follow the route and share the right-of-way with the vehicle.

- No study area streets are identified as a bike route in the City of Los Angeles Bicycle Master Plan.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local



streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists. Streets in the NEN include:

- Portions of Obama Boulevard and Hauser Boulevard north of Jefferson Boulevard have been identified in the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PEDs segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips.

The Pedestrian Enhanced Districts (PEDs) call out La Cienega Boulevard, Obama Boulevard, Jefferson Boulevard, Farifax Avenue, and Adams Boulevard where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.

The Project Site has a Very Walkable Walk Score of 79 out of 100 – Most errands can be accomplished on foot.

<https://www.walkscore.com/score/5875-corbett-st-los-angeles-ca-90016>



The TAG is the City document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for identifying significant transportation impacts in accordance with SB 743 applicable to the Project.

- 1) Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- 2) Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- 3) Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

PROJECT INITIAL CEQA SCREENING

A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required. If the development project requires a discretionary action, and the answer is yes to any of the following screening questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

Yes, the Project is requesting a Density Bonus (LAMC 12.22.A.25) with incentives/waivers, Conditional Use Permit per LAMC 12.24 U 26, and Class 32 In-Fill Categorical Exemption CEQA Section 15332.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

Yes, using the LADOT VMT calculator (version 1.4) for screening purposes, the Project will generate an increase of 397 net daily vehicle trips without any TDM strategies. TDM strategies are not considered in the screening criteria.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

YES, according to the Mobility Plan 2035 highway dedication and roadway widening is listed below to satisfy the street standards.

- La Cienega Boulevard is designated a Modified Boulevard II roadway along the westerly boundary of the Project Site and requires a 104-foot right of way (52-foot half) with 80-foot roadway (40-foot half). The east half right-of-way is 50 feet with a 38-foot half roadway along the La Cienega Boulevard Project frontage. A 2-foot highway dedication and a 2-foot roadway widening would be necessary to comply with the street standard along the La Cienega Boulevard frontage.
- Corbett Street is designated a Local roadway along the southerly boundary of the Project Site and requires a 60-foot right of way (30-foot half) with 36-foot roadway (18-foot half). The northerly half right-of-way is 30 feet with an 18-foot half roadway along the Corbett Street Project frontage. No dedication or roadway widening is required along the Corbett Street frontage.

4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

No, La Cienega Boulevard, adjacent to the Project site, is designated a Modified Boulevard II in the Mobility Plan with a Project frontage of approximately 141 feet in length and does not encompass an entire block.

5. Would the Project generate a net increase in daily VMT?

Yes, using the LADOT VMT calculator Version 1.4, the Project would generate an increase of 2,670 net daily VMT. Note that TDM strategies are not considered in the screening criteria. Appendix G contains the VMT report.

6. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace the existing number of residential units with a smaller number of residential units?

No, The Project will not replace residential units with a smaller number of residential units – the Project replaces a vacant lot with 80 apartments (67 market rates and 13 affordable units). The Project Site is approximately 300 feet south of the E Line La Cienega/Jefferson Light Rail Station.

7. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, The Project will install a new driveway on Corbett Street, a local street (approximately 90 feet east of La Cienega Boulevard curb prolongation).

8. Does the land use project include the development of 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?

Yes, the Project will provide 80 residential units.

Based on these Project VMT Initial Screening Criterion for land development projects, further analysis is required to assess whether the Project would negatively affect the transportation system.

Following are the CEQA threshold questions and responses for the Project.

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City’s Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies to establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would



not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Governor's Office of Planning and Research (OPR) identified projects and areas presumed to have a less than significant transportation impact to include:

- Residential, office, or retail projects within a Transit Priority Area (TPA), where a project is within a ½ mile of an existing or major transit stop (see Footnote 2 for Major Transit Stop definition) or an existing stop along a high - quality transit corridor which will ultimately reduce vehicle trips and encourage public transportation ridership.
- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155).

The Project Site is located less than 300 feet from a Major Transit Stop at La Cienega Boulevard and Jefferson Boulevard, a major transit stop by definition (intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods, which qualifies the Project Site for a Transit Oriented Community (TOC 4) designation (LAMC 12.22.A.31).

- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155).

Metro lines serving the Project Site include Metro Tier 1 Rapid Line 105 with 10-minute peak hour headways and Tier 1 Rapid Line 217 also with 10-minute peak hour headways. Residential and office projects that are in areas with low VMT³, and that

³ Assembly Bill (AB) 2334 amends the State Density Bonus Law to expand the location where development concessions are provided for 100 percent affordable housing developments to include locations defined as a very low vehicle travel area. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development in infill locations.



incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT.

The Project Site is in a very low vehicle traveled area as documented in ZIMAS.

Following these OPR guidelines, the Project would have less than a significant impact on transportation.

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No other planned development projects have been identified on the same block of La Cienega Boulevard or Corbett Street. A listing and location map of other known development projects is provided in Appendix H. Note that any other land development projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review (as shown in Table 1, Consistency Check and Appendix D).

This review has been conducted and the Project does substantially conform to the purpose, intent, and provisions of the General Plan. The Project would not conflict with these key City planning documents, and potential impacts would be less than significant.

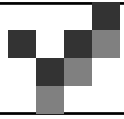
The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).



Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.



The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. As summarized below and in more detail in Appendix D, Projects that conform with and do not conflict with these City's development standards will be considered consistent and impacts would be less than significant.

**Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies**

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides safe ADA compliant pedestrian access separate from vehicular access. The Project would not conflict with policies in the Plan for Healthy LA that promote active transportation, safe communities, and healthy neighborhoods.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the West Adams – Baldwin Hills - Leimert Community Plan area. The Project will be in conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	None.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of non-residential floor area greater than 25,000 s.f. The Project will comply with the existing and future TDM Ordinances, as required.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035, as determined by the Bureau of Engineering.	No

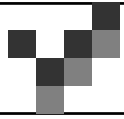


Table 1(con't)
Consistency Check with Key City Plans, Programs, Ordinances or Policies

	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. No Vision Zero Projects are located near the Project Site. The Project would not preclude or conflict with the implementation of any current or future Vision Zero projects in the public right-of-way. Vision Zero Project maps can be checked using the link shown below. https://ladotlivablestreets.org/programs/vision-zero/maps	No
9.	Vision Zero Corridor Plan	Yes	The City of Los Angeles is improving Adams Boulevard east of Fairfax Avenue with traffic safety and accessibility elements. Changes will include pavement repair, signal upgrades, bike lanes, lane reduction, pedestrian refuge islands and other safety treatment. https://ladotlivablestreets.org/projects/adams	No
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way to accommodate pedestrian flow and activity. Pedestrian access will provide direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations and does not discourage and/or inhibit the pedestrian experience.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) requires the use of VMT as the new metric for analyzing transportation impacts.

To address this question, LADOT’s TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project’s VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project’s VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in that the project is located per TAG’s Table 2.2-1.

The Project is in the South Los Angeles APC sub - area that limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 11.6 (15% below the existing VMT for the South Los Angeles APC), see table below.

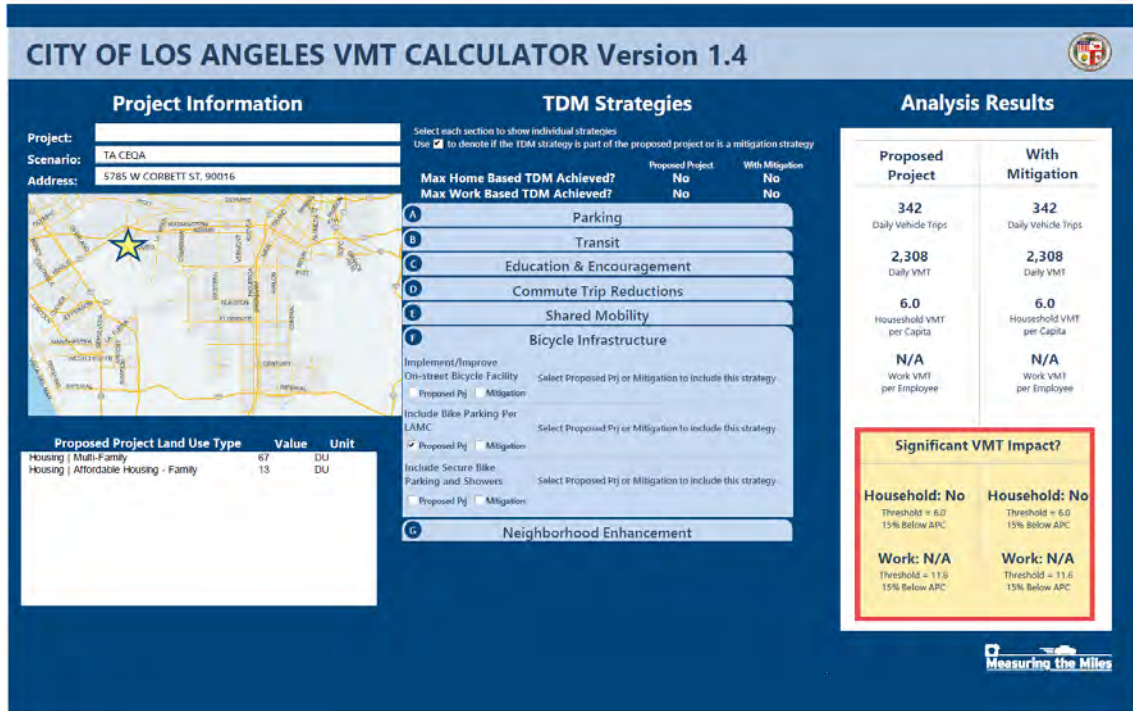
Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

<i>AREA PLANNING COMMISSION</i>	<i>DAILY HOUSEHOLD VMT PER CAPITA</i>	<i>DAILY WORK VMT PER EMPLOYEE</i>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project’s household VMT per capita is 6.0 per the LADOT VMT calculator tool, as shown below, which does not exceed the South Los Angeles APC VMT 6.0 threshold. The work VMT per employee is not applicable because no commercial use is proposed. No VMT Project impacts are



created by the development of the Project for the South Los Angeles APC. The Project's VMT calculation report is provided in Appendix G.



Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduced vehicle parking and providing bike parking that are regulatory measure(s), as described below by LADOT'S TAG:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC 12.21.A.4.a) without consideration of parking reduction mechanisms permitted in the code. The direct application of LAMC parking without any reductions would require 139 parking spaces. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Assembly Bill (AB) 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on



any residential project that is within one-half mile of a major transit stop. The Project will provide 103 parking spaces.

- Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of \$10 per month and paid by the vehicle owners/drivers. Unbundled parking and monthly fees would be part of the leasing and operation plans for the Project.
- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is to provide 69 bicycle parking spaces (62 secured long-term spaces and 7 short-term spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's South Los Angeles APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate



to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

The third CEQA question is answered by an evaluation of the potential increase in hazards due to a geometric design feature associated with the Project Site access, and may include safety, operational, or capacity impacts related to vehicle conflicts with pedestrians, bikes, or other vehicles.

Project size, location and access design are considered in the review to evaluate any access deficiencies that may be considered significant. Below are the findings of the access review.

1. Pedestrian and vehicle access is separated.
2. The Project will install a new driveway on Corbett Street, a local street.
3. Corbett Street is not identified on any Complete Streets Mobility Network Maps, that said, no bike lanes or transit routes are present or planned for Corbett Street
4. La Cienega Boulevard between Jefferson Boulevard and Obama Boulevard (adjacent to the Project Site) is listed on the City's High Injury Network – streets with a high concentration of traffic accidents that result in severe injury or death for all transportation modes. No vehicle access is provided on La Cienega Boulevard.
5. Caltrans' environmental analyses for new land use development projects may include freeway off-ramp safety considerations and analysis of vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria to determine when a freeway safety analysis is necessary for a Transportation Assessments.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five (25) or more inbound trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than



twenty-five (25) or more peak hour trips at any freeway off-ramps, a freeway ramp analysis is not required.

As shown below in Table 2, the Project generates less than 25 inbound peak hour trips (14 am and 11 pm inbound peak hour trips). Therefore, no further freeway safety analysis is necessary using the guidance criteria.

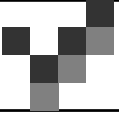
**Table 2
Estimated Project Peak Hour Traffic Volume**

		ITE 11th Edition/LADOT						
		AM Peak Hour			PM Peak Hour			
ITE Code	Description	Daily Traffic	In	Out	Total	In	Out	Total
221	Apartments (mid-rise per unit, close to rail transit)	4.75	56%	44%	0.32	43%	57%	0.29
LADOT	Affordable (inside TPA per unit)	4.16	37%	63%	0.49	56%	44%	0.35

		ITE 11th Edition/LADOT								
		AM Peak Hour			PM Peak Hour					
ITE Code	Description	Size	VMT Daily Traffic	11th Edition Daily Traffic	In	Out	Total	In	Out	Total
<u>Proposed Project</u>										
221	Apartments (mid-rise per unit, close to rail transit)	67 units		318	12	9	21	8	11	19
LADOT	Affordable (inside TPA per unit)	13 units		54	2	4	6	3	2	5
		Project Street Traffic	397	372	14	13	27	11	13	24

6. The Project will not remove, modify, degrade any pedestrian, bicycle, or transit facility in the vicinity of the Project Site. Notwithstanding that bike lanes are not currently located on La Cienega Boulevard adjacent to the Project Site; the Project will not modify, remove, or degrade any future bike lanes. No transit facilities are affected by the Project or its construction. The Project does not remove or narrow existing sidewalks or any street buffering elements (e.g., curb extension, parkway, planting strip, and street trees). In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

This review shows the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).



Overland Traffic Consultants, Inc.

APPENDIX A

Transportation Assessment Referral Form



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
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: _____

Project Description: _____

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure _____

Applicant Name: _____

Applicant E-mail: _____ Applicant Phone: _____

Planning Staff Initials: _____ Date: _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹			
	<i>Total trips¹:</i>		397
a. Does the proposed project involve a discretionary action?			Yes <input type="checkbox"/> No <input type="checkbox"/>
b. Would the proposed project generate 250 or more daily vehicle trips ² ?			Yes <input type="checkbox"/> No <input type="checkbox"/>
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 <input type="checkbox"/> No <input type="checkbox"/>
If YES to a. and b. or c. , or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.			
Verified by: Planning Staff Name: _____ Phone: _____			
Signature: _____		Date: _____	

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			
	<i>Total new trips:</i>		
Existing			
	<i>Total existing trips:</i>		
<i>Net Increase / Decrease (+ or -)</i>			

- 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:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** **No**

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** **No**

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** **No**

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** **No**

Prepared by DOT Staff Name: _____ Phone: _____

Signature: Jose Cardenas _____ Date: _____



APPENDIX B

Community Plan Land Use Information

West Adams-Baldwin Hills-Leimert Community Plan

General Plan Land Use Map A Part of the General Plan of the City of Los Angeles

Land Use - Corresponding Zones

Low Density Residential

- Minimum - A1, A2, RE-0
- Low I - RD5, RD6
- Low II - RD1, RD2
- Low Medium I - R2, RD3, RD4
- Low Medium II - RD1.5, RD2
- Medium - R3
- High Medium - R4

Multiple Family Residential

- Neighborhood Commercial - C1, C2, C4, R3, R4, R5
- Community Commercial - CR, C1.5, C2.5, C4.5, R3.5, R4.5, R5.5
- Regional Center Commercial - RC1, RC2, RC3, RC4, RC5

Commercial

- Neighborhood Commercial - C1, C2, C4, R3, R4, R5
- Community Commercial - CR, C1.5, C2.5, C4.5, R3.5, R4.5, R5.5
- Regional Center Commercial - RC1, RC2, RC3, RC4, RC5

Industrial

- Hybrid Industrial - CM
- Limited Industrial - M1, M1'

Open Space; Public Facilities

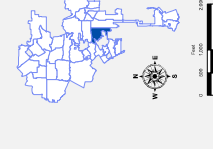
- Open Space - OS-A1
- Public Facilities - PF
- Public Facilities - Freeways

Service Systems

- Community Library
- Community Park
- Cultural Arts Center
- Cultural/Historical Site
- Fire Station
- Health Center
- Metrol Station
- Maintenance Yard
- Mini Park
- Neighborhood Park
- Performing Arts Center
- Power Distribution Station
- Power Receiving Station
- Prop. Health Center/Hospital
- Proposed Mini Park
- Public Elementary School
- Public Junior High
- Public Senior High
- Regional Park
- Special School Facility

Administrative Notes

1. Small symbol indicates the general location of a potential facility. The symbol does not designate any specific property for acquisition.
2. Map designations for Collector streets, Arterials and Boulevards which do not occupy existing right-of-way are shown with dashed lines. The symbol for a potential facility and an arrow not intended to indicate the location of a specific project or project.
3. Symbols, text and colors are shown for reference only.
4. The City of Los Angeles, Department of Planning, City Planning Commission, and the City Planning Commission (CPC) are the lead agencies for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan.
5. The Historic-Cultural Monument symbol denotes the general location of key resources throughout the City of Los Angeles. A Historic-Cultural Monument is a landmark or building that is of exceptional significance to the City of Los Angeles. A Historic-Cultural Monument is a landmark or building that is of exceptional significance to the City of Los Angeles. A Historic-Cultural Monument is a landmark or building that is of exceptional significance to the City of Los Angeles.
6. The City of Los Angeles, Department of Planning, City Planning Commission, and the City Planning Commission (CPC) are the lead agencies for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan.
7. The City of Los Angeles, Department of Planning, City Planning Commission, and the City Planning Commission (CPC) are the lead agencies for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan.
8. Mini Parks, also referred to as pocket parks or plazas, are technically classified as Neighborhood Parks. Mini Parks, also referred to as pocket parks or plazas, are technically classified as Neighborhood Parks. Mini Parks, also referred to as pocket parks or plazas, are technically classified as Neighborhood Parks.



Notes:

- A. The text of the Community Plan can be accessed on the City of Los Angeles Web Page.
- B. Other portions of the General Plan may not be included on this document.
- C. Any Amendment to the General Plan must be approved by the City of Los Angeles.

Disclaimer: The City of Los Angeles, Department of Planning, City Planning Commission, and the City Planning Commission (CPC) are the lead agencies for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan. The City Planning Commission (CPC) is the lead agency for the City of Los Angeles General Plan.

Los Angeles Department of City Planning - Information Technology Division - West Adams, Baldwin, Leimert - October 2011

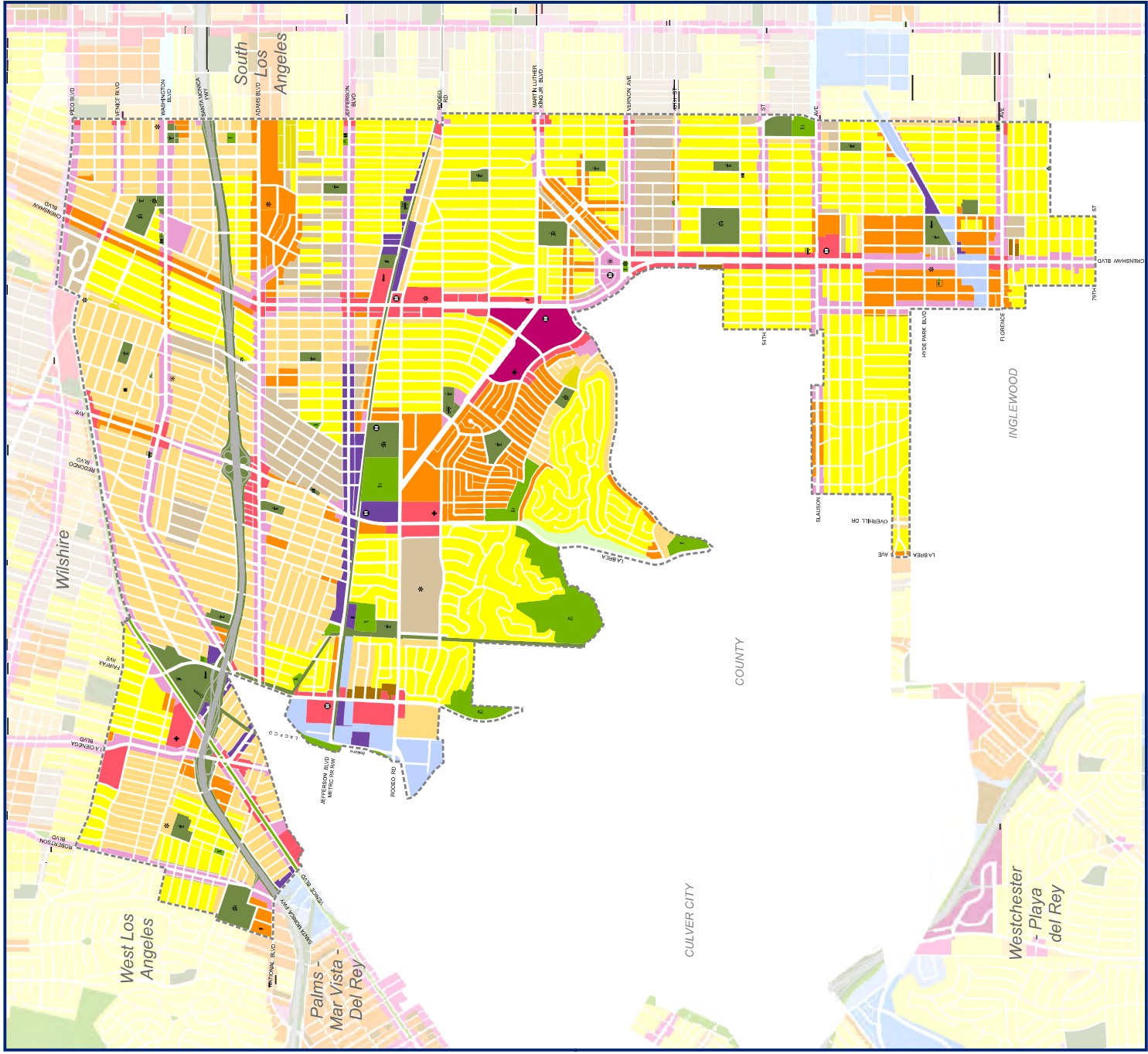


TABLE 3-1
General Plan Land Use

General Plan Land Use	Corresponding Zones	Net Acres	% Area	Total Net Acres	Total % Area
RESIDENTIAL					
Single Family Neighborhoods				2,343	38%
Minimum	A1, A2, RE40	22	0.04		
Low I	RE9, RS	0	0.0		
Low II	R1	2,302	38.0		
Low III	RD5, RD6	19	0.03		
Multi-Family Neighborhoods				2209	36%
Low Medium I	R2, RD3, RD4	380	6.01		
Low Medium II	RD1.5, RD2	1208	20.0		
Medium	R3	608	10.0		
High Medium	R4	13	0.02		
High	R5	0	0.0		
COMMERCIAL				720	12%
Neighborhood Commercial	C1, C1.5, C2, C4, R3, RAS3	394	6.4		
Community Commercial	CR, C1.5, C2, C4, R3, RAS3, R4, RAS4	264	4.3		
Regional Center Commercial	CR, C1.5, C2, C4, R3, RAS3, R4, RAS4, R5	62	1.0		
INDUSTRIAL				108	2%
Limited Industrial	M1, MR1	108	2.0		
HYBRID INDUSTRIAL				106	2%
Hybrid or Transitional Industrial	CM	106	1.7		
OTHER				645	10%
Infrastructure and Public Services	PF	443	7.2		
Open Space and Conservation	OS, A1	202	3.3		
Total		6,130		6,130	



APPENDIX C

Street Standards, Circulation & High Injury Network Map

WEST ADAMS - BALDWIN HILLS - LEIMERT CIRCULATION



Legend

Designations

- Boulevard I Modified
- Boulevard I Modified Scenic
- Boulevard II
- Boulevard II Divided
- Boulevard II Divided Scenic
- Boulevard II Modified
- Boulevard II Modified Divided Scenic
- Boulevard II Modified Scenic
- Avenue I
- Avenue I Divided
- Avenue I Modified
- Avenue I Modified Scenic
- Avenue I Scenic
- Avenue II
- Avenue II Modified
- Avenue III
- Collector
- Collector Modified
- Industrial Collector Modified
- Local

Transit & Other Infrastructure

- Freeway
- On-Off Ramp
- Railroad
- Passenger Light Rail

Community Plan Area Boundary

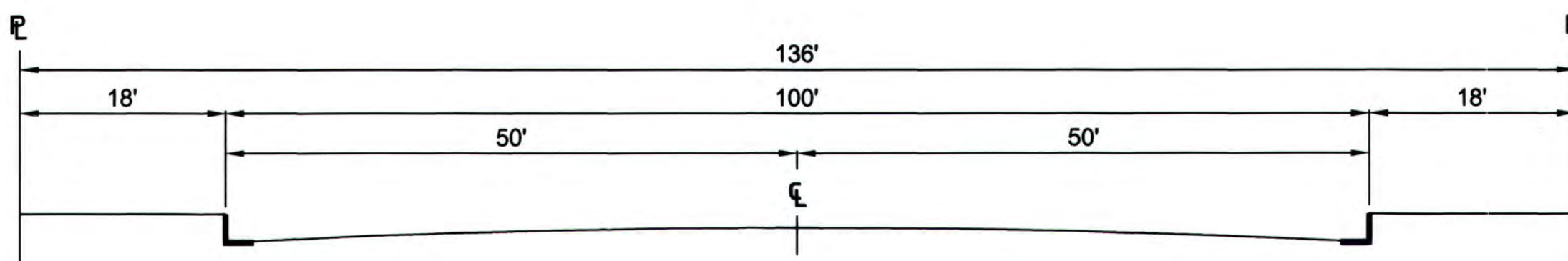


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 DEPARTMENT OF CITY PLANNING
 INFORMATION TECHNOLOGIES DIVISION
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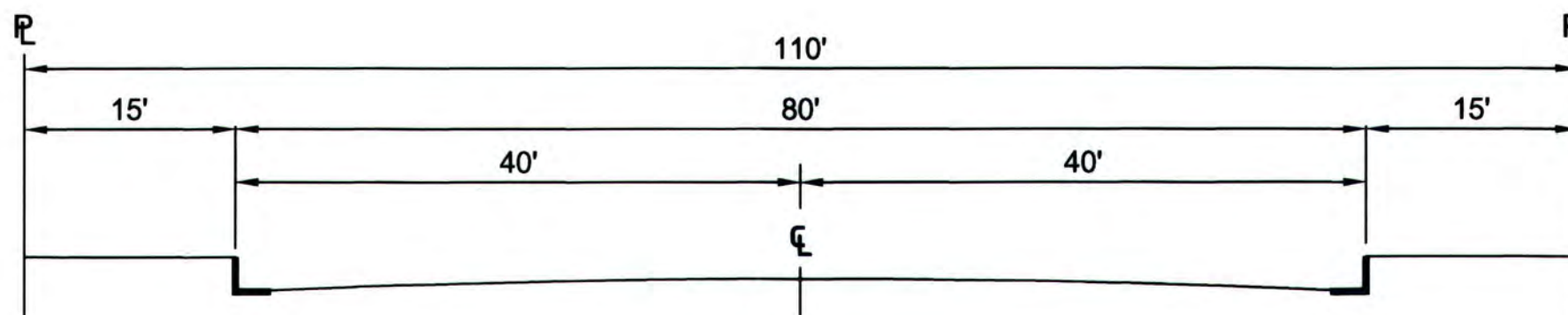
Disclaimer:
 The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors, or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitations, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of or the inability to use the map and/or the materials contained on the map whether the materials contained on the map are provided by the city of Los Angeles, or a third party.



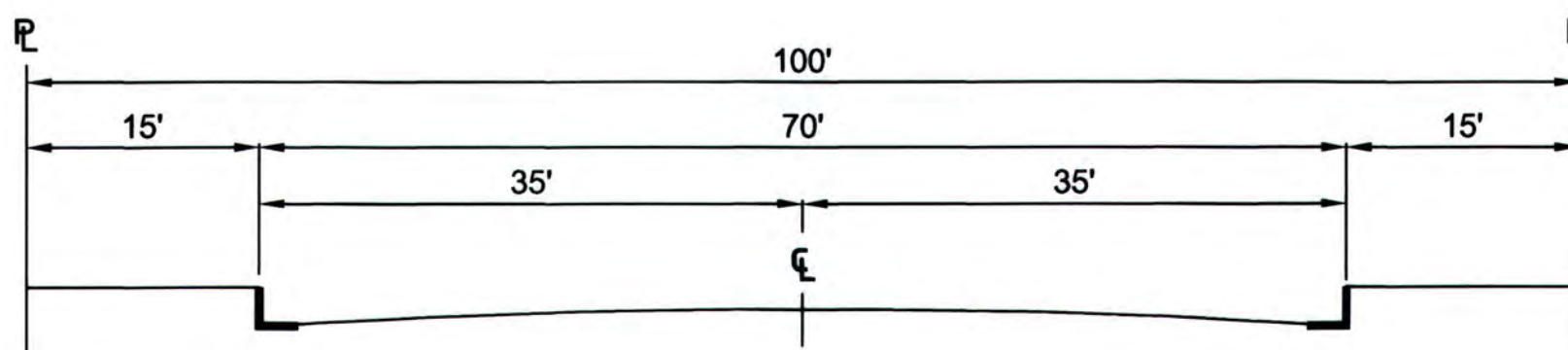
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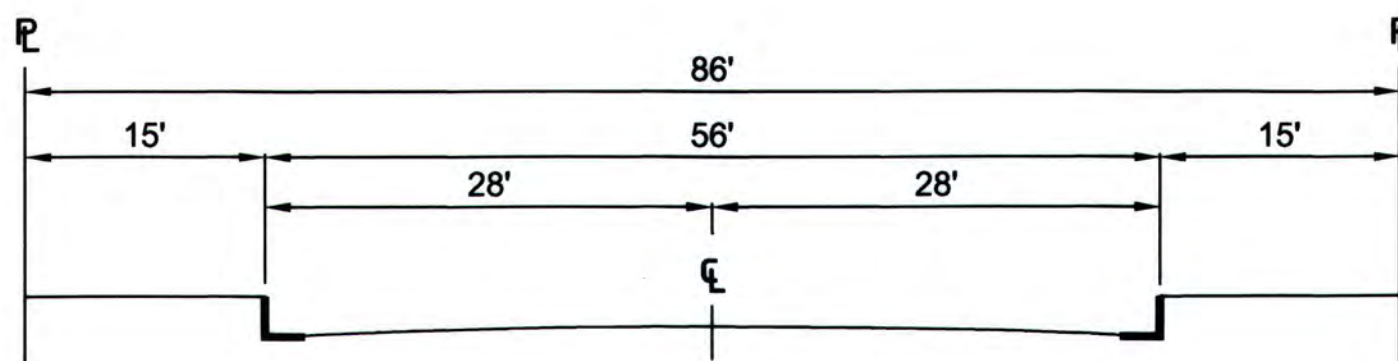
BOULEVARD I (MAJOR HIGHWAY CLASS I)



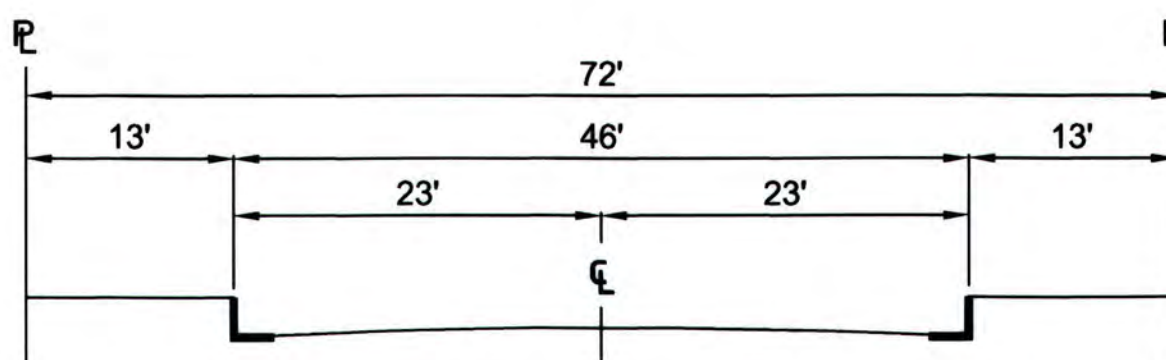
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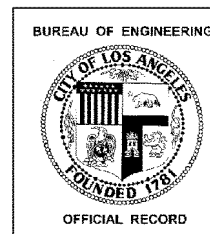
AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)



BUREAU OF ENGINEERING DEPARTMENT OF PUBLIC WORKS CITY OF LOS ANGELES

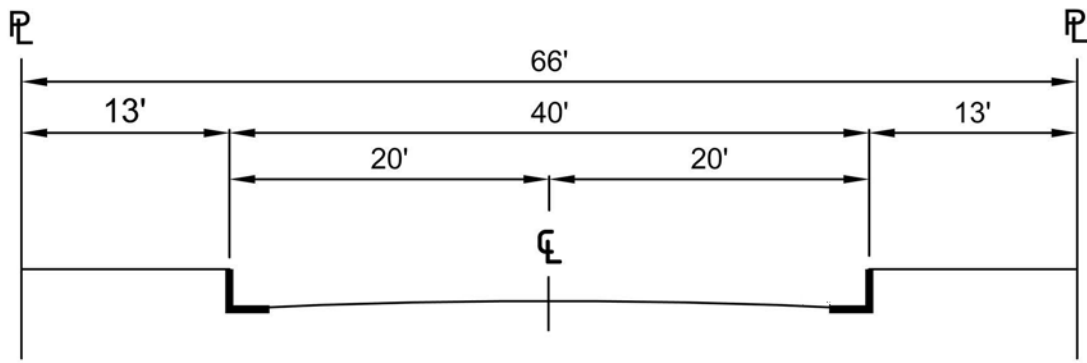
STANDARD STREET DIMENSIONS

STANDARD PLAN S-470-1

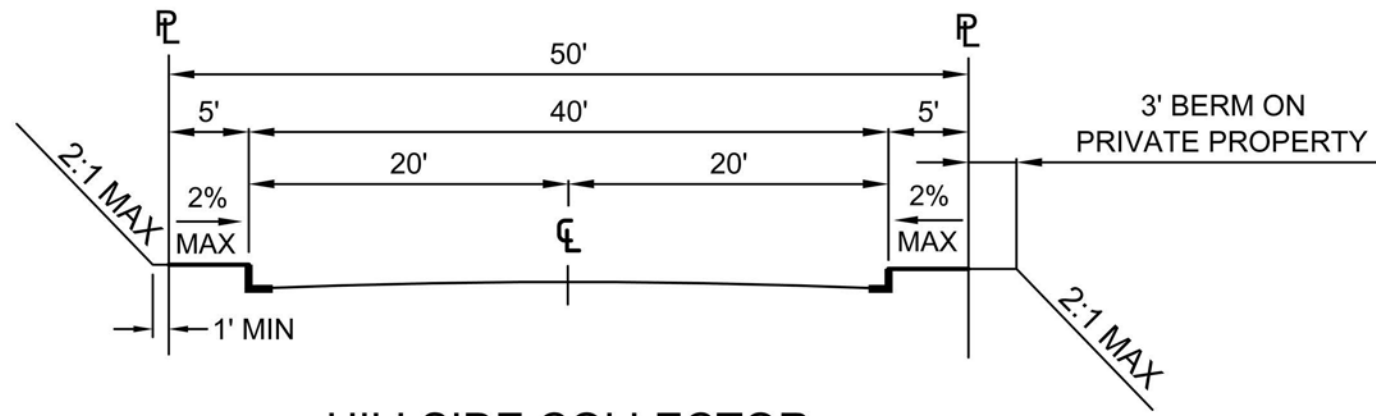
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SUPERSEDES	REFERENCES										
D-22549 S-470-0											
VAULT INDEX NUMBER: B-4738											
SHEET 1 OF 4 SHEETS											

NON-ARTERIAL STREETS

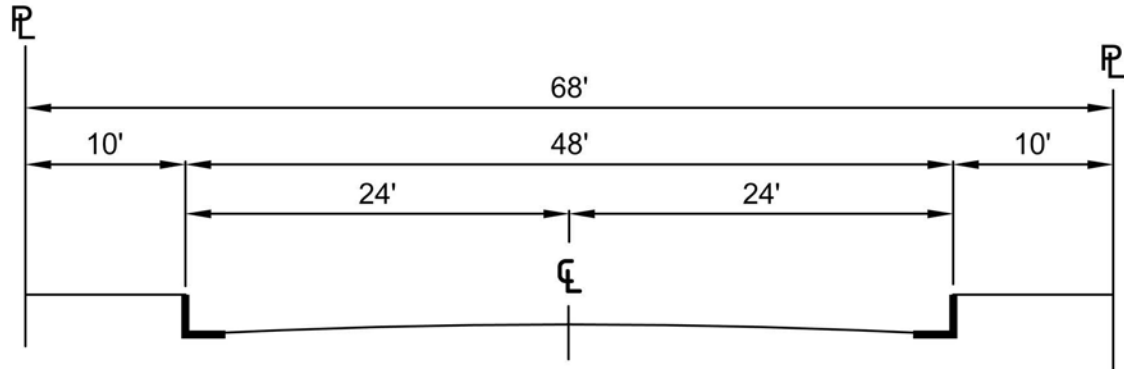
HILLSIDE STREETS



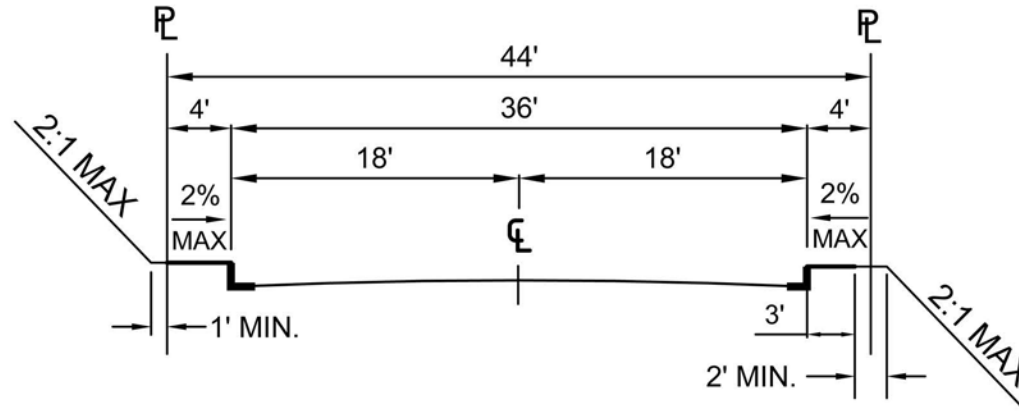
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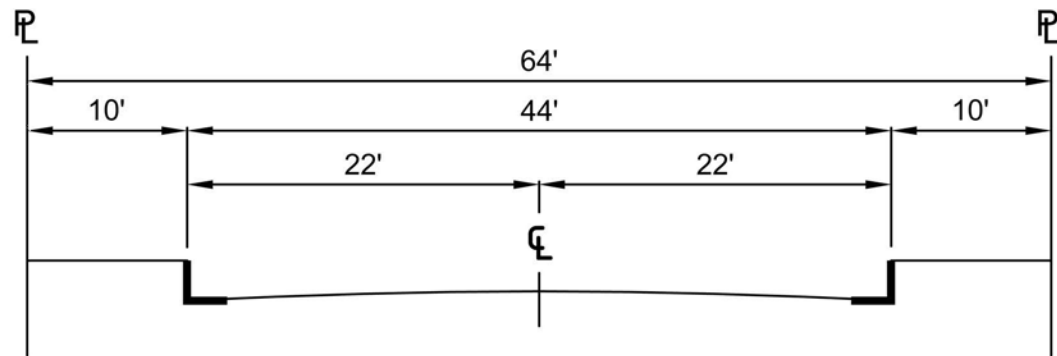
HILLSIDE COLLECTOR



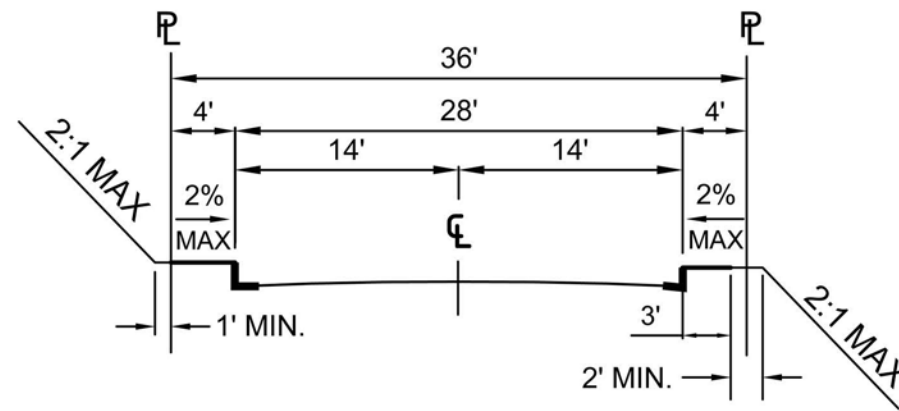
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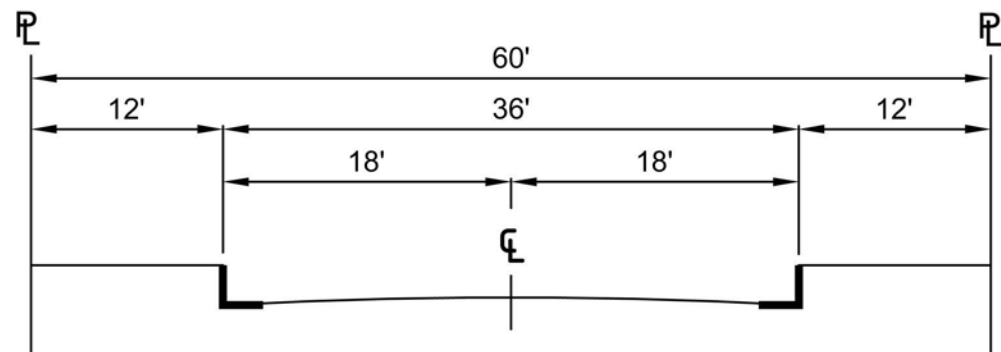
HILLSIDE LOCAL



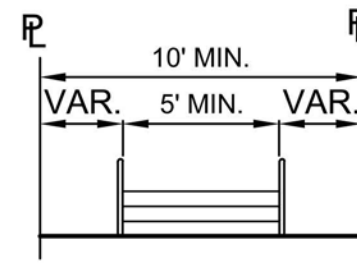
INDUSTRIAL LOCAL STREET



HILLSIDE LIMITED STANDARD

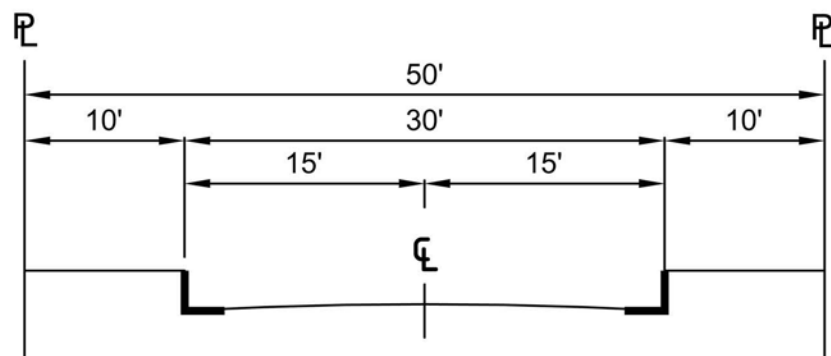


LOCAL STREET - STANDARD

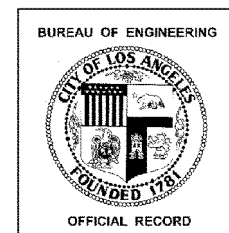


PUBLIC STAIRWAY

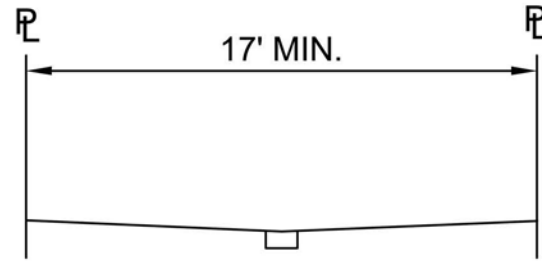
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BUREAU OF ENGINEERING STANDARD PLANS



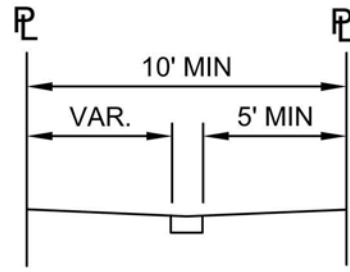
LOCAL STREET - LIMITED



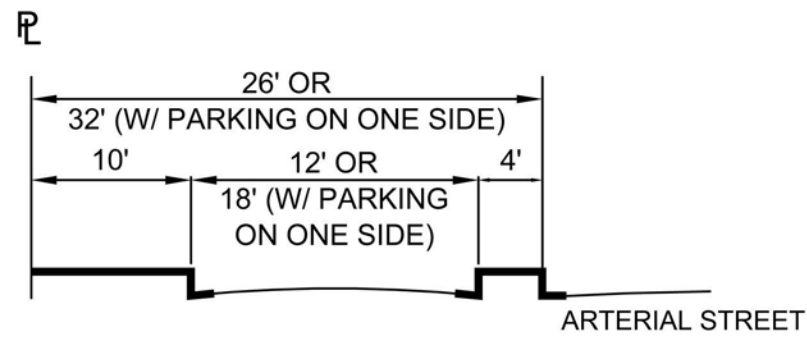
OTHER PUBLIC RIGHTS-OF-WAY



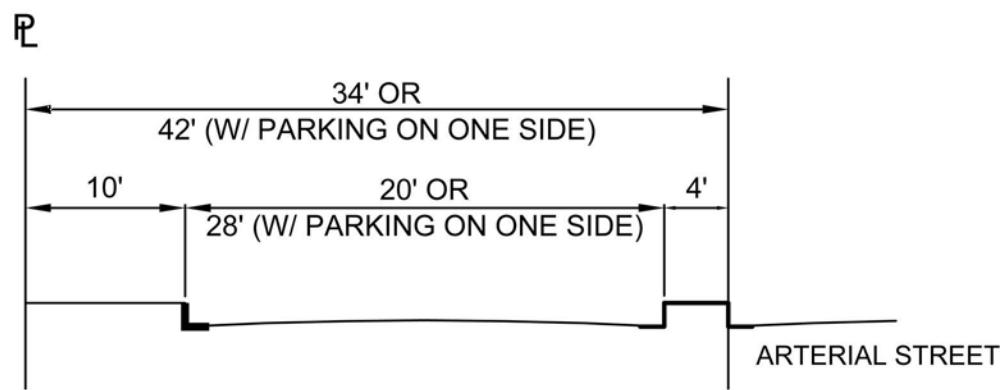
SHARED STREET



PEDESTRIAN WALKWAY

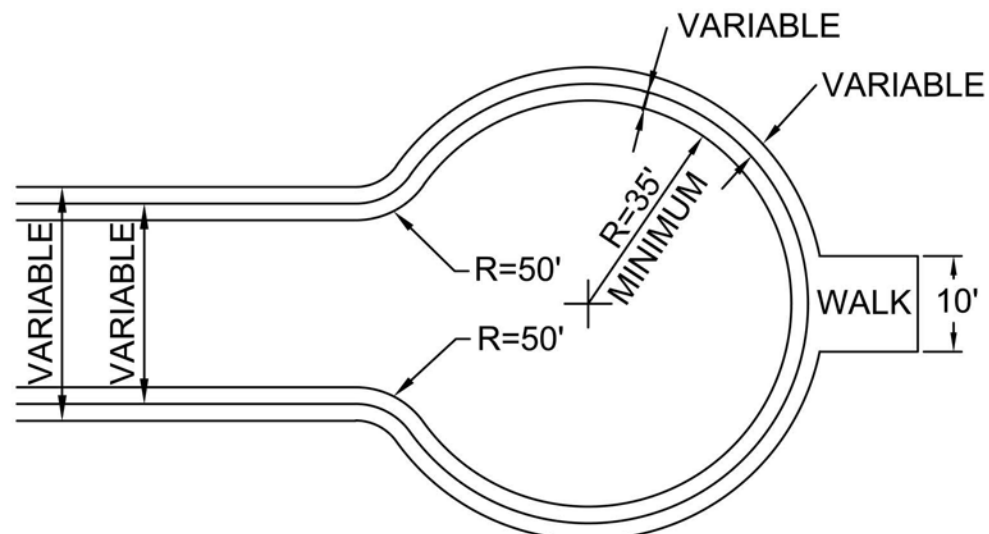


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

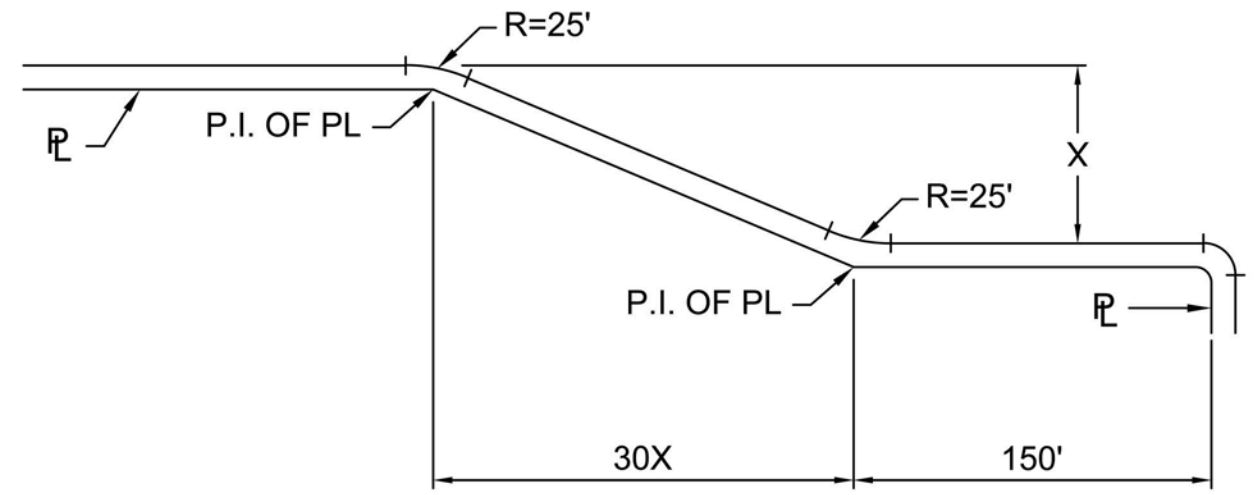
CUL-DE-SAC



MAY BE UNSYMMETRICAL (PLAN VIEW)

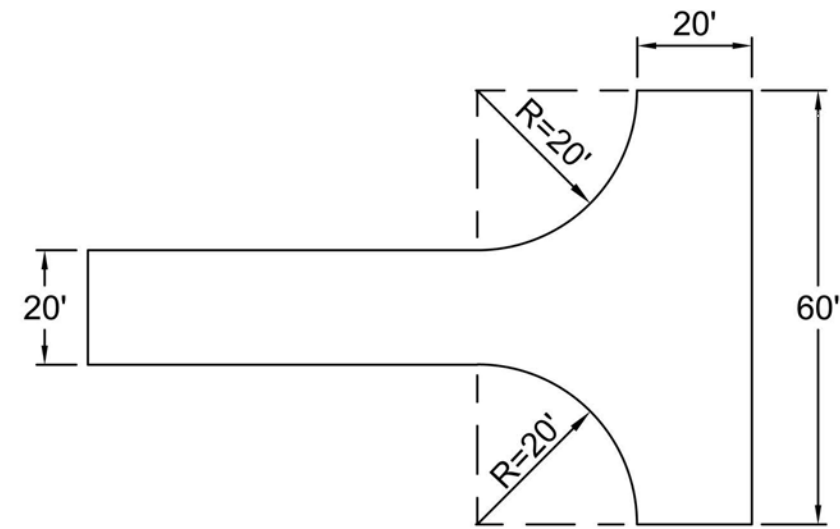
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

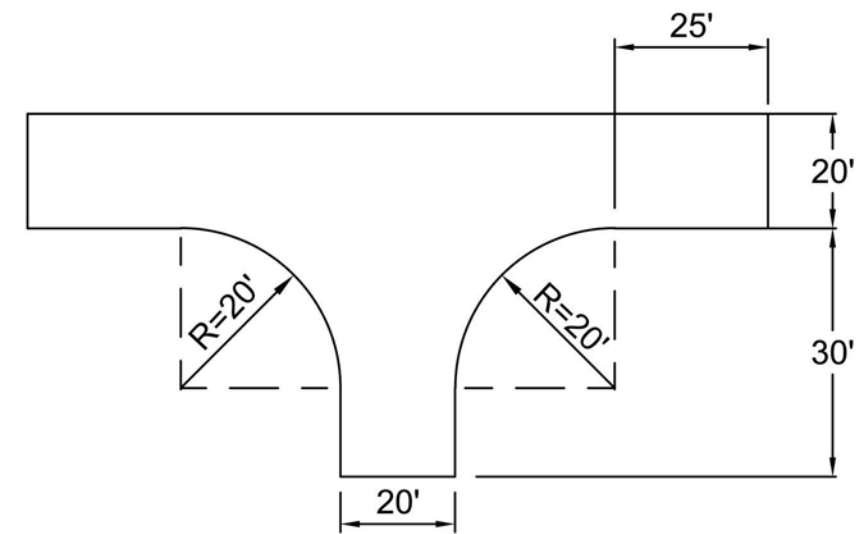


STANDARD FLARE SECTION (PLAN VIEW)

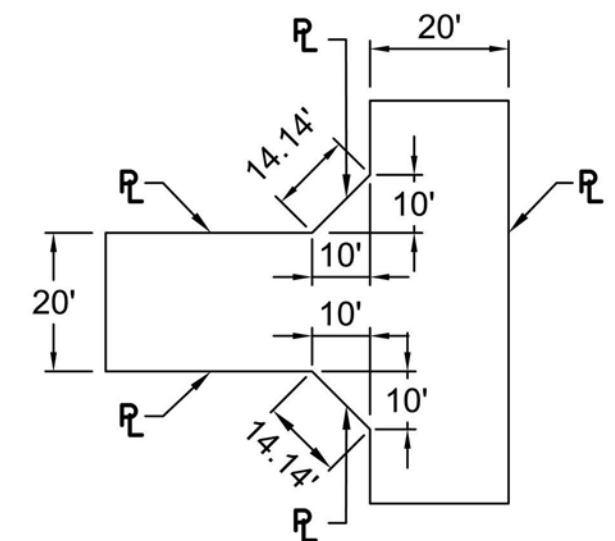
ALLEYS



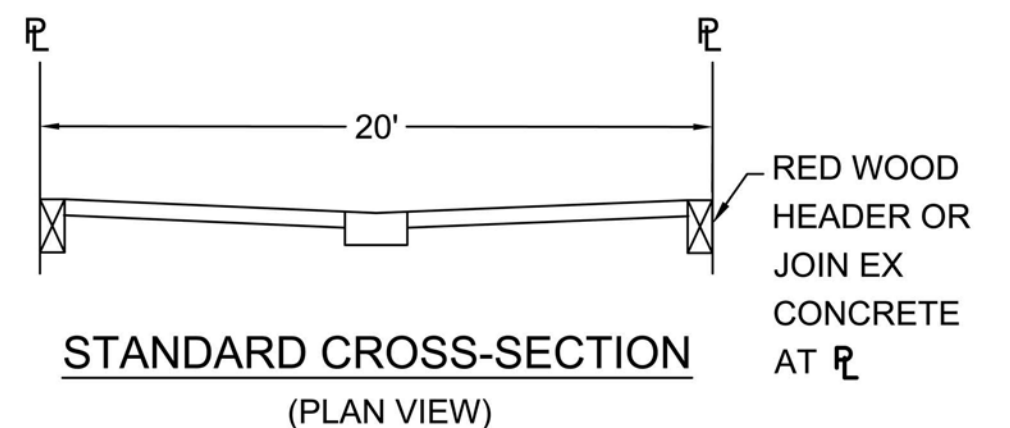
STANDARD TURNING AREA (PLAN VIEW)



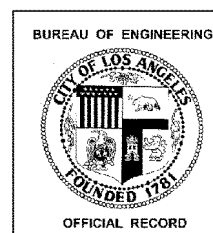
MINIMUM TURNING AREA (PLAN VIEW)



STANDARD CUT CORNERS FOR 90° INTERSECTION (PLAN VIEW)

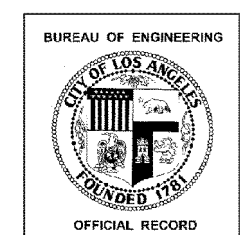


STANDARD CROSS-SECTION (PLAN VIEW)



NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
 - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
 - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.



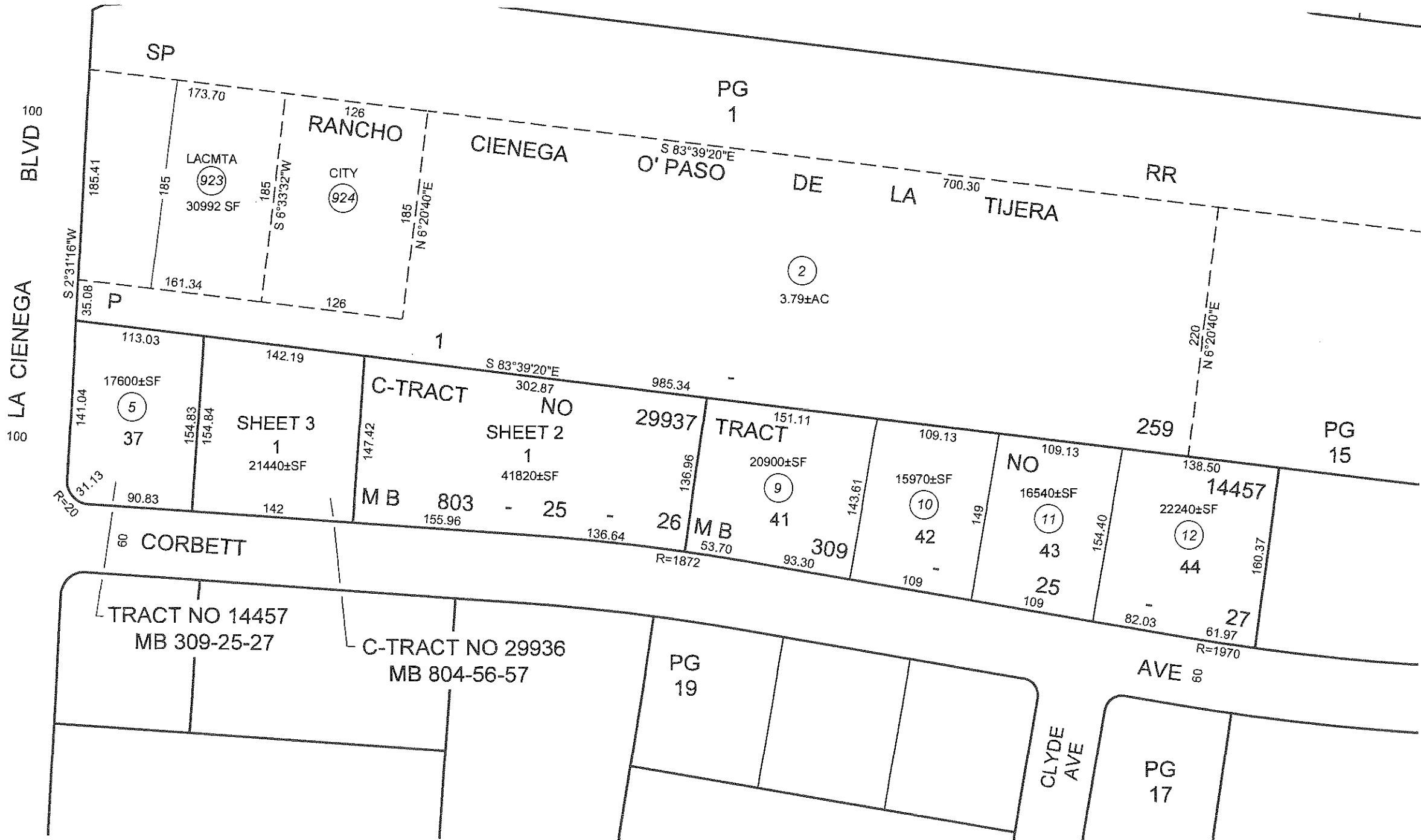
2013



MAPPING AND GIS SERVICES
SCALE 1" = 100'

THE ASSESSMENT OF UNITS IN THE FOLLOWING AIRSPACE PLANS, INCLUDES ALL RIGHTS AND INTERESTS IN THE COMMON AREAS AS SET FORTH IN DEEDS OF RECORD. EACH PLAN DEPICTS APPROXIMATE DIMENSIONS FROM WHICH AREAS ARE COMPUTED. AREAS ARE FOR CORRESPONDING ELEMENTS ONLY.

AIRSPACE PLAN REFERENCE	COMMON AREA				SUBDIVISION OF AIRSPACE SHEET(S)
	TRACT NO	BLK	LOTS	TYPE	
M3643-39 OR	29937	-	1	CONDO	2
M3698-210 OR	29936	-	1	CONDO	3



BK 4205

100 LA CIENEGA BLVD 100

SP

PG 1

RANCHO

CIENEGA

O' PASO

DE

LA

TIJERA

RR

C-TRACT

NO

29937

TRACT

NO

259

PG 15

8 CORBETT

TRACT NO 14457
MB 309-25-27

C-TRACT NO 29936
MB 804-56-57

PG 19

CLYDE AVE

AVE 8

PG 17



Street Designations and Standard Roadway Dimensions				
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10-25)
	(New Designation)		Shared Street	(30' / 10')
	(New Designation)		Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28-35/12 or 18)
			Bi-Directional Service Road – Adjoining Arterial Streets	(33-41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)



APPENDIX D

Overview of City Plans, Policies, Programs and Ordinances

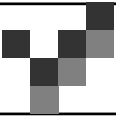


OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

Mobility Plan 2035 - The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.:

1. Design and operate streets that enable safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
4. Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

The Plan for A Healthy Los Angeles - Includes policies directing several City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.



Community Plans - The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific goals and objectives.

Vision Zero Action Plan - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design, which anticipate mistakes to the extent that collisions do not result in severe injury or death. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

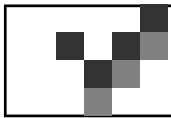
Citywide Design Guidelines are intended to develop projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.



Mobility Plan 2035		
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	Yes, the Project Site is located on La Cienega Boulevard, Modified Boulevard II roadway, and Corbett Street, Local Street. The Project Site is currently zoned R4-2D-CIPO with a land use designation of High Medium Residential. Source: Zimas
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	Yes
3.	Is Project Site along any network identified in the City's Mobility Plan?	Yes, La Cienega Boulevard adjacent to the Project Site is identified on the Transit Enhanced Network, Vehicle Enhanced Network, Bicycle Enhanced Network north of Jefferson Boulevard) and Pedestrian Enhanced District.
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	Yes, the Project Site is a TOC Tier 4 (LAMC 12.22 A,31) designation.
5.	Is Project Site on a roadway identified in City's High Injury Network?	Yes, La Cienega Boulevard along the Project Site is identified on the High Injury Network. No vehicle access is provided on La Cienega Boulevard. All vehicle access is proposed from Corbett Street, a local street.
Driveway Access		
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No, the Project will install vehicle access on Corbett Street, a local street.
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No
8..	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	No
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
12.	Are loading zones proposed as part of the Project?	No, loading zones are not proposed.

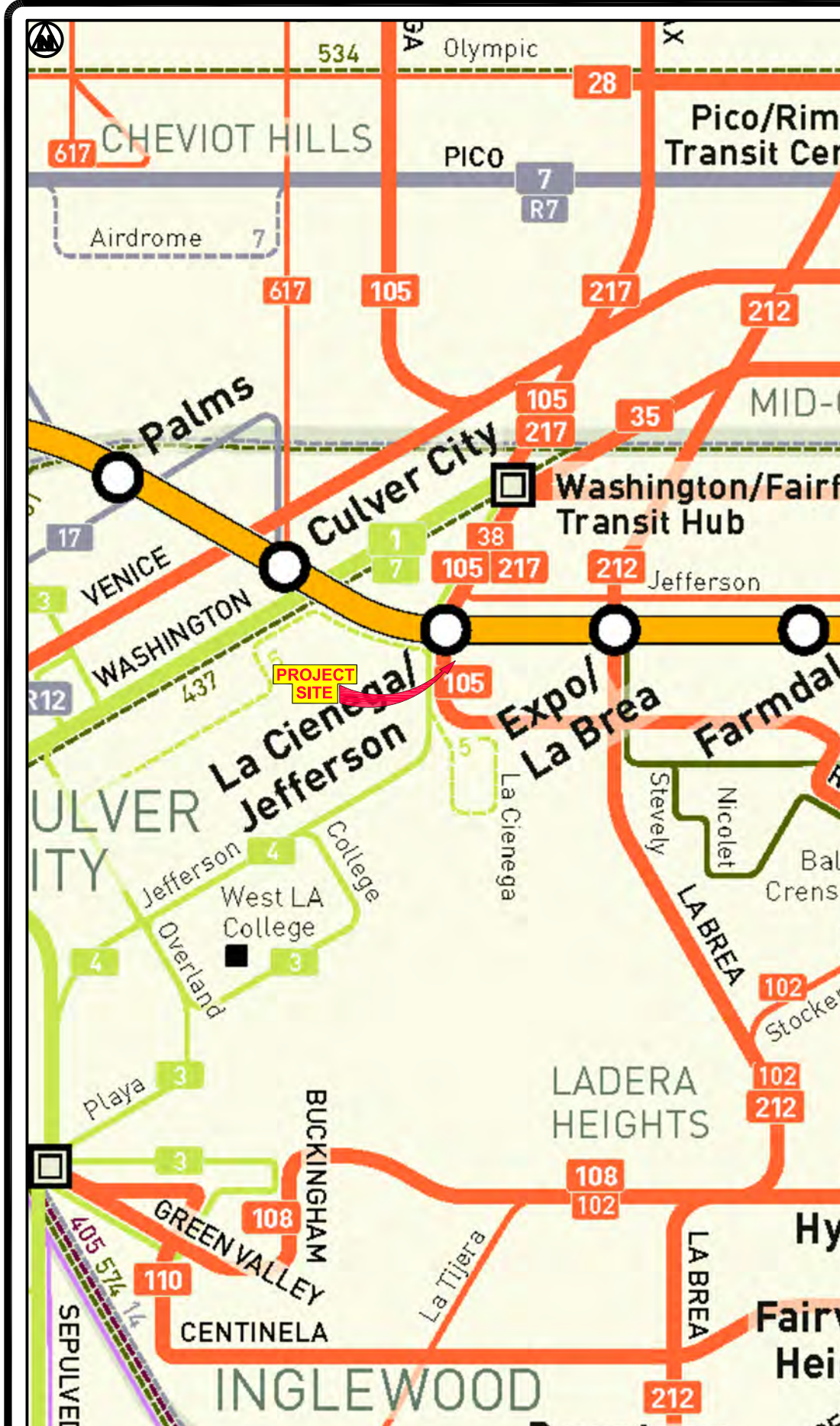


Network Access		
13.	Does the Project propose to vacate or restrict public access to a street, alley, or public stairway?	No
14.	Is the Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	No
15.	Does the Project create a cul-de-sac or is the project site located adjacent to an existing cul-de-sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	Yes, at the northeast corner of La Cienega Boulevard and Corbett Street.
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	No
Parking Supply and TDM Plans		
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No
19.	Would the Project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g., parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	No
20.	Would the Project provide the minimum on, and off-site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes, on-site bike parking provided.
21.	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Yes
Regional Plans		
23.	Does the Project apply one of the City's efficient-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes



APPENDIX E

Transit Service



Metro Rail & Busway

LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
A Line	8	10	10-20	10	15-20	10	15-20
B Line	12	12	15-20	12	15-20	12	15-20
C Line	10	10	15-20	10	15-20	10	15-20
D Line	12	12	15-20	12	15-20	12	15-20
E Line	8	10	10-20	10	15-20	10	15-20
K Line	10	10	10-20	20	20	20	20
J Line	5	10	12-40	15	15-40	15	5
L Line	15	30	-	30	-	30	-

Metro Bus & Shuttle

LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
2	8	10	20-30	10	20-30	10	20-30
4	7.5	7.5	10-15	10	10-15	10	10-15
10	10-20	15	20-60	20	40-60	20	40-60
14	10	15	20-60	15	20-60	15	20-60
16	5-6	7.5	10-30	7.5-10	10-30	7.5-10	10-30
18	6	7.5	10-35	7.5	20-35	7.5	20-35
20	10-15	12	20-30	12	20-30	12	20-30
26	7-10	10	20-30	12	20-30	12	20-30
30	7.5	10	20-60	10	20-60	10	20-60
33	7.5	7.5	10-30	10	15-30	10	15-30
35	15	15	40-60	20	40-60	20	40-60
37	10	15	20-60	15	20-60	15	20-60
38	30-40	30	35-60	40	40-60	40	40-60
40	8-10	10	15-40	12	15-60	15	15-60
45	6-10	10	10-60	10	20-60	10	20-60
48	30	30	60	40	60	40	60
51	5	7.5	10-60	7.5	10-60	10	15-60
53	10	10	15-60	15	20-60	15	20-60
55	10-15	15	20-60	20	30-60	20	30-60
60	5-8	10	10-60	10	15-60	10	20-60
62	25-60	25-45	50-60	45-60	50-60	45-60	50-60
64	7.5-10	10	10-60	15	20-60	15	20-60
70	7.5	7.5	15-60	10	15-60	10	15-60
76	15	15	30-60	20	30-60	20	30-60
78	10	10	20-30	20	20-30	20	20-30
81	15	15	20-60	15-20	20-60	15-20	20-60
90	20	20	30-60	30	30-60	30	30-60
92	20	20	30-60	30	45-60	30	45-60
94	12-15	15	30-60	20-30	30-60	20-30	30-60
96	45	45	-	60	-	60	-
102	60	60	60	60	60	60	60
105	10	10	15-60	15	15-60	15	15-60
106	20-40	20-40	25-40	40	45	40	45
108	7.5-10	10	20-60	15	20-60	15	20-60
110	15	15	25-60	30	45-60	30	45-60
111	10	10	15-60	15	20-60	15	20-60
115	12	15	20-60	15-20	20-60	20	20-60
117	15	15	15-60	30	30-60	30	30-60
120	40	40	60	60	60	60	60
125	20	20	30-60	30	30-60	30	30-60
127	20-40	20-40	30-40	30-60	30-60	30-60	30-60
134	20-60	40-60	60	45	-	45	-
179	30	30	30-60	45	45-60	45	45-60
180	10	10	10-30	10-12	15-30	10-12	15-30
182	30	30	30-50	30	35-50	30	35-50
202	60	60	-	-	-	-	-
204	10	10	10-30	12	20-30	12	20-30
205	30	30	30-60	55	60	55	60
206	15	15	30-60	20	30-60	20	30-60
244	10	10	10-60	15	20-60	15	20-60
244	30	30	30-40	30	30-40	30	30-40
251	10	10	15-45	15	20-45	15	20-45
344	30	60	45-60	60	60	60	60
440	20-35	25-35	30-55	30	30-55	30	30-60
487	30-45	45	45	45	45	45	45
489	30	-	-	-	-	-	-
560	30	-	-	-	-	-	-
602	45	45	60	45	60	45	60

Culver CityBus

LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
1	15-20	15-20	30	18-19	20-50	18-19	20-50
2	60-70	-	-	-	-	-	-
3	20-30	30-40	30-60	25-30	25-30	30	30
4	40-60	40-60	-	45-50	-	-	-
PA	15-20	20-35	30-60	30-60	30-60	20-30	30-60
7	40	40-43	-	-	-	-	-

Metro Rail Lines

Metro Rail Line & Station
 Metro Busway & Station

Metro Bus Lines

A thick line shows a frequency of 15 minutes or better*
 A thin line shows a less frequent service.*
 A dashed line shows a part-time service.**

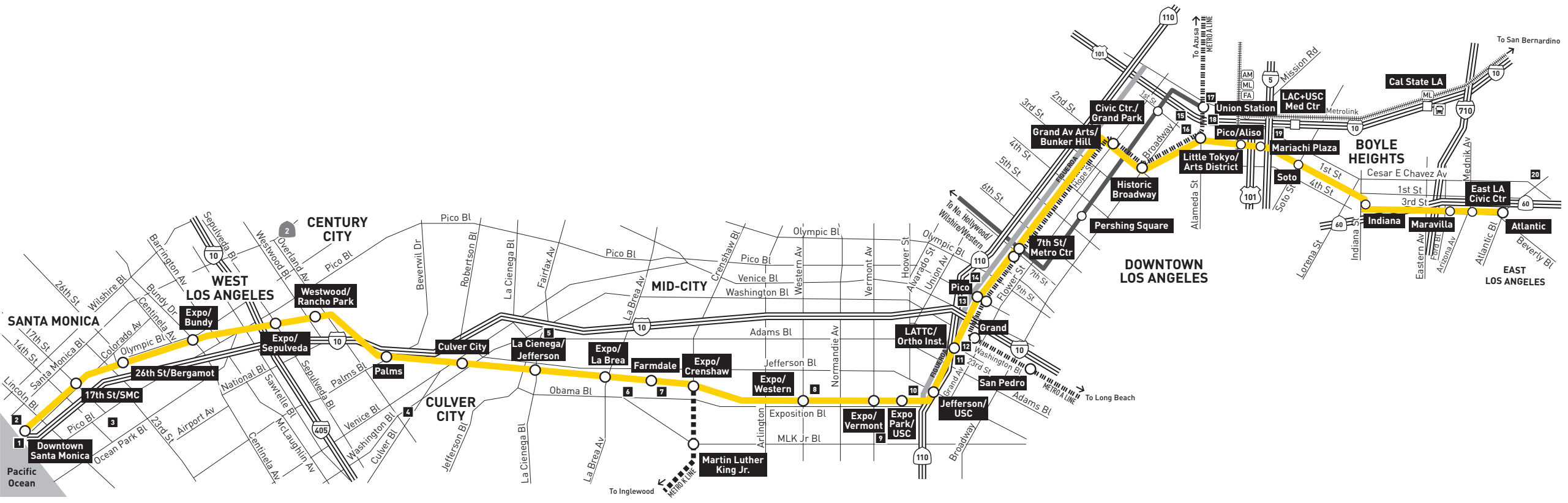
* Based on weekday peak and midday frequencies
 ** Part-time means peak only or Owl (late night) service

LEGEND

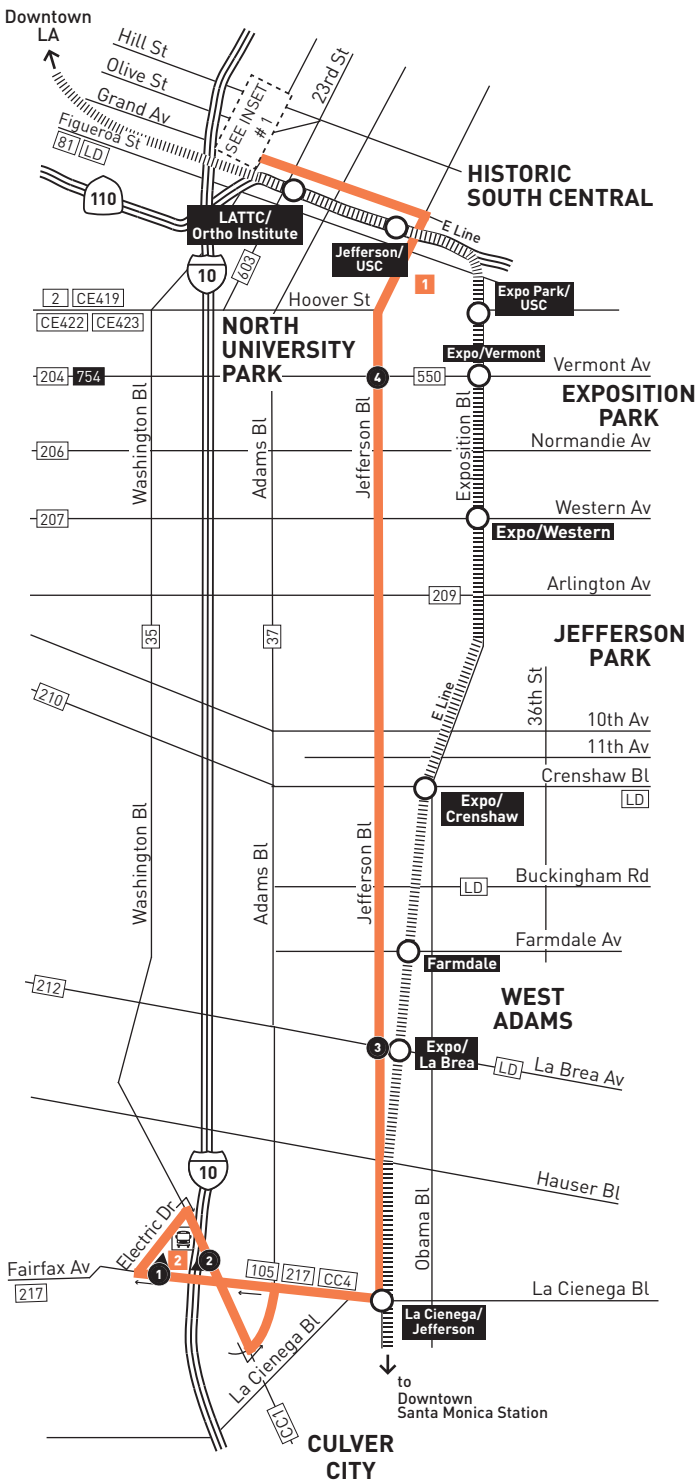
- Metro E Line
- Metro A Line
- Metro B & D Lines
- Metro J Line
- Metro K Line
- Metro Rail Stations
- Busway Station
- # Map Note (see insert)
- Freeway
- AM Amtrak
- ML Metrolink
- FA FlyAway

MAP NOTES

- | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <ul style="list-style-type: none"> 1 Santa Monica Pier & Esplanade 2 Third Street Promenade 3 Santa Monica College 4 Downtown Culver City/
Sony Studios 5 Washington/Fairfax Transit Hub 6 Rancho Cienega Sports Complex 7 Dorsey High School 8 Foshay Learning Center 9 LA Memorial Coliseum,
California Science Center,
Natural History Museum,
BMO Stadium | <ul style="list-style-type: none"> 10 Galen Center/USC 11 Orthopaedic Hospital 12 LA Trade Tech College 13 LA Convention Center 14 Crypto.com Arena/L.A. LIVE 15 LA Civic Center/Grand Park 16 MOCA at Geffen/Japanese
American National Museum 17 Olvera St 18 Patsaouras Transit Plaza/
Union Station 19 White Memorial Medical Center 20 East LA College | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



ROUTE MAP

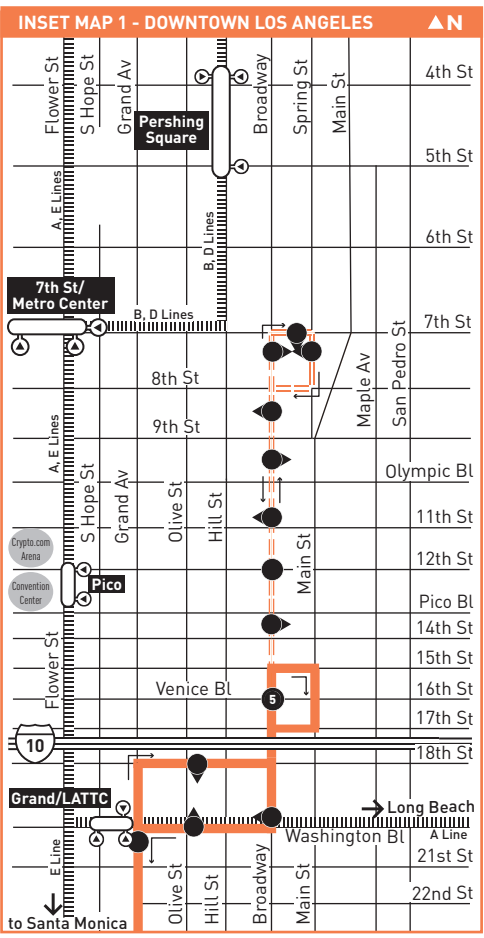


MAP NOTES

1 University of Southern California

2 Fairfax/Washington Transit Hub
 Metro 35, 37, 38, 105, 217;
 CC1, CC4; CE437

Note: Passengers should board departing Lines 37 and 38 at stop on Washington Bl, east of Fairfax Av.








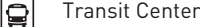



INSET 1 - DOWNTOWN LOS ANGELES

- Line 38 Route
- Trips Operate after 9:00pm
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

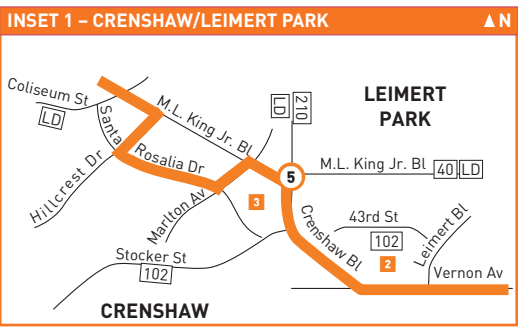
- Line 38 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Transit Center
- Culver CityBus
- LADOT Commuter Express
- LADOT DASH

LEGEND

-  Line 105 Route
-  Local Stop Timepoint
-  Metro Rail
-  Metro Rail Station & Timepoint
-  Metro Rail Station
-  Transit Center
-  Map Notes
-  Connecting Line
-  Rapid Connecting Line
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- LN County of LA - The Link
- BBB Santa Monica's Big Blue Bus

MAP NOTES

- 1 Vernon Station**
Metro A Line; 105, 611, DASH Pueblo Del Rio, DASH Southeast
- 2 Leimert Plaza Park**
Metro K Line; 40, 102, 105, 210
- 3 Baldwin Hills Crenshaw Plaza**
Metro K Line; 40, 102, 105, 210; DASH Leimert /Slauson
- 4 Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217; C1, C4; CE 437
- 5 Kaiser West L.A. Medical Center**
Metro 33, 105
- 6 Plaza La Cienega**
- 7 La Cienega Park**
Metro 28, 105
- 8 Cedars-Sinai Medical Center**
Metro 16, 105, 218, 617; DASH Fairfax
- 9 Beverly Center**
Metro 14, 16, 105, 218, 617; DASH Fairfax





- MAP NOTES**
- 1 Kaiser Permanente Hospital**
 - 2 Children's Hospital & Hollywood Presbyterian Medical Center**
 - 3 Farmers Market**
 - 4 The Grove**
 - 5 LA County Museum of Art**
 - 6 La Brea Tar Pits**
 - 7 Petersen Automotive Museum**
 - 8 Washington/Fairfax Transit Hub**
- Metro 35, 37, 38, 105, 217;
CC1, 4; CE437

- LEGEND**
- Route of Line 217
 - Route of Line 217 Owl
 - ||||| Route of Line 217 Northbound Only
 - # Local Stop Timepoint
 - # Local Stop Timepoint - Single Direction Only
 - ☾ Owl Timepoint
 - # Metro Rail Station & Timepoint
 - Metro Rail Station
 - Transit Center
 - ||||| Metro Rail
 - AV Antelope Valley Transit Authority
 - BBB Santa Monica's Big Blue Bus
 - CC Culver CityBus
 - FA LAX FlyAway
 - CE LADOT Commuter Express
 - LD LADOT DASH
 - R Rapid
 - WH West Hollywood Cityline

4 Jefferson Blvd.

Route Map



4 Jefferson Blvd. Monday - Friday

Lunes - Viernes

EFFECTIVE MAY 8, 2023

Westbound Oeste

		Mon-Thurs Lunes - Jueves				Friday Viernes	
West L.A. Transit Center	La Cienega & Obama	West L.A. College Spring Primavera	Culver City Transit Center	Jefferson & E.A. Way	West L.A. College Spring Primavera	Culver City Transit Center	Jefferson & E.A. Way
6:02AM	6:06AM	-	6:21AM	6:36AM	-	6:21AM	6:36AM
6:45	6:49	-	7:06	7:21	-	7:06	7:21
7:25	7:29	7:42AM	7:54	8:09	7:42AM	7:54	8:09
8:20	8:25	8:40	8:52	9:07	8:40	8:52	9:07
9:20	9:25	9:38	9:50	10:05	9:38	9:50	10:05
10:20	10:24	10:37	10:49	11:04	10:37	10:49	11:04
11:20	11:24	11:37	11:50	12:05PM	11:37	11:50	12:05PM
12:20PM	12:24PM	12:37PM	12:51PM	1:06	12:37PM	12:51PM	1:06
1:20	1:24	1:38	1:52	2:07	1:38	1:52	2:07
2:20	2:24	2:38	2:52	3:07	-	2:47	3:02
3:20	3:25	3:42	3:56	4:11	-	3:51	4:06
4:20	4:26	4:43	4:57	5:12	-	4:51	5:06
5:20	5:27	5:44	5:57	6:12	-	5:51	6:06
6:20	6:25	6:40	6:53	7:08	-	6:46	7:01
7:20	7:25	7:36	7:48	8:03	-	7:42	7:57

Eastbound Este

			Mon-Thurs Lunes - Jueves				Friday Viernes	
Jefferson & E.A. Way	Culver City Transit Center	West L.A. College Spring Primavera	Jefferson & E.A. Way	Culver City Transit Center	West L.A. College Spring Primavera	La Cienega & Obama	West L.A. Transit Center	
6:40AM	6:51AM	-	6:40AM	6:51AM	-	7:05AM	7:14AM	
7:26	7:37	7:46AM	7:26	7:37	7:46AM	7:57	8:06	
8:21	8:33	8:45	8:21	8:33	8:45	8:57	9:06	
9:16	9:27	9:36	9:16	9:27	9:36	9:47	9:56	
10:16	10:27	10:36	10:16	10:27	10:36	10:48	10:57	
11:16	11:29	11:39	11:16	11:29	11:39	11:52	12:01PM	
12:16PM	12:29PM	12:40PM	12:16PM	12:29PM	12:40PM	12:53PM	1:02	
1:16	1:30	1:41	1:16	1:30	1:41	1:54	2:03	
2:16	2:30	2:41	2:22	2:36	-	2:54	3:03	
3:16	3:30	3:42	3:24	3:38	-	4:02	4:11	
4:16	4:30	4:42	4:24	4:38	-	5:02	5:11	
5:16	5:30	5:42	5:24	5:38	-	6:02	6:11	
6:16	6:29	6:39	6:22	6:35	-	6:53	7:02	
7:16	7:28	7:37	7:21	7:33	-	7:48	7:55	
8:16	8:27	8:36	8:22	8:33	-	8:47	8:54	

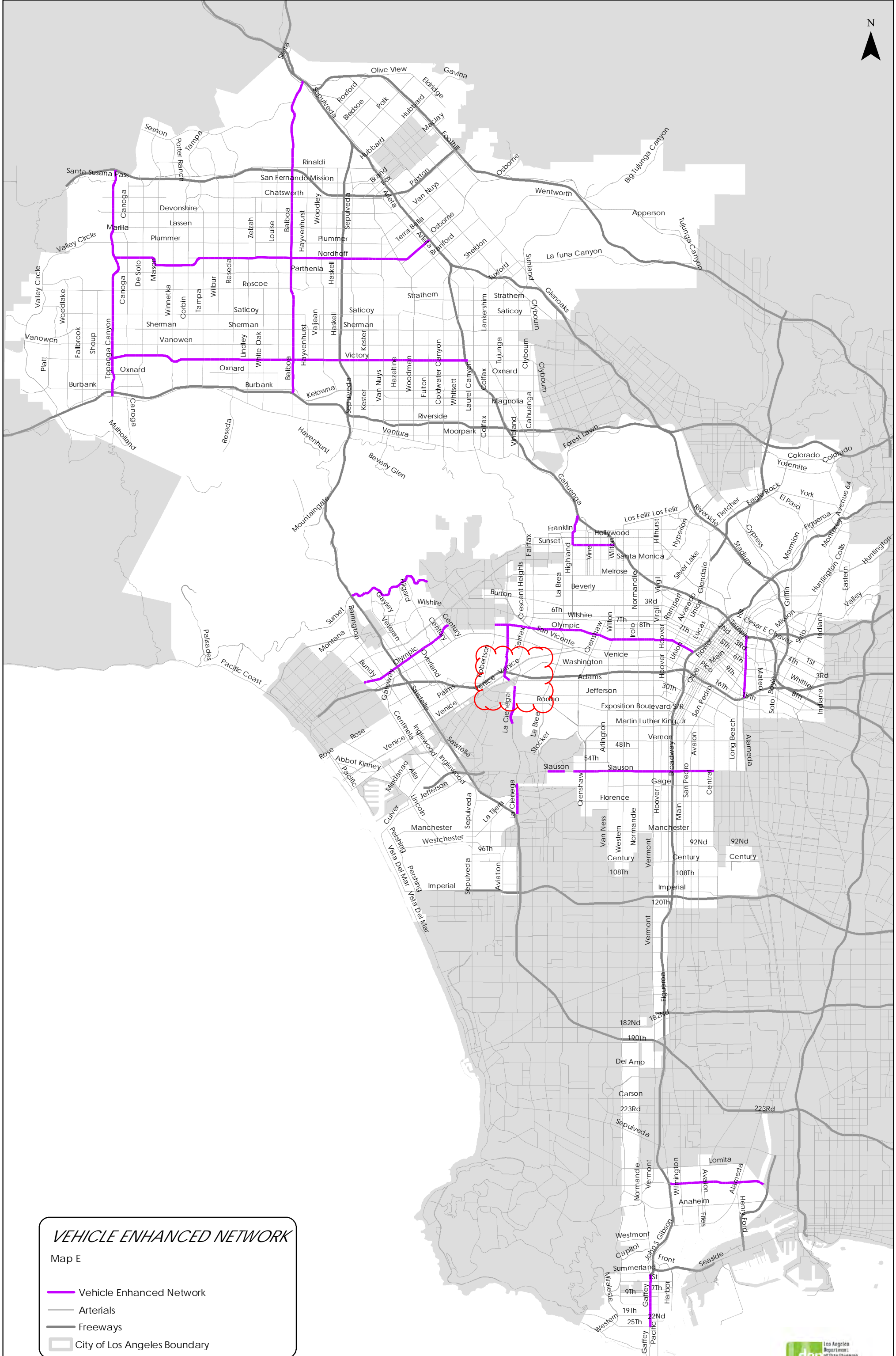
Sorry, no Sunday or holiday service.
Lo sentimos, no hay servicio el domingo o días festivos.

Signs on buses going into West Los Angeles College will display "West L.A. College."
Anuncios en los autobuses que entran a West Los Angeles College exhibirán "West L.A. College."

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.
Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima. Los tiempos demostrados son conforme a cambio sin aviso.

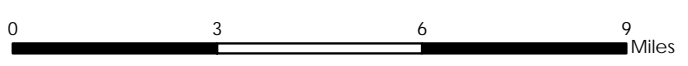


APPENDIX F
Mobility Network Maps

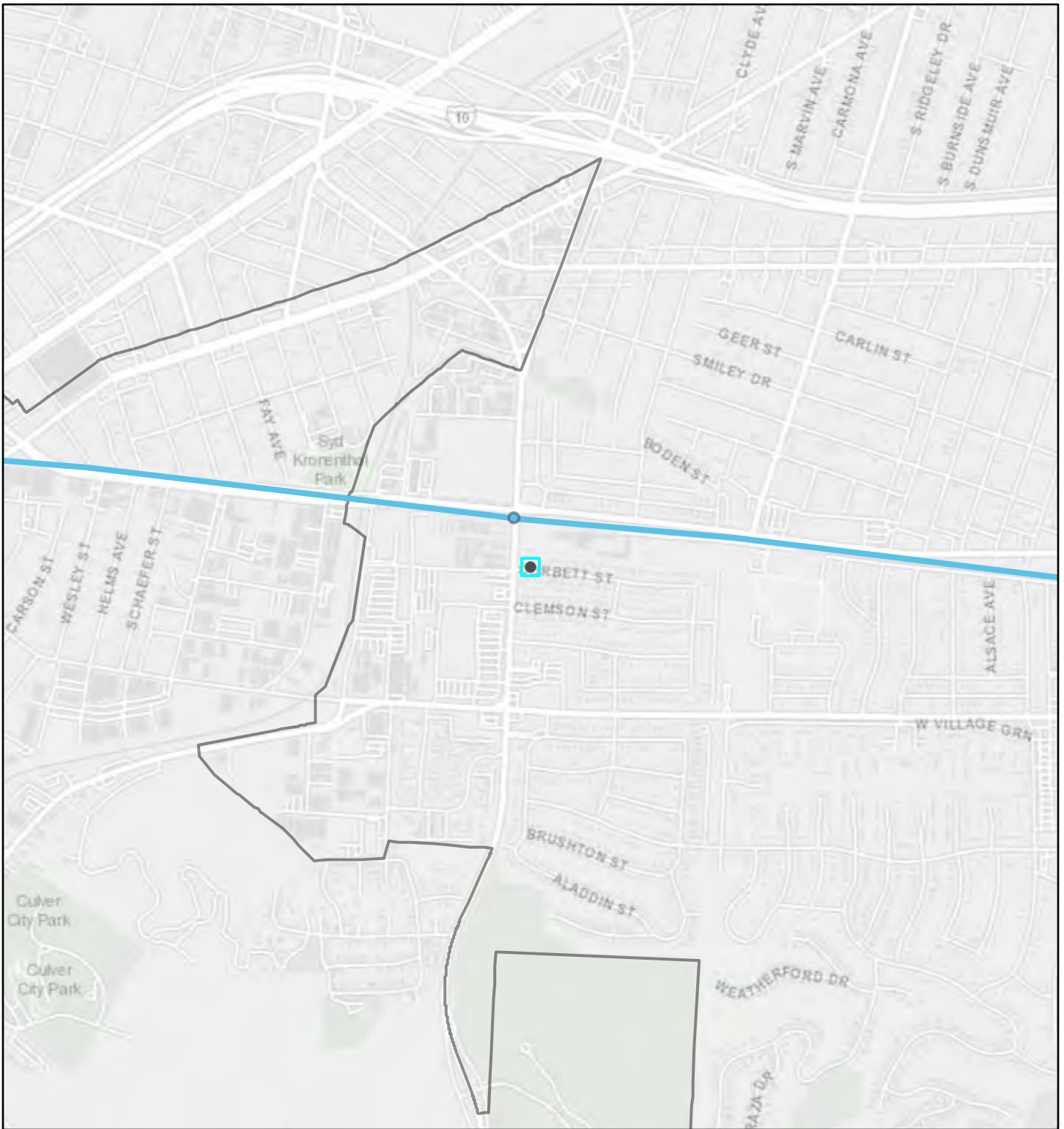


VEHICLE ENHANCED NETWORK
Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

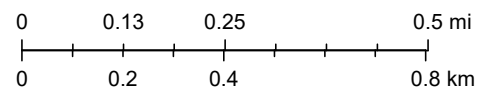


METRO STATIONS AND LINES

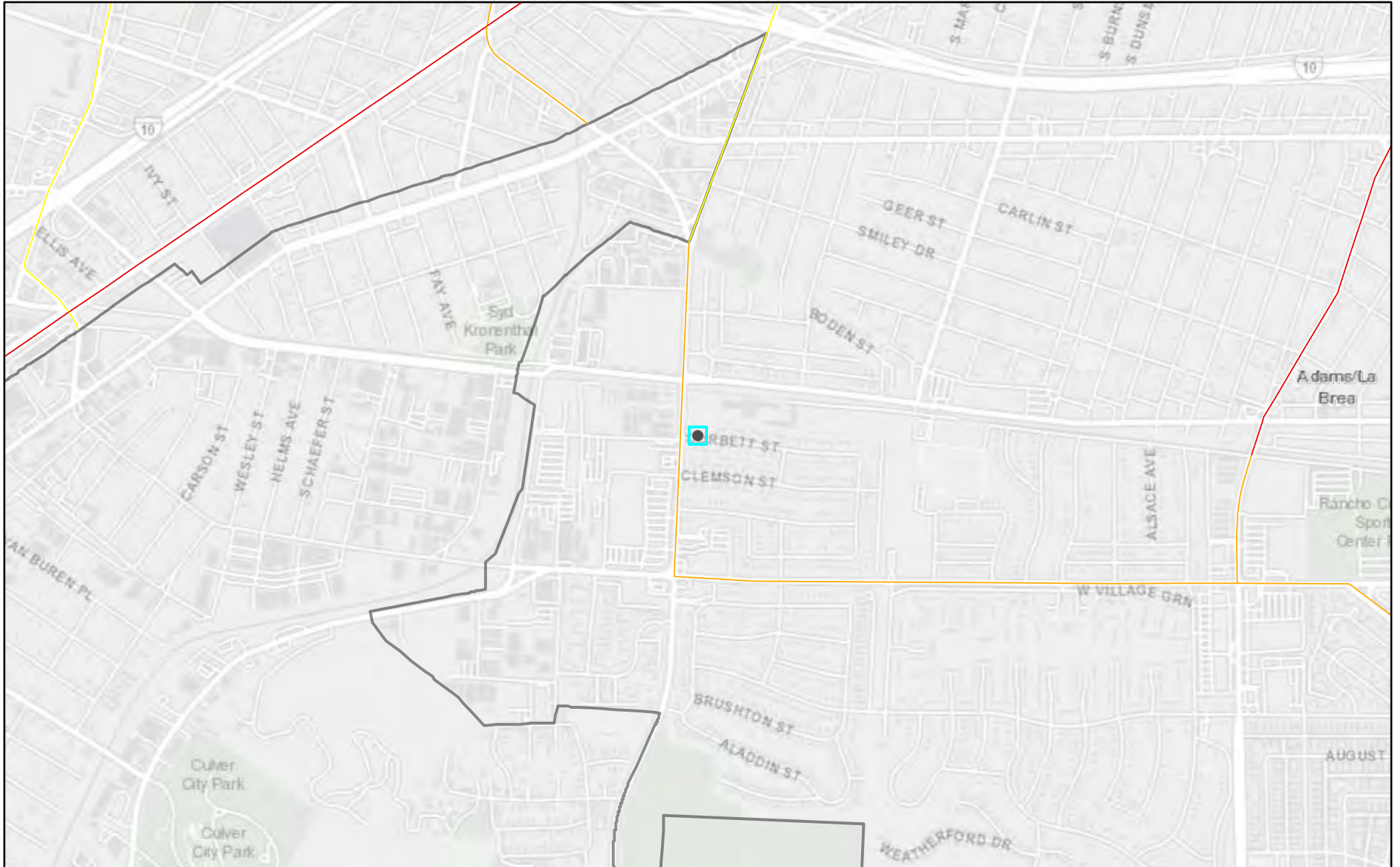


January 4, 2024

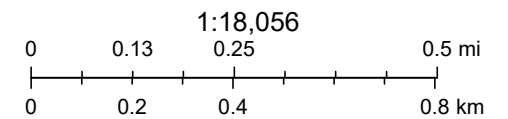
1:18,056



TRANSIT ENHANCED NETWORK (TEN)

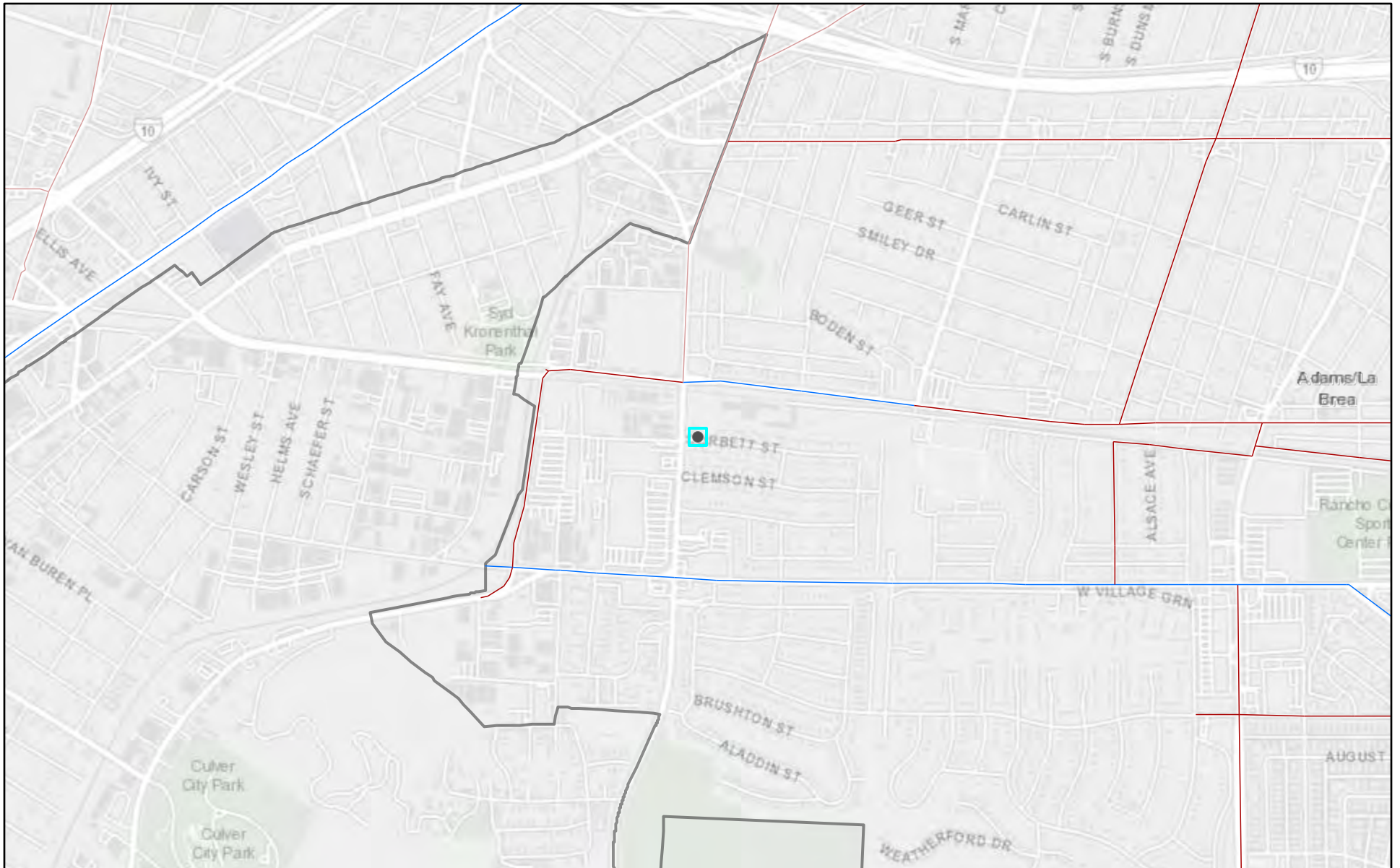


January 4, 2024

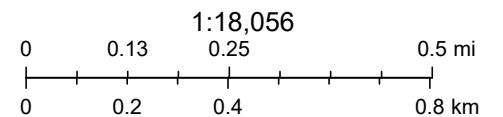


Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

BICYCLE ENHANCED NETWORK (BEN)

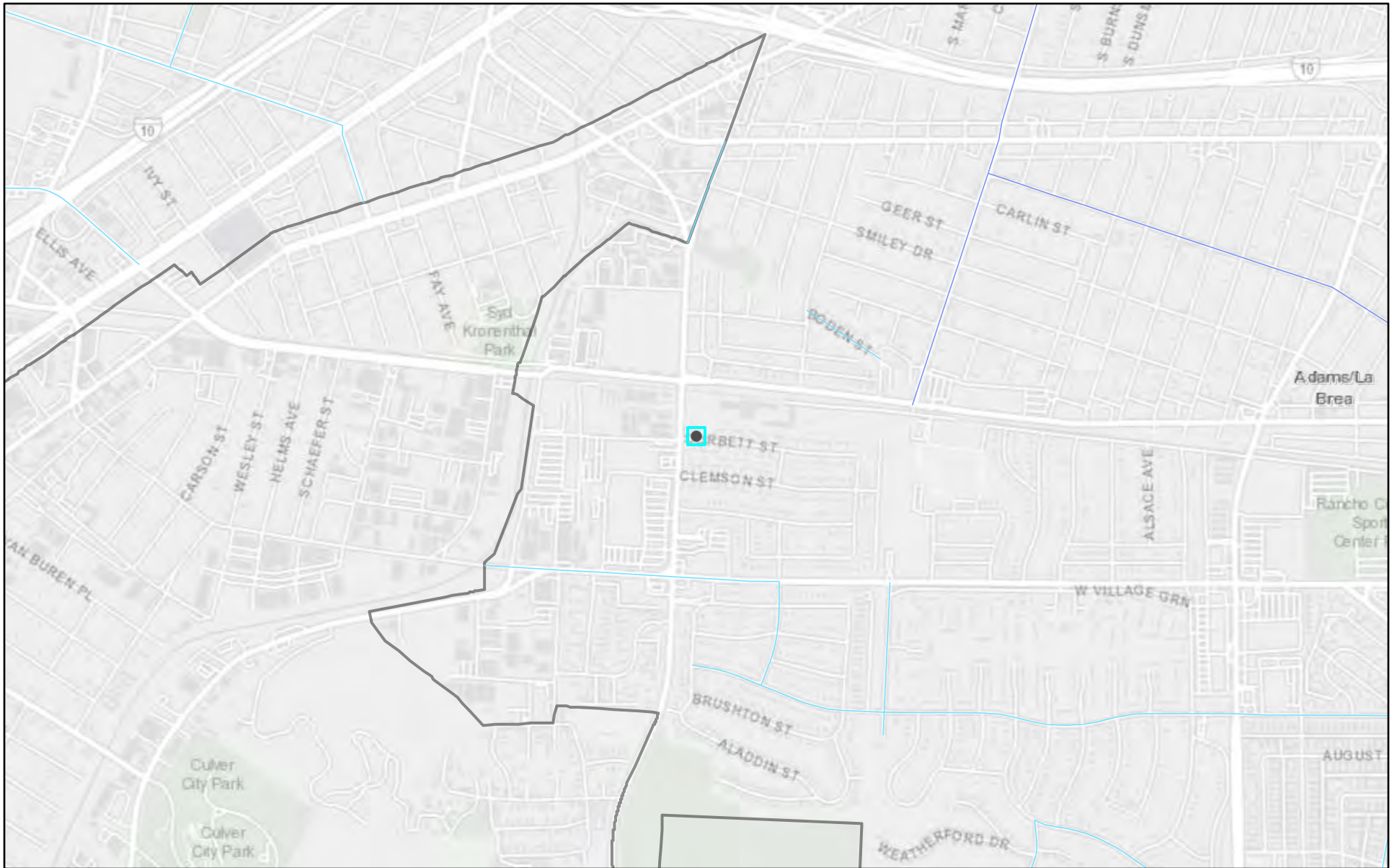


January 4, 2024

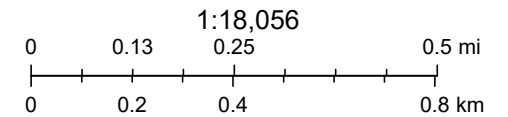


Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

NEIGHBORHOOD ENHANCED NETWORK (NEN)

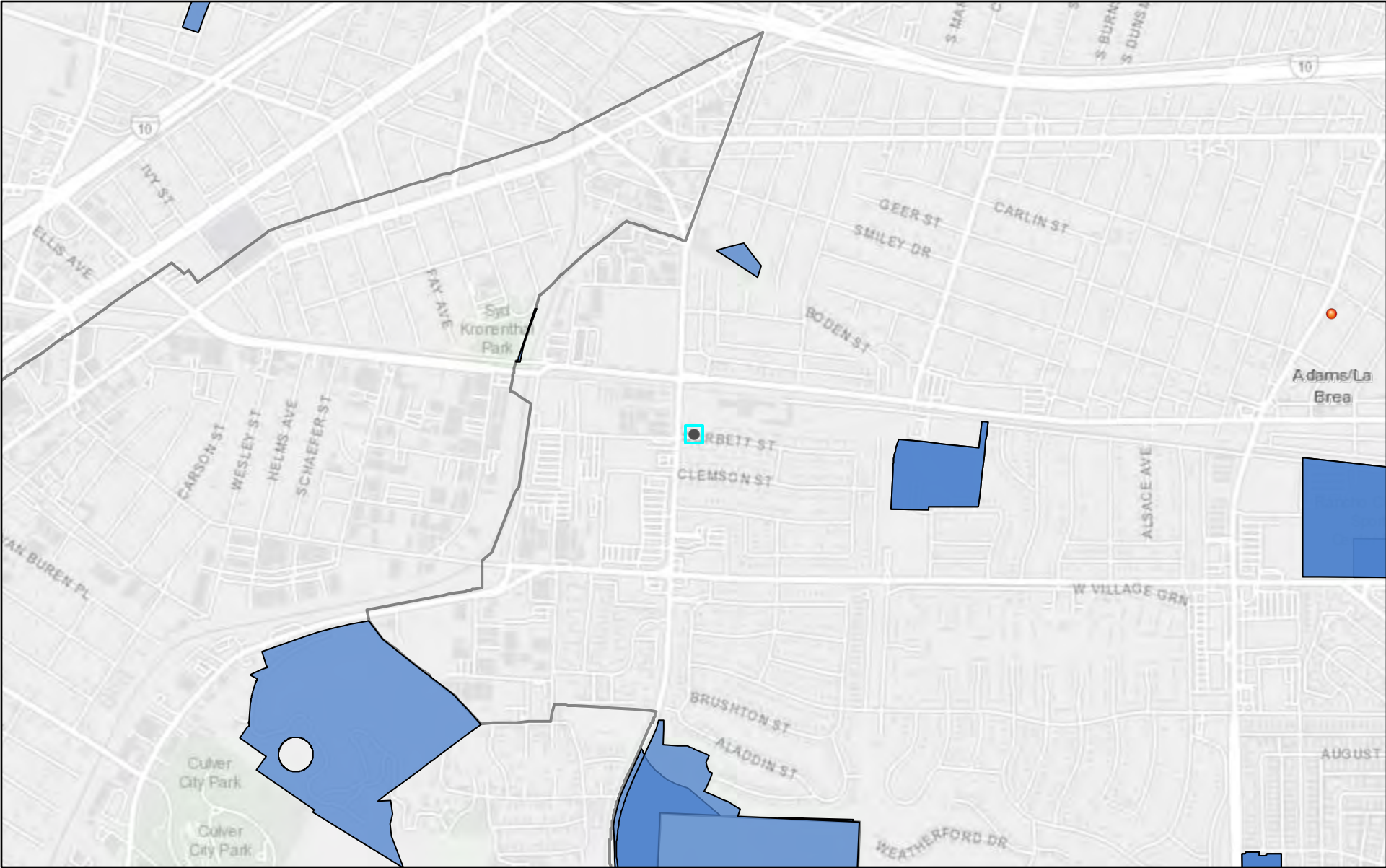


January 4, 2024

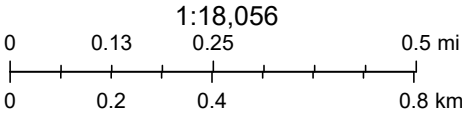


Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

PUBLIC PARKS AND LIBRARIES



January 4, 2024



Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA



APPENDIX G

VMT Report

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



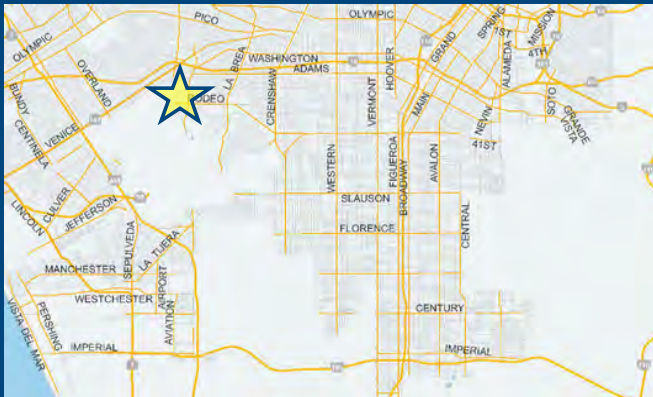
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address:



Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		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	13	DU
Housing Multi-Family	67	DU
Housing Affordable Housing - Family	13	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	397 Daily Vehicle Trips
0 Daily VMT	2,670 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 397
Net Daily Trips

The net increase in daily VMT ≤ 0 2,670
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 0.000
ksf

The proposed project is required to perform VMT analysis.

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

Yes No



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

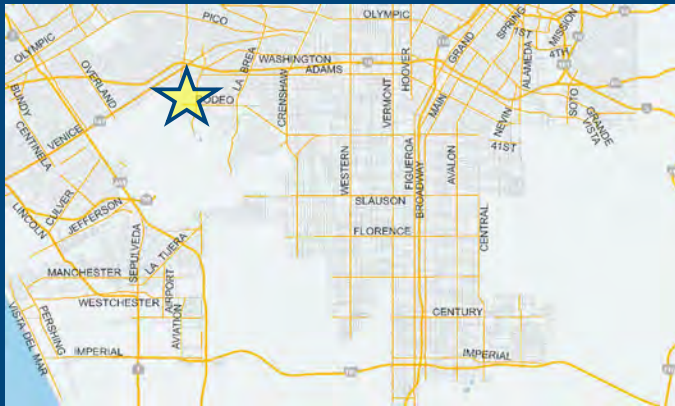


Project Information

Project:

Scenario: TA CEQA

Address: 5785 W CORBETT ST, 90016



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	67	DU
Housing Affordable Housing - Family	13	DU

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
 - Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
342 Daily Vehicle Trips	342 Daily Vehicle Trips
2,308 Daily VMT	2,308 Daily VMT
6.0 Household VMT per Capita	6.0 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	67	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	13	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	Office	<i>General Office</i>	0.000
<i>Medical Office</i>		0.000	ksf
Industrial	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
School	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

<i>Other</i>	<i>0</i>	<i>Trips</i>
--------------	----------	--------------

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

Analysis Results			
Total Employees: 0			
Total Population: 192			
Proposed Project		With Mitigation	
342	Daily Vehicle Trips	342	Daily Vehicle Trips
2,308	Daily VMT	2,308	Daily VMT
6	Household VMT per Capita	6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	139	139
		Actual parking provision (spaces)	103	103
	Unbundle parking	Monthly cost for parking (\$)	\$10	\$10
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%
		<i>Lines within project site improved (<50%, >=50%)</i>	0
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0
		<i>Employees and residents eligible (%)</i>	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	14%	14%	13%	13%	14%	14%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	14%	14%	13%	13%	14%	14%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 25, 2024

Project Name:

Project Scenario: TA CEQA

Project Address: 5785 W CORBETT ST, 90016



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	71	-12.7%	62	7.3	518	453
Home Based Other Production	197	-20.8%	156	5.7	1,123	889
Non-Home Based Other Production	92	-1.1%	91	7.4	681	673
Home-Based Work Attraction	0	0.0%	0	12.2	0	0
Home-Based Other Attraction	94	-29.8%	66	6.9	649	455
Non-Home Based Other Attraction	22	0.0%	22	9.1	200	200

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-14.1%	53	389	-14.1%	53	389
Home Based Other Production	-14.1%	134	764	-14.1%	134	764
Non-Home Based Other Production	-13.0%	79	585	-13.0%	79	585
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	57	396	-13.0%	57	396
Non-Home Based Other Attraction	-13.0%	19	174	-13.0%	19	174

MXD VMT Methodology Per Capita & Per Employee

Total Population: 192

Total Employees: 0

APC: South Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,153	1,153
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	6.0	6.0
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

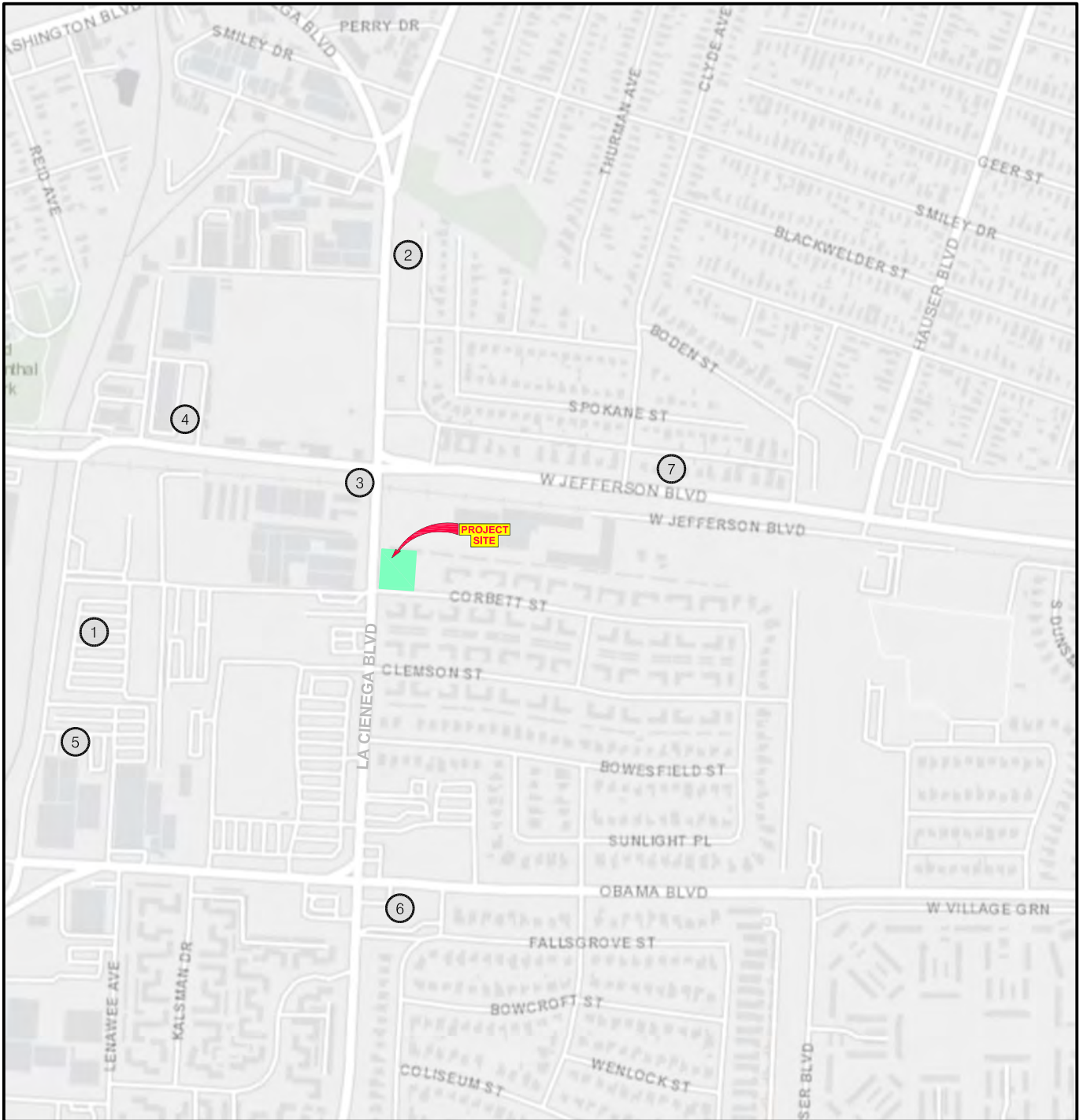
Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	<u>Jerry Overland</u>
Print Name:	<u>Jerry Overland</u>
Title:	<u>President</u>
Company:	<u>Overland Traffic Consultants Inc</u>
Address:	<u>952 Manhattan Beach Bd Manhattan Beach CA 90266</u>
Phone:	<u>310.930.3303</u>
Email Address:	<u>otc@overlandtraffic.com</u>
Date:	<u>04/25/2024</u>



APPENDIX H

Other Development Projects



RELATED PROJECT MAP LOCATION



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 930 - 3303, OTC@overlandtraffic.com

#	Description	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	Office	344,947 sf	5850 W. Jefferson Boulevard	3,739	461	63	524	85	412	497
2	Apartments	254 units	3200 S.La Cienega Boulevard	1,253	20	57	77	58	37	95
	Affordable	28 units								
3	Apartments	238 units	3401 S.La Cienega Boulevard	2,748	197	75	272	81	205	286
	Affordable	22 units								
	Office	263,000 sf								
	Retail	5,000 sf								
4	Self-Storage	307,968 sf	5741 W. Jefferson Boulevard	283	13	9	22	17	19	36
	Retail	5,000 sf								
5	Office	328,867 sf	5870 W. Jefferson Boulevard	3,565	440	60	500	81	393	474
6	Apartments	111 units	5760 W. Obama Boulevard	1,692	51	39	90	84	87	171
	Affordable	15 units								
	Retail	20,250 sf								
7	Apartments	17 units	5551 W. Jefferson Boulevard	81	3	2	5	2	3	5



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: 5785-5799 W Corbett Street

Date of Field Visit: 4/17/2024

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: N/A

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

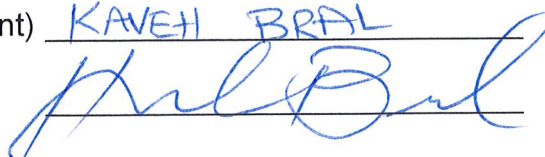
Certification/License No.: _____

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.

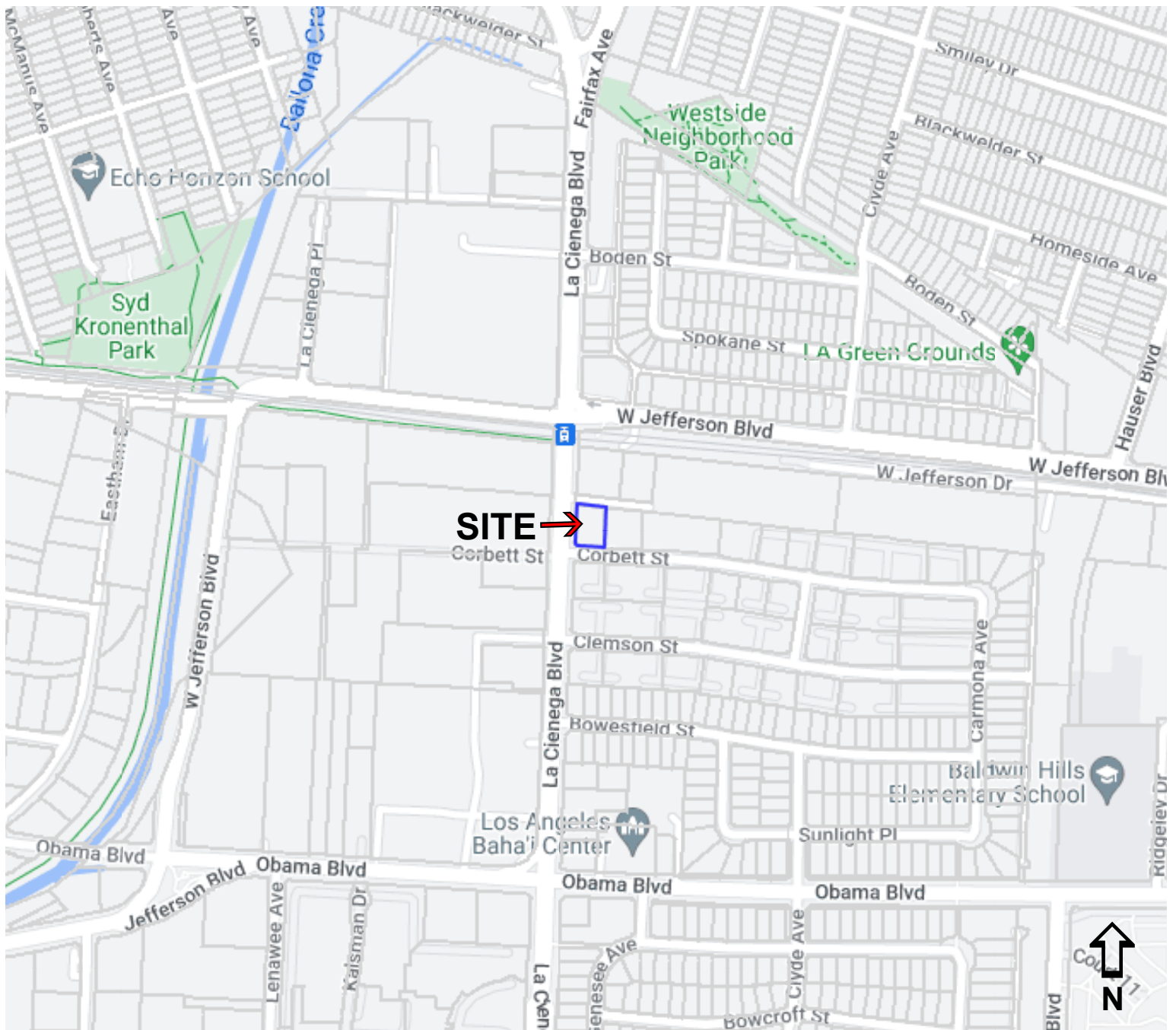
Name of the Owner (Print) KAVEH BRAL

Owner Signature



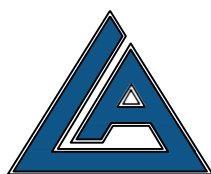
Date 4/22/24

Exhibit C
Maps
(Vicinity and
Radius)



VICINITY MAP

5785 W. Corbett St., Los Angeles, CA 90016



L.A. MAPPING SERVICE, INC

781 Pinefalls Ave., Diamond Bar, CA 91789
(909) 595-0903 www.lamapping.com

JEFFERSON

BLVD

BLVD

ST

60 CORBETT

ST

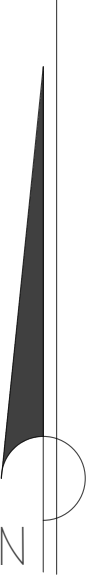
LA CIENEGA





DENSITY BONUS - CONDITIONAL USE

C.D. 10
 C.T. 2201.00
 P.A. WEST ADAMS
 BALDWIN HILLS
 LEIMERT



L.A. MAPPING SERVICE, INC
 781 Pinefalls Ave., Diamond Bar, CA 91789
 (909) 595-0903 | info@lamapping.com
 www.lamapping.com

ADDRESS:
 5785 W. CORBETT STREET
 LOS ANGELES, CA 90016

LEGAL:
 LOT 37, TRACT NO. 14457
 (MB 309-25-27)

CASE NO.
 DATE: 4 - 18 - 24
 SCALE: 1" = 100'
 USES FIELD
 D.M. 120 B 173

T.B. PAGE: 673 GRID: A-1
 NET AC. = 0.40