DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, February 27, 2025

Time: After 8:30 a.m.*

Place: Van Nuys City Hall
Council Chamber 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

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 10, 2024

Appeal Status: Density Bonus Off-menu incentives and waivers are not further appealable.

Case No.: CPC-2024-4870-DB-
CEQA No.: HCA ENV-2024-4871-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 2 – Nazarian
Plan Area: Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass
Specific Plan: N/A
Certified NC: Greater Toluca Lake
Zone: R3-1-RIO

Applicant: Bondfield, LLC
16653 Calneva Drive

Representative: Matthew Hayden, Hayden Planning

Expiration Date: February 27, 2025

Multiple Approval: No

PROJECT LOCATION: **4423-4425 North Cartwright Avenue**

PROPOSED PROJECT: The proposed project involves the construction, use, and maintenance of a new 11,919 square foot, five (5)-story residential building consisting of 13 dwelling units with two (2) units set aside for Very Low-Income Households. The project will provide eight (8) on-site vehicle parking spaces within an at-grade parking garage.

REQUESTED ACTIONS:

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

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A. 25, a Density Bonus to permit a housing development project consisting of a total of 13 dwelling units, of which two (2) units will be set aside for Very Low-Income households, requesting the following three (3) Off-Menu Incentives and one (1) Waiver of Development Standards:

a. An Off-Menu Incentive to permit a reduced front yard to allow an 11-foot and three (3) inches front yard in lieu of the otherwise required 15 feet;

b. An Off-Menu Incentive to permit a reduced southerly side yard setback to allow a six (6) foot southerly side yard in lieu of the otherwise required eight (8) feet;

c. An Off-Menu Incentive to permit an increase in building height to allow 58 feet in height in lieu of the otherwise required 45 feet;

d. A Waiver of Development Standard to permit a reduction in on-site vehicle parking spaces to allow eight (8) parking spaces in lieu of the otherwise required 19 parking spaces.

RECOMMENDED ACTIONS:

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

2) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of a total of 13 dwelling units, of which two (2) units will be set aside for Very Low-Income households and with the following three (3) Off-Menu Incentives and one (1) Waiver of Development Standards:

    a. An Off-Menu Incentive to permit a reduced front yard to allow an11-foot and three (3) inches front yard in lieu of the otherwise required 15 feet;

    b. An Off-Menu Incentive to permit a reduced southerly side yard setback to allow a six (6) foot southerly side yard setback in lieu of the otherwise required eight (8) feet;

    c. An Off-Menu Incentive to permit an increase in building height to allow 58 feet in height in lieu of the otherwise required 45 feet;

    d. A Waiver of Development Standard to permit a reduction in on-site vehicle parking spaces to allow eight (8) parking spaces in lieu of the otherwise required 19 parking spaces.

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

For Michelle Carter
City Planner

Stephanie Escobar

Stephanie Escobar, Stephanie.Escobar@lacity.org
City Planning Associate

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 demolition of two (2) vacant residential structures and the construction, use, and maintenance of a new 11,919 square foot, five (5)-story residential building consisting of 13 dwelling units with two (2) units set aside for Very Low-Income Households. The project will provide eight (8) on-site vehicle parking spaces within an at-grade level parking garage.

Figure 1. Rendering of proposed project

The proposed building (seen in Figure 1) totals 11,919 square feet of floor area, for a maximum floor area ratio (FAR) of 2.97. The ground floor, as shown in Figure 2 below, includes a residential lobby as well as the parking garage. The parking garage consists of eight (8) vehicle parking spaces, bicycle parking, electrical room, and a trash recycling room. The ground floor parking area and utility uses are fully screened from view with a concrete wall. Floors two (2) through five (5) contain 13 one-bedroom residential units and one (1) recreational room on each floor.

The project will also provide approximately 1,380 square feet of open space, including 650 square feet of common open space and 325 square feet of private balconies. All of the outdoor open space areas will be landscaped with planters, shrubs, and a minimum of eight (8) trees total. Furthermore, the project will provide 233 square feet of landscaping and three (3) new trees.

The project will provide a total of eight (8) automobile parking spaces within at-grade parking level. Vehicular access is provided via a two-way driveway connected to Cartwright Avenue. The project will also provide two (2) short-term and 13 long-term bicycle parking spaces for a total of 15 bicycle parking spaces.

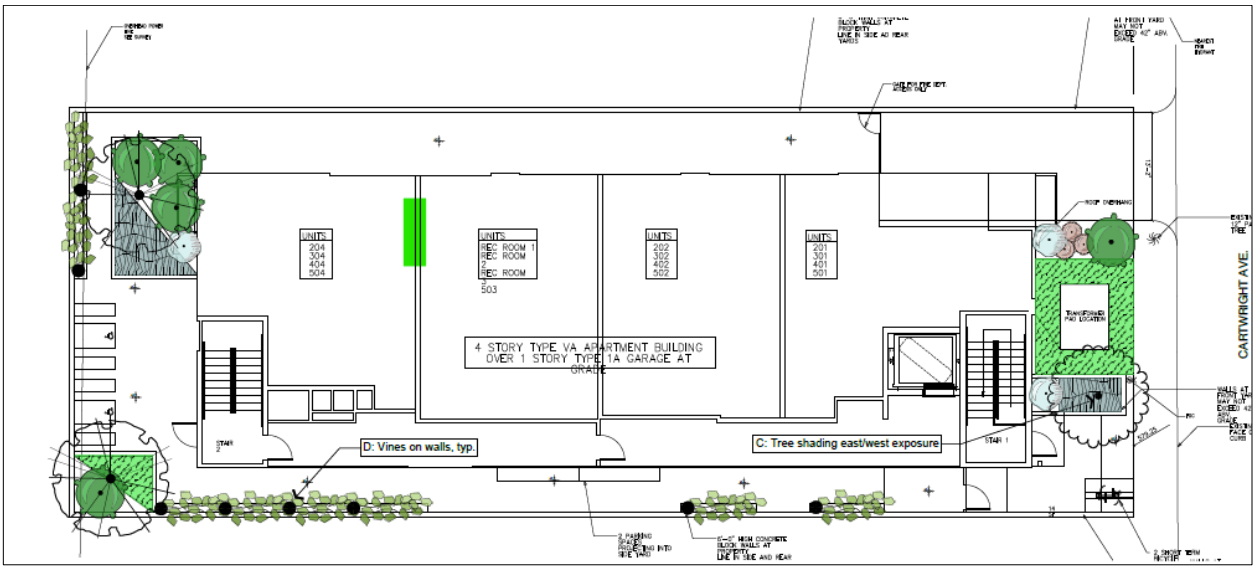


Figure 2. First Floor Plan

PROJECT BACKGROUND

Project Site

The subject property (See Figure 3 below) is located in Toluca Lake neighborhood, approximately 0.24 miles south of the Ventura Freeway. The site is located along Cartwright Avenue, with a street frontage of 50 feet. The project site is currently developed with two (2) vacant residential buildings including a one-story residential building and a two (2)-story residential building.

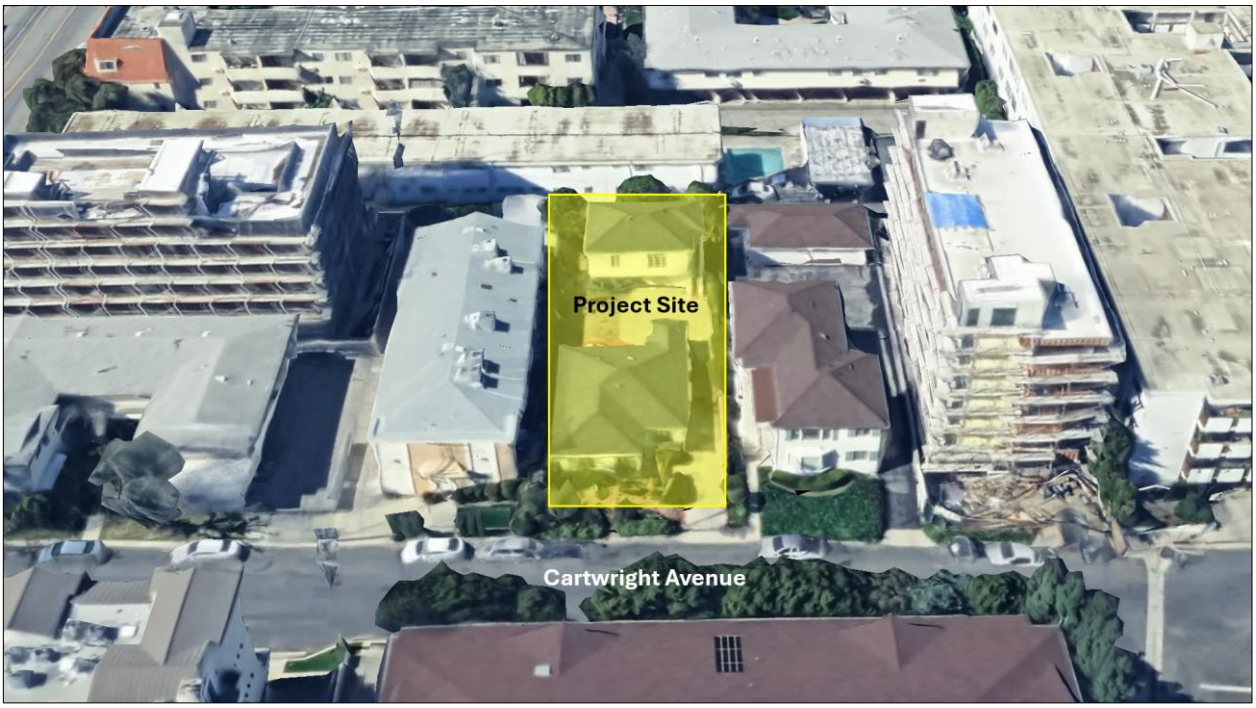


Figure 3. Aerial view of site and surrounding area. Google Maps.

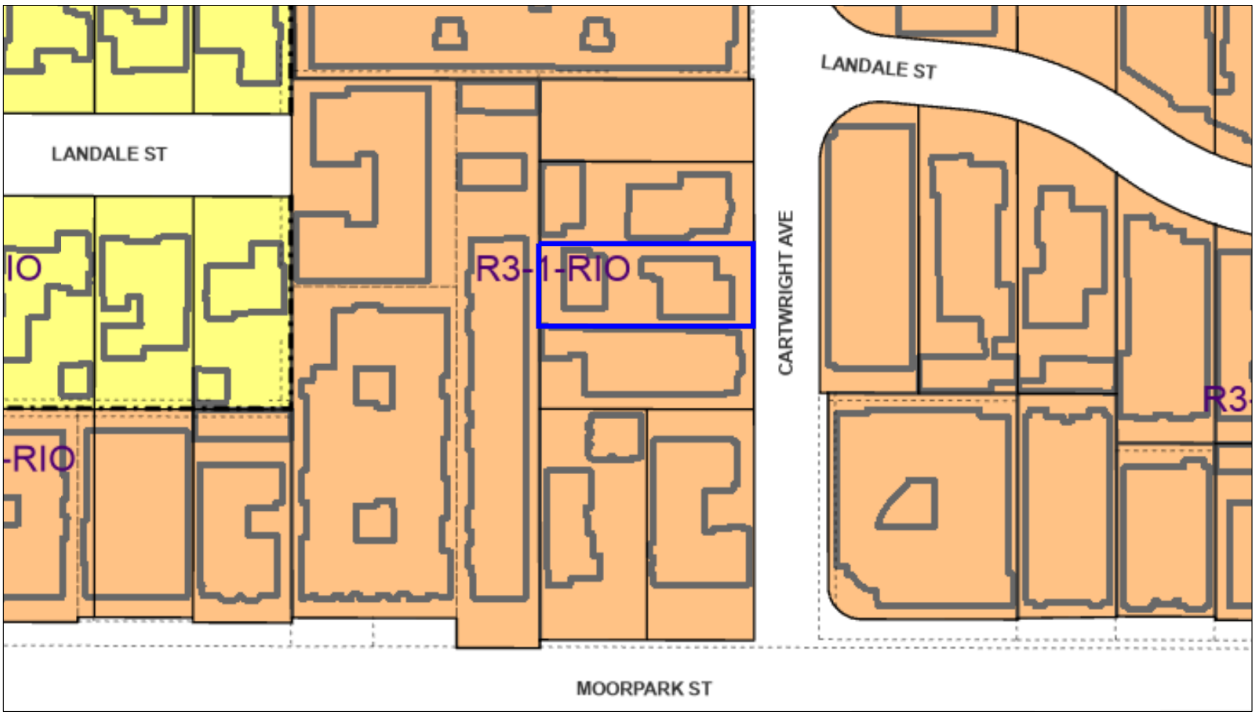


Figure 4. ZIMAS zoning map of subject property

General Plan Land Use Designation and Zoning

The project site is located within the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass 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 Medium Residential land uses corresponding to the R3 Zone. The project site is zoned R3-1-RIO and is thus consistent with the existing land use designation, as shown in Figure 4.

Surrounding Properties

The surrounding area consists of residential zones and are generally developed with two (2) to five (5) story medium residential buildings. Properties located to the north, east, south and west from the subject property are zoned R3-1-RIO with a land use designation of Medium Residential and developed with various residential buildings, including two-story medium residential buildings abutting the property to the north, east, and south. The project site is also located within close proximity to two (2) five-story residential buildings.

Streets

Cartwright Avenue, adjoining the subject property to the east, is a Local Street-Standard with a dedicated right-of-way width of 60 feet and improved with curb, gutter, and sidewalk.

Relevant Cases

Subject Property:

Building Permit No. 54497182: On January 20, 1950, the construction of a new single-family residence was permitted on the subject site.

Surrounding Properties:

Case No. CPC-2019-5742-DB: On July 21, 2020, the City Planning Commission approved the demolition of an existing residential structures and the construction of a new four-story, 47,313 square-foot residential building with 57 units with six units set aside for Very Low-Income Households located at 10551-10555 West Bloomfield Street and 4366-4378 North Cahuenga Boulevard.

Case No. DIR-2018-6014-DB: On June 24, 2019, the Director of Planning approved a four-story, 26,540 square-foot, 27-unit mixed-use, multi-family residential and commercial building over two levels of subterranean parking, with a maximum height of 56 feet located at 4305-4315 North Lankershim Boulevard and 10815 West Whipple Street.

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 R3-1-RIO, which limits density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lot area of 6,501 square feet, and as such, the permitted base density on the subject property is nine (9) units.[1] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent if 11 percent of the units are provided for Very Low Income Households.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**

**Existing set-aside chart as listed in Section 12.22-A. 25 of the LAMC*

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

State Density Bonus under Government Code 65915-65918 affords a base maximum density increase of 50 percent compared to the City's Density Bonus Ordinance which allows a 35 percent increase when setting aside 15 percent of units for Very Low-Income Households. As such, the applicant is not electing to maximum its density as would be permitted under the State Density Bonus Statute.

For the subject property, a 35 percent by-right density bonus would allow for 13 units (equal to an increase of four [4] units beyond the nine [9] base density units) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside at least 15 percent of the base density, or two (2) units, [1]for Very Low-Income Households. The project will provide two (2) units, for Very Low-Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in a total of 13 units with two (2) units set aside for Very Low-Income Households.

Incentives

Pursuant to the LAMC and Government Code Section 65915[2] and Assembly Bill 1287, the applicant is entitled to three (3) Incentives, in exchange for reserving at least 15 percent of the base density for affordable households. Given that the proposed project will set aside two (2) units, or 23 percent of the base number of units, for affordable households, the applicant is entitled to request up to three (3) Incentives as follows:

1. **Reduced Front Yard (Off-Menu) -** The subject property is zoned R3-1-RIO which limits the front yard to setback to 15 feet. Pursuant to LAMC Section 12.22-A. 25, the applicant is requesting an O ff-Menu Incentive to permit a 26.66 percent reduction in the required front yard to allow a front yard setback of 11 feet and three (3) inches in lieu of the otherwise permitted 15 feet.

2. **Reduced Southerly Side Yard (Off-Menu) -** The subject property is zoned R3-1-RIO which limits the side yard to setback to eight (8) feet. Pursuant to LAMC Section 12.22-A.25, the applicant is requesting an Off-Menu Incentive to permit a 25 percent reduction in the required southerly side yard setback to allow a southerly side yard setback of six (6) feet in lieu of the otherwise permitted eight (8) feet.

3. **Increased Height (Off-Menu) -** The subject property is zoned R3-1-RIO, which limits the building height to a maximum of 45 feet. Pursuant to LAMC Section 12.22-A.25(f), the applicant is requesting an Off-Menu incentive to permit a 13-foot increase in building height (29 percent) for a maximum height of 58 feet in lieu of the otherwise permitted 45-feet in height.

Waiver of Development Standards

Per California Government Code Section 65915(e)(1) and Section 12.25-A.25(g) of the LAMC, a Housing Development Project may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the Off-Menu Incentives, the project has requested one (1) Waiver of Development Standards, as follows:

1. **Reduction in Parking –** Pursuant to LAMC Section LAMC 12.21.4(a), the project is required to provide one and a half (1.5) parking spaces per dwelling unit on-site. With 13 units, the proposed project would be required to provide 19 on-site vehicle parking spaces. As such, pursuant California Government Code Section 65915(e)(1) and Section 12.25-A.25(g) of the LAMC, the applicant is requesting a waiver of development standard to permit reduced vehicle parking spaces to allow eight (8) on-site parking spaces in lieu of the otherwise required 19 parking spaces.

Density Bonus Housing Replacement Requirement

The Housing Crisis Act of 2019 prohibits 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 project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

California Government Code Section 66300 et seq., prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the property within the past 5 years. Additionally, the project must also replace all existing or demolished "Protected Units".

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated May 16, 2024, one (1) unit needs to be replaced restricted to Very Low Income. Further, LAHD determined that there were two (2) existing vacant single-family dwelling units on the property. One (1) unit was determined to be owner occupied and is not subject to affordable replacement. However, the City has opted to require that the unit be replaced with equivalent type at market rate in compliance with the RSO. The proposed project will be required to comply with this determination and any additional requirements of LAHD. As such, the project will provide three (3) replacement units.

PROFESSIONAL VOLUNTEER PROGRAM

The project was reviewed by PVP on January 14, 2025. The following includes comments provided by PVP:

Pedestrian First Design: The renderings suggest a more open pedestrian lobby, but plans show it with a single door and set back behind the front stairs and--even for thirteen households--minimal in size. Please revise renderings.

360 Design: The projecting balconies might be improved by having the glass railings wrap around the side. Adding windows to stairs would help enliven the front façade, in place of the blank wall. Please make sure the plans, elevations and renderings are consistent with each other.

Climate-Adapted: Adding windows to the rear stair to admit natural light and views would make a more attractive space to use and could attract more use of the rear yard's open space. Clarify the type of artificial landscaping proposed to be applied to the elevations, whether artificial turf or something more three-dimensional; either will collect soot from the freeway and cultivating a green wall would be a more attractive and sustainable solution.

Applicant Response

The applicant made several revisions to the project plans addressing the PVP's comments and recommendations. The updated project plans contain newly added windows along the interior stairway located on the front façade of the project, as well as a newly added window to the rear façade, clarification on the material proposed for the artificial landscaping used, revised lobby space details, as well as the addition of a landscaped wall and turf surrounding the transformer that is located along the front yard of the building. All of the revisions have been captured in the updated Exhibit A – Plans attached to this report.

CONCLUSION

Staff recommends that 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 that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. Staff also recommends that the City Planning Commission approve the Density Bonus with the incentives and waiver of development standards, thereby approving the project as proposed.

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:

A. Development Conditions

Density Bonus

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans date February 11, 2025, submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.

2. **Residential Density**. The project shall be limited to a maximum density of 13 dwelling units.

3. **Affordable Units.**

   a. A minimum of two (2) units, that is at least 23 percent of the base dwelling units permitted, shall be reserved as Very Low-Income Households, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

   b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or reduce parking numbers shall be consistent with LAMC Section 12.22-A25 and the approvals set forth herein.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make at least 23 percent of the site's base density of units (nine [9] units) available to Very Low Income Households (equal to two [2] units for Very Low Income Households), for sale or rental as determined to be affordable to such Households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Housing Replacement.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD), and in compliance with LAHD's May 16, 2024 SB 330 Determination Letter (or any subsequent update to that letter as deemed necessary by LAHD in order to comply with SB 8), to make one (1) unit, for sale or rental as determined to be a Very Low Income Household by LAHD for a period of 55 years. 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 for more information.

On-site Restricted Affordable Units may be used to satisfy the Housing Replacement units required pursuant to SB 8 provided such units meet the income levels, to the satisfaction of LAHD.

6. Incentives.

a. **Front Yard Setback.** Pursuant to LAMC Section 12.22-A.25, the project shall be permitted a front yard setback of 11 feet and three (3) inches in lieu of the otherwise required 15 feet.

b. **Southerly Side Yard Setback.** Pursuant to LAMC Section 12.22-A.25, the project shall be permitted a southerly side yard setback of six (6) feet in lieu of the otherwise required eight (8) feet.

c. **Height**. Pursuant to LAMC Section 12.22-A.25, the project shall be permitted a maximum height of 58 feet in lieu of the otherwise required 45 feet.

7. Waivers of Development Standards.

a. **Parking**. The project shall be permitted to provide a total of eight (8) parking residential parking spaces on-site in lieu of the otherwise required 19 required standard residential parking spaces pursuant to LAMC Section 12.21.A.4.

8. Parking.

a. **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.

b. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section 12.21-A. 16.

9. Trees

a. **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 Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and LAMC Section 12.21.G.3, five (5) Street trees shall be provided.

b. The 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.

c. 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.

10. 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. The landscaping shall be sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by the Landscape Ordinance (Ordinance No. 170,978), codified at LAMC Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

c. **Tree Wells.**

i. The minimum depth of tree wells on the rooftop or any other location where planters are used shall be as follows:

(1) Minimum depth for trees shall be 42 inches.

(2) Minimum depth for shrubs shall be 30 inches.

(3) Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

(4) Minimum depth for an extensive green roof shall be 3 inches.

ii. The minimum amount of soil volume for tree wells on the rooftop or any other location where planters are used shall be based on the size of the tree at maturity:

(1) 600 cubic feet for a small tree (less than 25 feet tall at maturity).

(2) 900 cubic feet for a medium tree (25-40 feet tall at maturity).

(3) 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

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

12. Solar. The project shall comply with the Los Angeles Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.

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

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

15. Materials. A variety of high-quality exterior building materials, consistent with Exhibit A, shall be used. The variety of materials used shall include at least the following: crystal white stucco, grey white stucco, clear tempered glass, metal fence and gate, woodgrain siding and artificial green wall. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.

16. **Streetscape**. Bicycle parking and outdoor benches shall be provided along Del Rey Avenue and Beach Avenue at the street level of the building as shown in the renderings in Exhibit A, subject to review and approval by BOE.

17. **Vehicle Access**. The project shall be limited to a maximum of one driveway, located along Cartwright Avenue as shown in Exhibit A. The curb cut dimension shall be no more than 13 feet and two (2) inches or as narrow as permitted by LADOT.

18. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

19. **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.

20. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

21. **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.

B. <u>Administrative Conditions</u>

21. **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.

22. **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 attached herein as a cover sheet and shall include any modifications or notations required herein.

23. **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.

24. **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.

25. **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.

26. **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.

27. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

28. **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.

29. **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.

30. **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.

31. **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.

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

    Applicant shall do all of the following:

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

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any

judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

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

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

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost to provide for affordable housing costs per State Law. The California Health and 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 depending on affordability levels.

Based on the set-aside of 23 percent of the base density for Very Low-Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request for a reduced front yard, reduced southerly side yard and an increase in height qualify as requested Incentives. The remaining request to allow reduced parking is requested as a waiver of development standard.

Front Yard Setback

The subject property's R3-1-RIO Zone permits a front yard setback of 15 feet. The project has requested an Off-Menu Incentive to allow a reduced front yard setback to allow 11 feet and three (3) inches in lieu of the otherwise permitted 15 feet.

As proposed, the reduced front yard will allow an additional four (4) feet in building depth and will accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs given the limited size of the lot; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum of two (2) dwelling units for Very Low-Income Households for 55 years.

Southerly Side Yard Setback

The subject property's R3-1-RIO Zone permits a side yard setback of eight (8) feet. The project has requested an Off-Menu Incentive to allow a reduced southerly side yard setback to allow six (6) feet in lieu of the otherwise permitted eight (8).

As proposed, the reduced southerly side yard will allow an additional two (2) feet in building width and will accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs given the limited size of the lot; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum of two (2) dwelling units for Very Low-Income Households for 55 years.

Height

The subject property's R3-1-RIO Zone and Height District permits a maximum height of 45 feet for a project containing residential units. The project has requested an Off-Menu Incentive to permit a 13-foot increase in building height for a maximum height of 58 feet in lieu of the otherwise permitted 45-feet in height.

As proposed, the height increase will allow an additional 13 feet in building height and will accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs given the limited size of the lot; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum of two (2) dwelling units for Very Low-Income Households for 55 years.

b. ***The Incentive 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.***

There is no evidence that the proposed density bonus 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)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

c. The incentives are contrary to State or Federal law.

None of the incentives are contrary to State or Federal law.

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 that:

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.

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed waivers will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. 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)).

Parking

Pursuant to LAMC Section 12.21-A. 4(a), one (1) on-site parking space is required for each dwelling unit of less than three habitable rooms and one and one-half parking spaces for each dwelling unit of three habitable rooms. In this case, the project would be required to provide 19 on-site parking spaces for the 13 dwelling units (one unit being

one-bedroom). In lieu of this requirement, given the limited size of the property, the applicant has requested a waiver or modification of development standard to allow eight (8) on-site vehicle parking spaces in lieu of the otherwise required 19 spaces. The minimum requirement of 19 parking spaces alone would limit the ability to construct the residential dwelling units and the Restricted Affordable Units of a sufficient size. Application of parking requirements would have the effect of physically precluding construction of the proposed development providing 13 dwelling units with the requested incentives, of which a minimum of two (2) units will be set aside for Very Low-Income Households. The waiver for a reduction in parking spaces enables the project to increase the overall space dedicated to residential use, thereby allowing for the provision of affordable residential units.

As proposed, the granting of the waiver 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 within the increase in height, reduced southerly side yard and the reduced front yard granted under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested reduction in the required on-site parking spaces the development 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 or Federal law.

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

Environmental Findings

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

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 in Zone X, areas of 0.2 percent annual chance flood hazard, areas of 1 percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2024-4870-DB-HCA was held by the Hearing Officer via teleconference on December 10, 2025, at approximately 10:00 a.m.

1. Attendees

The hearing was attended by approximately 15 people, including representatives of the applicant, LA City Planning staff, and representatives from the Toluca Lake Neighborhood Council .

2. Testimony

a. Mr. Matthew Hayden, the applicant's representatives presented the project and highlighted the project design and project features. They also highlighted key changes between the original proposal and new proposal.

b. Multiple members of the Toluca Lake Neighborhood Council, approximately 10-12 members of the surrounding community gave testimony in opposition to the proposed project. The main concerns brought up were regarding parking and height. Other concerns included potential increased crime, rodents during construction, inclusion of low income units and blocking of natural light and displacement of current residents.

c. The applicant's team responded by stating that the increased height will only add an additional 13 feet to what is already permitted by right at the subject site. Additionally, the applicant also explained that in order to be able to provide additional parking spaces the project would have to increase the height even more to allow for an additional above ground parking level.

d. Planning Staff and Hearing Officer, Stephanie Escobar, announced the City Planning Commission hearing scheduled for the proposed project on February 27, 2025.

Written Testimony

Planning staff received written testimony included in this report as Exhibit E.

Exhibit A – Plans

4423 CARTWRIGHT AVENUE

NORTH HOLLYWOOD, CA 91602

13 UNIT APRTMENTS
11 MARKET RATE + 2VLI
WITH 1 LEVEL OF PARKING AT GRADE

PROJECT TEAM

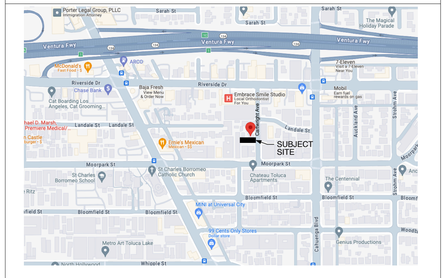
OWNER
BONDFIELD LLC
16653 CALNEVA DRIVE
ENCINO, CA 91436

ARCHITECT
EDWARD X. CARLSON, ARCHITECT
710 E VERDUGO AVE #102
BURBANK, CA 91501
EDCARLSON43@MSN.COM

LAND USE CONSULTANT
MATTHEW HAYDEN PLANNING

LANDSCAPE ARCHITECT
HARMONY GARDENS
6620 MURIETTA AVE
VAN NUYS, CA 91405
DON@HARMONYGARDENS.NET

VICINITY MAP



PROJECT SUMMARY

PROJECT DESCRIPTION
A NEW 5-STORY, 58' HIGH, 13-UNIT MULTI-FAMILY BUILDING WITH 2VLI UNITS SET ASIDE AS VERY LOW INCOME UNITS AND PARKING AT GRADE

ADDRESS
4423 - 4425CARTWRIGHT AVE

LEGAL DESCRIPTION
LOT 150 OF TRACT 6318 AS RECORDED IN MAP BOOK 78 PAGES 24 /26

APN
2423004010

REQUESTED ENTITLEMENTS
DENSITY BONUS WITH 3 OFF - MENU INCENTIVES AND 1 WAIVER OF DEVELOPMENT STANDARD, HEIGHT INCREASE OF 13 FEET, 1 FRONT YARD DECREASE AND 1 SIDE YARD DECREASE OF 25% EACH.

WAIVER: REDUCED AUTO PARKING OF 8 SPACES

LOT AREA
6,501.9 S.F. PER ZIMAS

ZONING
R3-1-RIO

RESIDENTIAL DENSITY

LOT AREA FOR DENSITY	6,501.9 S.F. PER ZIMAS
DENSITY RATIO FOR R3	1DU/800 SF
BASE DENSITY: 6,501.9 / 800 = 8.13	8.13
BASE DENSITY (ROUND UP)	9
9 X 1.35 = 12.15 (ROUND UP)	13
VLI AFFORDABLE SETASIDE =15%	
9X15% = 1.35 (ROUND UP)	2 VLI

RESIDENTIAL UNIT MIX

1-BR	13
TOTAL	13

FLOOR AREA & FAR (ZONING)
ALLOWED 4,002 SF (PER FAR DIAGRAM) X 3 = 12,006 SF
PROPOSED = 11,919 SF
PROPOSED FAR = 2.98:1

TOTAL FLOOR AREA PROVIDED 11,919 S.F.

HEIGHT/ STORIES

MAX HEIGHT / STORIES PER R3-1-RIO	45-FEET / NO LIMIT
MAX HEIGHT W/ INCENTIVE: 45 + 13 =	58-FEET / NO LIMIT
PROPOSED HEIGHT	58-FEET / 5-STORIES

AUTO PARKING
RESIDENTIAL REQUIRED
13 1BR DU @ 1.5 SPACE PER DU = 19.5, ROUND DOWN 19

TOTAL PARKING PROVIDED
8 SPACES PER WAIVER

EV PARKING REQUIREMENT (30%)
EVCS (FULL INSTALL) (10%)
EVSE (FUTURE INSTALL)

BIKE PARKING

RES LONG-TERM REQUIRED :	13
RES SHORT-TERM REQUIRED:	2
RESIDENTIAL LONG-TERM PROVIDED	13
RESIDENTIAL SHORT-TERM PROVIDED.	2
TOTAL BIKE PARKING REQUIRED	15
TOTAL BIKE PARKING PROVIDED	15

OPEN SPACE
OPEN SPACE REQUIRED
2 HABITABLE ROOMS PER UNIT : 100 S.F PER UNIT REQUIRED

TOTAL REQUIRED OPEN SPACE PER LAMC
1300 S.F. SEE SHEET FA 1 FOR ADDITIONAL INFO
OPEN SPACE PROVIDED
1380 S.F. SEE SHEET FA 1 FOR ADDITIONAL INFO

COMMON OPEN SPACE REQUIRED (50% OF REQ'D): 50% x 1300 = 650 SF
COMMON OPEN SPACE PROVIDED: 730 S.F. > 650

PRIVATE OPEN SPACE ALLOWED: MAX 50% OF REQUIRED 1300 X 50% = 650 S.F.
PRIVATE OPEN SPACE PROVIDED: 13 BALCONIES @ 50 S.F. EA. = 650 S.F.
SEE SHEET FA 1 FOR ADDITIONAAL INFO

MAX REC ROOM: 25% X 1300 = 325

REQUIRED LANDSCAPE: 25% X 730 (COMMON OPEN SPACE) 183 S.F.
PROVIDED LANDSCAPE: 233 S.F. = 32%

REQUIRED # OF TREES: 13 DU / 4 TREES	3 TREES
TREES PROVIDED	3 TREES

SETBACKS

SETBACK	LOCATION	REQUIRED	ALLOWED W/ INCENTIVE	PROVIDED
FRONT YARD	FRONT	15 FEET	25% REDUCE	11'-3"
SIDE YARD	SOUTH SIDE	8 FEET	25% REDUCE	6 '-0"
SIDE YARD	NORTH SIDE	8 FEET	0% REDUCE	8'-0"
REAR YARD	REAR	15 FEET	0% REDUCE	15'-8"

SHEET INDEX

ARCHITECTURAL

BUILDING REQUIREMENTS APPLICABLE CODES
2022 CALIFORNIA BUILDING CODE WITH 2023 L A.CITY AMENDMENTS
2022 CALIFORNIA MECHANICAL CODE WITH 2023 L A.CITY AMENDMENTS
2022 CALIFORNIA ELECTRICAL CODE WITH 2023 L A.CITY AMENDMENTS
2022 CALIFORNIA PLUMBING CODE WITH 2023 L A.CITY AMENDMENTS
2022 CALIFORNIA GREEN BUILDING STANDARDS W/ 2023 L A.CITY AMENDME
2022 ACCESSIBILITY GUIDELINES (CAC-TITLE-24) W/ 2023 L A.CITY AMENDM
2022 CALIFORNIA FIRE CODE WITH 2023 L A.CITY AMENDMENTS
TABLE 504 ALLOWABLE HEIGHT AND BUILDING AREA
GROUP R-2 APARTMENTS ABOVE PODIUM
TYPE VA CONSTRUCTION W/ NFPA 13 SPRINKLERS

EDWARD XAVIER CARLSON
ARCHITECTURE & PLANNING
710 E. VERDUGO AVE, BURBANK, CALIFORNIA. 91501 303.520.8192

CARTWRIGHT APARTMENTS
4423 CARTWRIGHT AVE
LOS ANGELES CALIFORNIA, 91602
BONDFIELD LLC
16653 CALNEVA DRIVE
ENCINO, CA 91436 (310)658-7516

LICENSED ARCHITECT
EDWARD X. CARLSON
No. C18577
Exp. 7-31-25
STATE OF CALIFORNIA

COVER SHEET

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
DRAWN BY :
SHEET NO :

A 0.00

OF SHEETS

EDWARD XAVIER CARLSON
ARCHITECTURE & PLANNING
710 E. VERDUGO AVE, BURBANK, CALIFORNIA. 91501 303.520.8192

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EDWARD X. CARLSON
No. C18577
Exp. 7-31-25
STATE OF CALIFORNIA

RENDERINGS

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
DRAWN BY :
SHEET NO :

A 0.1.0

OF SHEETS

EDWARD XAVIER CARLSON
ARCHITECTURE & PLANNING
710 E. VERDUGO AVE, BURBANK, CALIFORNIA. 91501 303.520.8192

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Exp. 7-31-25
STATE OF CALIFORNIA

RENDERINGS

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
DRAWN BY :
SHEET NO :

A 0.1.1

OF SHEETS

EDWARD XAVIER CARLSON
ARCHITECTURE & PLANNING
710 E. VERDUGO AVE., BURBANK, CALIFORNIA. 91501 303.520.8192

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LICENSED ARCHITECT
EDWARD X. CARLSON
No. C18577
Exp. 7-31-25
STATE OF CALIFORNIA

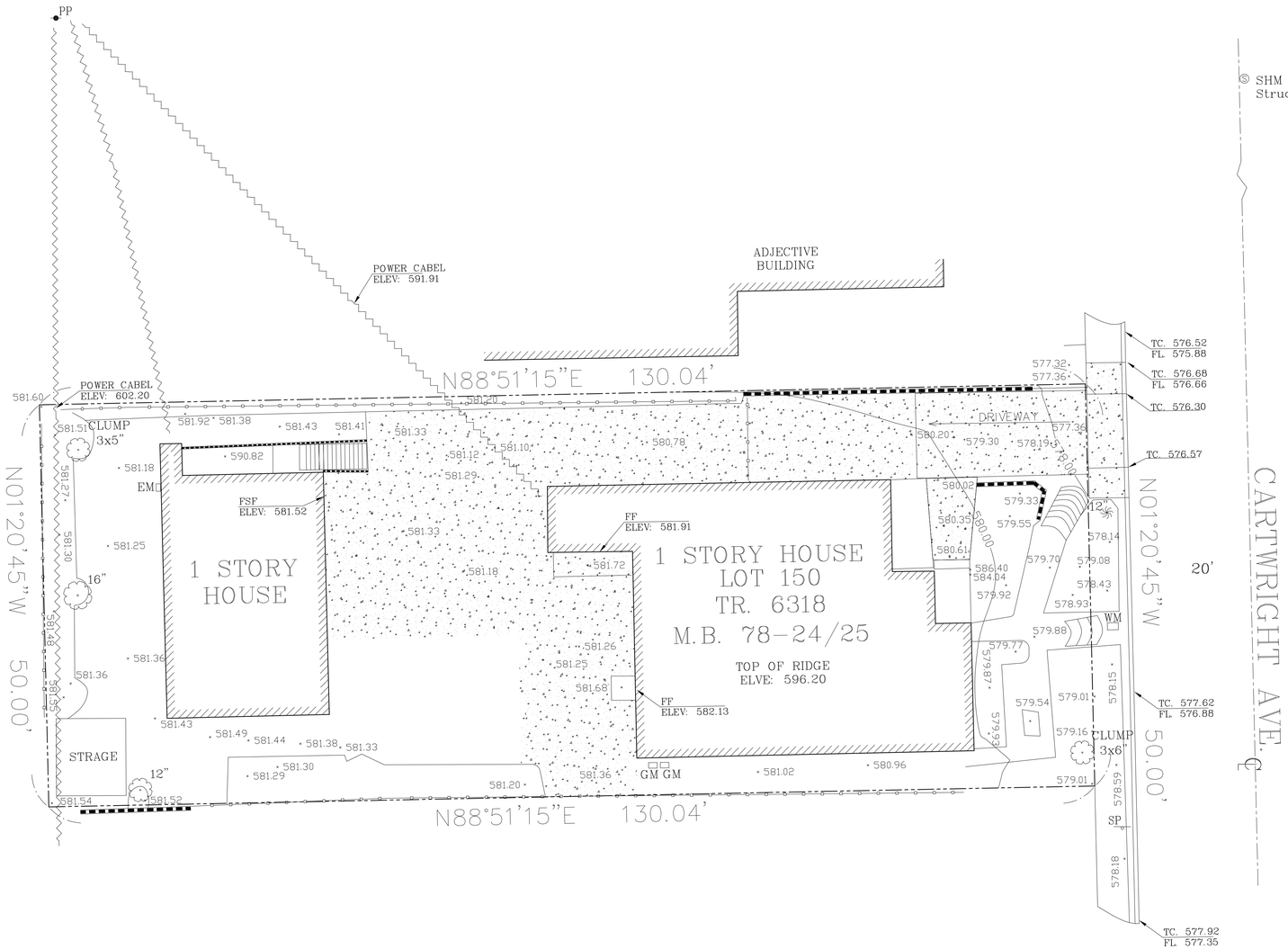
RENDERINGS

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
DRAWN BY :
SHEET NO :

A 0.1.2

OF SHEETS



LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:

LOT 150 OF TRACT NO. 6318 AS PER MAP RECORDED IN BOOK 78 PAGES 24/25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BASIS OF BEARINGS:

THE BEARING NORTH 01°20' 45" WEST, ON THE CENTERLINE OF CARTWRIGHT STREET AS SHOWN ON TRACT NO. 6318 , IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 78 , PAGES 24/25 , OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASUMED DATUM:

SEWER Structure ID 44307064
ELEV. = 570.40

SYMBOLS:

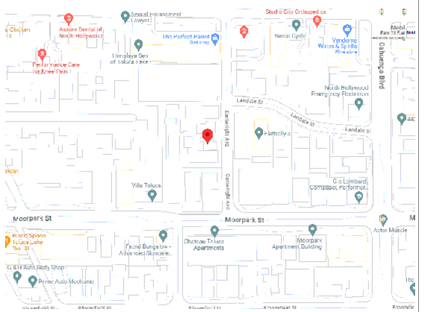
- 2x3 4' HIGH CONTROL BOX
- AIRCONDITIONING UNIT
- CABLE TV BOX
- CATCH BASIN
- COLUMN
- DRAIN
- ELECTRIC MANHOLE
- FIRE CONTROL VALVE
- FIRE DEPT. CONN. (FDC)
- FIRE HYDRANT
- GAS METER
- GAS VALVE
- GATE POST
- GTE PULL BOX
- GUARD POST
- IRRIGATION VALVE
- LIGHT STANDARD/ PED. CROSSING LIGHT
- MAIL BOX
- MONITORING WELL
- PALM TREE
- PARK METER
- PINE TREE
- POWER POLE
- POWER POLE ANCHOR
- PULL BOX
- SEWER CL OUT
- SEWER MANHOLE
- SIGN POST
- STORM DRAIN MANHOLE
- STREET LIGHT
- STREET LIGHT BOX
- TEL (PUBLIC PHONE)
- TEL BOX
- TELEPHONE MANHOLE
- TRAFFIC LIGHT
- TRAFFIC LIGHT CONTROL BOX
- TRAFFIC LIGHT WITH ARM
- TRAFFIC LIGHT WITH STREET LIGHT
- TREE
- VENT
- WATER MANHOLE
- WATER METER
- WATER VALVE
- WATER VAULT

LEGEND:

AC	– ASPHALT CONCRETE	(P)	– PRORATED
B.C.	– BUILDING CORNER	P.C.	– PROPERTY CORNER
BM	– BENCHMARK	PG	– PAGE
BW	– BACK OF WALK	PI	– POINT OF INTERSECTION
(C)	– CALCULATED DATA	R /PL	– PROPERTY LINE
CB	– CATCH BASIN	PLTR	– PLANTER
CE'B	– CITY ENGINEER'S FIELD BOOK	P.O.L.	– POINT ON LINE
CF	– CURB FACE	PVMT.	– PAVEMENT
(CF)	– CALCULATED FROM	PM	– PARCEL MAP
℄/CL	– CENTERLINE	(R)	– RECORD
C.L.F.	– CHAIN LINK FENCE	RCE	– REGISTERED CIVIL ENGINEER
COL	– COLUMN	S.S.M.	– STANDARD SURVEY MONUMENT
CONC	– CONCRETE	S.S.D.M.	– SANITARY SEWER DRAIN MANHOLE
(Dd)	– DEED	S.S.M.H.	– SANITARY SEWER MANHOLE
ELEC	– ELECTRIC	S & T	– SPIKE & TIN
EP	– EDGE OF PAVEMENT	SPK/W	– SPIKE & WASHER
ESMT.	– EASEMENT	TC	– TOP OF CURB ELEV.
EST	– ESTABLISH	TR	– TRACT MAP
FB	– FIELD BOOK	TW	– TOP OF WALL ELEV.
FD	– FOUND	W.I.	– WROUGHT IRON
FF	– FINISH FLOOR ELEV.		
FL	– FLOWLINE ELEV.		
FS	– FINISH SURFACE		
INV	– INVERT		
INTER	– INTERSECTION		
IP	– IRON PIPE		
LS	– LAND SURVEYOR		
L & T	– LEAD & TACK		
(M)	– MEASURED		
MB	– MAP BOOK		
NG	– NATURAL GRADE		
OH	– OVERHANG		

NL'Y	– NORTHERLY	N/O	– NORTH OF
SL'Y	– SOUTHERLY	S/O	– SOUTH OF
EL'Y	– EASTERLY	E/O	– EAST OF
WL'Y	– WESTERLY	W/O	– WEST OF

- PROPERTY LINE
- CENTERLINE
- WALL
- BUILDING LINE
- WOOD FENCE LINE
- IRON FENCE LINE
- POWER CABEL LINE



VICINITY MAP
NOT TO SCALE

GRAPHIC SCALE

8 0 4 8 16 32

(IN FEET)
1 inch = 8 ft.

PROFESSIONAL LAND SURVEYOR
CYRUS AZARMY
L.S. NO. 9404
STATE OF CALIFORNIA

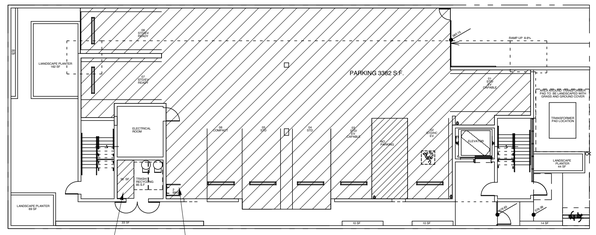
TITLE:
TOPOGRAPHIC SURVEY
4423 Cartwright Ave, North Hollywood, CA 91602

CLIENT: SAM SAED – TOWERCON DEVELOPMENT INC.

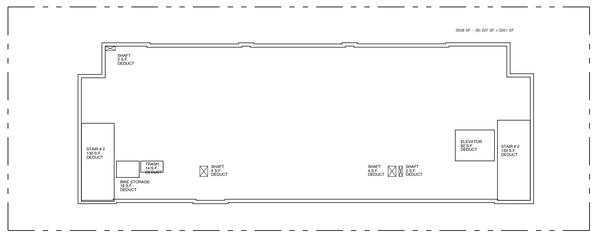
SCALE: 1"=8'
SURVEYED BY: M.E.
DRAWN BY: R.J.
CHECKED BY: C.A.

Land Topography Corp.
20501 Ventura Blvd., unit 315
Woodland Hills, CA 91364
Cell: (818)334-9135
E-Mail: azarmypls@gmail.com

DATE: 10/18/2023
REVISION (S):
SHEET 1 OF 1 SHEET



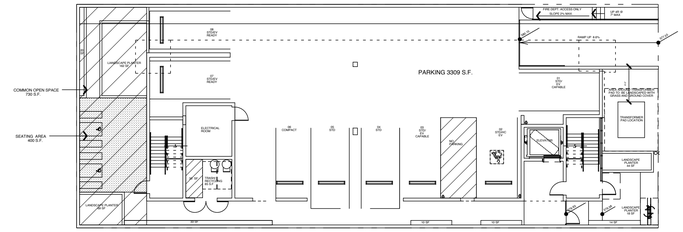
1ST FLOOR / GARAGE FLOOR PLAN



2ND THROUGH 5TH FLOOR PLANS

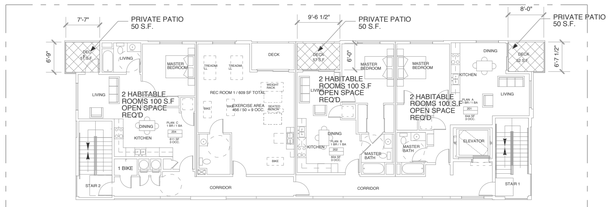
FLOOR AREA DIAGRAM N.T.S.

	A	B	C	CALCULATE A - (B + C)	CALCULATE A - (B + C)			D	CALCULATE A - (B + C + D)	CALCULATE A - (C + D) D IS COUNTED ON 1ST FLR
FLOOR LEVEL	GROSS AREA (OUT TO OUT BLDG DIMENSION) SQ FT	AREA OF EXTERIOR WALLS SQ FT	AREA OF VENT SHAFTS SQ FT	BUILDING CODE AREA - SQ FT TYPE VA ONLY	BUILDING CODE AREA - SQ FT TYPE 1A ONLY	OCCUPANT LOAD CALCS		TYPE	AREA OF STAIRWAYS, MECHANICAL RMS & BIKE STORAGE SQ FT	ZONING CODE AREA - SQ FT	SCHOOL CODE AREA - SQ FT
1ST FLOOR								S-2			
PARKING					3382						
ELECTRICAL ROOM					116						
TRASH					85					85	
ELEVATOR					62						
ELEVATOR LOBY					70					70	
2ND FLOOR	3517	206		3311		REC ROOM - EXERCISE AREA UNITS & CORRIDOR	456 SF/ 50 = 9 2290 SF/ 200 = 12	R-2 R-2	370	2941	
3RD FLOOR	3517	206		3311		REC ROOM - EXERCISE AREA UNITS & CORRIDOR	456 SF/ 50 = 9 2290 SF/ 200 = 12	R-2 R-2	370	2941	
4TH FLOOR	3517	206		3311		REC ROOM - EXERCISE AREA UNITS & CORRIDOR	456 SF/ 50 = 9 2290 SF/ 200 = 12	R-2 R-2	370	2941	
5TH FLOOR	3517	206		3311		UNITS & CORRIDOR	2899 SF/ 200 = 15	R-2	370	2941	
TOTAL AREA	14068	824		13244					1480	11919	



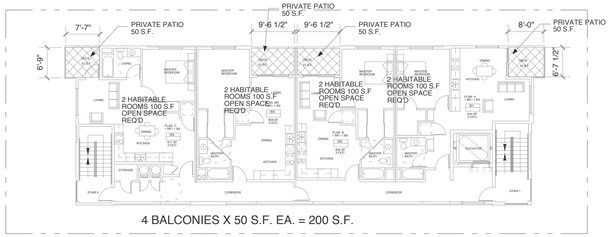
OUTDOOR COMMON OPEN SPACE = 730 S.F.

1ST FLOOR PLAN



3 BALCONIES X 50 S.F. EA. = 150 S.F.

2ND THRU 4TH FLOOR PLANS



4 BALCONIES X 50 S.F. EA. = 200 S.F.

5TH FLOOR PLAN

OPEN SPACE DIAGRAM N.T.S.

OPEN SPACE REQUIRED:

2 HABITABLE ROOMS @ 100 SQUARE FEET PER UNIT = 13 X 100 = 1,300 S.F. OF OPEN SPACE REQUIRED.

TOTAL OPEN SPACE REQUIRED = 1,300 S.F. OF OPEN SPACE REQUIRED.

OPEN SPACE PROVIDED:

PRIVATE BALCONIES 13 X 50 S.F. EA. = 650 S.F.
COMMON OPEN SPACE @ REAR YARD = 730 S.F.
TOTAL OPEN SPACE PROVIDED = 1,380 S.F. > 1,300 S.F. REQUIRED

COMMON OPEN SPACE REQUIRED (50% OF REQUIRED) 1,300/2 = 650
COMMON OPEN SPACE PROVIDED = 730 > 650

REQUIRED # OF TREES: 13 D/U /4 TREES PER D/U = 3
TREES PROVIDED = 3

EDWARD XAVIER CARLSON
ARCHITECTURE & PLANNING
710 E. VERDUGO AVE, BURBANK, CALIFORNIA. 91501 303.520.8192

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4423 CARTWRIGHT AVE
LOS ANGELES CALIFORNIA, 91602
BONDFIELD LLC
16653 CALNEVA DRIVE
ENCINO, CA 91436 (310)658-7516

LICENSED ARCHITECT
EDWARD X. CARLSON
No. C18577
Exp. 7-31-25
STATE OF CALIFORNIA

OPEN SPACES ANALYSIS
FLOOR AREA DIAGRAM
FOR BUILDING & ZONING

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
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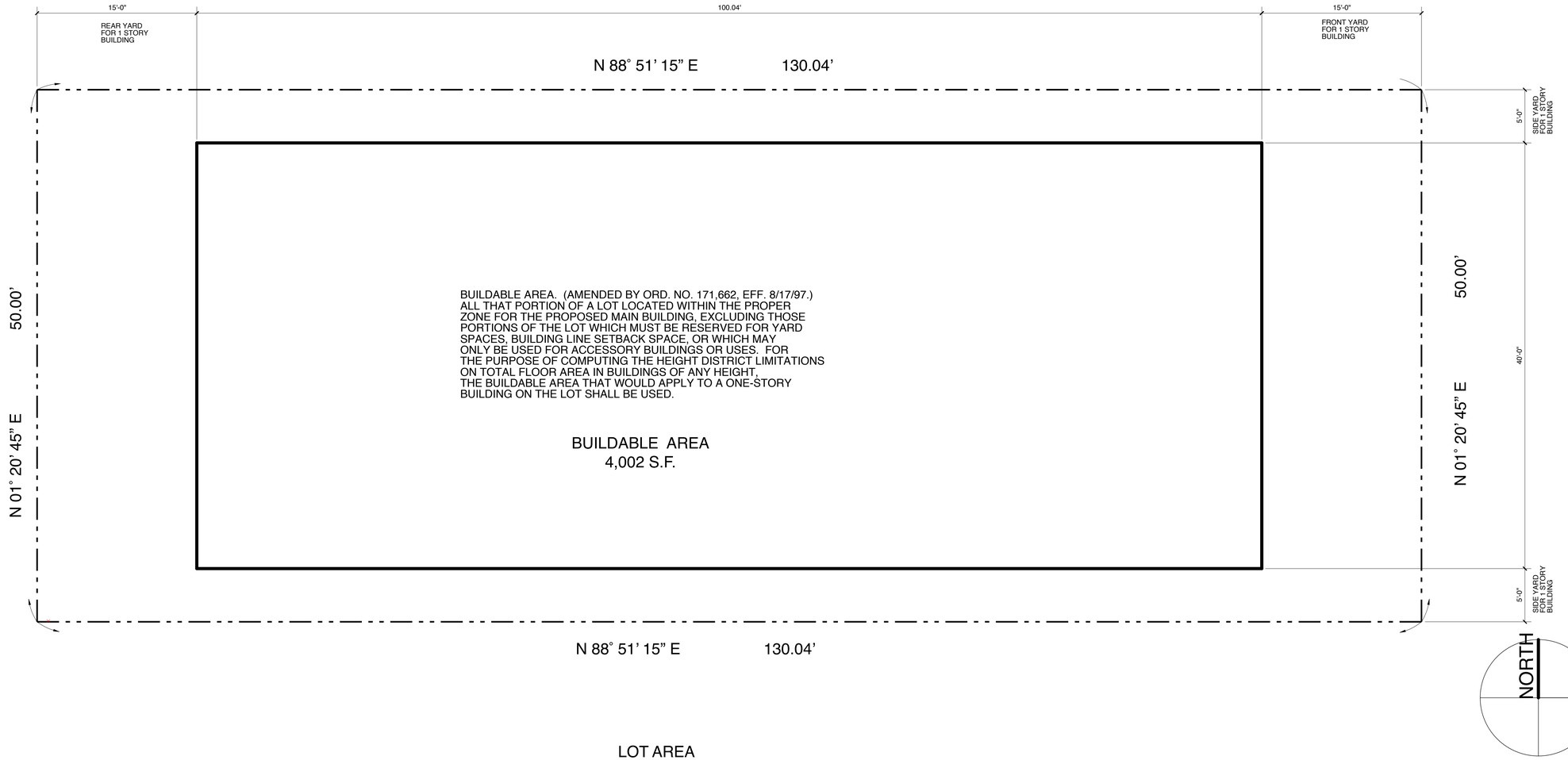
SHEET NO :

FA 1

OF SHEETS



LOT AREA
6,502 S.F.

BUILDABLE AREA DIAGRAM

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

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ARCHITECTURE & PLANNING
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BUILDABLE AREA
DIAGRAM

ISSUE	DATE

SCALE :
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BA 1

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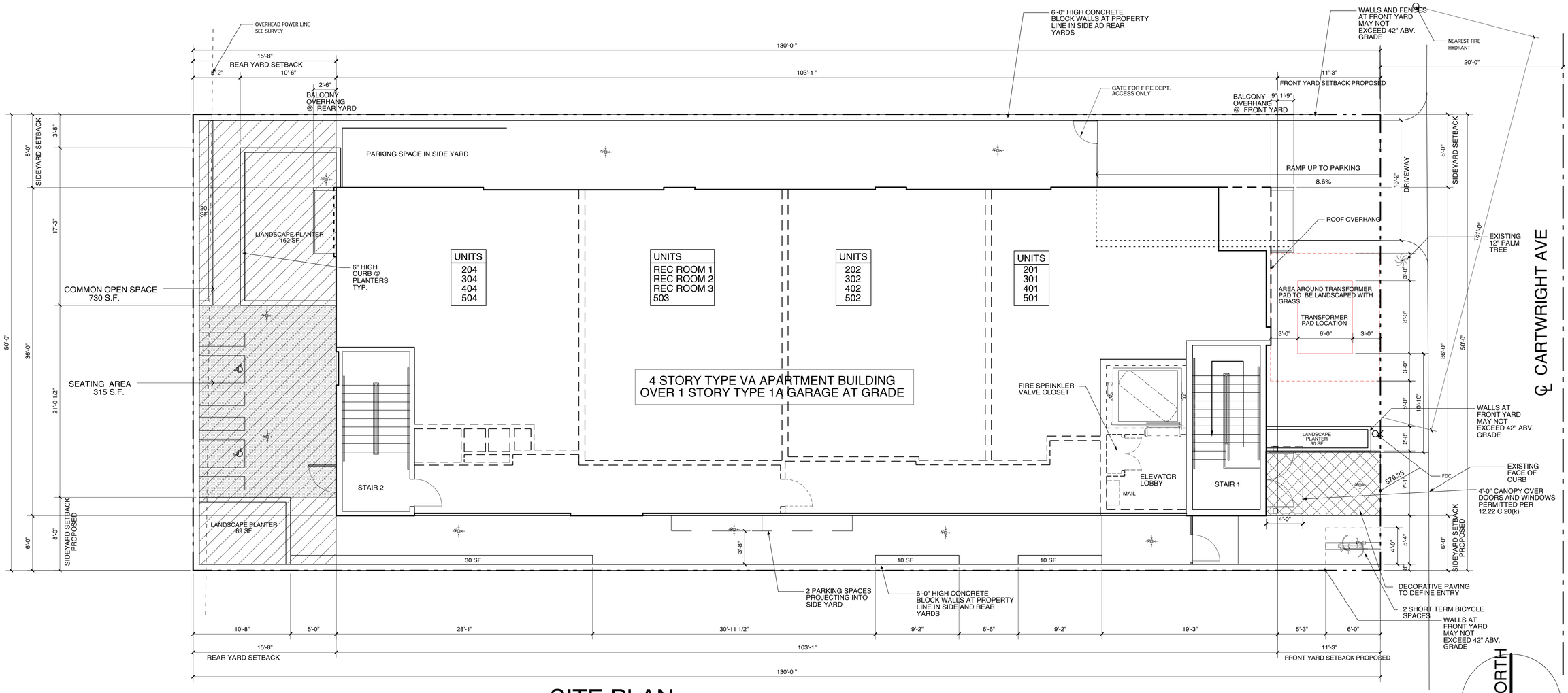
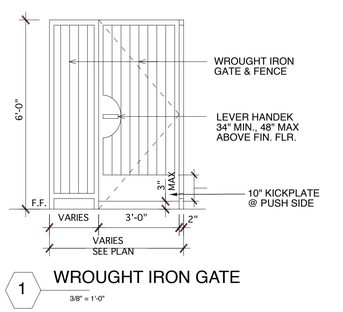


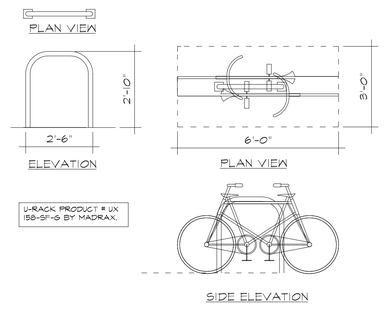
SITE PLAN

SCALE : 3/16" = 1'-0"



1 WROUGHT IRON GATE

3/8" = 1'-0"



2 BIKE RACK - FLOOR MOUNT (SHORT TERM)

3/8" = 1'-0"

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SITE PLAN

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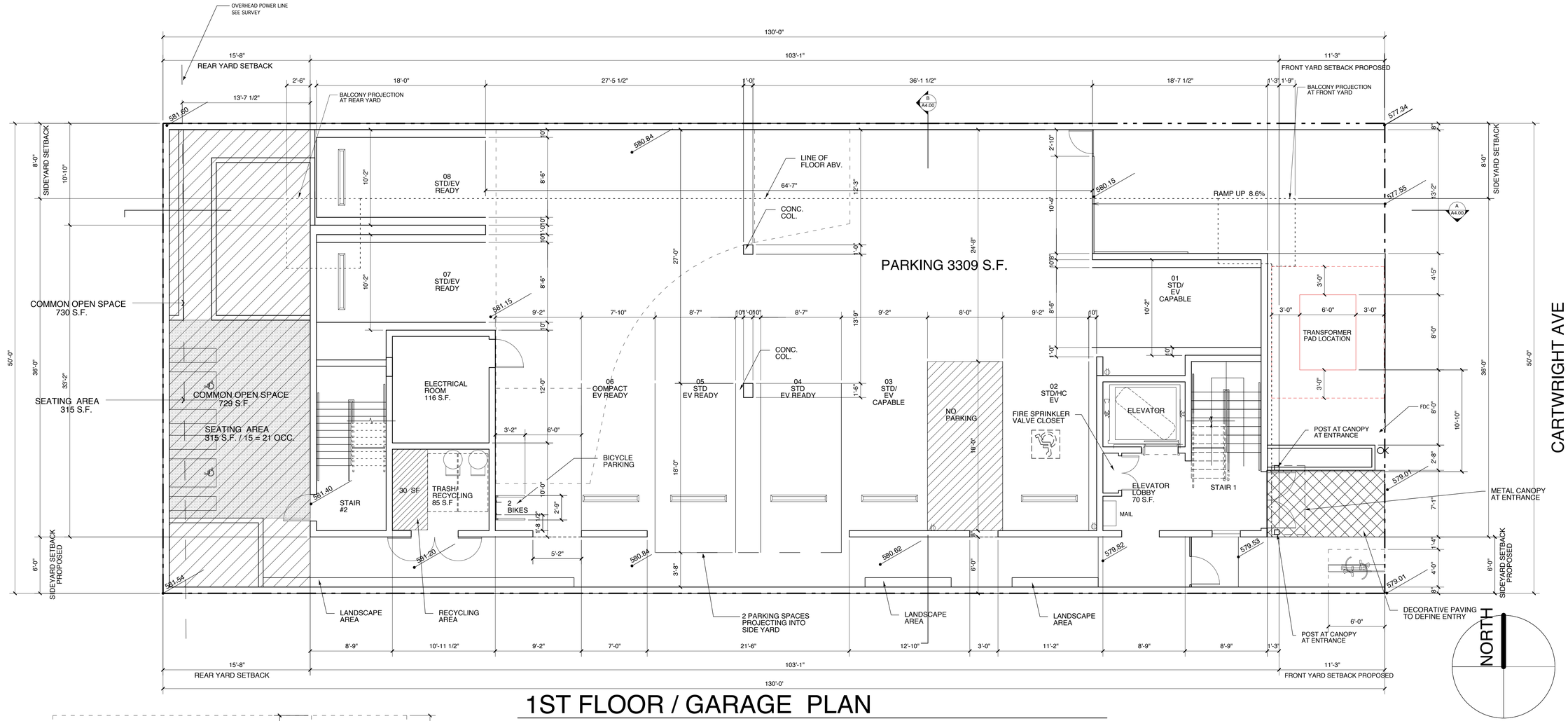
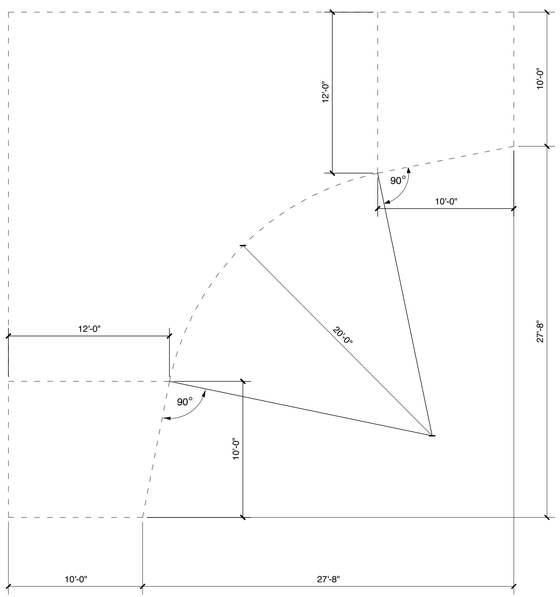
A 1.10

OF SHEETS

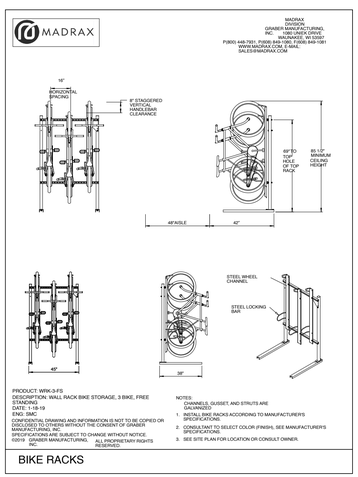


1ST FLOOR / GARAGE PLAN

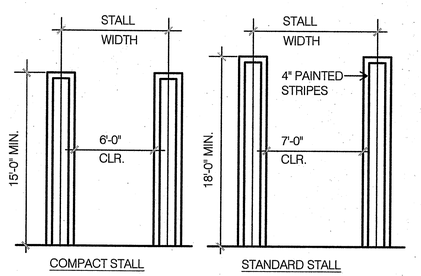
SCALE : 3/16 = 1'-0"



TURNING RDIUS FOR CASE I: TWO - WAY TRAFFIC WHERE NO MORE THAN 25 CARS GO AROUND THE TURN



BIKE RACKS



NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5

CARTWRIGHT AVE

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1ST FLOOR / GARAGE PLAN

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
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SHEET NO :

A 2.10

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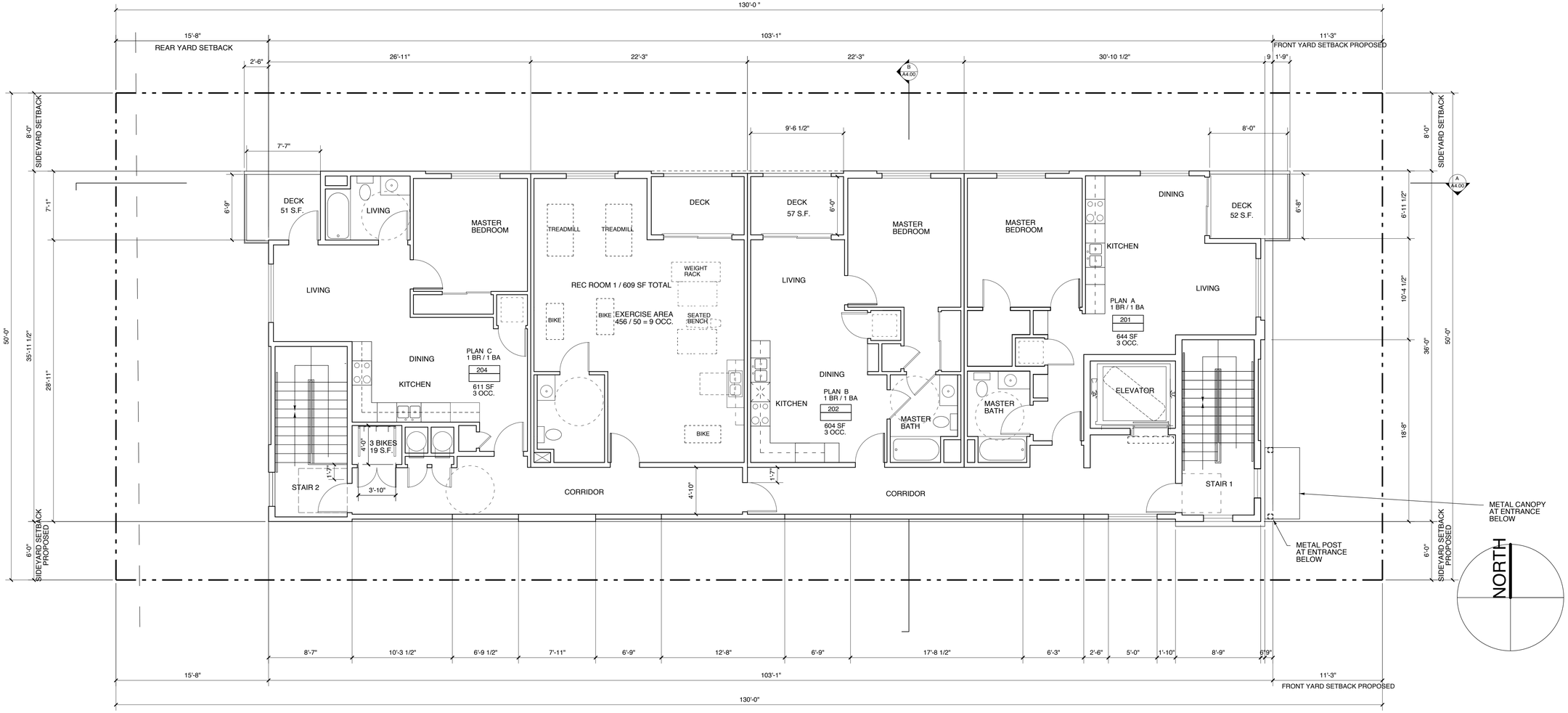
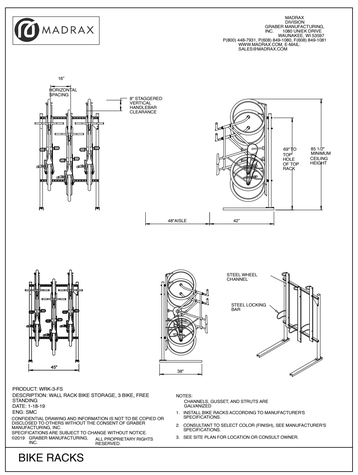


SECOND FLOOR PLAN

SCALE : 3/16" = 1'-0"



BIKE RACKS

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SECOND FLOOR PLAN

ISSUE	DATE

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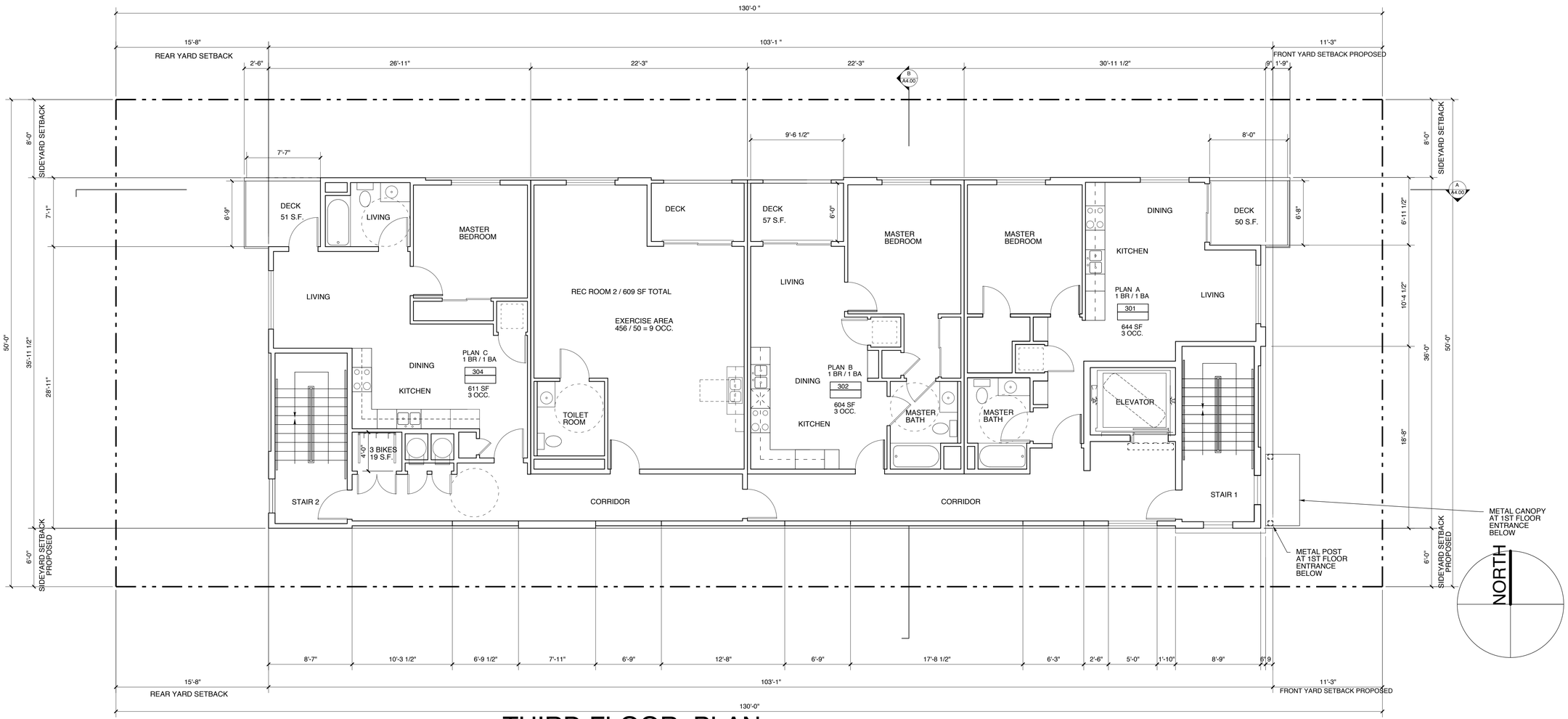
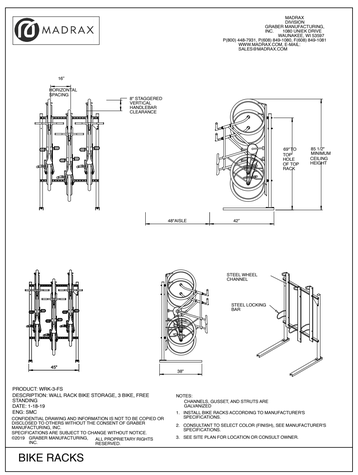
OF SHEETS



THIRD FLOOR PLAN

SCALE : 3/16" = 1'-0"



BIKE RACKS

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ARCHITECTURE & PLANNING
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THIRD FLOOR PLAN

ISSUE	DATE

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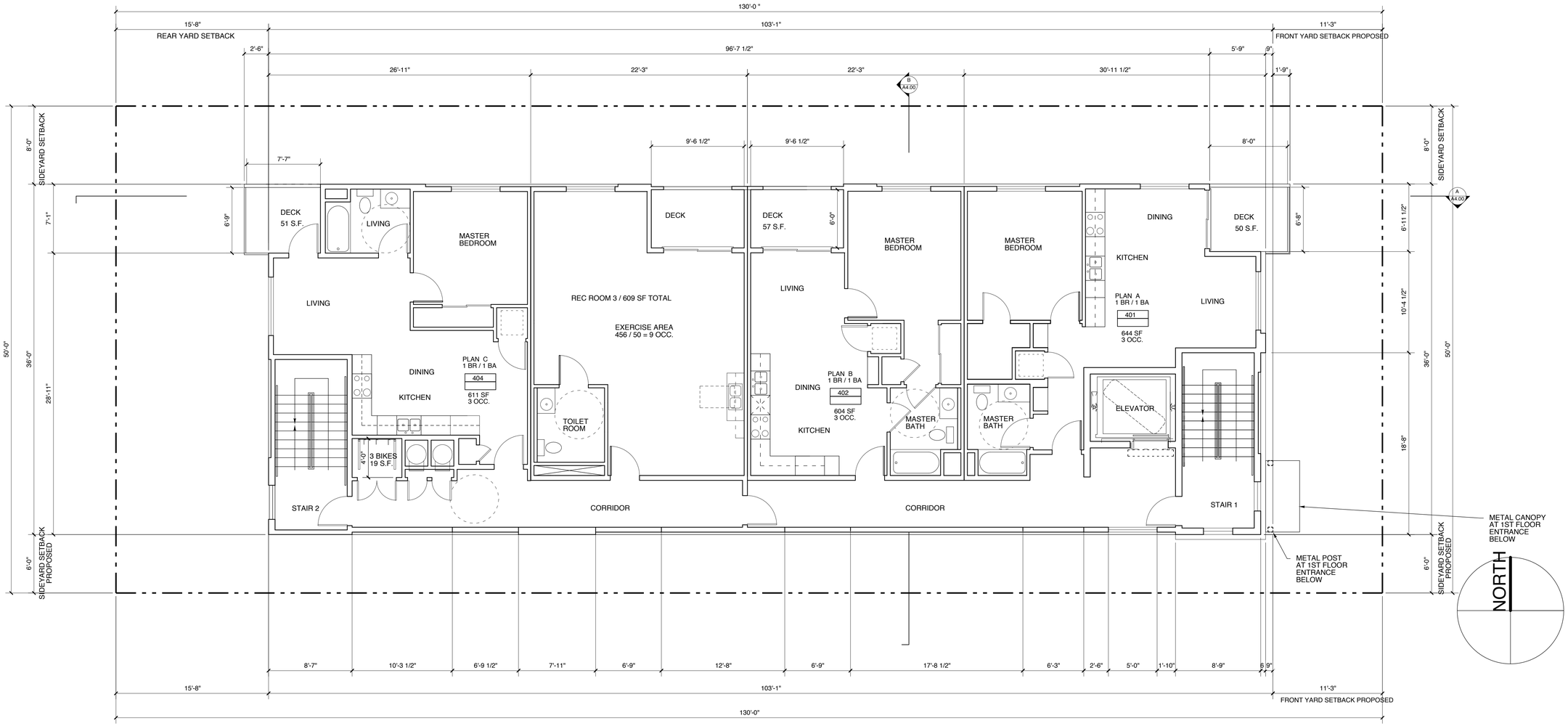
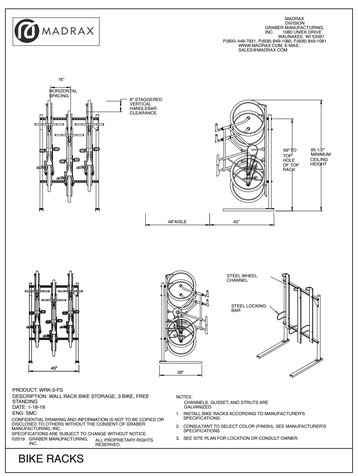
A 2.30

OF SHEETS



FOURTH FLOOR PLAN

SCALE : 3/16" = 1'-0"



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ARCHITECTURE & PLANNING
710 E. VERDUGO AVE., BURBANK, CALIFORNIA. 91501 303.520.8192

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4423 CARTWRIGHT AVE
LOS ANGELES CALIFORNIA, 91602
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16653 CALNAVA DRIVE
ENCINO, CA 91436 (310)658-7516

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FOURTH FLOOR PLAN

ISSUE	DATE

SCALE :
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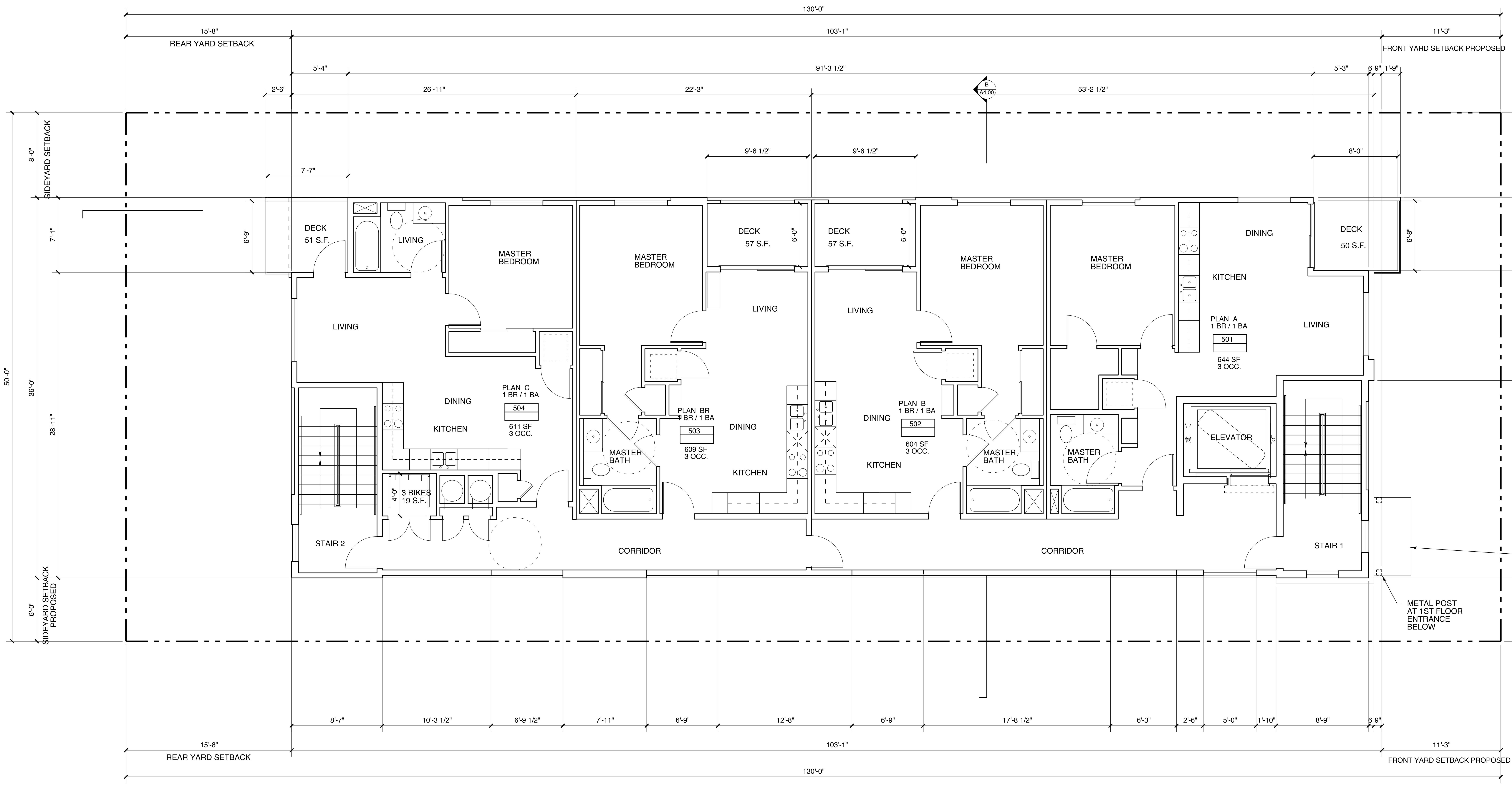
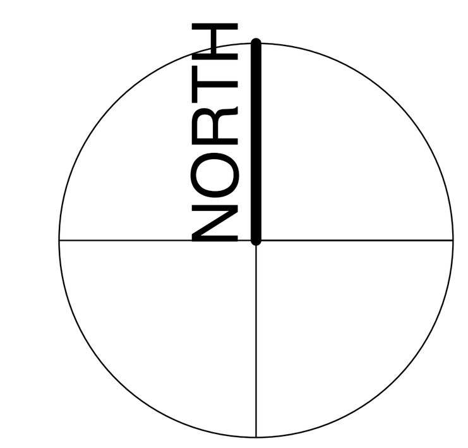
DRAWN BY :
SHEET NO :

A 2.40

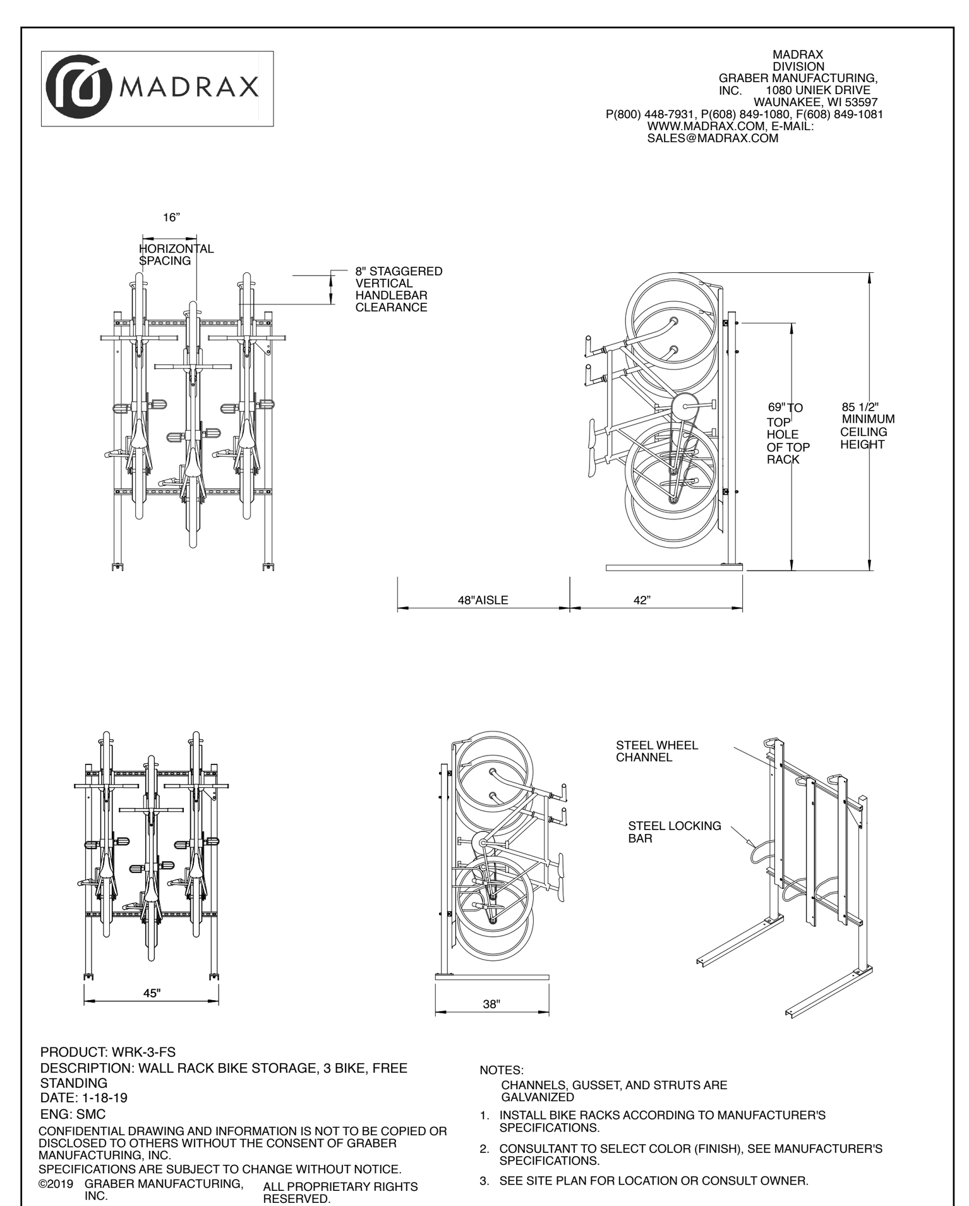
OF SHEETS


130'-0"
15'-8"
REAR YARD SETBACK
103'-1"
11'-3"
FRONT YARD SETBACK PROPOSED
5'-4"
91'-3 1/2"
5'-3"
6 9"
1'-9"
2'-6"
26'-11"
22'-3"
53'-2 1/2"
9'-6 1/2"
9'-6 1/2"
8'-0"
7'-7"
SIDEYARD SETBACK
SIDEYARD SETBACK PROPOSED
8'-0"
7'-1"
50'-0"
36'-0"
28'-11"
6'-0"
6'-9"
6'-11 1/2"
10'-4 1/2"
18'-8"
DECK
51 S.F.
LIVING
MASTER BEDROOM
DINING
KITCHEN
PLAN C
1 BR / 1 BA
504
611 SF
3 OCC.
3 BIKES
19 S.F.
4'-0"
STAIR 2
CORRIDOR
DECK
57 S.F.
6'-0"
LIVING
MASTER BEDROOM
MASTER BATH
PLAN BR
1 BR / 1 BA
503
609 SF
3 OCC.
DINING
KITCHEN
DECK
57 S.F.
LIVING
DINING
PLAN B
1 BR / 1 BA
502
604 SF
3 OCC.
KITCHEN
MASTER BEDROOM
MASTER BATH
MASTER BEDROOM
MASTER BATH
DINING
KITCHEN
PLAN A
1 BR / 1 BA
501
644 SF
3 OCC.
LIVING
DECK
50 S.F.
6'-8"
ELEVATOR
STAIR 1
CORRIDOR
METAL CANOPY AT 1ST FLOOR ENTRANCE BELOW
METAL POST AT 1ST FLOOR ENTRANCE BELOW
8'-7"
10'-3 1/2"
6'-9 1/2"
7'-11"
6'-9"
12'-8"
6'-9"
17'-8 1/2"
6'-3"
2'-6"
5'-0"
1'-10"
8'-9"
6 9"



FIFTH FLOOR PLAN

SCALE : 3/16" = 1'-0"



BIKE RACKS

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Exp. 7-31-25
STATE OF CALIFORNIA

FIFTH FLOOR PLAN

ISSUE	DATE

SCALE :
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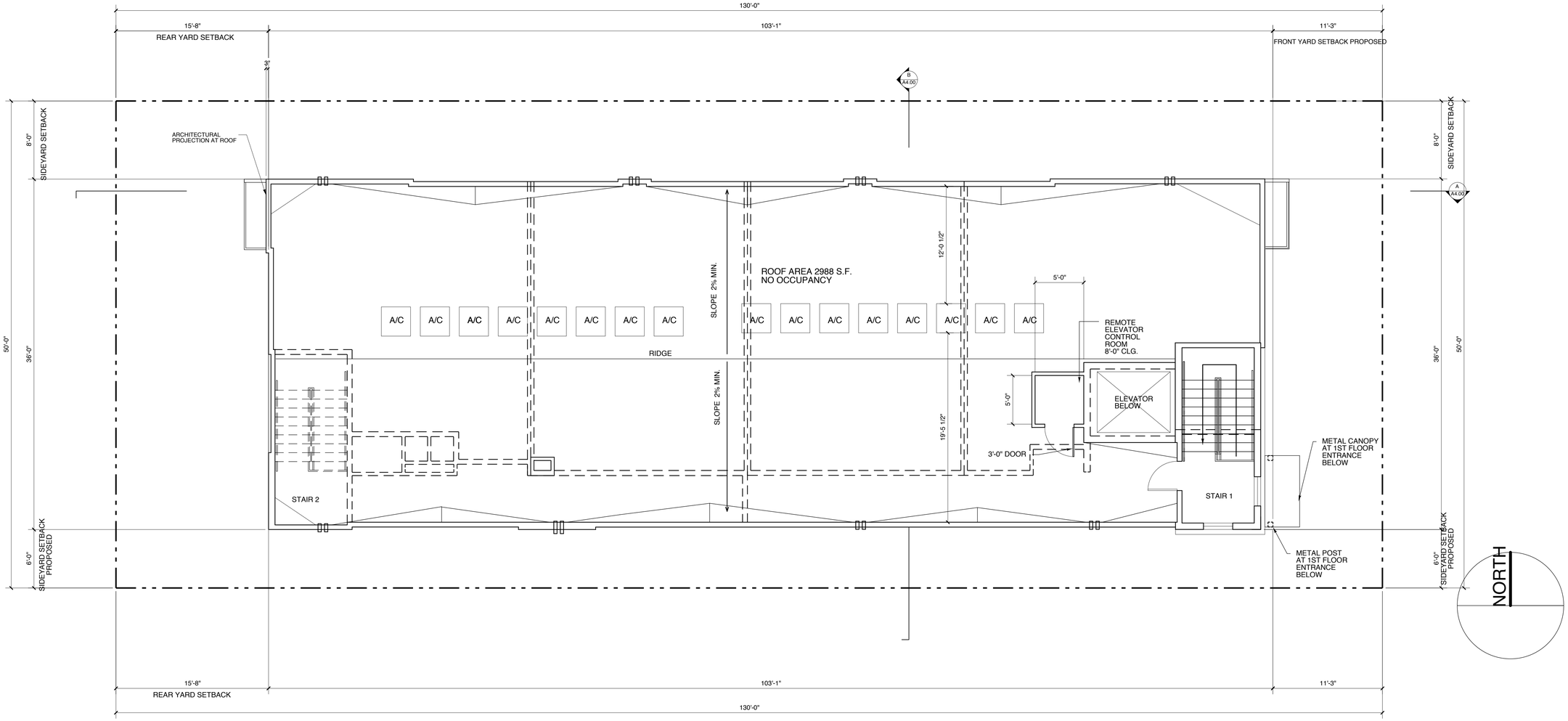
SHEET NO :

A 2.50

OF SHEETS



ROOF PLAN

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

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LOS ANGELES CALIFORNIA, 91602
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ROOF PLAN

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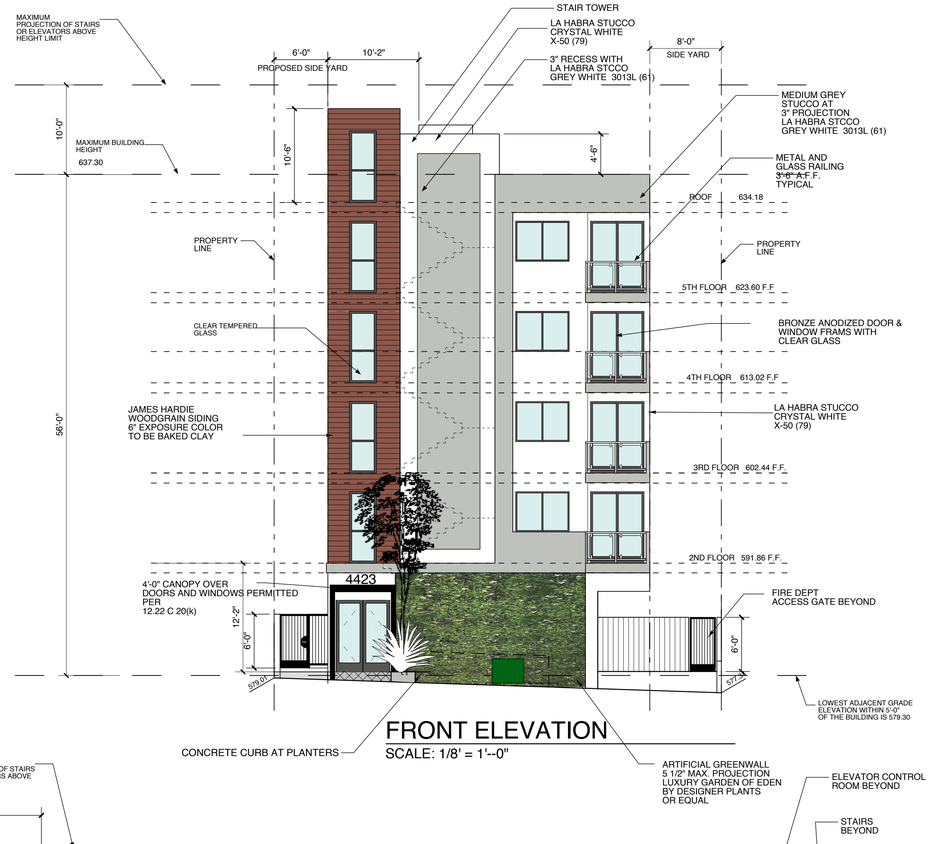
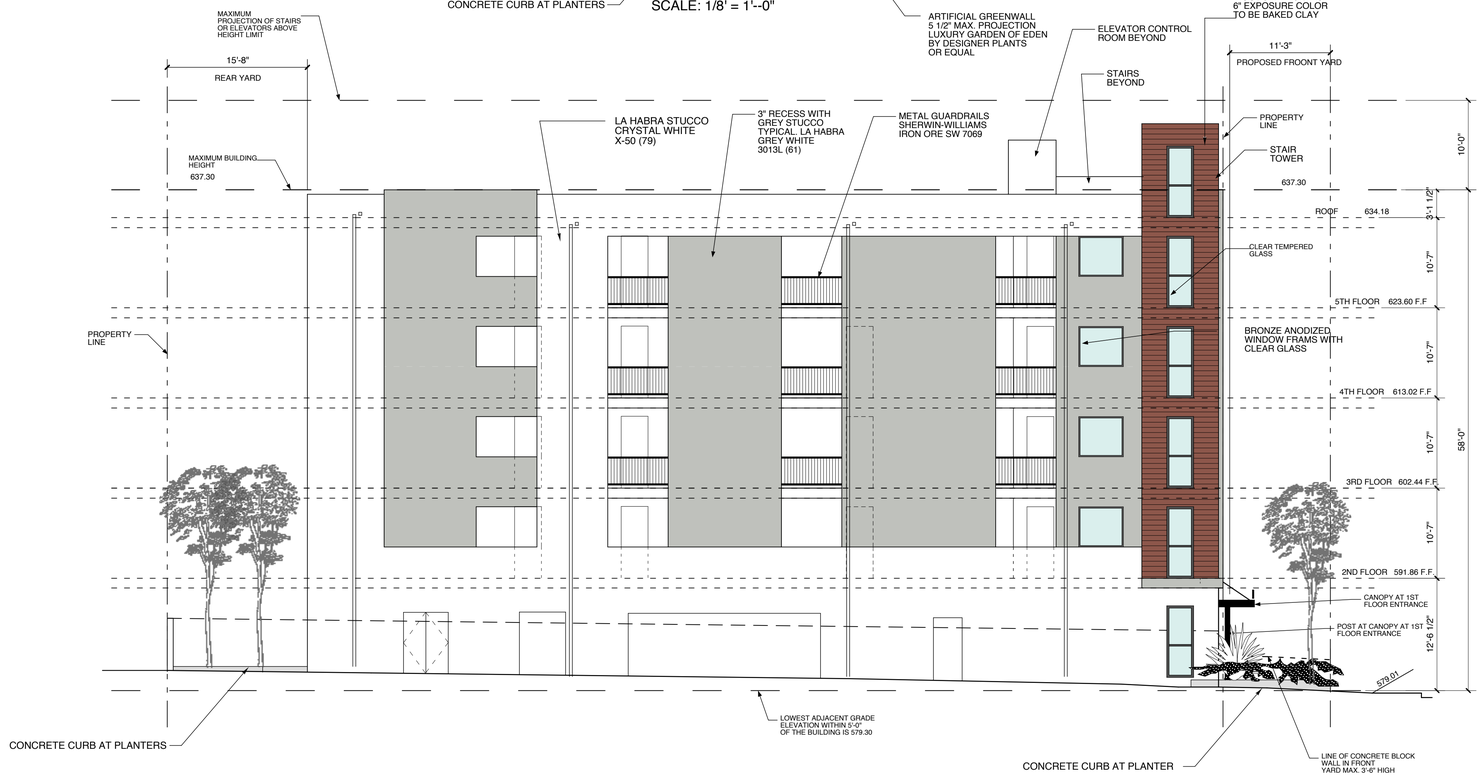
A 2.60

OF SHEETS



FRONT ELEVATION

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



LEFT SIDE ELEVATION

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

COLORS AND MATERIALS

ALL STUCCO FINISHES TO BE LIGHT SAND

- LA HABRA STCCO CRYSTAL WHUITE X-50 (79)
- LA HABRA STUCCO GREY WHITE 3013L (61)
- CLEAR TEMPERED GLASS
- METAL FENCE & GATE SHERWIN-WILLIAMS IRON ORE SW 7069
- JAMES HARDIE WOODGRAIN SIDING 6" EXPOSURE COLOR TO BE BAKED CLAY
- ARTIFICIAL GREENWALL 5 1/2" MAX. PROJECTION LUXURY GARDEN OF EDEN BY DESIGNER PLANTS OR EQUAL

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EXTERIOR ELEVATIONS

ISSUE	DATE

SCALE :
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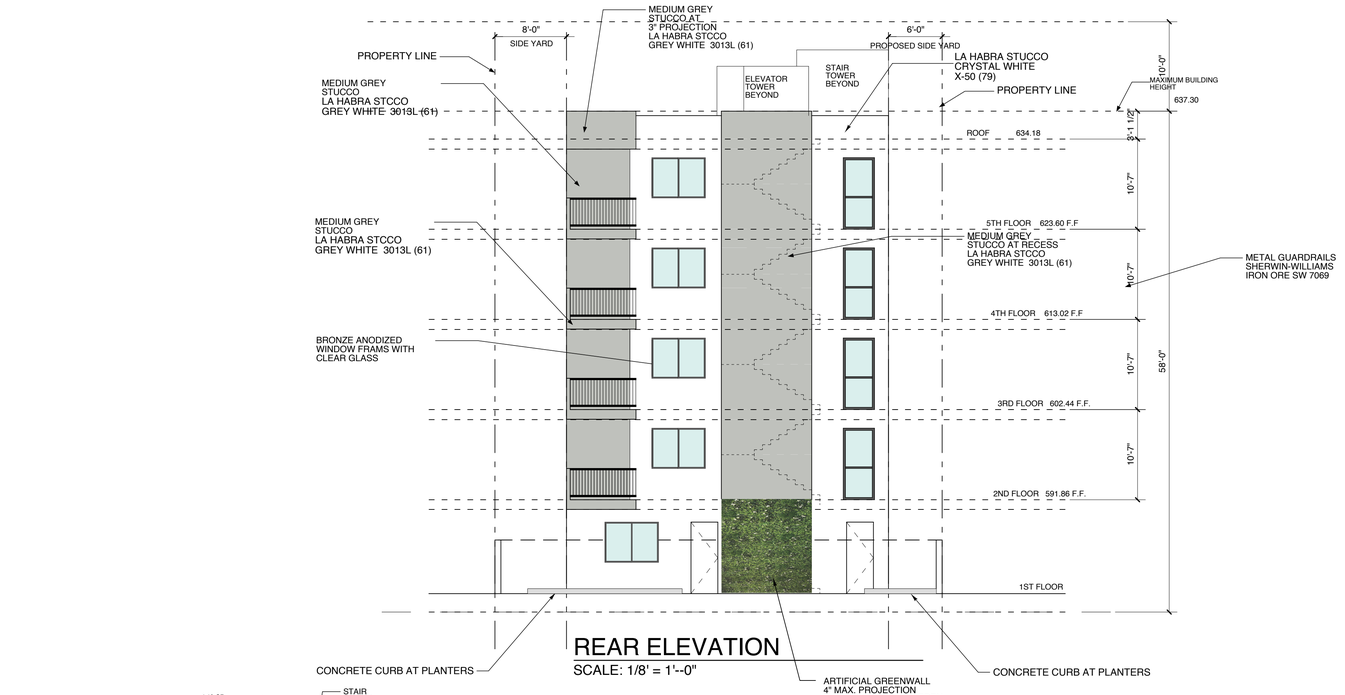
DATE :
DRAWN BY :
SHEET NO :

A 3.00

OF SHEETS



REAR ELEVATION

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

RIGHT SIDE ELEVATION

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

COLORS AND MATERIALS

ALL STUCCO FINISHES TO BE LIGHT SAND

- LA HABRA STCCO CRYSTAL WHUITE X-50 (79)
- LA HABRA STUCCO GREY WHITE 3013L (61)
- CLEAR TEMPERED GLASS
- METAL FENCE & GATE SHERWIN-WILLIAMS IRON ORE SW 7069
- JAMES HARDIE WOODGRAIN SIDING 6" EXPOSURE COLOR TO BE BAKED CLAY
- ARTIFICIAL GREENWALL 4" MAX. PROJECTION LUXURY GARDEN OF EDEN BY DESIGNER PLANTS OR EQUAL

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EXTERIOR ELEVATIONS

ISSUE	DATE

SCALE :
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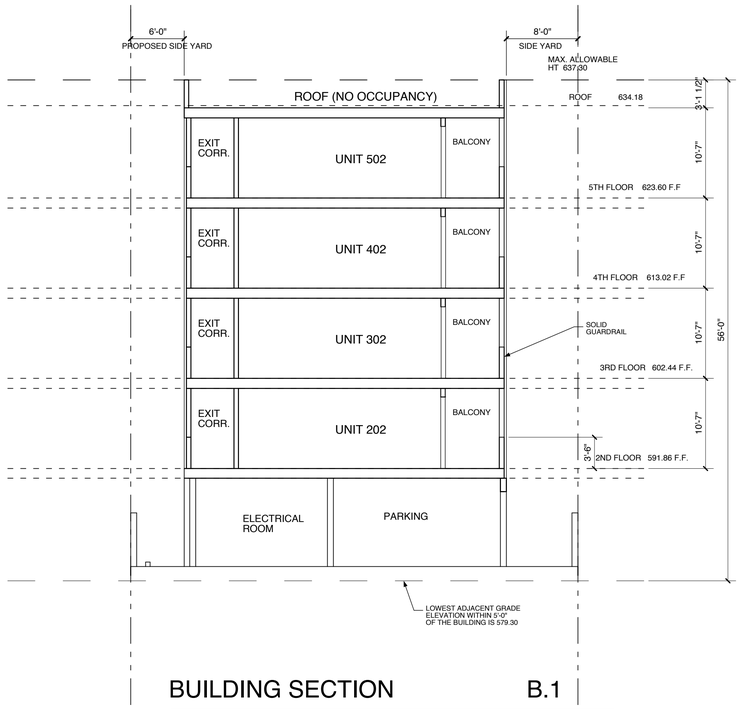
DRAWN BY :
SHEET NO :

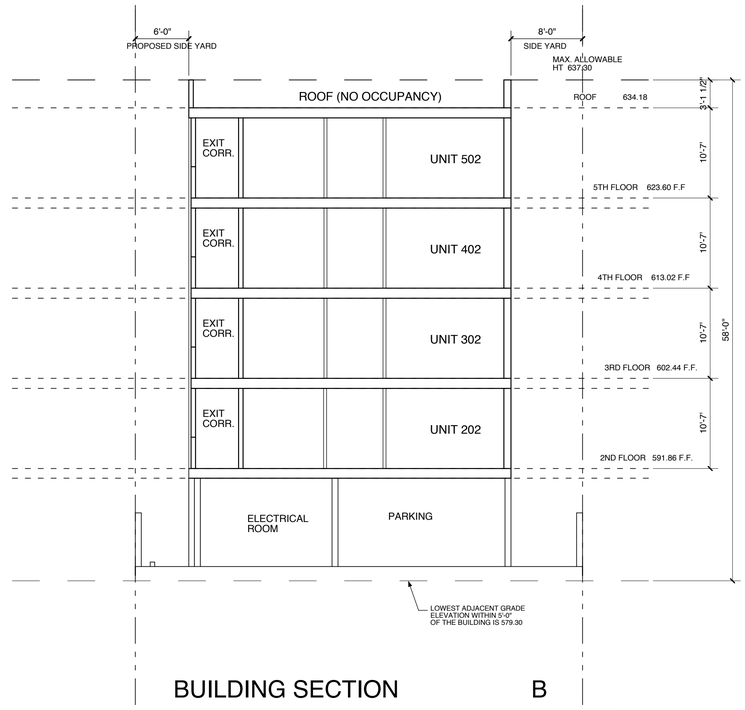
A 3.10

OF SHEETS



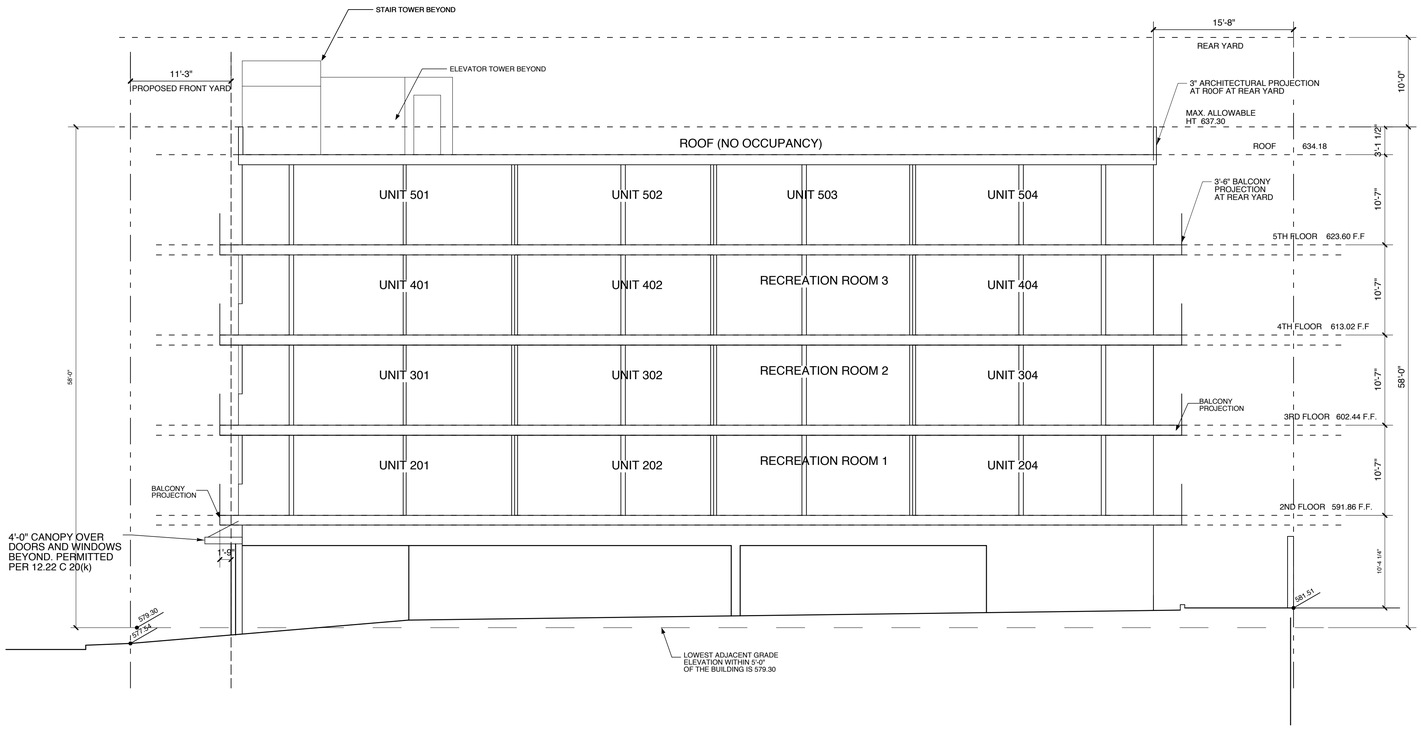
BUILDING SECTION B.1

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



BUILDING SECTION B

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



BUILDING SECTION THRU DRIVEWAY A

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

EDWARD XAVIER CARLSON
ARCHITECTURE & PLANNING
710 E. VERDUGO AVE, BURBANK, CALIFORNIA. 91501 303.520.8192

CARTWRIGHT APARTMENTS
4423 CARTWRIGHT AVE
LOS ANGELES CALIFORNIA, 91602
BONDFIELD LLC
16653 CALNAVA DRIVE
ENCINO, CA 91436 (310)658-7516

LICENSED ARCHITECT
EDWARD X. CARLSON
No. C18577
Exp. 7-31-25
STATE OF CALIFORNIA

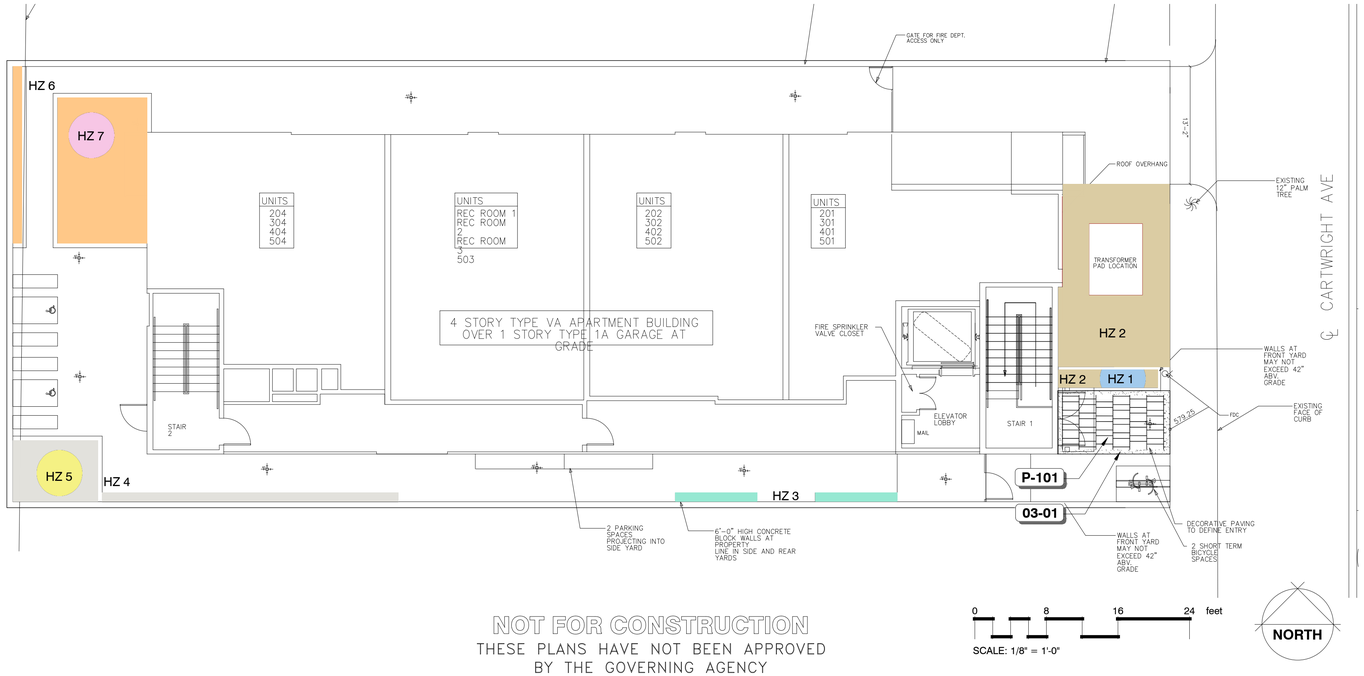
BUILDING SECTIONS

ISSUE	DATE

SCALE :
PROJECT NO. :
DATE :
DRAWN BY :
SHEET NO :

A 4.00

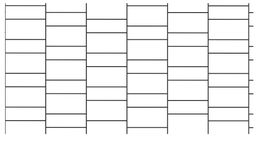
OF SHEETS



NOT FOR CONSTRUCTION

THESE PLANS HAVE NOT BEEN APPROVED BY THE GOVERNING AGENCY AND ARE SUBJECT TO CHANGE.

REFERENCE NOTES SCHEDULE

PHOTO	CODE	DESCRIPTION	QTY
03 Concrete			
	03-01	6" Conc. band	0.35 cy
Paving			
	P-101	Techo-Bloc, Inc. INDUSTRIA 300 - 10 Industria paver available in HD2 smooth, polished, and granitex. Linear pattern, (60%) 300x150, and (40%) 300x100. For pedestrian, and vehicular applications. 	70 sf

HYDROZONES

SYMBOL	NOTES
	HZ 1 Tree
	HZ 2 Grasses, shrub
	HZ 3 Vines
	HZ 4 Grass, shrubs, vines
	HZ 5 Tree
	HZ 6 Grasses, shrubs, vines
	HZ 7 Tree

LANDSCAPE TABULATIONS

COMMON OPEN SPACE PROVIDED		
Rear Yard	730	SF
TOTAL:	730	SF
25% REQUIRED LANDSCAPE AREA:	**183**	**SF**
LANDSCAPE AREA PROVIDED		
Rear Yard	251	SF
TOTAL:	**251**	**SF**
LANDSCAPE TO OPEN SPACE RATIO:	**34.4**	**%**

MWELO CALCULATIONS

Maximum Applied Water Allowance (MAWA)

MAWA= (Eto) x 0.62 x [(0.55 x LA)+(1 - 0.55 x SLA)]

LANDSCAPE (Eto)	AREA (LA)	ETAF	SLA	MAWA	
50.1	521	0.55	0.00	8,900.82	GAL/YR

Estimated Total Water Use (ETWU)

ETWU=(Eto)*(.62)*(PF*HA/IE+SLA)

ETWU	
5,687.03	GAL/YR

Hydrozone Table for Calculating ETWU

Zone	Planting Description	Water Needs	PF	Irrigation Method	IE	ETAF (PF/IE)	Hydrozone Area (HA)	ETAF x HA	
1	Tree	Low	0.3	Drip	0.81	0.37	10	4	115.04
2	Grasses/Shrubs	Low	0.3	Drip	0.81	0.37	213	79	2,450.45
3	Vines	Low	0.3	Drip	0.81	0.37	18	7	207.08
4	Grass/Shrubs/Vines	Low	0.3	Drip	0.81	0.37	78	29	897.35
5	Tree	Very Low	0.1	Drip	0.81	0.12	20	2	76.70
6	Grass/Shrubs/Vines	Low	0.3	Drip	0.81	0.37	162	60	1,863.72
7	Tree	Very Low	0.1	Drip	0.81	0.12	20	2	76.70
Sum					0.81	0.30	521.00	183.09	5,687.03
							A	B	
Special Landscape Areas									
						1.00	0	0	
Sum						1.00	0.00	0.00	
							C	D	

ETAF CALCULATIONS

Regular Landscape Areas			All Landscape Areas		
Total ETAF x Area	(B)	183.09	Total ETAF x Area	(B+D)	183.09
Total Area	(A)	521.00	Total Area	(A+C)	521.00
Average ETAF	(B / A)	0.35	Average ETAF	(B+D / C+ A)	0.35

General Notes

NOTES:

1. Refer to LID plans for LID and drainage systems.

2. If plant availability requires changes to the plant palette, please contact landscape architect for substitutions.

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

4. A Certificate of Completion shall be filled out and certified by either the signer of the landscape plans, the signer of the irrigation plans, or the licensed landscape contractor for the project.

LEGAL DESCRIPTION
PIN: 165B177 268
APN: 2423004010
Tract: TR 6318
Map Ref: M B 78-24/25
Block: None; Lot: 150

No.	Revision/Issue	Date
5	Arch.revise	2025/01/29
4	Arch.revise	2024/12/02
3	Arch.revise	2024/07/18
2	Plant schedule revise	2024/07/17
1	Arch. revise	2024/03/13

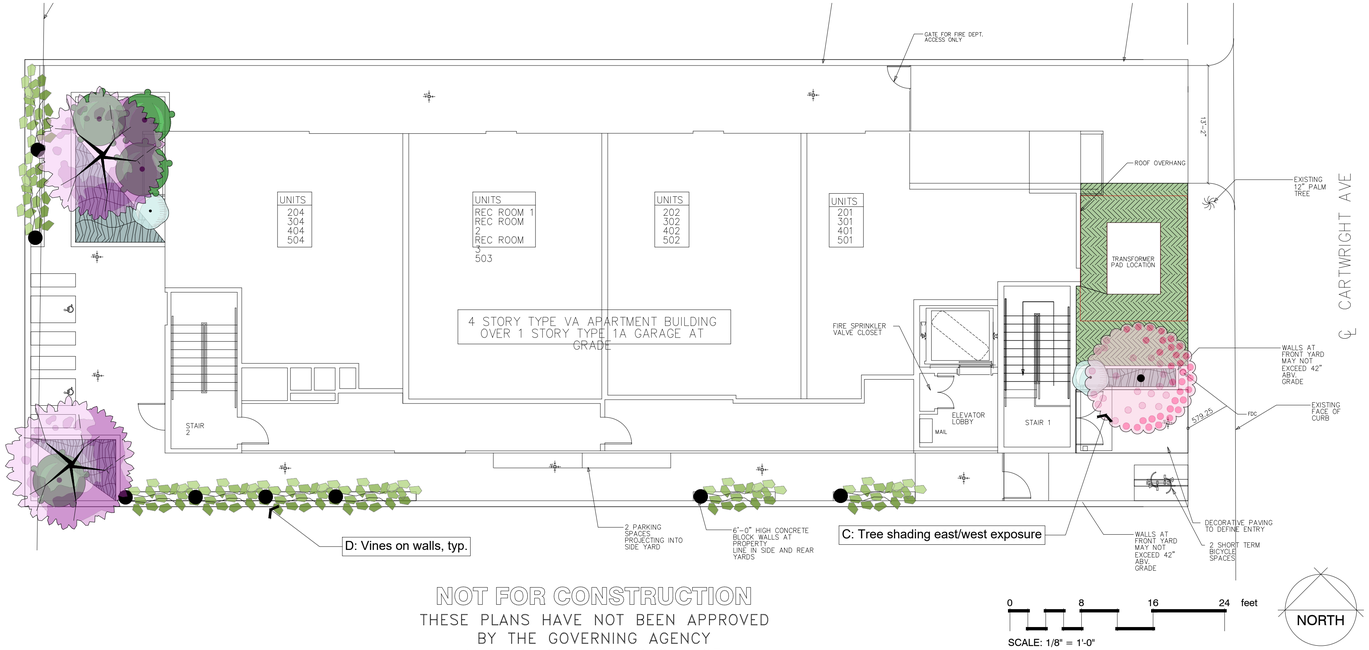
Designed By:
HARMONY GARDENS
6620 Murietta Ave.
Van Nuys, CA 91405
818-505-9783
harmonygardens.net

CALL BEFORE YOU DIG

Client/Project:
Bondfield, LLC

4423 CARTWRIGHT AVE.
North Hollywood, CA 91602

Project	Sheet
4423 Cartwright Ave.	Preliminary HARDSCAPE & HYDROZONES
Date: 2025/01/29	L1.1
Scale: 1/8" =1'-0"	



NOT FOR CONSTRUCTION

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REQUIRED AND PROVIDED TREES TABLE			
TREES	**NUMBER**	**RATIO**	**REQ.**
EXISTING TO BE REMOVED	-	1 to 1	-
EXISTING PARKWAY TREES TO BE REMOVED*	0	2 to 1	0
TOTAL ON SITE TREES TO BE REPLACED			0
PER UNIT	13	1 TREE/4 UNITS	3
		MIN. NO. TREES REQ.	**3**
*NOTE: Parkway tree removal must be permitted by Los Angeles Urban Forestry Division			
Guideline C: 1 tree/500 SF landscape area in the project			
Total landscape area:		519 SF	
Required shade tree(s):		1/500 SF	2
TREES PROVIDED			
LOCATION	**SHEET**	**SIZE**	**QTY.**
PLANTING AREAS	L1	24" BOX	3
PLANTING AREAS (EXTG)	L1		0
PARKWAY	L1	24" BOX	0
PARKWAY (EXTG)	L1		0
		TOTAL TREES	**3**

PLANT SCHEDULE

SHRUBS

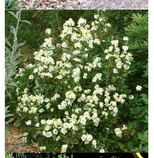
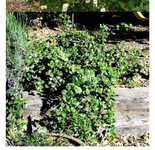
PHOTO	SYMBOL	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE @ INSTALLATION	SIZE @ MATURITY	WUCOLS	FI
		8	Calystegia macrostegia Island Morning Glory	3 gal.	2` staked	10` H x W	Low	L.A. River
		2	Carpenteria californica 'Elizabeth' Elizabeth Bush Anemone	5 gal.	15"H x 12"W	4-6` H x 3-4` W	Low	Calif.
		4	Ribes viburnifolium 'Spooner's Mesa' San Diego Evergreen Currant	5 gal.	1-2` H x W	2-3` H x 3-10` W	VLow	Calif.

PHOTO	SYMBOL	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE @ INSTALLATION	SIZE @ MATURITY	WUCOLS	FI	SPACING
SHRUB AREAS									
		201 sf	Nasella/Festuca/Hordeum California Native Sod Biofiltration	Sod	Sod	4-6" mowed	Low	Calif.	
GRASSES									
		108 sf	Leymus condensatus 'Canyon Prince' Canyon Prince Giant Wild Rye	1 gal.	2-3` H x W	Low	Low	Calif.	

TREES

PHOTO	SYMBOL	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE @ INSTALLATION	SIZE @ MATURITY	WUCOLS	ORIGIN
		1	Cercis occidentalis Western Redbud	24"-box	5-6`H x 3-4`W	12-20` H x 10-15` W	Low	Calif.
		2	Chilopsis linearis 'Bubba' Bubba Desert Willow	24"-box	6-8` H x 2-3` W	15-30` H x 10-20` W	Very Low	Calif.

A: Soil in planting areas to be amended with Class I TOPGRO compost (check lacitysan.org for locations) and covered in Flower Bed Mulch, available from C&M Topsoil, Inc., 818-899-5485

B: 100% California-native plant palette

General Notes

Green Building Notes
Prescriptive Approach

A minimum 3-inch 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 when mulch is contraindicated.

Unless contradicted by a soils test, compost at a minimum rat of 4 cubic yards per 1,000 square feet of permeable area, shall be incorporated to a depth of 6 inches into the soil.

For projects that include landscape work, the Landscape Certification, Form GRN 12, shall be completed prior to final inspection approval.
(State Assembly Bill No. 1881, 5.304.1)

I agree to comply with the requirements of the prescriptive compliance option of the MWELO.

Signed: see stamp

Date MM/DD/YYYY

No.	Revision/Issue	Date
5	Arch.revise	2025/01/29
4	Arch.revise	2024/12/02
3	Arch.revise	2024/07/18
2	Plant schedule revise	2024/07/17
1	Arch. revise	2024/03/13

Designed By:
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Client/Project:
Bondfield, LLC

4423 CARTWRIGHT AVE.
North Hollywood, CA 91602

Project	Sheet
4423 Cartwright Ave.	Preliminary PLANTING PLAN
Date: 2025/01/29	L2.1
Scale: 1/8" = 1'-0"	

Exhibit B
Environmental Documents

4423 N. Cartwright Avenue

FINDINGS – CLASS 32 INFILL EXEMPTION

Project Background

The subject property consists of one lot generally located at 4423 N. Cartwright Avenue (the property). The property is a rectangular-shaped, interior parcel of land with approximately 6,501.9 square feet of surface land area. The site fronts approximately 50 feet along the westerly side of Cartwright Avenue, with an approximate 130-foot depth, and an approximate 50-foot rear yard. The property is improved with an existing multi-family residential use.

The proposed project involves the construction, use, and maintenance of a 5-story, approximate 58-foot in height, approximate 11,919-square foot apartment building (the project) containing 13 total units (13 one-bedroom), including 2 units (15%) set aside as affordable housing for Very Low Income (VLI) households, with at-grade parking providing 8 on-site vehicular parking spaces and 15 bicycle parking spaces (13 long term and 2 short term). Existing site improvements/landscaping to be removed/replaced.

The project requests a Density Bonus pursuant to Los Angeles Municipal Code Section ("LAMC") 12.22 A 25 with three off-menu incentives and one waiver of development standards for a project setting aside 15% of its base units (2 units) for VLI households, including:

- A by right density bonus pursuant to LAMC 12.22 A 25 (c) (1) to permit up a 35% increase in density;

- An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit a reduced front yard of 11-foot, 3-inches feet in lieu of the otherwise required 15 feet;

- An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit a reduced (south) side yard of 6 feet in lieu of the otherwise required 8 feet;

- An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit increased building height of 58 feet in lieu of the otherwise required 45 feet; and

- A waiver of development standards pursuant to LAMC Section 12.22 A 25 (g) (3) to permit reduced vehicle parking spaces of 8 spaces in lieu of the otherwise required 19 spaces.

The project is categorically exempt from the California Environmental Quality Act (CEOA) review pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32). The proposed project qualifies for a Categorical Exemption because it consists of an environmentally benign "infill" project as follows:

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

The project site is located within the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan area, one of 35 Community Plans which together form the land use element of the City's General Plan. The Community Plan designates the subject property for Medium Residential land uses corresponding to the R3 Zone. The project site is zoned R3-1-RIO and is thus consistent with the land use designation.

The project is consistent with the following goals, objectives, and policies of the Community Plan:

GOAL 1 A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

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

Policies

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

1-1.6 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multi-family residences.

Objective 1-2 To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policies

1-2.1 Locate higher residential densities near commercial centers, rail transit stations and major bus routes where public services facilities, utilities and topography will accommodate this development.

Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity in existing single and multi- family neighborhoods.

Policies

1-3.1 Seek a high degree of compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Objective 1-4 To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.

Policies

1-4.1 Promote greater individual choice in type, quality, price and location of housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element.

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

GOAL4A AN EQUITABLE DISTRUBTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY.

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

The Housing Element of the General Plan (2021-2029) will be implemented by the proposed project. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City

has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 3.2.2 Promote new multi-family housing, particularly Affordable and mixed- income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing.

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

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

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

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

The proposed project meets the above goals, policies, and objectives by providing multi-family development consisting of 13 dwelling units, including 2 VLI units, in a new, safe, and secure building. The project site is located within a neighborhood designated for Medium Residential land uses and developed with existing multi-family residential uses. The site is located in close proximity to Riverside Drive and Lankershim Boulevard, a major arterial intersection in the region that is near public transit options and a variety of retail, commercial, entertainment, recreational, educational, and employment opportunities. In addition, the project is a Density Bonus development that will offer a mix of market rate and affordable units, providing greater individual choice in housing. The development of the project will contribute a net increase of 11 dwelling units to the City's housing stock. The project will provide much-needed housing with proximity to transit stops, community amenities, and commercial businesses in the Toluca Lake neighborhood. By providing greater connectivity and accessibility to housing, job opportunities, schools, and other community amenities in the City, the project fulfills the Community Plan, Framework Element, Housing Element, and Mobility Plan 2035 goals and objectives of providing quality housing for all persons in the community, including those at all income levels.

The property is classified in the R3-1-RIO Zone, with lot area requirements of 1 dwelling unit per 800 square feet of surface land area per LAMC Section 12.10 C 4 and approximately 6,501.9 square feet of surface land area, so would yield 8.13 by-right units. Pursuant to LAMC Section 12.22 A 25 (c) (7), the City's Density Bonus program permits fractional density calculations to round units up, so the site would have 9 base units. A 35% density bonus is permitted per LAMC Section 12.22 A 25 (c) (1), in exchange for the provision of an 11% affordable set aside of the base units reserved for VLI households. Based on the incentive, the applicant would be permitted to build 4 additional density bonus units for up to 13 total project units. In return, the proposed project is required to, and will, set aside at least 11% (1 unit) of the base units for VLI households.

LAMC Section 12.22 A 25 (e) (1) establishes that a Housing Development Project may qualify for one, two, or three incentives based on the percentage of units set aside for VLI, Low Income, or Moderate-Income Households. The Project has a base density of 9 units, is proposing 13 units, equivalent to an 35% density bonus and is providing 2 units for VLI households (15%), which qualifies the Project to utilize three off-menu incentives. The Project includes three off-menu incentives for a reduced front yard, a reduced (north) side yard, and increased building height. In addition, the Project includes one waiver of development standards for reduced vehicle parking spaces.

The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, by locating higher-density development nearby major corridors and by providing residential units located close to commercial services and jobs, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and Vehicle Miles Traveled (VMT).

The project will include automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to 8 spaces while also providing 15 bicycle parking spaces. These features will further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. This also supports good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents and visitors.

The site is also located within the Los Angeles River Implementation Overlay, which prescribes design guidelines for all projects and with which the project conforms. The site is not located within the boundaries of and is not subject to any other specific plan or community design overlay. Except for the project's requested Density Bonus and incentives/waiver, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the development requirements of the underlying zone. The project proposes a residential development on a site designated for such uses. The requested Density Bonus and incentives/waiver are permissible by the provisions of State Density Bonus law, and the project will comply with all other applicable provisions of the zoning code.

As detailed above, the project substantially conforms with the goals and policies of the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan, Framework Element, Housing Element, and Mobility Plan 2035. The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. The project is consistent with the applicable zoning designations and regulations as permitted by State Density Bonus Law. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

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

The proposed development is situated on property located wholly within the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan area within the City of Los Angeles. The project site consists of 1 interior lot, which is rectangular shaped, encompassing a total lot area of 6,501.871 square feet or 0.149 acres. The site is therefore less than 5 acres in size and well below the 5-acre threshold. The site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with a variety of housing, commercial uses, community facilities, streets, and public transit infrastructure, that are consistent with their General Plan land use designations and zoning. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located in a long-established and urbanized area within the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan area. The site is in the Toluca Lake neighborhood that is developed with a variety of residential, commercial, public facility uses (i.e. community centers, religious institutions, schools, and hospitals) and is fully built out. Surrounding the neighborhood are other highly urbanized neighborhoods developed with similar land uses. The subject property is currently improved with an existing multi-family residential use. The project site is not within or near any listed significant ecological areas, nor will it remove any protected trees. Due to the project's location in an urbanized neighborhood and existing improvements, it is unlikely to have any value as natural habitat. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

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

The project does not exceed the threshold criteria established by the Los Angeles Department of Transportation (LADOT) for preparing a traffic study. According to the City of Los Angeles VMT Calculator Version 1.4 and LADOT Transportation Assessment Referral Form, dated July 15, 2024, the proposed 13-unit multi-family dwelling with 8 onsite vehicular parking spaces is expected to generate 65 daily vehicle trips, well below the minimum 250 daily vehicle trips that would require a traffic study.

A Noise Technical Report prepared by DKA Planning, dated July 2024, confirmed that the Project would not result in significant construction-related or operational noise impacts on the environment. The analysis considered noise

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

An Air Quality Technical Report prepared by DKA Planning, dated July 2024, evaluated the project's potential air quality effects by estimating the potential construction and operations emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project's emissions were estimated using the CalEEMod 2022.1.1.26 model for the purposes of evaluating air quality impacts of proposed projects. The analysis considered construction activity emissions during site preparation, grading, building construction, paving, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the project would not exceed SCAQMD significance thresholds for air quality impacts.

The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Low Impact Development (LID) Ordinance. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

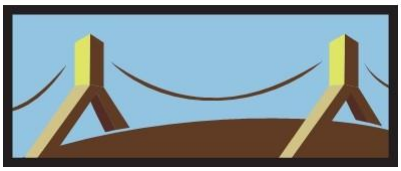
(e) The site can be adequately served by all required utilities and public services:

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

The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.

4423-4425 NORTH CARTWRIGHT AVENUE PROJECT

Air Quality Technical Report



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

AIR QUALITY TECHNICAL REPORT

Introduction

This technical report addresses the air quality impacts generated by construction and operation of a Proposed Project at 4423-4425 North Cartwright Avenue in the City of Los Angeles. The analysis evaluates the consistency of the Project with air quality policies set forth in 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), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The 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 O_3, $PM_{2.5}$, and Pb.

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

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

N/A = not available
ppm = parts per million; µg/m^3 – micrograms per cubic meter; mg/m^3 – milligrams per cubic meter
Source: USEPA, NAAQS Table (https://www.epa.gov/criteria-air-pollutants/naaqs-table) and CARB, California Ambient Air Quality Standards (https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards). Attainment status data from CARB, Ambient Air Quality Standards, and attainment status (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 O_3, PM_{10}, and $PM_{2.5}$.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

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 H_2S at levels above the State standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances

in the air. [1] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[2] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

Assembly Bill 2588 Air Toxics "Hot Spots" Program. The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective. The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.[3] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis.

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. Some examples of CARB's siting recommendations include the following: (1) avoid

1 California Air Resources Board, California Air Toxics Program, https://ww2.arb.ca.gov/our-work/programs/air-toxics-program, last reviewed by CARB September 24, 2015.

2 California Air Resources Board, Toxic Air Contaminant Identification List, https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants.

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

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.

Applicable requirements for the Proposed Project would include Section 2485 in Title 13 of the CCR, where 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. Pursuant to 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.

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:

- Rule 401 (Visible Emissions): This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 (Nuisance): This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 (Fugitive Dust): This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

- Rule 431.2 (Sulfur Content of Liquid Fuels): This rule would require use of low-sulfur fuel in construction equipment.

- Rule 445 (Wood Burning Devices: This would prohibit the inclusion of wood burning fireplaces in any residences.

- Rule 1113 Architectural Coatings: This rule limits the volatile organic compound (VOC) content of architectural coatings.

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 NO_x 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.

[4] South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

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 air quality and transportation stakeholders in Southern California to ensure compliance with federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality 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 2024-2050 RTP/SCS on April 4, 2024. The RTP/SCS addresses the transportation and air quality impacts of two million additional residents, 1.6 additional households, and 1.3 million additional jobs by 2050. The Plan calls for $751.7 billion in transportation investments and reducing vehicle miles traveled (VMT) and is the latest long-range plan, continuing to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledging how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2024-2050 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2024-2050 RTP/SCS land use pattern continues the trend of focusing 66 percent of new households and 54 percent of new jobs in Priority Development Areas and the region's High Quality Transit Corridors (HQTCs) and aims to enhance and build out the region's transit network. HQTCs are a cornerstone of land use planning best practice in the SCAG region, and studies have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

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 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 and mobility 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 Numbers 184245 and 184246) on April 13, 2016, which 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.

All-Electric Ordinance. On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.[5] This will reduce VOC and other emissions from long-term operation of new development.

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 730 feet south of the eastbound mainline of the Ventura Freeway (US-101).

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.

[5] City of Los Angeles, Ordinance 187714. https://clkrep.lacity.org/onlinedocs/2022/22-0151_ord_187714_1-23-23.pdf; November 29, 2022.

Existing Conditions

Pollutants and Effects

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[6]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High

[6] South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_X, as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC).

The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[7]

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 (diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (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.[8,9]

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

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7 California Air Resources Board, Toxic Air Contaminant Identification List, https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants.

8 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.

9 California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, $PM_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O_3 and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's East San Fernando Valley 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 2021 through 2023. The one-hour State standard for O_3 was exceeded 14 times during this three-year period, including twelve times in 2023. The federal standard was exceeded 33 times in that same period. CO and NO_2 levels did not exceed the CAAQS from 2019 to 2021 for 1-hour (and 8-hour for CO). The station did not monitor for the State standard for PM_{10} or the federal standard for $PM_{2.5}$.

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 91602) is approximately 499 in a million.[10] The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Ventura Freeway 730 feet to the north). In general, the risk at the Project Site is higher than 65 percent of the population across the South Coast Air Basin.

[10] South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed July 11, 2024.

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2021	2022	2023
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.099	0.138	0.120
Days > 0.09 ppm (State 1-hour standard)	1	1	12
Days > 0.070 ppm (Federal 8-hour standard)	2	6	25
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	2.0	1.7	N/A
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.6	1.5	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0778	0.0751	0.0514
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	64	60	N/A
Days > 50 µg/m^3 (State 24-hour standard)	3	4	N/A
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	61.0	33.7	N/A
Days > 35 µg/m^3 (Federal 24-hour standard)	12	0	N/A
Sulfur Dioxide (SO_2)			
Maximum 1-hour Concentration (ppb)	2.2	6.5	N/A
Days > 0.25 ppm (State 1-hour standard)	0	0	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 East San Fernando Valley subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed July 11, 2024.

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 6037143100) is located in the 45th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 45 percent of other communities within California.[11]

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. CARB has identified several groups that 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

[11] Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed July 11, 2024.

centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area within the Toluca Lake neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences – 4427 Cartwright Avenue; five feet north of the Project Site.
- Residences – 4418-4430 Cartwright Avenue; five feet south of the Project Site.
- Residences – 4415 Cartwright Avenue; 50 feet east of the Project Site.
- Residences - Landale Street/Moorpark street; as close as 60 feet west of the Project Site to inhabited buildings.

Existing Project Site Emissions. The Project Site is improved with two single-family residences totaling 2,304 square feet.[12] As summarized in Table 3, most existing air quality emissions are associated with the 19 daily vehicle trips traveling to and from the Project Site.[13]

Table 3

Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.4	<0.1	2.2	<0.1	0.4	0.4
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.1	0.1	0.6	<0.1	0.1	<0.1
Regional Total	**0.4**	**0.1**	**2.8**	**<0.1**	**0.5**	**0.4**

Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.26 model runs (included in Technical Appendix). Emissions reflect daily summer season. Totals may not add up due to rounding.

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) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential emissions from construction and operation of the Project. 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. Where available, project-specific information was provided on the schedule of construction activities and the anticipated equipment inventory. Otherwise, model default values were used for equipment usage rates,

[12] City of Los Angeles, ZIMAS database, accessed July 18, 2024.

[13] DKA Planning, 2024, based on CalEEMod 2022.1.1.26 model using ITE Trip Generation rates (11th Edition).

worker trip lengths, emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by 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. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis.

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.[14] 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.[15] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[16] This is appropriate given the 0.15-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

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

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

15 South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 2009.

16 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf, 2008.

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 LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008. [17] The LSTs for $PM_{2.5}$ were established in October 2006 and updated on October 21, 2009. [18] [19] Table 4 presents the significance criteria for both construction and operational emissions.

Table 4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	80	55	80
Carbon Monoxide (CO)	550	498	550	498
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 assumed a one-acre and 25-meter (82-foot) receptor distance in the East San Fernando Valley source receptor area. The SCAQMD has not developed LST values for VOC or SO_X. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).

Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2023

Operations. CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions are produced by mobile sources (vehicular travel) and stationary sources (e.g., 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, where applicable. CalEEMod has derived default emissions factors for electricity and natural gas use that are applied to the size and land use type of the Project. CalEEMod also estimates operational emissions associated with water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.[20] To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions

17 Ibid.

18 South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf, October 2006.

19 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 21, 2009.

20 Energy consumption estimates with CalEEMod 2022.1.1.26 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.

generated by the Project was compared against SCAQMD's significance thresholds. [21] 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:

(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

[21] 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).

- 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:[22]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

(b) Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[23] As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality

[22] South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

[23] South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

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;[24] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[25]

- 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).[26]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[27]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

(c) Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[28]

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24 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.

25 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.

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

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

28 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).

- 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.[29] 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:[30]

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

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

Project Design Features. The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),[31] which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).[32] Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards. 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. In accordance with City Ordinance 187714, the Project would be all-electric.

The Project's lower off-street parking supply will reduce car ownership rates and resulting vehicle use

[29] 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.

[30] South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, p. 12-3.

[31] City of Los Angeles Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building.

[32] California Building Codes: http://www.bsc.ca.gov/Codes.aspx.

that will reduce energy and air quality emissions. The Project's infill location is a design feature that would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) 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 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. [33] Determining whether 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 a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS, which accommodates 4,315,900 persons; 1,828,201 households; and 2,137,732 jobs in the City of Los Angeles by 2050. Once the 2022 AQMP is updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

[33] While SCAG adopted the 2024-2050 RTP/SCS on April 4, 2024, the region's applicable air quality plan is the 2022 AQMP, which is based on the growth assumptions of the 2020-2045 RTP/SCS. Once the 2022 AQMP is updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Medium Residential" in the General Plan Framework and zoned C4 (Commercial Zone), which permits residential uses. It also includes zoning classifications that allow residential development, including "Housing Element Inventory of Sites-Housing Replacement Requirements (ZI-2512)", which requires on-site replacement housing. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population and housing 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

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,[34] the Project would add a net residential population of approximately 27 people to the Project Site based on the eleven net dwelling units proposed. The Project's residential population would represent approximately 0.003 percent of the forecast population growth between 2016 and 2045 and be consistent with the local growth assumptions that formed the basis of the region's 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, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an 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 CALGreen through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric.

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. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

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

City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options and would help reduce air quality emissions in several ways:

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[35]
- 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 will reduce on-site parking supply (eight spaces for 13 residences) that will by definition reduce car ownership and resulting vehicle travel.
- There is substantial public transit service in the area, including:
  - Metro Line 155 which connects Sherman Oaks with the Burbank Metrolink station via Cahuenga Boulevard near the Project Site. The nearest bus stop is at Riverside Drive northeast of the Project Site.
  - Metro Line 222 which connects the Burbank Airport to Hollywood via Riverside Drive near the Project Site. The nearest bus stop is at Lankershim Boulevard northwest of the Project Site.
  - Metro Line 224 which connects Sherman Oaks with the Burbank Metrolink station via Cahuenga Boulevard near the Project Site. The nearest bus stop is at Riverside Drive northeast of the Project Site.
  - LADOT Line 549 which connects Sherman Oaks with Pasadena via Riverside Drive near the Project Site. The nearest bus stop is at Lankershim Boulevard northeast of the Project Site.
- The project will provide two short- and 13 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 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**Consistent.** The Project's infill location will reduce vehicle travel and associated criteria pollutants over development on greenfield sites outside the urban core

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

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	and be consistent with the region's AQMP attainment plan.
Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent.** The Project's infill location will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips.
Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Project addresses the relationship between land use, transportation, and air quality with its infill location in proximity to bus transit alternatives to driving alone. This reduces mobile source emissions and contributes to the region's AQMP attainment plan by limiting the impacts of development and resulting vehicle emissions.
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 methods such as site orientation and tree planting.	**Consistent.** The Project's infill location will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The use of electricity at the Project Site will substantially reduce VOC and other emissions from combustion of fossil fuels. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Objective 1.1. It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent.** The Project is consistent with the growth forecasts that underly the attainment demonstration in the 2022 AQMP. As such, the Project reduces air pollutants consistent with the AQMP.
Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**Consistent.** The Project would reduce particulate emissions during construction activities through compliance with SCAQMD Rule 403 (Fugitive Dust) that will reduce PM_{10} and $PM_{2.5}$ emissions from unpaved areas.
Objective 2.1. It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** The Project's infill location and proximity to bus transit will reduce work trips, as the transit mode split for commuting will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** The Project's infill location and proximity to bus transit will reduce all trips, as the transit mode split and active transportation options will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 5.1. It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	**Consistent.** The Project would advance the City's energy efficiency objectives. The use of electricity at the Project Site will substantially reduce VOC and other emissions from combustion of fossil fuels. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	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 Project's reduced off-street parking supply (eight spaces for 13 residences) will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines 155, 222, and 224 that provide local bus service within walking distance of the Project Site, while LADOT Commuter Express Line 549 provides access to Pasadena and Sherman Oaks. Residents and visitors can benefit from the two short- and 13 long-term bicycle parking spaces on-site for residents and workers.
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.** The Project would discourage single-occupant vehicle use because of the limited parking (eight spaces for 13 residences) that will ensure low car ownership rates that reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines 155, 222, and 224 that provide local bus service within walking distance of the Project Site, while LADOT Commuter Express Line 549 provides access to Pasadena and Sherman Oaks. Residents and visitors can benefit from the two short- and 13 long-term bicycle parking spaces on-site for residents and workers.
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 limited parking (eight spaces for 13 residences) will ensure low car ownership rates that reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines 155, 222, and 224 that provide local bus service within walking distance of the Project

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	Site, while LADOT Commuter Express Line 549 provides access to Pasadena and Sherman Oaks. Residents and visitors can benefit from the two short- and 13 long-term bicycle parking spaces on-site for residents and workers.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Metro Lines 155, 222, and 224 that provide local bus service within walking distance of the Project Site, while LADOT Commuter Express Line 549 provides access to Pasadena and Sherman Oaks. Residents and visitors can benefit from the two short- and 13 long-term bicycle parking spaces on-site for residents and workers.
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.	**Not Applicable.** This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by 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, who can use public transit, including limited parking (eight spaces for 13 residences) that will ensure low car ownership rates that reduce vehicle travel and VMT. In turn, the Project Site

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	is well-served by public transit, including Metro Lines 155, 222, and 224 that provide local bus service within walking distance of the Project Site, while LADOT Commuter Express Line 549 provides access to Pasadena and Sherman Oaks. Residents and visitors can benefit from the two short- and 13 long-term bicycle parking spaces on-site for residents and workers. The Project would also include three electric vehicle charging stations and two more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro Lines 155, 222, and 224 that provide local bus service within walking distance of the Project Site, while LADOT Commuter Express Line 549 provides access to Pasadena and Sherman Oaks. Residents and visitors can benefit from the two short- and 13 long-term bicycle parking spaces on-site for residents and workers.
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

Table 5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include three electric vehicle charging stations and two more spaces with conduits and supplies for future charging stations. The Project would be powered by electricity, pursuant to City Ordinance 187714.
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, 2024.	

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.[36]

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.26 model and a projected construction schedule of at least 19 months. Table 6 summarizes the potential construction schedule that was modeled for air quality impacts.

Table 6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 200 tons of debris hauled 35 miles to landfill in 14-cubic yard capacity trucks.
Grading	Month 2 (one week)	Fine grading of Project Site with balanced grading plan.
Trenching	Months 3-4	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-12	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 13-19	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2024.		

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.

[36] South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf: "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.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Regional Emissions

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_X emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where soil would be cut and filled to produce a balanced grading plan. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in Table 7, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[37] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2021-2023) for the Project area.

[37] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 2009.

Table 7
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2025	1.1	10.1	10.5	<0.1	2.6	1.5
2026	0.6	0.9	1.3	<0.1	0.1	<0.1
Maximum Regional Total	1.1	10.1	10.5	<0.1	2.6	1.5
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	1.0	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	N/A	80	498	N/A	4	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.26 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in East San Fernando Valley source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the East San Fernando Valley 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 north and south of the Project Site on Cartwright Avenue. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7, above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and 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.[38] Energy sources include electricity for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add approximately 46 net vehicle trips to local roadways and the region's air quality airshed on a weekday at the start of operations in 2026.[39]

As shown in Table 8, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 8
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.4	<0.1	0.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.2	0.1	1.6	<0.1	0.3	0.1
Regional Total	0.6	0.1	2.5	<0.1	0.3	0.1
Existing Total	-0.4	-0.1	-2.8	-<0.1	-0.5	-0.4
Net Regional Total	0.2	<0.1	-0.3	<0.1	-0.2	-0.3
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	<0.4	0.1	-2.0	<0.1	-0.3	-0.3
Localized Significance Threshold	N/A	80	498	N/A	1	1
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on one-acre site with 25-meter distances to receptors in East San Fernando Valley SRA
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.26 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. There are several sensitive receptors within 0.25 miles (1,320 feet) of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences – 4427 Cartwright Avenue; five feet north of the Project Site.
- Residences – 4418-4430 Cartwright Avenue; five feet south of the Project Site.

[38] In 2021, CARB adopted regulations requiring that all small (25 horsepower and below) spark-ignited off-road engines (e.g., lawn and gardening equipment) be zero emission starting in model year 2024. Standards for portable generators and large pressure washers are given until model year 2028 to be electric-powered.

[39] City of Los Angeles VMT Calculator, version 1.4 screening analysis.

- Residences – 4415 Cartwright Avenue; 50 feet east of the Project Site.
- Residences - Landale Street/Moorpark street; as close as 60 feet west of the Project Site to inhabited buildings.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 7, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile 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, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 19 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[40] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[41] Together, 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 Proposed Project is not considered a land use that generates substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[42] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, 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 ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 46 net vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026.[43] The majority of vehicle-related impacts at the Project Site would come from four and four vehicles entering and exiting the development during the peak A.M. and P.M. hours,

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

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

42 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

43 Cit of Los Angeles VMT Calculator, v1.4.

respectively.[44] This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.2 percent of the 2,414 vehicles currently using Lankershim Boulevard at Riverside Drive in the A.M. peak hour, an intersection that would be used for the haul route as trucks travel to and from the landfill.[45] Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 24,140 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.[46]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions. [47] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[48] The Project would not generate a 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 intermittent odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

Cumulative Impacts

[44] DKA Planning, 2024. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

[45] DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Lankershim Boulevard at Riverside Drive, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/LANKERSHIM.RIVERSIDE.110505-AUTO.pdf 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

[46] South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

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

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

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.

Any potential development closer to the Project Site and/or sensitive receptors could contribute to localized air quality 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."[49] CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.[50]

There is one potential related projects identified by the City of Los Angeles within 0.5 miles of the Proposed Project.[51] This mixed-use residential and retail project at 10601 Riverside Drive is 600 feet northeast of the Project Site. As a result, one project is assumed to potentially undergo concurrent construction with the Proposed Project. The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

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 2020-2045 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. [52] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

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

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

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

52 White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

As summarized in Table 7, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

Operation

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

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD

rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

TECHNICAL APPENDIX

DouglasKim+Associates,LLC

EXISTING EMISSIONS

4423 Cartwright Avenue (Existing) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	4423 Cartwright Avenue (Existing)
Operational Year	2024
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	23.8
Location	4423 Cartwright Ave, North Hollywood, CA 91602, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3928
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	2.00	Dwelling Unit	0.15	2,304	1,000	—	5.00	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	0.12	2.82	0.01	0.41	0.12	0.53	0.39	0.03	0.43
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.42	0.13	2.66	0.01	0.41	0.12	0.53	0.39	0.03	0.43
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.09	0.80	< 0.005	0.03	0.12	0.15	0.03	0.03	0.06
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.15	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.05	0.61	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Area	0.36	0.04	2.20	0.01	0.41	—	0.41	0.39	—	0.39
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.43	0.12	2.82	0.01	0.41	0.12	0.53	0.39	0.03	0.43
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.06	0.56	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Area	0.35	0.04	2.09	0.01	0.41	—	0.41	0.39	—	0.39
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.42	0.13	2.66	0.01	0.41	0.12	0.53	0.39	0.03	0.43
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.06	0.56	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Area	0.08	< 0.005	0.22	< 0.005	0.03	—	0.03	0.03	—	0.03
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.15	0.09	0.80	< 0.005	0.03	0.12	0.15	0.03	0.03	0.06
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Area	0.01	< 0.005	0.04	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.03	0.02	0.15	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.07	0.05	0.61	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Total	0.07	0.05	0.61	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.07	0.06	0.56	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Total	0.07	0.06	0.56	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Total	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.30	0.04	2.09	0.01	0.41	—	0.41	0.39	—	0.39
Consumer Products	0.05	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.36	0.04	2.20	0.01	0.41	—	0.41	0.39	—	0.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.30	0.04	2.09	0.01	0.41	—	0.41	0.39	—	0.39
Consumer Products	0.05	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Total	0.35	0.04	2.09	0.01	0.41	—	0.41	0.39	—	0.39
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.03	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Consumer Products	0.01	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.01	< 0.005	0.04	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	18.9	19.1	17.1	6,809	167	169	151	60,215

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2

Conventional Wood Stoves	0
Catalytic Wood Stoves	1
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)
4665.599999999999	1,555	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	13,266	690	0.0489	0.0069	106,521

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	74,548	17,141

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	1.33	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	11.7	annual days of extreme heat
Extreme Precipitation	7.30	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 ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (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	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1
AQ-PM	63.0
AQ-DPM	75.3
Drinking Water	83.1
Lead Risk Housing	32.2
Pesticides	7.10
Toxic Releases	67.4
Traffic	93.6
Effect Indicators	—

CleanUp Sites	83.0
Groundwater	79.7
Haz Waste Facilities/Generators	77.9
Impaired Water Bodies	43.8
Solid Waste	54.8
Sensitive Population	—
Asthma	27.2
Cardio-vascular	22.5
Low Birth Weights	7.17
Socioeconomic Factor Indicators	—
Education	48.0
Housing	46.5
Linguistic	2.81
Poverty	29.5
Unemployment	63.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	91.36404466
Employed	83.80597973
Median HI	87.16797126
Education	—
Bachelor's or higher	85.98742461
High school enrollment	100
Preschool enrollment	64.72475298
Transportation	—

Auto Access	66.18760426
Active commuting	68.43320929
Social	—
2-parent households	97.02296933
Voting	50.60952137
Neighborhood	—
Alcohol availability	20.83921468
Park access	81.35506224
Retail density	90.82509945
Supermarket access	55.92198127
Tree canopy	69.3314513
Housing	—
Homeownership	33.00397793
Housing habitability	57.43616066
Low-inc homeowner severe housing cost burden	57.44899269
Low-inc renter severe housing cost burden	54.20248941
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	84.88387014
Arthritis	56.7
Asthma ER Admissions	69.0
High Blood Pressure	63.5
Cancer (excluding skin)	19.8
Asthma	80.2
Coronary Heart Disease	63.8
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	87.3
Life Expectancy at Birth	84.8

Cognitively Disabled	92.5
Physically Disabled	33.4
Heart Attack ER Admissions	74.3
Mental Health Not Good	80.9
Chronic Kidney Disease	79.8
Obesity	69.5
Pedestrian Injuries	88.8
Physical Health Not Good	83.3
Stroke	75.8
Health Risk Behaviors	—
Binge Drinking	11.3
Current Smoker	76.6
No Leisure Time for Physical Activity	93.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	53.3
Elderly	36.8
English Speaking	91.6
Foreign-born	25.8
Outdoor Workers	91.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	39.1
Traffic Density	92.7
Traffic Access	48.8
Other Indices	—
Hardship	6.8
Other Decision Support	—

2016 Voting	52.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	45.0
Healthy Places Index Score for Project Location (b)	87.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	—
Operations: Hearths	—

DouglasKim+Associates,LLC

FUTURE EMISSIONS

4423 Cartwright Avenue (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	4423 Cartwright Avenue (Future)
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	23.8
Location	4423 Cartwright Ave, North Hollywood, CA 91602, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3928
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	13.0	Dwelling Unit	0.15	11,919	233	—	32.0	—

Enclosed Parking with Elevator	8.00	Space	0.00	3,200	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.	0.57	5.26	7.72	0.01	0.22	0.16	0.37	0.20	0.04	0.24
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.39	3.29	4.68	0.01	0.13	0.13	0.27	0.12	0.04	0.16
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.60	0.85	< 0.005	0.02	0.02	0.05	0.02	0.01	0.03

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—

2025	0.57	5.26	7.72	0.01	0.22	0.16	0.37	0.20	0.04	0.24
2026	0.55	0.86	1.27	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
2026	0.55	0.87	1.25	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.39	3.29	4.68	0.01	0.13	0.13	0.27	0.12	0.04	0.16
2026	0.23	0.36	0.52	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.07	0.60	0.85	< 0.005	0.02	0.02	0.05	0.02	0.01	0.03
2026	0.04	0.07	0.10	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

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)	—	—	—	—	—	—	—	—	—	—
2025	0.57	5.26	7.72	0.01	0.22	0.16	0.37	0.20	0.04	0.24
2026	0.55	0.86	1.27	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
2026	0.55	0.87	1.25	< 0.005	0.02	0.03	0.05	0.02	0.01	0.03
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.39	3.29	4.68	0.01	0.13	0.13	0.27	0.12	0.04	0.16
2026	0.23	0.36	0.52	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.07	0.60	0.85	< 0.005	0.02	0.02	0.05	0.02	0.01	0.03

2026	0.04	0.07	0.10	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.18	2.47	< 0.005	0.01	0.33	0.34	0.01	0.08	0.09
Mit.	0.57	0.15	2.46	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
% Reduced	< 0.5%	18%	1%	—	47%	—	1%	50%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.48	0.18	1.49	< 0.005	< 0.005	0.33	0.34	< 0.005	0.08	0.09
Mit.	0.48	0.15	1.47	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
% Reduced	< 0.5%	18%	1%	—	53%	—	1%	55%	—	3%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.19	2.12	< 0.005	0.01	0.33	0.33	0.01	0.08	0.09
Mit.	0.54	0.16	2.11	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
% Reduced	< 0.5%	17%	1%	—	49%	—	1%	51%	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.04	0.39	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Mit.	0.10	0.03	0.38	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
% Reduced	< 0.5%	17%	1%	6%	49%	—	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	0.21	0.14	1.58	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Area	0.36	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.57	0.18	2.47	< 0.005	0.01	0.33	0.34	0.01	0.08	0.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	0.15	1.47	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Area	0.28	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.48	0.18	1.49	< 0.005	< 0.005	0.33	0.34	< 0.005	0.08	0.09
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	0.15	1.51	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.08
Area	0.34	0.01	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.54	0.19	2.12	< 0.005	0.01	0.33	0.33	0.01	0.08	0.09
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.03	0.27	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Area	0.06	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Energy	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.10	0.04	0.39	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	0.14	1.58	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Area	0.36	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.57	0.15	2.46	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	0.15	1.47	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Area	0.28	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.48	0.15	1.47	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	0.15	1.51	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.08

Area	0.34	0.01	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.54	0.16	2.11	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.03	0.27	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Area	0.06	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.10	0.03	0.38	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.12	0.12	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.2. Demolition (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.12	0.12	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.3. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.14	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43

Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.14	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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
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	0.27	2.68	3.61	0.01	0.11	—	0.11	0.10	—	0.10
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	0.49	0.66	< 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	0.05	0.05	0.74	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.63	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 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
Average Daily	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. 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	0.27	2.68	3.61	0.01	0.11	—	0.11	0.10	—	0.10
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	0.49	0.66	< 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	0.05	0.05	0.74	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.63	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 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
Average Daily	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Architectural Coating (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Architectural Coating (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	0.43	—	—	—	—	—	—	—	—	—

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	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.36	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	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	0.01	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	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	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. 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	0.43	—	—	—	—	—	—	—	—	—
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	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.36	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	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	0.01	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	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	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Trenching (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Trenching (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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	< 0.005	0.03	0.01	< 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	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.03	0.01	< 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	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.01	< 0.005	< 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	0.01	< 0.005	< 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.26	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.36	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.26	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Total	0.28	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.05	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.06	< 0.005	0.11	< 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	0.26	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.36	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.26	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Total	0.28	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.05	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.06	< 0.005	0.11	< 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
Demolition	Demolition	1/1/2025	1/31/2025	5.00	23.0	—
Grading	Grading	2/3/2025	2/8/2025	5.00	5.00	—
Building Construction	Building Construction	2/10/2025	10/31/2025	5.00	190	—
Architectural Coating	Architectural Coating	12/1/2025	7/31/2026	5.00	175	—
Trenching	Trenching	11/1/2025	11/28/2025	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20

Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT

Demolition	Hauling	2.17	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.91	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.14	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT

Demolition	Hauling	2.17	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.91	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.14	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	24,136	8,045	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	200	—
Grading	—	—	3.75	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
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	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	65.0	65.0	65.0	23,725	466	466	466	170,090

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	65.0	65.0	65.0	23,725	466	466	466	170,090

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	14
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	14
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)
24135.975	8,045	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	42,685	690	0.0489	0.0069	129,030
Enclosed Parking with Elevator	11,813	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	44,126	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	11,813	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	484,559	3,994
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	484,559	3,994
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	7.99	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	7.99	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	11.7	annual days of extreme heat
Extreme Precipitation	7.30	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 ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (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

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	74.1
AQ-PM	63.0
AQ-DPM	75.3
Drinking Water	83.1
Lead Risk Housing	32.2
Pesticides	7.10
Toxic Releases	67.4

Traffic	93.6
Effect Indicators	—
CleanUp Sites	83.0
Groundwater	79.7
Haz Waste Facilities/Generators	77.9
Impaired Water Bodies	43.8
Solid Waste	54.8
Sensitive Population	—
Asthma	27.2
Cardio-vascular	22.5
Low Birth Weights	7.17
Socioeconomic Factor Indicators	—
Education	48.0
Housing	46.5
Linguistic	2.81
Poverty	29.5
Unemployment	63.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	91.36404466
Employed	83.80597973
Median HI	87.16797126
Education	—
Bachelor's or higher	85.98742461
High school enrollment	100

Preschool enrollment	64.72475298
Transportation	—
Auto Access	66.18760426
Active commuting	68.43320929
Social	—
2-parent households	97.02296933
Voting	50.60952137
Neighborhood	—
Alcohol availability	20.83921468
Park access	81.35506224
Retail density	90.82509945
Supermarket access	55.92198127
Tree canopy	69.3314513
Housing	—
Homeownership	33.00397793
Housing habitability	57.43616066
Low-inc homeowner severe housing cost burden	57.44899269
Low-inc renter severe housing cost burden	54.20248941
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	84.88387014
Arthritis	56.7
Asthma ER Admissions	69.0
High Blood Pressure	63.5
Cancer (excluding skin)	19.8
Asthma	80.2
Coronary Heart Disease	63.8
Chronic Obstructive Pulmonary Disease	74.0

Diagnosed Diabetes	87.3
Life Expectancy at Birth	84.8
Cognitively Disabled	92.5
Physically Disabled	33.4
Heart Attack ER Admissions	74.3
Mental Health Not Good	80.9
Chronic Kidney Disease	79.8
Obesity	69.5
Pedestrian Injuries	88.8
Physical Health Not Good	83.3
Stroke	75.8
Health Risk Behaviors	—
Binge Drinking	11.3
Current Smoker	76.6
No Leisure Time for Physical Activity	93.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	53.3
Elderly	36.8
English Speaking	91.6
Foreign-born	25.8
Outdoor Workers	91.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	39.1
Traffic Density	92.7
Traffic Access	48.8
Other Indices	—

Hardship	6.8
Other Decision Support	—
2016 Voting	52.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	45.0
Healthy Places Index Score for Project Location (b)	87.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans
Construction: Construction Phases	—
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

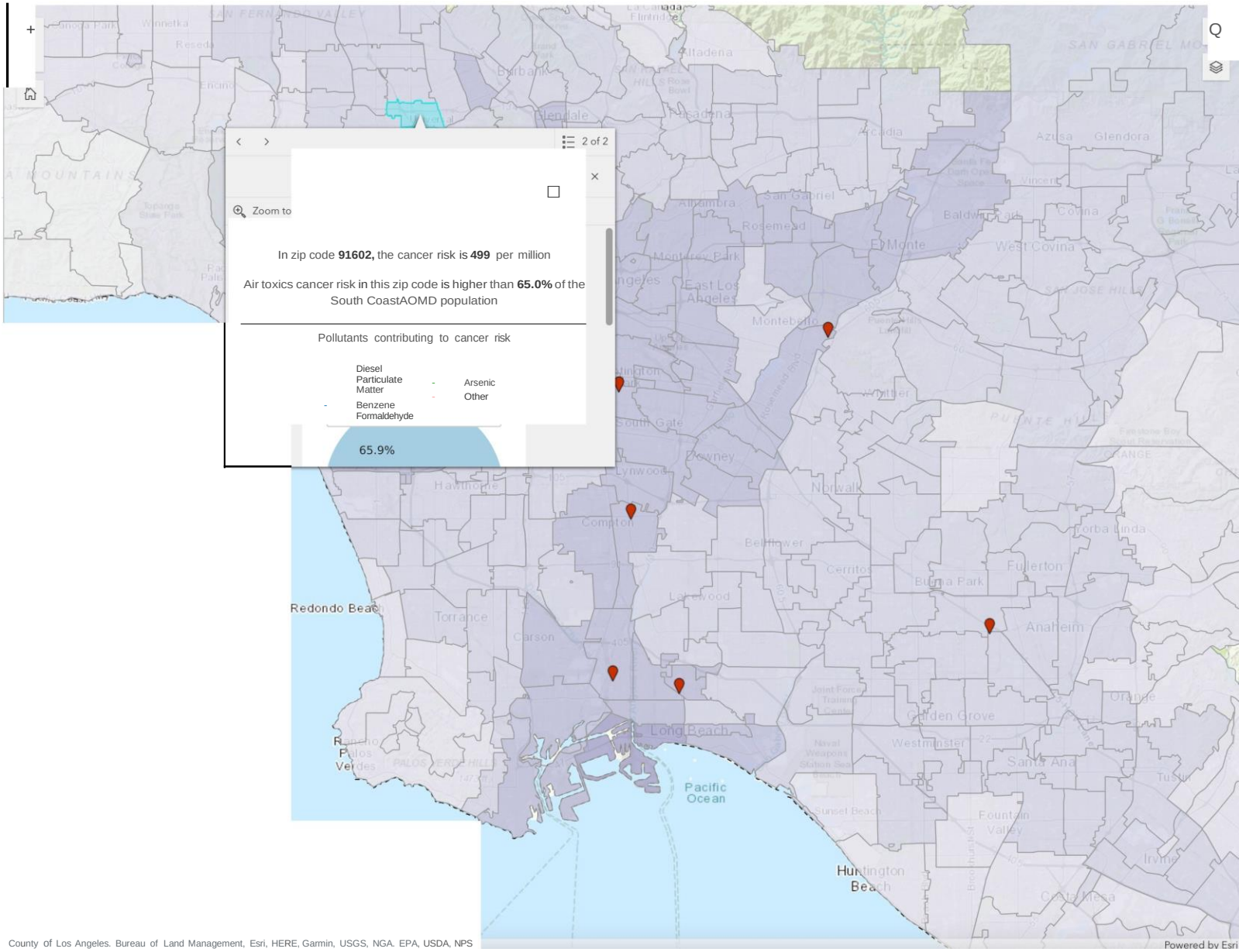
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601-4800
- 1451 -1600
- 1301 -1450
- 1151 -1300
- 1001 -1150
- 851 - 1000
- 701 - 850
- 551-700
- 401-550
- 251-400
- 101-250
- 0-100

South Coast AQMD Boundary

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



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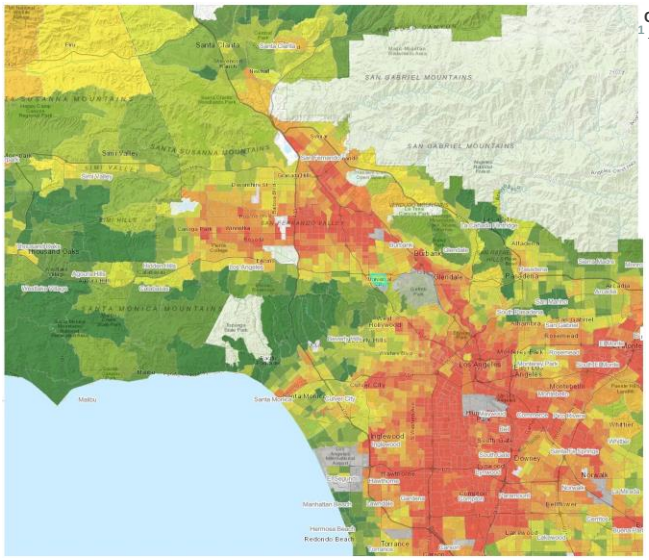
CALENVIROSCREEN 4.0 OUTPUT

Legend

CalEnviroScreen 4.0 Results

- > 90 - 100 (Highest Scores)
- >80-90
- > 70-80
- > 60- 70
- > SO- 60
- > 40- SO
- > 30-40
- >20-30
- > 10-20
- 0 - 10 (Lowest Scores)

CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6037143100 (Population: 4,389)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037143100 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	45
Pollution Burden Percentile	95
Population Characteristics Percentile	18

Ex osures

Ozone	74
Particulate Matter 2.5	63
Diesel Particulate Matter	75
Toxic Releases	67
Traffic	94
Pesticides	7
Drinking Water	83
Lead from Housing	32

Environmental Effects

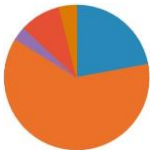
Cleanup Sites	83
Groundwater Threats	80
Hazardous Waste	78
Impaired Waters	44
Solid Waste	55

Sensitive Po

Asthma	27
Low Birth Weight	7
Cardiovascular Disease	22

Socioeconomic Factors

Education	48
Linguistic Isolation	
Poverty	29
Unemployment	63
Housing Burden	46



Race/Ethnicity Profiles

Hover your mouse over the pie chart segment to see the race/ethnicity in percentages and approximate counts

Age Profiles

Hover your mouse over the pie chart segment to see the age characteristics in percentages and approximate counts.

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CUMULATIVE PROJECTS

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 57565
Address: 4423 N CARTWRIGHT AV
, CA
Lat/Long: 34.1511, -118.363

Buffer Radius: 1500 feet

Search

Column

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 -

Record Count: 2 | Record Per Page: All Records

Results generated since: (7/8/2024 8:55:14 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (feet)
22320	SF Valley	SFV	4	2005	Cohen Apartments (10621-10623 riverside)	82 Unit ents & 13,327sf retail	10601 Riverside Dr	01/11/2005	☐	701.5

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	82	42	51	551	8	34	33	18	
Retail	S.F. Gross Area	13327	14	32	532	9	5	14	18	ITE 814 (specialty retail) less 10% pass by
			56	**83**	**1083**		**17**	**39**	**47**	**36**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (feet)
44161	SF Valley	SFV	4	2016	Mixed UseProject	179 units apartments + 5,684sft retail	10850 RIVERSIDE DRIVE	03/30/2017	☐	1244.2

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use			83	113	1246	10	73	75	38	
			83	**113**	**1246**		**10**	**73**	**75**	**38**

4423-4425 NORTH CARTWRIGHT AVENUE PROJECT

Noise Technical Report

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

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 4423-4425 North Cartwright Avenue in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

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

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]

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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 State 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.

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6 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

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

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. This includes Section 111.02, which 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 prohibits 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 prevents 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 regulates vehicle-related noise. 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 elevate ambient noise levels by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located in a residential area within the Toluca Lake neighborhood. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences – 4427 Cartwright Avenue; five feet north of the Project Site.

- Residences – 4418-4430 Cartwright Avenue; five feet south of the Project Site.
- Residences – 4415 Cartwright Avenue; 50 feet east of the Project Site.
- Residences - Landale Street/Moorpark street; as close as 60 feet west of the Project Site to inhabited buildings.

Existing Ambient Noise Levels

The Project Site is improved with two single-family residences totaling 2,304 square feet that have minor sources of operational noise.[8] These include non-ducted air conditioners that are wall- or window-mounted units that can produce about 50 dB of sound pressure at three feet of distance, depending on the model and the cooling capacity.[9] These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

There is also intermittent noise from the operation of a surface parking lot in the center of the Project Site, including tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities as well as landscaping activities that are of short duration, as is occasional loading of goods that must comply with LAMC Section 114.03, as the Project Site is within 200 feet of residences.

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.[10] This includes traffic on Lankershim Boulevard, which carries about 2,414 vehicles at Riverside Drive in the A.M. peak hour.[11] Existing development contributes about 19 daily vehicle trips to and from the Project Site along local roads.[12]

In July 2024, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[13] As shown in Table 3, noise levels along roadways near the Project Site ranged from 57.9 to 62.1 dBA L_{eq},

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8 City of Los Angeles, ZIMAS database, accessed July 18, 2024.

9 Air Conditioning Systems website https://www.airconditioning-systems.com/air-conditioner-noise.html. Included sound pressure specifications for four wall-mounted inverter single split systems: Indoor MSY-GE10VA (21-36 dBA), outdoor MUY-GE10VA (46 dBA), Indoor MSY-GE24VA (37-45 dBA) and Outdoor MUY-GE24VA (55 dBA).

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

11 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Lankershim Boulevard at Riverside Drive, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/LANKERSHIM.RIVERSIDE.110505-AUTO.pdf 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

12 DKA Planning, 2024, based on CalEEMod 2022.1.1.26 model using ITE Trip Generation rates (11th Edition).

13 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.

which was generally consistent with the traffic volumes on Cartwright Avenue and Moorpark Street, respectively. Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" and "Conditionally Acceptable" for the types of land uses near the Project Site.

DouglasKim+Associates,LLC

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. 4441 Cartwright Ave.	Traffic on Cartwright Ave.	57.9	55.9	Residences – 4427, 4418-4430, 4415 Cartwright Ave.	Normally Acceptable
B. 10657 Moorpark St.	Traffic on Moorpark St.	62.1	60.1	Residences – Landale St./Moorpark St.	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.

Source: DKA Planning, 2024

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, maximum allowable noise levels allowed by the LAMC, 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,[14] 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.[15] 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.[16] For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.[17] 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.

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

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

16 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.

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

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 whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

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

Thresholds of Significance

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

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

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.[18]

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

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

Table 4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 200 tons of debris hauled 35 miles to landfill in 14-cubic yard capacity trucks.
Grading	Month 2 (one week)	Fine grading of Project Site with balanced grading plan.
Trenching	Months 3-4	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-12	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 13-19	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2024.		

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

During other phases of construction (e.g., trenching, building construction, paving, 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.

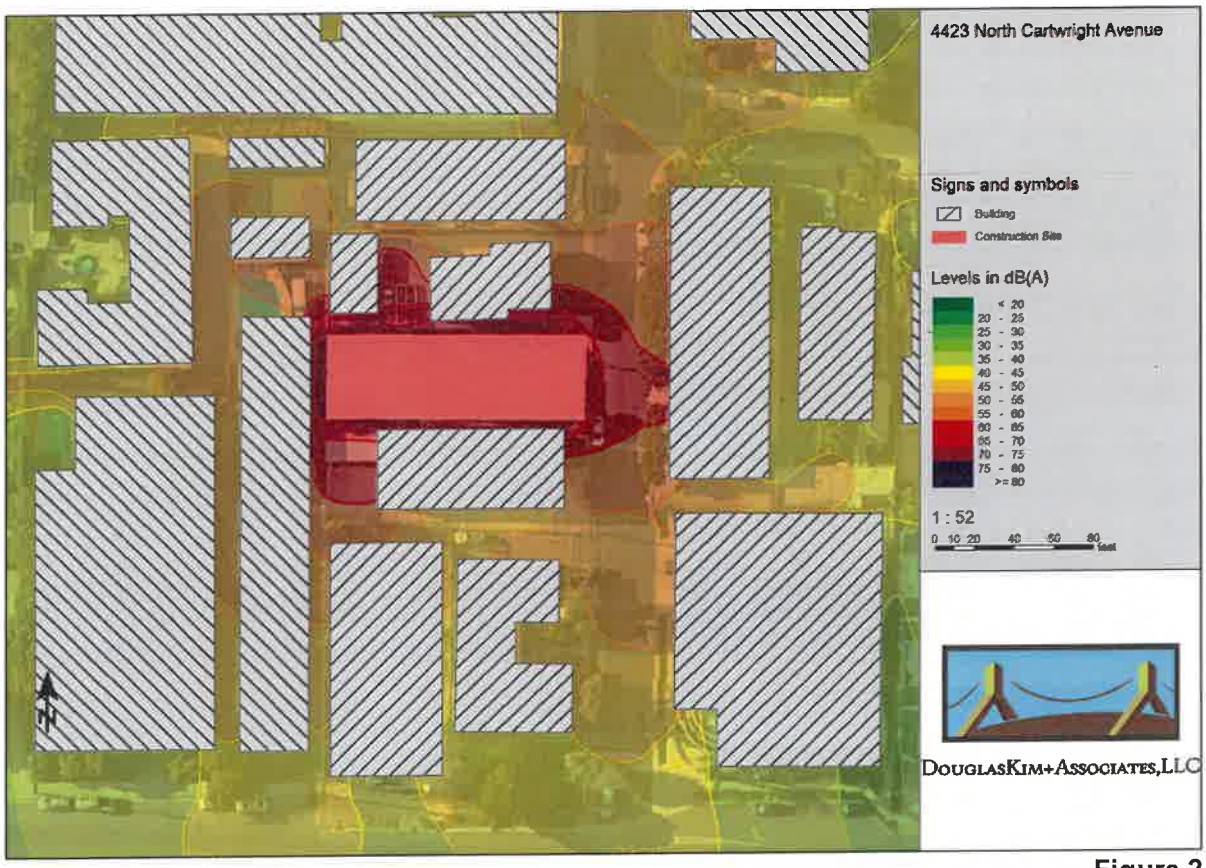

Figure 2
Construction Noise Sound Contours

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 and compliance with LAMC Section 112.05, 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 to meet these requirements.[19] These

[19] Use of quieter equipment, such as electronic-powered equipment, is quieter than diesel-powered equipment. Similarly, hydraulically-powered equipment is quieter than pneumatic power. Overall, newer equipment is generally quieter due to design improvements (e.g., tighter manufacturing tolerances, better gear meshing, quieter cooling fans). Deploying newer equipment also avoids unnecessary noise from poor maintenance (e.g., worn gear teeth or bearings, slackness between loose parts, poor lubrication, imbalance in rotating parts, obstructing in airways, damaged silencers).

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 – Landale St/ Moorpark St.	37.7	62.1	62.1	0.0	No
2. Residences – 4427 Cartwright Ave.	60.7	57.9	62.5	4.6	No
3. Residences – 4415 Cartwright Ave.	58.8	57.9	61.4	3.5	No
4. Residences – 4418-4430 Cartwright Ave.	56.8	57.9	60.4	2.5	No
Source: DKA Planning, 2024.					

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 18 peak hourly PCE trips, as summarized in Table 6, during the building construction phase.[20] This would represent about 0.7 percent of traffic volumes on Lankershim Boulevard, which carries about 2,414 vehicles at Riverside Drive in the morning peak hour of traffic.[21] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Lankershim Boulevard could serve as part of the haul route for any soil exported from the Project Site given its indirect access to the Ventura Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Lankershim Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, let alone 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.

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20 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.

21 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Lankershim Boulevard at Riverside Drive, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/LANKERSHIM.RIVERSIDE.110505-AUTO.pdf 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

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 Lankershim Blvd.[d]
Demolition	10	0	6[b]	16	0.7
Grading	2	0	0	2	0.1
Trenching	3	0	0	3	0.1
Building Construction	11	7[c]	0	18	0.7
Architectural Coating	2	0	0	2	0.1

[a] Assumes all worker trips occur in the peak hour of construction activity.
[b] The project would generate 53 haul trips over a 23-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 2 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
[d] Percent of existing traffic volumes on Lankershim Boulevard at Riverside Drive.

Source: DKA Planning, 2024

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 about 55 feet above grade that would generate incremental long-term noise impacts. This would include the use of sixteen rooftop units for heating, ventilation, and air conditioning (HVAC) along the center of the roof, with each unit distributed across the roof as needed to serve each residence. Noise from air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,[22] while other HVAC units could have a sound power of up to 76 dBA. Equipment would be designed to not elevate ambient noise levels by 5 dBA in accordance with City regulations in compliance with LAMC Section 112.02. As a result,

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

noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

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 fronting on Cartwright Avenue. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include a 118 square-foot electrical room and elevator equipment (including hydraulic pump, switches, and controllers) in the first-floor garage. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Parking-Related Activities

The majority of parking-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Cartwright Avenue. During the peak P.M. hour, up to four net vehicles would generate noise in and out of the garage, with up to four net vehicles using the garage in the peak A.M. hour.[23] These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces and minor engine acceleration. The average of one additional vehicle every fifteen minutes would not significantly elevate ambient noise levels near the Project Site or local streets.

Parking-related noise would include also include door slamming (generally instantaneous) and car alarms, while could last a few seconds. These activities would be within an enclosed garage structure and as such, shielded largely from nearby sensitive receptors. Therefore, 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. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:
    - Ground floor common open space. A 729 square-foot open space and 315 square-foot seating area at the rear of the Project Site would be shared use spaces for

23 DKA Planning, 2024, based on CalEEMod 2022.1.1.26 model using ITE Trip Generation rates (11th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

socializing or passive recreation (e.g., reading, dining), 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 floors and 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.

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 every 1.0 dB increase in noise levels above 55 dB.[24] 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.[25]

- 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 Cartwright Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[26] These intermittent noise events would be comparable to those currently serving the two residences; as such, trash collection noise would not substantially increase with the Proposed Project.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[27] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. These intermittent noise events would be comparable to those currently serving the two residences; as such, trash collection noise would not substantially increase with the Proposed Project.

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

25 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.

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

27 Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA Leq at 50 feet.

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 up to 46 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026.[28] During the peak P.M. hour, up to four vehicles would generate noise in and out of the garage via the driveway off Cartwright Avenue, with up to four net vehicles using the garage in the peak A.M. hour.[29] This would represent about 0.2 percent of traffic volumes on Lankershim Boulevard, which carries about 2,414 vehicles at Riverside Drive in the morning peak hour of traffic.[30]

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 7 summarizes the Proposed Project's consistency with these.

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

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

30 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Lankershim Boulevard at Riverside Drive, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/LANKERSHIM.RIVERSIDE.110505-AUTO.pdf 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 7
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 by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	**Consistent.** The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2024.	

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 three miles south of the Hollywood Burbank Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

Cumulative Impacts

Construction

On-Site Construction Noise

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. 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.

Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

There is one potential related project identified by the City of Los Angeles within 0.5 miles of the Proposed Project.[31] This mixed-use residential and retail project at 10601 Riverside Drive is 600 feet northeast of the Project Site. As a result, one project is assumed to potentially undergo concurrent construction with the Proposed Project.

As illustrated in Table 8, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq}. Figure 3 illustrates noise contours from any concurrent construction of the Proposed Project and the one nearby related project at 10601 Riverside Drive. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Proposed Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. 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.

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

Table 8
Cumulative 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 – Landale St/ Moorpark St.	38.1	62.1	62.1	0.0	No
2. Residences – 4427 Cartwright Ave.	60.3	57.9	62.3	4.4	No
3. Residences – 4415 Cartwright Ave.	58.7	57.9	61.3	3.4	No
4. Residences – 4418-4430 Cartwright Ave.	56.9	57.9	60.4	2.5	No
Source: DKA Planning, 2024.					

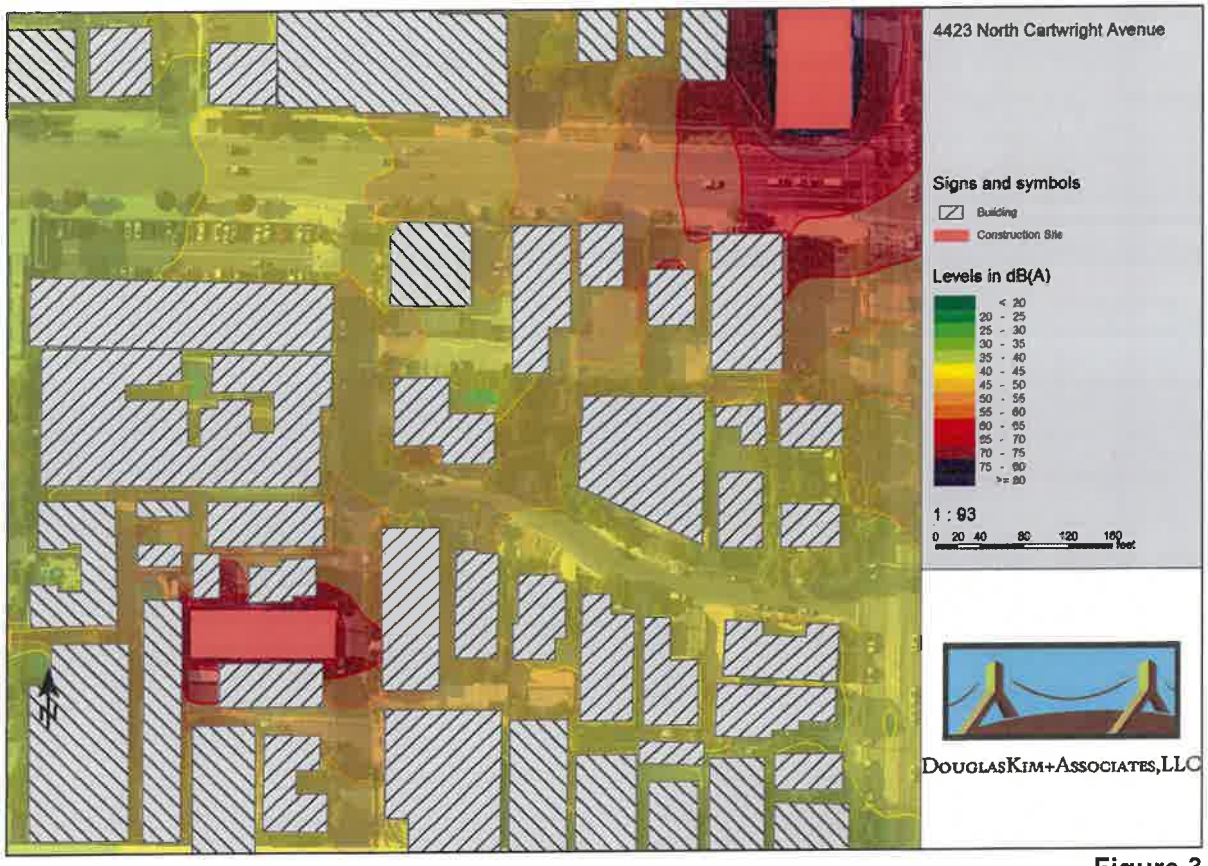


Figure 3
Construction Noise Contours from Cumulative Development

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 18 peak hourly PCE trips during the building construction phase.[32] This would represent about 0.7 percent of traffic volumes on Lankershim Boulevard, which carries about 2,414 vehicles at Riverside Drive in the morning peak hour of traffic.[33] Any related projects would have to add 2,396 peak hour vehicle trips to double volumes on Lankershim Boulevard.

The one related projects within 1,000 feet of the Project Site at 10601 Riverside Drive is an 82-unit apartment development with 13,327 square feet that could add a few hundred PCE trips onto local roads during construction, but would not be capable of doubling traffic volumes on Lankershim Boulevard or other local roads.

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 Toluca Lake neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The one related project in the vicinity of the Project Site is mixed-use and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

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

---

32 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.

33 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Lankershim Boulevard at Riverside Drive, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/LANKERSHIM.RIVERSIDE.110505-AUTO.pdf 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

along Riverside Drive and other local arterials 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 would add up to 46 net vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026, including four maximum hourly net vehicle trips in the A.M. and P.M. peak hours.[34] Related projects would have to generate substantial traffic onto local roads to elevate noise levels by 5 dBA CNEL or more. For example, related projects would need to add 2,410 vehicle trips onto Lankershim Boulevard in the peak A.M. hour to elevate noise by 3 dBA. Instead, the one related project nearby at 10601 Riverside Boulevard would add about 86 peak hour trips.[35]

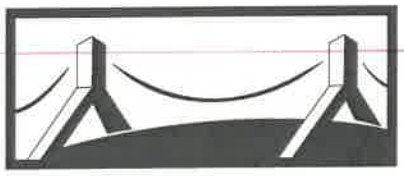
As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise 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.

[34] City of Los Angeles VMT Calculator, v1.4.

[35] City of Los Angeles, Case Logging and Tracking System; July 8, 2024.

TECHNICAL APPENDIX



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AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

7/18/2024

Information Panel

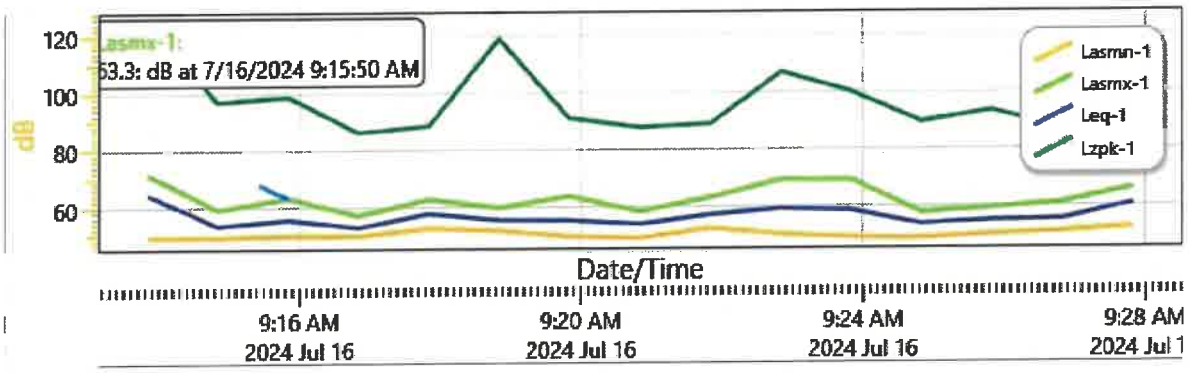
Name	4445 Cartwright Avenue
Comments	
Start Time	7/16/2024 9:12:50 AM
Stop Time	7/16/2024 9:27:53 AM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

4445 Cartwright Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7/16/2024 9:13:50 AM	124.5	49.8	71.8	64.6
9:14:50 AM	97.1	49.7	59.4	53.7
9:15:50 AM	98.8	50.3	63.3	55.8
9:16:50 AM	86.3	50.2	57.3	53.1
9:17:50 AM	88.5	52.6	62.8	57.8
9:18:50 AM	119	51.9	59.9	55.6
9:19:50 AM	91.1	49.8	63.8	55.4
9:20:50 AM	87.8	49.1	58.4	54
9:21:50 AM	89	52.4	63.2	57.2
9:22:50 AM	107	50.3	69.3	59.2
9:23:50 AM	100	49.1	69.2	58.5
9:24:50 AM	89.4	48.7	57.7	53.7
9:25:50 AM	93.4	50.1	59.2	55
9:26:50 AM	87.1	51	61.1	55.4
9:27:50 AM	117	52.5	66.3	60.8

Session Report

7/18/2024

Information Panel

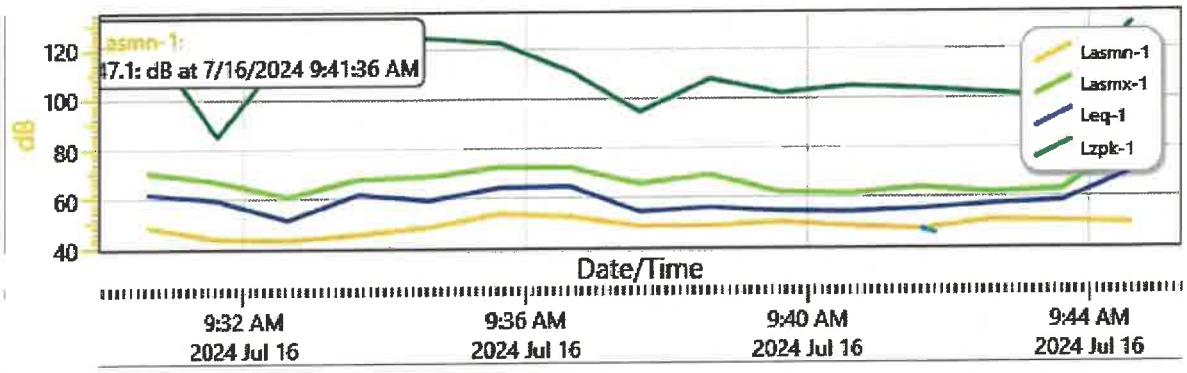
Name	10657 Moorpark Street
Comments	
Start Time	7/16/2024 9:29:37 AM
Stop Time	7/16/2024 9:44:41 AM
Run Time	00:15:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	62.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

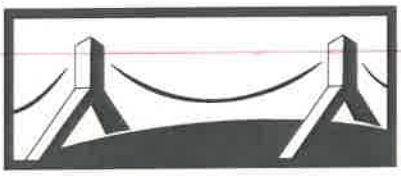
Logged Data Chart

10657 Moorpark Street: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7/16/2024 9:30:37 AM	124.4	48.6	70.7	62
9:31:37 AM	85	43.9	67	59.4
9:32:37 AM	119.9	43.3	60.9	51.5
9:33:37 AM	123.4	45.6	67.8	61.8
9:34:37 AM	124.6	48.4	68.9	59.2
9:35:37 AM	122.5	53.7	72.5	64.3
9:36:37 AM	111.2	52.5	72:3	64.7
9:37:37 AM	94.6	48.6	65.6	54.4
9:38:37 AM	107.9	48.6	69.2	56
9:39:37 AM	102.1	50	62.2	54.5
9:40:37 AM	104.9	48.3	61.5	54.1
9:41:37 AM	103.7	47.1	64	55.3
9:42:37 AM	102	50.7	61.9	57.2
9:43:37 AM	100.3	50.2	63	58.4
9:44:37 AM	130.7	49.4	81.7	70.3



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CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

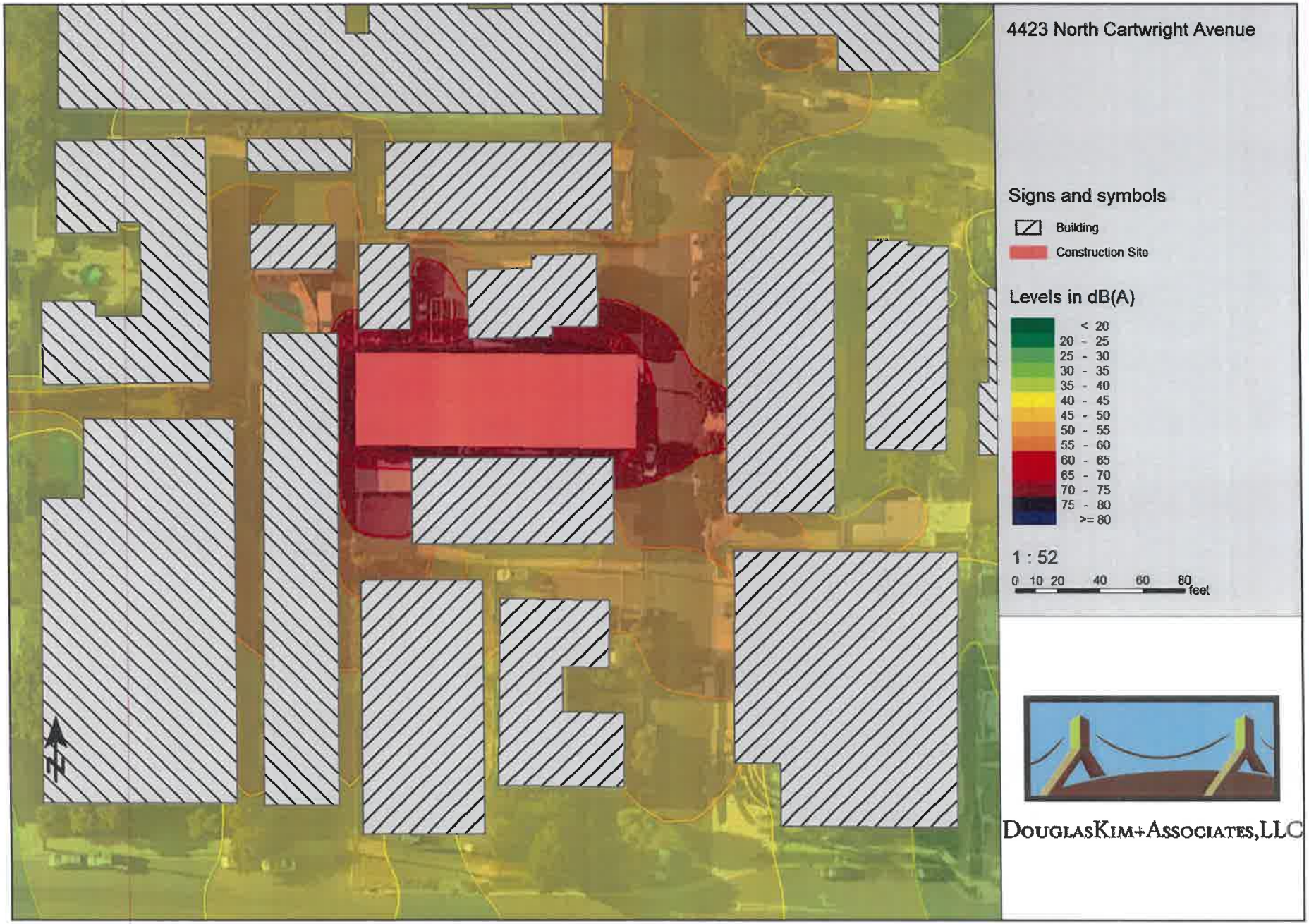
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	538 m²	Lw/unit	102.6	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residences - 4415 Cartwright Ave	11374328.17	3779732.89	East	GF	180.70	-	58.8	-
2	Residences - 4418-4430 Cartwrigh	11374344.44	3779746.84	West	GF	178.45	-	56.8	-
3	Residences - 4427 Cartwright Ave	11374326.14	3779757.72	East	GF	179.55	-	60.7	-
4	Residences - Landale St/Moorpar	11374271.05	3779687.37	South	GF	181.12	-	37.7	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 4415 Cartwright Ave.	GF		58.8
Construction Site		-	58.8
Residences - 4418-4430 Cartwright Ave.	GF		56.8
Construction Site		-	56.8
Residences - 4427 Cartwright Ave.	GF		60.7
Construction Site		-	60.7
Residences - Landale St/Moorpark St.	GF		37.7
Construction Site		-	37.7


4423 North Cartwright Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80
1 : 52
0 10 20 40 60 80 feet
N
DouglasKim+Associates,LLC


4423 North Cartwright Avenue
1 60.7
1 56.8
1 58.8
1 37.7
Signs and symbols
Building
Analyzed Sensitive Receptor
Construction Site
1 : 52
0 10 20 40 60 80
feet
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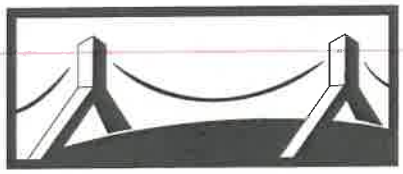

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TRAFFIC NOISE CALCULATIONS

24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter	HUGO/LAVEDIA
Date	05/05/11
Start Time	12 AM

Location	**LANKERSHIM BL AT RIVERSIDE DR**	**Day of Week**	THURSDAY	**Prepared**	06/03/11
Direction	N/S STREET	**DOT District**	EAST VALLEY	**By**	KL
Serial Number	RD97553 D	**Weather**	CLEAR		

Time	NORTHBOUND or WESTBOUND 1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	SOUTHBOUND or EASTBOUND 1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	TOTAL
12 AM	62	47	54	37	200	81	70	61	53	265	465
1 AM	35	30	37	46	148	40	63	41	38	182	330
2 AM	40	44	48	23	155	48	38	40	29	155	310
3 AM	15	16	16	13	60	17	31	17	24	89	149
4 AM	9	10	7	5	31	18	19	28	21	86	117
5 AM	15	16	18	30	79	38	61	69	81	249	328
6 AM	21	49	32	51	153	92	126	139	191	548	701
7 AM	49	64	111	133	357	204	284	336	368	1192	1549
8 AM	145	123	114	109	491	376	394	418	442	1630	2121
9 AM	136	135	125	126	522	376	354	318	249	1297	1819
10 AM	126	137	103	135	501	249	224	220	205	898	1399
11 AM	122	125	157	151	555	214	199	216	224	853	1408
12 NN	151	160	194	172	677	246	250	246	276	1018	1695
1 PM	186	178	162	206	732	252	250	267	264	1033	1765
2 PM	159	169	213	181	722	240	275	322	297	1134	1856
3 PM	187	176	193	197	753	277	320	388	305	1290	2043
4 PM	205	204	238	213	860	342	322	415	366	1445	2305
5 PM	245	249	246	229	969	420	321	378	344	1463	2432
6 PM	259	250	241	210	960	376	312	339	355	1382	2342
7 PM	196	167	170	172	705	333	324	251	246	1154	1859
8 PM	208	128	131	120	587	202	252	174	192	820	1407
9 PM	120	107	143	116	486	223	165	225	182	795	1281
10 PM	91	102	109	70	372	209	206	163	140	718	1090
11 PM	87	68	56	57	268	117	131	104	80	432	700

FIRST 12-HOURS PEAK QUARTER COUNT	**157**	11 AM	3RD	**442**	8 AM	4TH
LAST 12-HOURS PEAK QUARTER COUNT	**259**	6 PM	1ST	**420**	5 PM	1ST
24 HOUR VEHICLES TOTAL		11,343			20,128	**31,471**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	283.56		[+,-]	476.46	736.23

PEAK HOURS VOLUME

	NORTH or WEST BOUND PEAK HOUR	VEHICLE VOLUME	SOUTH or EAST BOUND PEAK HOUR	VEHICLE VOLUME	BOTH DIRECTIONS PEAK HOUR	VEHICLE VOLUME
First 12H Peak	11 AM	555	8 AM	1,630	8 AM	**2,121**
Last 12H Peak	5 PM	969	5 PM	1,463	5 PM	**2,432**
First 12H Peak STD		[+,-] 191.24		[+,-] 514.88	[+,-]	687.32
Last 12H Peak STD		[+,-] 207.21		[+,-] 305.93	[+,-]	508.86

LANRIV110505

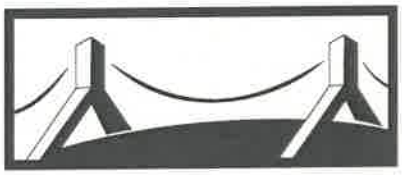
TRAFFIC VOLUME ADJUSTMENTS

North/South	Lankershim Boulevard
East/West	Riverside Drive
Year	2011
Hour	8:00-9:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/automatic_counts/LANKERSHIM.RIVERSIDE.110505-AUTO.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	491	1630				1.07%

2011	491	1,630	-	2,121		
2012	496	1,646	-	2,142		
2013	501	1,663	-	2,164		
2014	506	1,679	-	2,185		
2015	511	1,696	-	2,207		
2016	516	1,713	-	2,229		
2017	521	1,730	-	2,251		-
2018	526	1,748	-	2,274		
2019	532	1,765	-	2,297		
2020	537	1,783	-	2,320		
2021	542	1,801	-	2,343		
2022	548	1,819	-	2,366		
2023	553	1,837	-	2,390		
2024	**559**	**1,855**	**-**	**2,414**		

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	426	1,413	-	-	6,048,810	82.5%
MDT	66	220	-	-	940,092	12.8%
HDT	2	6	-	-	25,348	0.3%
Buses	1	2	-	-	9,386	0.1%
MCY	12	39	-	-	167,287	2.3%
Aux	10	33	-	-	142,856	1.9%
Total	516	1,713	-	-	7,333,779	100.0%



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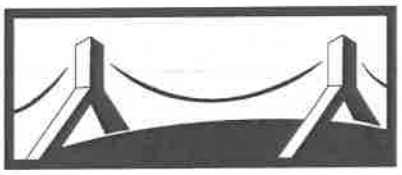
CUMULATIVE PROJECTS



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RELATED PROJECT TRIP GENERATION ESTIMATES

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 57565
Address: 4423 N CARTWRIGHT AV
, CA
Lat/Long: 34.1511, -118.363

Buffer Radius: 1500 feet

Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 2 | Record Per Page: All Records

Results generated since: (7/8/2024 8:55:14 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (feet)	Trip Info

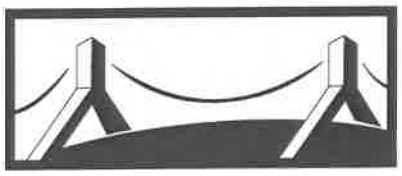
Trip Info — 22320

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	82	42	51	551	8	34	33	18	
Retail	S.F. Gross Area	13327	14	32	532	9	5	14	18	ITE 814 (specialty retail) less 10% pass by
			56	83	1083		17	39	47	36

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (feet)
44161	SF Valley	SFV	4	2016	Mixed UseProject	179 units apartments + 5,684sft retail	10850 RIVERSIDE DRIVE	03/30/2017	☐	1244.2

Trip Info — 44161

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use			83	113	1246	10	73	75	38	
			83	113	1246		10	73	75	38



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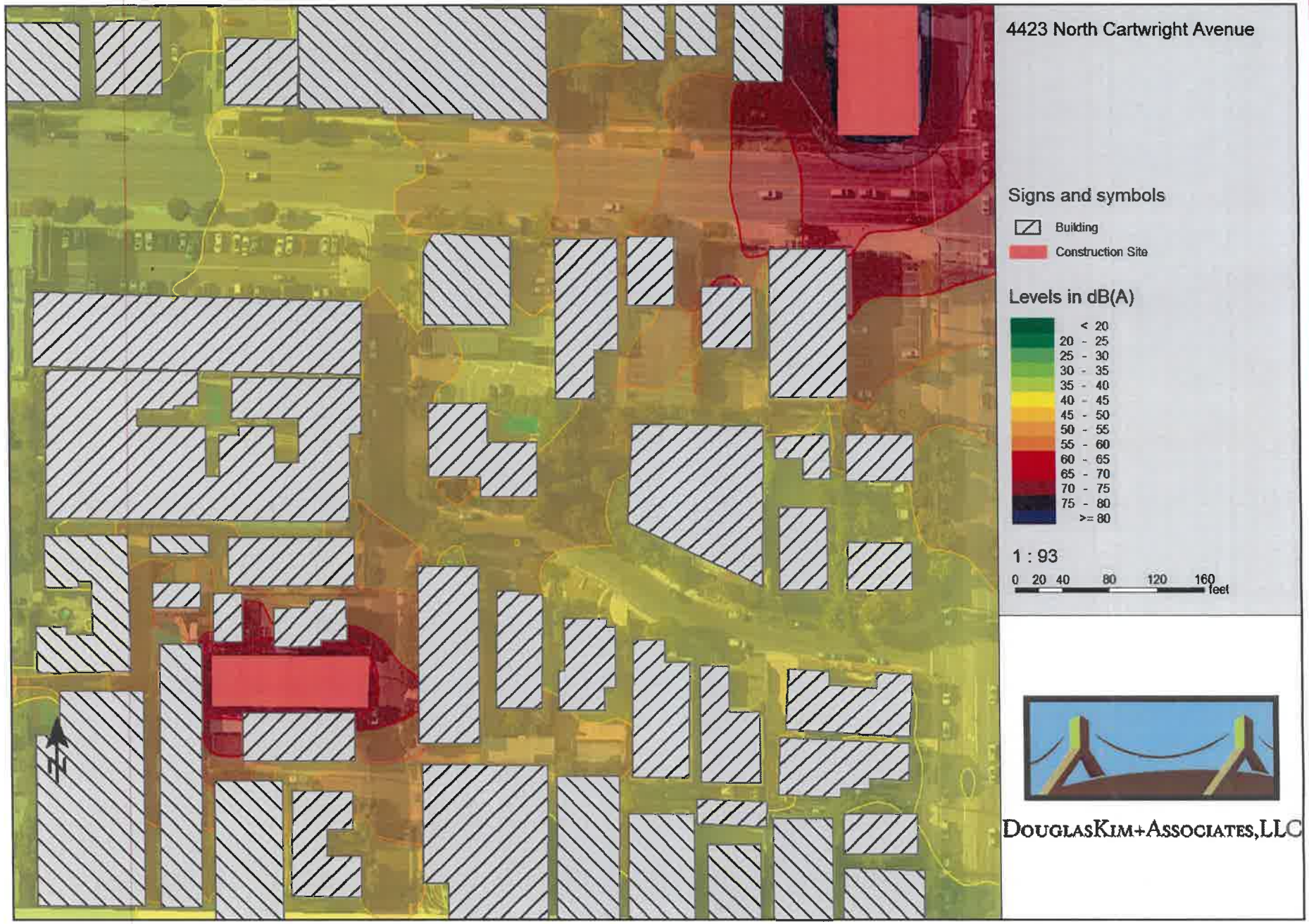
CUMULATIVE CONSTRUCTION NOISE IMPACTS

Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residences - 4415 Cartwright Ave.	11374328.173779732.89	East	GF	180.70	-	58.7	-
2	Residences - 4418-4430 Cartwright A	11374344.443779746.84	West	GF	178.45	-	56.9	-
3	Residences - 4427 Cartwright Ave.	11374326.143779757.72	East	GF	179.55	-	60.3	-
4	Residences - Landale St/Moorpark St.	11374271.053779687.37	South	GF	181.12	-	38.1	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 4415 Cartwright Ave.	GF		58.7
Construction Site		-	58.6
Related Project - 10601 Riverside Dr.		-	40.2
Residences - 4418-4430 Cartwright Ave.	GF		56.9
Construction Site		-	56.8
Related Project - 10601 Riverside Dr.		-	36.1
Residences - 4427 Cartwright Ave.	GF		60.3
Construction Site		-	60.2
Related Project - 10601 Riverside Dr.		-	40.1
Residences - Landale St/Moorpark St.	GF		38.1
Construction Site		-	37.8
Related Project - 10601 Riverside Dr.		-	26.4


4423 North Cartwright Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80
1 : 93
0 20 40 80 120 160
feet
N
DouglasKim+Associates,LLC


4423 North Cartwright Avenue
Signs and symbols
Building
Analyzed Sensitive Receptor
Construction Site
1 : 93
0 20 40 80 120 160
feet
1 60.3
1 56.9
1 58.7
1 38.1
DouglasKim+Associates,LLC

Cumulative Construction Noise Impacts

DouglasKim+Associates,LLC

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Landale St/Moorpark St.	62.1	38.1	62.1	0.0	**No**
Residences - 4427 Cartwritght Ave.	57.9	60.3	62.3	4.4	**No**
Residences - 4415 Cartwright Ave.	57.9	58.7	61.3	3.4	**No**
Residences - 4418-4430 Cartwright Ave.	57.9	56.9	60.4	2.5	**No**

Note: Sound Power Level (Lw) assumes full sphere propagation

REFERRAL FORM

TRANSPORTATION STUDY ASSESSMENT
Department of Transportation

PURPOSE

The Department of Transportation (LADOT) Referral Form (hereafter referred to as Referral Form) serves as an initial assessment to determine whether a project requires a Transportation Assessment. A Planning case must be filed with Los Angeles City Planning prior to submitting this Referral Form to LADOT.

GENERAL INFORMATION

- 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 of Chapter 1, 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 Vehicle Miles Traveled (VMT), 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 improvements 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.

SUBMITTAL REQUIREMENTS

When submitting this Referral Form to LADOT, complete and include a copy of the documents listed below:

- ☐ City Planning Application (CP13-7771.1)
- ☐ 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 Project Review, the Project Review Supplemental Application (CP13-2150)
- ☐ Project-specific VMT Calculator analysis results
- ☐ Route this Referral Form for processing to the appropriate LADOT Development Services Office as follows (see this map for geographical reference):

LADOT DEVELOPMENT SERVICES DIVISION OFFICES

Metro	West LA	Valley
100 S. Main St, 9th Floor Los Angeles, CA 90012 ladot.devreview.cen@lacity.org	7166 W. Manchester Blvd Los Angeles, CA 90045 ladot.devreview.wla@lacity.org	6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401 ladot.devreview.sfv@lacity.org

THIS SECTION TO BE COMPLETED BY APPLICANT

PROJECT INFORMATION

Case Number: _____

Address: 4423-4425 N Cartwright Avenue

Project Description: New apartment building with 13-units (2 VLI units).

Seeking Existing Use Credit (will be calculated by LADOT): ☒ **YES** ☐ **NO** ☐ **UNSURE**

Applicant Name: Bondfield, LLC: c/o Matthew Hayden - Hayden Planning

Email: matthew@haydenplanning.com

Phone: 310-614-2964

PROJECT REFERRAL TABLE

	Land Use (list all)	**Size/Unit**	**Daily Trips**[1]
Proposed[1]	Housing Multi-family	11	
	Affordable Housing Family	2	
		Total Trips[1]:	65

THIS SECTION TO BE COMPLETED BY PLANNING STAFF ONLY

Planning Staff Name: _____

Phone: _____

Signature: _____ **Date:** _____

a. Does the proposed project involve a discretionary action? ☐ **YES** ☐ **NO**

b. Would the proposed project generate 250 or more daily vehicle trips[2]? ☐ **YES** ☐ **NO**

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? ☐ **YES** ☐ **NO**

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

1 Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's TAG.

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 TAG (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.

THIS SECTION TO BE COMPLETED BY LADOT

PROJECT COMPONENTS

	Land Use (list all)	Size/Unit	Daily Trips
Proposed			
	Total Trips:		
Existing			
	Total Trips:		
	Net Increase / Decrease (+ or -)		

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 Project Review (LAMC Section 16.05 of Chapter 1)? ☐ **YES** ☐ **NO**

g. Project size: ☐ **YES** ☐ **NO**

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 TAG.

LADOT ASSESSMENT QUESTIONS

Specific Plan with Trip Fee or TDM Requirements: ☐ **YES** ☐ **NO**

Fee Calculation Estimate: _____

VMT Analysis Required: ☐ **YES** ☐ **NO**

Access, Safety, and Circulation Evaluation Required: ☐ **YES** ☐ **NO**

Access Assessment Required: ☐ **YES** ☐ **NO**

Prepared by DOT Staff Name: _____ **Phone:** _____

Signature: _____ **Date:** _____

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

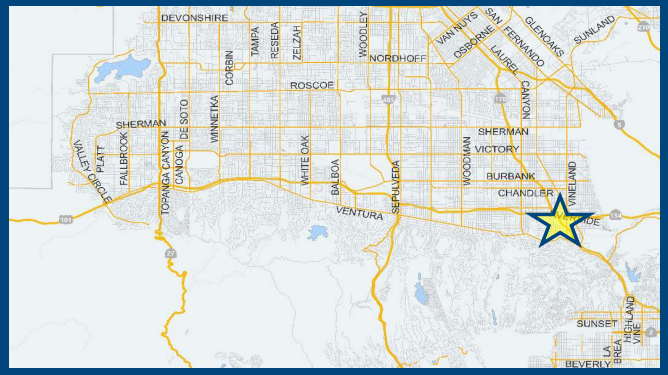
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 4423 Cartwright

Scenario: Apartment Building

Address: 4423 N CARTWRIGHT AVE, 91602



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

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		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	2	DU
Housing | Multi-Family	11	DU
Housing | Affordable Housing - Family	2	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
0 Daily Vehicle Trips	65 Daily Vehicle Trips
0 Daily VMT	466 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

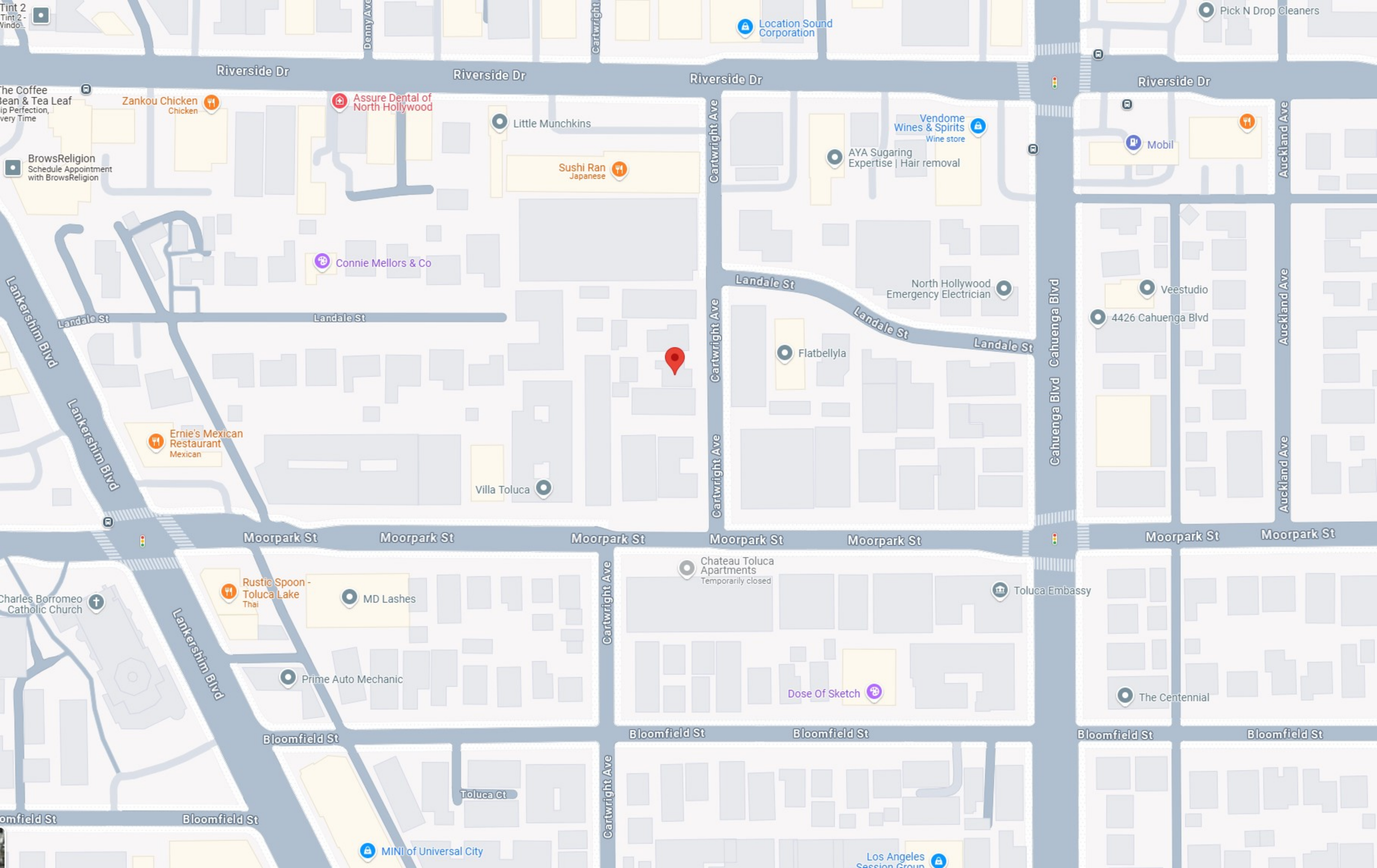
The net increase in daily trips < 250 trips	65 Net Daily Trips
The net increase in daily VMT ≤ 0	466 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

7/15/2024

Exhibit C – Maps


Riverside Dr
Riverside Dr
Riverside Dr
Riverside Dr
Denny Ave
Cartwright
Location Sound Corporation
Pick N Drop Cleaners
The Coffee Bean & Tea Leaf
Zankou Chicken
Chicken
Assure Dental of North Hollywood
Little Munchkins
BrowsReligion
Schedule Appointment with BrowsReligion
Sushi Ran
Japanese
Cartwright Ave
Vendome Wines & Spirits
Wine store
AYA Sugaring Expertise | Hair removal
Mobil
Auckland Ave
Connie Mellors & Co
Landale St
Landale St
Landale St
Landale St
Landale St
North Hollywood Emergency Electrician
Flatbellyla
Cahuenga Blvd
Veestudio
4426 Cahuenga Blvd
Lankershim Blvd
Ernie's Mexican Restaurant
Mexican
Villa Toluca
Moorpark St
Moorpark St
Moorpark St
Moorpark St
Moorpark St
Moorpark St
Moorpark St
Chateau Toluca Apartments
Temporarily closed
Toluca Embassy
Charles Borromeo Catholic Church
Rustic Spoon - Toluca Lake
Thai
MD Lashes
Prime Auto Mechanic
Dose Of Sketch
The Centennial
Bloomfield St
Bloomfield St
Bloomfield St
Bloomfield St
Bloomfield St
Toluca Ct
MINI of Universal City
Los Angeles Session Group


RIVERTON AVE
DENNY AVE
CARTWRIGHT AVE
WILLOW CREST AVE
RIVERSIDE DR
HWY DED
C2-1VL
C2-1VL-RIO
PF-1XL
R3-1-RIO
RD1.5-1-RIO
LANDALE ST
LANKERSHIM BLVD
CAHUENGA BLVD
AUCKLAND AVE
MOORPARK ST
BLOOMFIELD ST
[Q]R3-1-RIO
C2-1VL-CDO-RIO

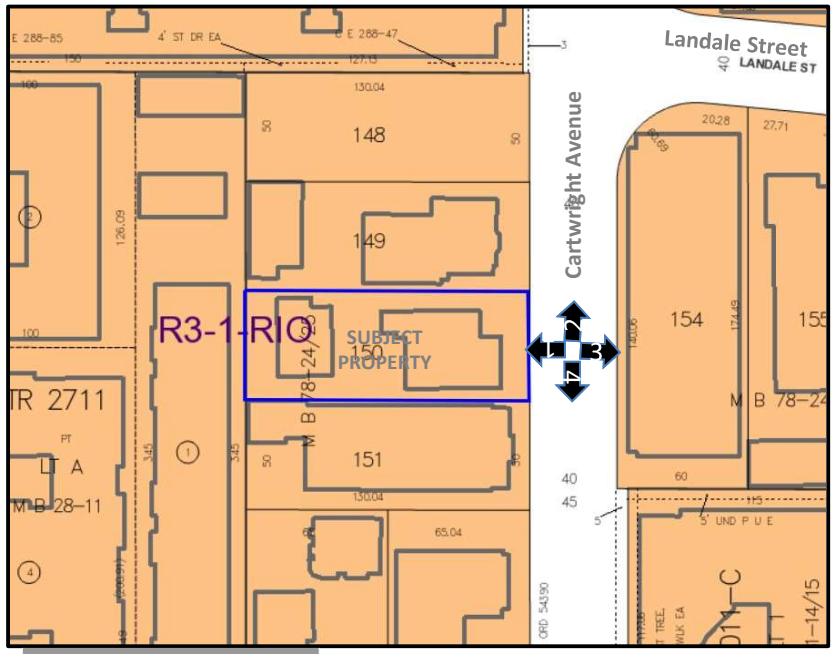
Exhibit D
Site and Surrounding Area Photos

DEVELOPMENT PROPOSAL SITE PHOTO EXHIBIT

4423 N. Cartwright Avenue, Los Angeles, CA 91602

July 31, 2024

– Indicates location of photo



Map 1 – Photo Key Map.

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

DEVELOPMENT PROPOSAL SITE PHOTO EXHIBIT

4423 N. Cartwright Avenue, Los Angeles, CA 91602

July 31, 2024

Photo 1 – View of subject property frontage along Cartwright Avenue looking westerly.

Photo 2 – View of property along Corbett Street looking northerly.

DEVELOPMENT PROPOSAL SITE PHOTO EXHIBIT

4423 N. Cartwright Avenue, Los Angeles, CA 91602

July 31, 2024

Photo 3 – View of property across Cartwright Avenue looking easterly.

Photo 4 – View of property along Cartwright Avenue looking southerly.

Exhibit E
Public Correspondence

January 27, 2025

Ms. Stephanie Escobar
Department of City Planning, Expedited Processing Section
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: **4423 N. Cartwright Avenue / CPC-2024-4870-DB-HCA**
Letter of Support

Dear Ms. Escobar,

I am a resident of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass community. This letter is to advise of my support for the proposed development at 4423 N. Cartwright Avenue.

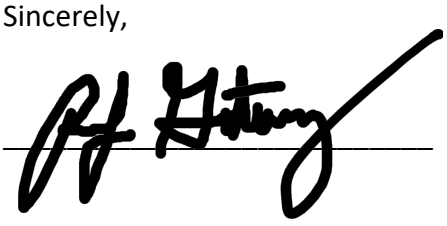
The location along Cartwright in an existing multi-family area is excellent. The site has connections to many community amenities, businesses, and transit in the surrounding area. The new housing, including both market rate and affordable units, will improve the neighborhood.

The new units will also provide housing and help address the city's need for housing. Additionally, 2 of the 13 units will be reserved for very low-income households for 55 years to help meet the housing needs for all segments of the population.

The well-designed project will enhance Cartwright Avenue, improve the site, and benefit the community.

We are looking forward to this project being built and request that you approve it.

Sincerely,



Rodolfo Gutierrez, MD

January 27, 2025

Ms. Stephanie Escobar
Department of City Planning, Expedited Processing Section
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: **4423 N. Cartwright Avenue / CPC-2024-4870-DB-HCA**
Letter of Support

Dear Ms. Escobar,

I work in the Toluca Lake neighborhood. This letter is to advise of my support for the proposed development at 4423 N. Cartwright Avenue.

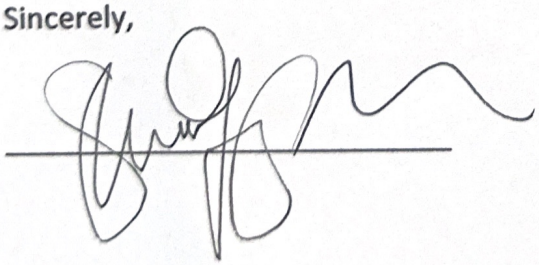
The location along Cartwright in an existing multi-family area is excellent. The site has connections to many community amenities, businesses, and transit in the surrounding area. The new housing, including both market rate and affordable units, will improve the neighborhood.

The new units will also provide housing and help address the city's need for housing. Additionally, 2 of the 13 units will be reserved for very low-income households for 55 years to help meet the housing needs for all segments of the population.

The well-designed project will enhance Cartwright Avenue, improve the site, and benefit the community.

We are looking forward to this project being built and request that you approve it.

Sincerely,



January 27, 2025

Ms. Stephanie Escobar
Department of City Planning, Expedited Processing Section
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: **4423 N. Cartwright Avenue / CPC-2024-4870-DB-HCA**
Letter of Support

Dear Ms. Escobar,

I work in the Toluca Lake neighborhood. This letter is to advise of my support for the proposed development at 4423 N. Cartwright Avenue.

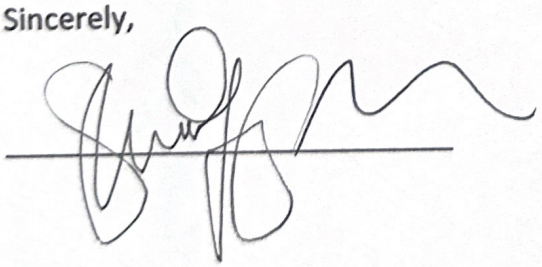
The location along Cartwright in an existing multi-family area is excellent. The site has connections to many community amenities, businesses, and transit in the surrounding area. The new housing, including both market rate and affordable units, will improve the neighborhood.

The new units will also provide housing and help address the city's need for housing. Additionally, 2 of the 13 units will be reserved for very low-income households for 55 years to help meet the housing needs for all segments of the population.

The well-designed project will enhance Cartwright Avenue, improve the site, and benefit the community.

We are looking forward to this project being built and request that you approve it.

Sincerely,



HBA
ARCHITECTURE + PLANNING

January 28, 2025

Ms. Stephanie Escobar
Department of City Planning, Expedited Processing Section
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: 4423 N. Cartwright Avenue / CPC-2024-4870-DB-HCA *Letter of Support*

Dear Ms. Escobar:

I am writing in support of the proposed development at 4423 N. Cartwright Avenue, North Hollywood, California.

I am currently working in the area now and previously have worked in and around the areas surrounding Cartwright Avenue. I believe this is a prime location for this proposed housing project. The project will include both market-rate and affordable units and is located near many community amenities, businesses, and transit.

The project will address the current housing shortages and allocate two of the 13 units for very low-income residents who are 55 years or older, meeting the housing needs of this segment of the population as well.

This well-designed project will enhance Cartwright Avenue, improve the site, and benefit the community. I am looking forward to this project being built and I am kindly requesting you approve this project.

Sincerely,

Jay Blatter

Jay I. Blatter, Principal, AIA, LEED AP
Hochhauser Blatter Architects, Inc.

Stephanie Escobar <stephanie.escobar@lacity.org>

GTLNC Opposes CPC-2024-4870-DB-HCA

Tess Taylor <tess.taylor@gtlnc.org> Mon, Dec 9, 2024 at 8:18 PM
To: Stephanie Escobar <stephanie.escobar@lacity.org>
Cc: Paul Hartel <paul.hartel@gtlnc.org>

(Please disregard my email of a few minutes ago, I accidentally sent before completing it:)

Thanks for your reply Stephanie. I wanted to direct my correspondence to the correct person, which is you! Could you please confirm receipt of this email and that it will be part of the official record?

As you may know, the Greater Toluca Lake Neighborhood Council's Planning and Land Use (PLUM) Committee **unanimously voted NO (6/0/0)** on this project at its Monday, September 9th, 2024 meeting for the following reasons, among others:

- Insufficient parking (only 8 spaces for 13 units), forcing more residents to park on public streets which are already over-parked. This privatization of public assets such as public parking yields profits for the developer yet creates permanent, cumulative adverse impacts which residents must bear.
- 5-story building (58 ') is out of proportion with the neighborhood.
- Concerns were expressed about adding more density in an already built-out community.
- Architecture inconsistent with our neighborhood.

Residents and voters are increasingly distrustful of the processes and rationale by which such projects are proposed, much less approved, when they add nothing but unnecessary density, and permanent cumulative adverse impacts.

For your convenience, here are project details:

PROJECT ADDRESS: 4423-4425 North Cartwright Avenue, Los Angeles, CA 91602

PROPOSED PROJECT: The proposed project involves the construction, use and maintenance of a new 11,919 square foot, five (5)-story apartment building consisting of 13 residential units with two (2) units set aside for Very Low Income Households. The project will provide eight (8) on-site vehicle parking spaces within an at-grade parking garage

CASE NUMBERS:
CPC-2024-4870-DB-HCA
ENV-2024-4871-CE
ENV-2024-4871-EAF

I have copied GTLNC Planning and Land Use Chair Paul Hartel on this note. Could you please inform us of the decision on this project after tomorrow's hearing?

Thank you.

Sincerely,

Tess Taylor
[Quoted text hidden]
[Quoted text hidden]

Stephanie Escobar <stephanie.escobar@lacity.org>

Re: Subject line: GTLNC unanimously opposes CPC-2024-4870-DB-HCA and ENV-2024-4871-EAF)

2 messages

Sarah Hounsell <sarah.hounsell@lacity.org> Mon, Sep 30, 2024 at 7:24 PM
To: Paul Hartel <paul.hartel@gtlnc.org>
Cc: cpc@lacity.org, Stephanie Escobar <stephanie.escobar@lacity.org>

Paul,

CPC-2024-4870-DB-HCA is assigned to Stephanie Escobar. I have included her on this email reply to add the comments to the case file.
https://planning.lacity.gov/pdiscaseinfo/search/casenumber/CPC-2024-4870-DB-HCA

If you would like more information on the Southeast Valley Community Plans Update, please refer to the website and email the team at planning.southeastvalley@lacity.org
https://planning.lacity.gov/community-plan-update/southeast-valley#contact

LOS ANGELES CITY PLANNING

Sarah Hounsell
Pronouns: She, Her, Hers
Senior City Planner I Community Planning Bureau
Los Angeles City Planning
6262 N. Van Nuys Blvd., Room 351
Los Angeles, CA 91401
T: (818) 374-9917 | Planning4LA.org
E-NEWS

On Mon, Sep 30, 2024 at 3:46 PM Paul Hartel <paul.hartel@gtlnc.org> wrote:

> Dear Sarah, Amanda, Brian, Julie and Zeke,
>
> Ladies and Gentlemen - This is to notify you that the Planning and Land Use Committee of the Greater Toluca Lake Neighbirhood Council (GTLNC) unanimously rejected (6 / 0) the non code-compliant proposal to permit construction of a new 5-story approximately 58 feet in height, 13 units, 2 VLI, providing parking for 8 vehicles and 15 bicycles at 4423 Cartwright Avenue in Greater Toluca Lake (CPC-2024-4870-DB-HCA and ENV-2024-4871-EAF Environmental Assessment). Among other things, GTLNC's committee objected to the proposal because the project has insufficient parking, is too high, and because it would contribute to unnecessary over-densification of building and population which produce permanent, multiple damaging impacts upon residents in our district. Please record GTLNC's decision in the corresponding Los Angeles City Planning case file. Thank you.
>
> Sincerely,
> Paul Hartel

--
Member / Director, Governing Board, Greater Toluca Lake Neighborhood Council ("GTLNC"), City of Los Angeles
Chair, Planning and Land Use Committee, GTLNC

Stephanie Escobar <stephanie.escobar@lacity.org> Tue, Oct 1, 2024 at 10:12 AM
To: Sarah Hounsell <sarah.hounsell@lacity.org>
Cc: Paul Hartel <paul.hartel@gtlnc.org>, cpc@lacity.org

Thank you Sarah. Paul, I have saved your comment into the case file folder for the record. Thank you.
[Quoted text hidden]
--

Stephanie Escobar
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
Planning4LA.org
E: Stephanie.Escobar@lacity.org

Note: I am off every other Friday.

Stephanie Escobar <stephanie.escobar@lacity.org>

Say NO to 4423-4425 North Cartwright Avenue (CPC-2024-4870-DB-HCA)

1 message

Jennifer Byrd <jenniferbyrdrd@yahoo.com> Mon, Dec 9, 2024 at 9:52 PM
To: stephanie.escobar@lacity.org

Dear Stephanie Escobar

Could you please confirm receipt of this email and that it will be part of the official record?
I absolutely oppose this building project and my future voting decisions will be affected by how this moves forward.

As you may know, the Greater Toluca Lake Neighborhood Council's Planning and Land Use (PLUM) Committee unanimously voted NO (6/0/0) on this project at its Monday, September 9th, 2024 meeting for the following reasons, among others:

- Insufficient parking (only 8 spaces for 13 units), forcing more residents to park on public streets which are already over-parked. This privatization of public assets such as public parking yields profits for the developer yet creates permanent, cumulative adverse impacts which residents must bear.
- 5-story building (58 ') is out of proportion with the neighborhood.
- Concerns were expressed about adding more density in an already built-out community.
- Architecture inconsistent with our neighborhood.

Residents and voters are increasingly distrustful of the processes and rationale by which such projects are proposed, much less approved, when they add nothing but unnecessary density, and permanent cumulative adverse impacts.

For your convenience, here are project details:

PROJECT ADDRESS: 4423-4425 North Cartwright Avenue, Los Angeles, CA 91602

PROPOSED PROJECT: The proposed project involves the construction, use and maintenance of a new 11,919 square foot, five (5)-story apartment building consisting of 13 residential units with two (2) units set aside for Very Low Income Households. The project will provide eight (8) on-site vehicle parking spaces within an at-grade parking garage

CASE NUMBERS:
CPC-2024-4870-DB-HCA
ENV-2024-4871-CE
ENV-2024-4871-EAF

Best,

Jennifer Byrd, RD
818-445-0098
www.jbrdandassociates.com

January 27, 2025

Ms. Stephanie Escobar
Department of City Planning, Expedited Processing Section
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: **4423 N. Cartwright Avenue / CPC-2024-4870-DB-HCA**
Letter of Support

Dear Ms. Escobar,

I am a property owner in the Toluca Lake neighborhood. This letter is to advise of my support for the proposed development at 4423 N. Cartwright Avenue.

The location along Cartwright in an existing multi-family area is excellent. The site has connections to many community amenities, businesses, and transit in the surrounding area. The new housing, including both market rate and affordable units, will improve the neighborhood.

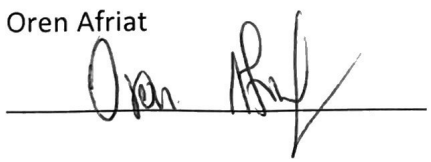
The new units will also provide housing and help address the city's need for housing. Additionally, 2 of the 13 units will be reserved for very low-income households for 55 years to help meet the housing needs for all segments of the population.

The well-designed project will enhance Cartwright Avenue, improve the site, and benefit the community.

We are looking forward to this project being built and request that you approve it.

Sincerely,

Oren Afriat



January 27, 2025

Ms. Stephanie Escobar
Department of City Planning, Expedited Processing Section
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: **4423 N. Cartwright Avenue / CPC-2024-4870-DB-HCA**
Letter of Support

Dear Ms. Escobar,

I am a resident of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass community. This letter is to advise of my support for the proposed development at 4423 N. Cartwright Avenue.

The location along Cartwright in an existing multi-family area is excellent. The site has connections to many community amenities, businesses, and transit in the surrounding area. The new housing, including both market rate and affordable units, will improve the neighborhood.

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The well-designed project will enhance Cartwright Avenue, improve the site, and benefit the community.

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Sincerely,