

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 27, 2025
Time: after 8:30 a.m.
Place: Van Nuys City Hall
Council Chambers, 2nd Floor
14410 Sylvan Street, Van Nuys CA
Los Angeles, CA 90401

This meeting may be available virtually, in a hybrid format. Please check the meeting agenda approximately 72 hours before the meeting for additional information at: <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: February 26, 2025
Appeal Status: Not appealable

Expiration Date: March 27, 2025
Multiple Approval: Yes

Case No.: CPC-2024-6631-DB-WDI-VHCA
CEQA No.: ENV-2024-6632-CE
Incidental Cases: None
Related Cases: None
Council No.: 11 - Park
Plan Area: West Los Angeles
Plan Overlay: West Los Angeles Transportation Improvement and Mitigation Plan
Certified NC: West Los Angeles Sawtelle
GPLU: Neighborhood Commercial
Zone: C2-1VL

Applicant: Causeway Ventures Inc.
Representative: Daniel Ahadian
Nur Development Consulting

PROJECT LOCATION: **1770 - 1772 South Sawtelle Boulevard; 11269 West Nebraska Avenue**
(legally described as Barrett Villa Tract, Block 9, Lots FR, Arb 5 & 6)

PROPOSED PROJECT: The project is the construction, use, and maintenance of a six-story, 67-foot high, 32-unit mixed-use residential development including four (4) units set aside for a Very Low Income Household and two (2) units set aside for Moderate Income Households, with 1,058 square feet of commercial space and 26 vehicular parking spaces. The project will be approximately 29,642 square feet in floor area with a Floor Area Ratio ("FAR") of 3.66:1. The site is currently improved with a one-story, commercial retail building and surface parking lot which will be demolished for the project. There are no protected or non-protected trees on the subject property and no street trees. The project involves the export of approximately 8,750 cubic yards of soil.

REQUESTED ACTION: The City Planning Commission will consider:

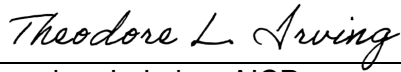
1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to Los Angeles Municipal Code Section 12.22 A.25(g)(3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 32 dwelling units, reserving four units for Very Low Income Household and two units for Moderate Income Household occupancy for a period of 55 years, with the following requested incentives and waivers:

- a. An Off-Menu Incentive to allow an FAR increase to 3.66:1 in lieu of the 1.5:1 FAR otherwise allowed by the C2-1VL Zone.
 - b. An Off-Menu Incentive to allow up to 67-feet and 6-stories in height in lieu of the 45-feet and three stories otherwise allowed in the C2-1VL Zone.
 - c. An Off-Menu Incentive to allow a reduction in required rear yard setback to allow 5-feet in lieu of the otherwise required 18-feet.
 - d. An Off-Menu Incentive to allow a northerly side yard setback of 5-feet in lieu of the otherwise required 9-feet.
 - e. A Waiver of Development Standards to allow full encroachment into the variable building line along Sawtelle Boulevard as imposed by Ordinance 82946.
3. Pursuant to LAMC Section 12.37, a Waiver of Dedication and Improvement to waive the 3-foot dedication along Nebraska Avenue

RECOMMENDED ACTIONS:

1. **DETERMINE** that based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32 - Infill Development), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 32 dwelling units, reserving four (4) units for Very Low Income Household and two (2) units for Moderate Income Household occupancy for a period of 55 years, with the following requested incentives and waivers:
 - a. An Off-Menu Incentive to allow an FAR increase to 3.66:1 in lieu of the 1.5:1 FAR otherwise allowed by the C2-1VL Zone.
 - b. An Off-Menu Incentive to allow up to 67-feet and 6-stories in height in lieu of the 45-feet and three stories otherwise allowed in the C2-1VL Zone.
 - c. An Off-Menu Incentive to allow a reduction in required rear yard setback to allow 5-feet in lieu of the otherwise required 18-feet.
 - d. An Off-Menu Incentive to allow a northerly side yard setback of 5-feet in lieu of the otherwise required 9-feet.
 - e. A Waiver of Development Standards to allow full encroachment into the variable building line along Sawtelle Boulevard and Nebraska Avenue as imposed by Ordinance 82946.
3. **Deny**, pursuant to LAMC Section 12.37, a Waiver of Dedication and Improvement to waive the 3-foot dedication along Nebraska Avenue.

VINCENT P. BERTONI, AICP
Director of Planning



Theodore L. Irving, AICP,
Principal Planner



For

Connie Chauv, Senior City Planner



Kyle Winston, City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 273, 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 agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The project is the construction, use, and maintenance of a six-story, 32-unit Mixed-Use residential development including four (4) units set aside for a Very Low Income Households and two (2) units set aside for Moderate Income Households, with 1,058 of ground floor restaurant commercial space and 26 vehicular parking spaces on two subterranean parking levels, and a total of 3,313 square feet of private and common open space including a 2,400 square foot roof deck and 812 square foot gym. The project includes a mix of 26 studio units, four (4) one-bedroom units, and two (2) two-bedroom units. The residential entrance is along Sawtelle Boulevard with all vehicular access occurring along Nebraska Avenue. There are no protected or non-protected trees on the subject property and there are no street trees. The project will be approximately 29,642 square feet in floor area with a Floor Area Ratio ("FAR") of 3.66:1. The site is currently improved with a one-story, 3,465 square foot commercial retail building and surface parking lot in the rear of the lot which will be demolished for the project. The project involves the export of approximately 8,750 cubic yards of soil.

BACKGROUND

Subject Property

The property is rectangularly shaped, consisting of two parcels, totaling approximately 8,112 square-feet (0.186 net acres). The property has approximately 55 feet of frontage along the east side of Sawtelle Boulevard and approximately 148 feet of frontage along the north side of Nebraska Avenue with a uniform depth of approximately 148 feet. The site is currently improved with a one-story commercial retail building and a surface parking lot which will be demolished for the project.

Zoning and Land Use Designation

The project site is located in the West Los Angeles Community Plan and is designated for Neighborhood Commercial land uses, with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The site is zoned C2-1VL and is consistent with the land use designation. The site is subject to a Building Line of 10 feet along Sawtelle Boulevard (Ordinance No. 82946) which the applicant has requested relief from as one of the Waivers. The site is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (ZI 2192), which is regulated by the Los Angeles Department of Transportation. The site is not located in the Alquist – Priolo Earthquake Fault zone, the Preliminary Fault Rupture Study Area; a liquefaction zone, flood zone, land slide area, Tsunami Hazard Area, or Very High Fire Hazard Severity Area. The site is located in the Freeway Adjacent Advisory Notice for Sensitive Uses (ZI 2427), the Al Fresco Ordinance within Planning Overlay (ZI 2517), Methane Buffer Zone, and the Transit Priority Area in the City of Los Angeles (ZI 2452).

Surrounding Uses

The surrounding neighborhood is characterized by multi-family residential and a variety of commercial uses. The property adjacent to the north is zoned C2-1VL and is developed with a 5-story residential building. The property adjacent to the east is zoned [Q]R4-1 and is developed with a 5-story residential building. The properties across Nebraska Avenue to the south are zoned C2-1VL and are developed with a 1 story commercial building and a 5-story residential building.

The property across Sawtelle Boulevard. to the west is zoned PF-1XL and is developed with Nora Sterry Elementary school.

Sawtelle Boulevard is designated by the Mobility Plan 2035 as a Collector Street, with a designed Right-of-Way width of 66 feet and roadway width of 40 feet and is currently dedicated to a 62-foot right-of-way and improved with a 40-foot roadway, with concrete curb, gutter, and sidewalk.

Nebraska Avenue is designated by the Mobility Plan 2035 as a Collector Street, with a designed Right-of-Way width of 66 feet and roadway width of 40 feet and is currently dedicated to a 60-foot right-of-way and improved with a 38-foot roadway, with concrete curb, gutter, and sidewalk.

Relevant Cases and Building Permits

Subject Site:

Building Permit No. 24010-10000-02533: On June 13, 2024, the applicant applied for a Building Permit with the Los Angeles Department of Building and Safety for a new six-story 32-unit affordable housing project. The permit application is pending, and the permit was not issued at the time of preparing this report.

Surrounding Sites:

DIR-2017-5551-TOC-WDI: On April 9, 2018, the Director approved a Transit Oriented Communities Affordable Housing Incentive Review and Waiver of Dedication and Improvement for the construction of a 24 unit residential building with 18 subterranean parking spaces, with a incentives for a 70% increase in Density, increased Floor Area Ratio (FAR) to allow a maximum Floor Area Ratio of 3.75 to 1 in lieu of the permitted 1.5:1 FAR; A maximum height of five stories and 67 feet in lieu of the maximum permitted height of 45 feet; A 12-foot reduction to permit a rear yard setback of five feet in lieu of the minimum 17 required; A 3-foot reduction to permit side yard setbacks of five feet in lieu of the minimum 8 feet required; A 25 percent reduction in required open space; and a Waiver of Dedication and Improvement along Nebraska Avenue at 11272 W. Nebraska Avenue in the C2-1VL Zone.

HOUSING REPLACEMENT

Pursuant to Government Code Section 65915(c)(3), applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low-Income Households. Pursuant to the No Net Loss Declaration signed by the owner on March 14, 2024 and the Certificate of Occupancy issued on October 31, 2006, the Property has been a single-story commercial store for at least nearly 20 years. The replacement provisions of SB 8 do not apply to commercial properties if there are no residential dwelling units(s) that exist or have existed on the property for the past five (5) years. Further, this development does not require the demolition of any prohibited types of housing, therefore, no SB 8 replacement affordable units are required.

REQUESTED ACTIONS

Density Bonus / Affordable Housing Incentives Program

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280, 2222, 2556, and 1287), the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside four (4) dwelling units for Very Low Income households and two (2) units for Moderate Income Household occupancy for a period of 55 years. Because the applicant is providing 19 percent of base 21 dwelling units to be affordable for Very Low Income household occupancy, the project is eligible for four (4) Density Bonus Incentives.

Off-Menu Incentives

As a result of setting aside 16 percent (4 dwelling units) of the base 21 dwelling units as a Restricted Affordable Unit for Very Low Income Households, the applicant requests four (4) Off-Menu Density Bonus Incentives, as follows:

- a. An Off-Menu Incentive to allow an FAR increase to 3.66:1 in lieu of the 1.5:1 FAR otherwise allowed by the C2-1VL Zone.
- b. An Off-Menu Incentive to allow up to 67-feet and 6-stories in height in lieu of the 45-feet and three stories otherwise allowed in the C2-1VL Zone.
- c. An Off-Menu Incentive to allow a reduction in required rear yard setback to allow 5-feet in lieu of the otherwise required 18-feet.
- d. An Off-Menu Incentive to allow a northerly side yard setback of 5-feet in lieu of the otherwise required 9-feet.

Waivers of Development Standards

As mentioned above, a project that provides 16 percent of its base units for Very Low Income Households qualifies for four (4) Incentives, but 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)), in conjunction with a Density Bonus Project. Given that the project is utilizing all four (4) Density Bonus Incentives, the applicant requests one (1) Waiver of Development Standards, as follows:

- e. A waiver of Development Standards to allow full encroachment into the variable building line along Sawtelle Boulevard and Nebraska Avenue as imposed by Ordinance 82946.

Waiver of Dedication and Improvements

Pursuant to LAMC Section 12.37, the applicant has requested a Waiver of Dedication and Improvement to waive the 3-foot dedication and sidewalk improvements along Nebraska Avenue. The Bureau of Engineering (BOE) has indicated required dedication and improvement requirements along Nebraska Avenue which adjoins the subject property’s street frontage in the Preliminary Land Use Report dated February 7, 2024. The BOE requirements included:

- Dedicate 3-ft along the property street frontage to complete the 33-ft half Sawtelle Blvd right-of-way.
- Dedicate 3-ft along the property street frontage to complete the 33-ft half Nebraska right-of-way.

- Dedicate a 15-ft corner radius or a 10-ft by 10-ft corner cut at the intersection of Sawtelle Blvd and Nebraska Ave.
- No street widening required.
- Repair and/or replace any broken or off-grade asphalt, sidewalk (to ADA standards) or curb and gutter.
- Extend the existing sewer lateral to abut the new property line.
- Obtain a Sewer Permit to verify the sewer connection.
- Remove all nonstandard landscaping.
- Construct a pedestrian access ramp at the intersection of Sawtelle Blvd and Nebraska Ave to current ADA standards.
- Close all unused driveways (with full width sidewalk, new integral concrete curb and 2-ft gutter).
- Construct a bus pad per current City Standards at the bus stop located on Sawtelle Blvd. Comply with all the LADOT requirements to ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation.

CEQA

The Department of City Planning determined based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2024-6632-CE is provided in the case file and attached as Exhibit E.

ISSUES

Public Hearing & Testimony

A public hearing was held by a Hearing Officer on behalf of the City Planning Commission on February 26, 2025. The public hearing was attended by the representative (Daniel Ahadian) and approximately three (3) members from the community.

Applicant Presentation:

The applicant's representative described the site location, project description, requested entitlements, and community outreach, which had been completed.

There were no questions or comments from the community, neighborhood council, or Council Office raised during the hearing.

Public Comments

On December 15, 2024, staff received a letter of support for the project from a neighboring resident citing the need for additional housing and the opportunity for a small local business to operate out of the proposed commercial space as benefits to the community.

Urban Design Studio

The proposed project was reviewed by the Department of City Planning, Urban Design Studio on November 21, 2024 at the applicant's request, with a follow-up on February 26, 2025 by planning staff to review the changes made by the applicant. The resulting comments and suggestions from the initial review were incorporated by the applicant primarily on the pedestrian experience, 360-

degree design, and climate adaptive design. The following includes a discussion of UDS comments and suggestions from the staff meeting.

Pedestrian First

- Avoid relocating bus stop during the construction phase. Please give thought to the staging process.

360° Design

- Applaud the placement of transformer into a vault.
- Added architectural features such as detailing around windows, floors, guard rails, and balconies to break down the scale of the façade per the recommendation of a UDS Project Review conducted on November 21, 2024.
- Please review DWP memo on Construction in Proximity to Overhead Power Lines.

Climate Adapted

- Please indicate the solar PV installation in compliance with 2022 California Energy Code—*not* a 15% reserve area—if no LADBS architectural or structural permit application was submitted pre-2023 and note that PZA/Zoning-only applications don't establish the applicable code cycle date.
- Provide horizontal dimensions and heights for all planters to ensure that there's adequate soil volume to support all *required* trees to attain anything close to their full potential to provide shade and habitat value; for guidance see UDS' Soil Depths (these are currently guidelines but will become requirements in new Zoning Code).

CONCLUSION

Based on the information submitted to the record, staff recommends that the City Planning Commission approve the construction of a 32-unit residential mixed-use building with a Density Bonus Compliance Review, and deny a Waiver of Dedication and Improvements along Nebraska Avenue, and determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Infill Development), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

CONDITIONS OF APPROVAL

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped "Exhibit A," dated February 18, 2025, attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 32 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
3. **On-Site Restricted Affordable Units.** Four (4) units shall be reserved for Very Low Income households, and two (2) units shall be reserved for Moderate Income households, as defined by the California Government Code 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make four (4) units available to Very Low Income Households or equal to 19 percent of the project's total base residential density allowed, and two (2) units available to Moderate Income Households, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant shall submit 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.
6. **Floor Area Ratio (Incentive).** The project total Floor Area shall be limited to 29,642 square feet and a 3.66:1 FAR.
7. **Height (Incentive).** The project shall be limited to a maximum height of 67 feet and six (6) stories per Exhibit "A".
8. **Setback (Incentive).** The project shall have a minimum 5-foot rear yard setback.
9. **Setback (Incentive).** The project shall have a minimum 5-foot northerly side yard setback.
10. **Building Line Encroachment (Waiver).** The Building Line imposed by Ordinance Number 82946 shall not apply.

11. **Parking Per AB 2097.** The project shall be allowed to provide a minimum of zero parking spaces pursuant to California Government Code Section 65863.2 (AB 2097). The project is providing 26 parking spaces, as shown in Exhibit "A" dated February 18, 2025.
12. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16 and Exhibit "A".
13. **Landscape Plan.** The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
14. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
 - a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
 - c. A minimum depth with a height of less than 1 foot shall be 18 inches.
 - d. A minimum depth of an extensive green roof shall be 3 inches.

Trees shall require a 42-inch minimum soil depth. Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

- e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
 - f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
 - g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
 - h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.
15. **Street Dedications and Improvements.**
 - a. Dedicate 3-ft along the property street frontage to complete the 33-ft half Sawtelle Blvd right-of-way.
 - b. Dedicate 3-ft along the property street frontage to complete the 33-ft half Nebraska right-of-way.
 - c. Dedicate a 15-ft corner radius or a 10-ft by 10-ft corner cut at the intersection of Sawtelle Blvd and Nebraska Ave.

16. **Street Trees.**

- a. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division.
- b. 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 12.21 G.3, two (2) Street trees shall be provided.

- c. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of eight (8) 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.
- 17. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
- 18. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
- 19. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
- 20. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

Or: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction. (WL)
- 21. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
- 22. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
- 23. **Fire Department** . Submit plot plans for Fire Department approval and review prior to issuance of building permits.
- 24. **Bureau of Engineering.**
 - a. Dedicate 3-ft along the property street frontage to complete the 33-ft half Sawtelle Blvd right-of-way. Dedicate 3-ft along the property street frontage to complete the 33-ft half Nebraska Ave right-of-way. Dedicate a 15-ft corner radius or a 10-ft by 10-ft corner cut at the intersection of Sawtelle Blvd and Nebraska Ave.

- b. Repair and/or replace any broken or off-grade asphalt, sidewalk (to ADA standards) or curb and gutter. Extend the existing sewer lateral to abut the new property line. Obtain a Sewer Permit to verify the sewer connection. Remove all nonstandard landscaping. Construct a pedestrian access ramp at the intersection of Sawtelle Blvd and Nebraska Ave to current ADA standards. Close all unused driveways (with full width sidewalk, new integral concrete curb and 2-ft gutter). Construct a bus pad per current City Standards at the bus stop located on Sawtelle Blvd. Comply with all the LADOT requirements ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation.

Administrative Conditions

25. **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 "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
26. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
27. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
28. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
29. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
30. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
31. **Indemnification and Reimbursement of Litigation Costs.**
Applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

1. **Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

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

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

The applicant proposes to construct a total of 32 dwelling units, of which four (4) dwelling units will be set aside for Very Low Income Households and two (2) will be set aside for Moderate Income Household Occupancy for a period of 55 years. Density Bonus projects are eligible for four (4) incentives if they reserve at least 16 percent of base dwelling units for Very Low Income Households. Based on the set-aside of 16 percent of base units for Very Low Income households, the applicant is entitled to four (4) Incentives under the Government Code. Therefore, the four (4) Off-Menu Incentive requests qualify as the proposed development's Incentives.

FAR: The subject property is zoned C2-1VL which allows for a maximum FAR of 1.5:1. The applicant has requested an incentive to allow an increased FAR up to 3.66:1. The project is for the construction of 29,642 square feet of floor area across five stories and an average of 4,940 square feet of floor area for each floor. Limiting the project to a 1.5:1 FAR would only allow the construction of approximately two and a half stories with a total of about 15 dwelling units. The requested incentive will allow the developer to accommodate the intended level of density, including the construction of the Restricted Affordable unit, and the necessary circulation and common amenity space. The limitation of the maximum allowed FAR of 1.5 would limit the ability to provide space for the construction of the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. As proposed, the additional FAR will allow for the construction of the affordable residential unit. The requested incentive will allow the developer to expand the building envelope which ensures that all units are of habitable size and the overall space dedicated to residential units is increased.

Height: The subject site is zoned C2-1VL which allows a maximum height of 45 feet and three-stories. The applicant has requested an incentive to allow an increase in building height to 67 feet and six-stories. The request for an additional 22 feet and three (3) stories is needed to construct the number of units that the requested density bonus allows. The limitation on the height would remove the uppermost three (3) stories from the proposed building, resulting in a loss of 17 total dwelling units across Levels four through six, in addition to the rents from those units and that floor area on those three (3) stories. A limitation on the height will also limit the ability to construct at a sufficient marketable size, the proposed residential units. As proposed, the increased building height will allow the developer to expand the building envelope to allow for the construction of the affordable residential units and floor area, whose rents will provide for the operational costs of the affordable units.

Yards: The subject site is zoned C2-1VL which requires rear yard setbacks of 18 feet and side yard setbacks of nine feet for a six-story building. The applicant has requested incentives for a reduction of the required rear yard setback and north side yard setback to allow for minimum setbacks of 5 feet. As proposed, the reduced rear and side yard setbacks will allow the developer to expand the building footprint, to allow for the construction of the affordable residential unit and floor area, whose rent will provide for the operational costs of the affordable units. The requested incentive will allow the project to expand the building envelope so that additional units can be constructed, provide for design efficiencies and allow the overall space dedicated to residential uses to be increased.

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

There is no substantial evidence in the record that the proposed incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also 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. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact 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 incentives.

- c. The incentive(s) are contrary to state or federal law.**

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

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

A project that meets the requirements of Government Code Section 65915 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)).

Therefore, the request for the following is recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would physically preclude development of the base units, build out of the incentives, and project amenities:

Building Line Encroachment:

Ordinance No. 82,946 requires a building line setback of 10 feet that angles at a 45-degree to get continuously larger as it intersects with Nebraska Avenue. The ordinance was effective in 1940. Building Lines as defined by Section 12.32 R of the LAMC, are used to provide for the systematic execution of the General Plan; to obtain a minimum uniform alignment from the street at which buildings, structures or improvements may be built or maintained; to preserve the commonly accepted characteristics of residential districts; to protect and implement the “Highways and Freeways Element of the General Plan”; to provide sufficient open spaces for public and private transportation; to facilitate adequate street improvements; to prevent the spread of major fires and to facilitate the fighting of fires; and to promote the public peace, health, safety, comfort, convenience, interest and general welfare. The applicant requests a Waiver to allow a full encroachment into the building line, to be consistent with the underlying C2 zoning setback requirements and to allow for development up to the property line consistent with City zoning and policies for commercially zoned property along major streets. The existing building line was established in the past and is inconsistent with commercial zoning standards and City policy seeks to develop buildings on commercial zones with a street wall and no setback along major streets such as Sawtelle Boulevard. The 3-foot dedication along Sawtelle is being provided. The imposition of the Building Line would physically preclude the development of the project and the requested density of 32 dwelling units by reducing the habitable square footage of 25 studio dwelling units. The Waiver further supports the applicant’s decision to reserve four (4) units for Very Low Income households, two (2) units for Moderate income households and facilitates the creation of affordable housing units.

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

There is no evidence that the proposed density bonus incentives will have a specific adverse impact upon public health and safety, 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." The project does not involve a historic structure, is not located on a substandard street in a hillside area, a Very High Fire Hazard Severity Zone, or Alquist-Priolo Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) and accordingly, a Class 32 Categorical Exception was prepared to demonstrate that the project would not result in any significant impacts to the environment. There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety or on any real property listed in the California Register of Historical Resources.

4. The concession or incentive would be contrary to state or federal law.

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

WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS

Pursuant to LAMC Section 12.37, the City Planning Commission may waive, reduce, or modify the required dedication(s) or improvement(s) as appropriate after making any of the following findings, based on substantial evidence in the record that:

- i) the dedication or improvement requirement does not bear a reasonable relationship to any project impact;
- ii) the dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines the Street Standards Committee has established; or
- iii) the dedication or improvement requirement is physically impractical.

5. The dedication or improvement requirement DOES bear a reasonable relationship to any project impact.

The project is the construction, use, and maintenance of a six-story, 67-foot high, 32-unit mixed-use residential development including four (4) units set aside for a Very Low Income Household and two (2) units set aside for Moderate Income Households, with 1,058 square feet of commercial space and 26 vehicular parking spaces. The project will be approximately 29,642 square feet in floor area with a Floor Area Ratio ("FAR") of 3.66:1. The site is currently improved with a one-story, commercial retail building and surface parking lot which will be demolished for the project. There are no protected or non-protected trees on the subject property and no street trees. The project involves the export of approximately 8,750 cubic yards of soil.

Abutting the subject property, Nebraska Avenue is designated by the Mobility Plan 2035 as a Collector Street, with a designed Right-of-Way width of 66 feet and roadway width of 40 feet and is currently dedicated to a 60-foot right-of-way and improved with a 38-foot roadway, with concrete curb, gutter, and sidewalk. The adjacent property along Nebraska Avenue, although built in 1990, provided a two (2) foot dedication and improvements for the public right-of-way, and observes uniform alignment from the street. In doing so, the neighborhood has provided uniformed public improvements such as curbs, gutters, parkways, sidewalks, and bicycle lanes. Such improvements are critical for the public in

general and the neighborhood as they not only provide for various forms of mobility, but also for health, safety utility purposes.

On February 7, 2024, BOE issued a Preliminary Land Use Report for the proposed project. The dedications and improvements from BOE include, but are not limited to: Dedicate 3-ft along the property street frontage to complete the 33-ft half Sawtelle Blvd right-of-way. Dedicate 3-ft along the property street frontage to complete the 33-ft half Nebraska Ave right-of-way. Dedicate a 15-ft corner radius or a 10-ft by 10-ft corner cut at the intersection of Sawtelle Blvd and Nebraska Ave. No street widening required. Repair and/or replace any broken or off-grade asphalt, sidewalk (to ADA standards) or curb and gutter. Extend the existing sewer lateral to abut the new property line. Obtain a Sewer Permit to verify the sewer connection. Remove all nonstandard landscaping. Construct a pedestrian access ramp at the intersection of Sawtelle Blvd and Nebraska Ave to current ADA standards. Close all unused driveways (with full width sidewalk, new integral concrete curb and 2-ft gutter). Construct a bus pad per current City Standards at the bus stop located on Sawtelle Blvd. Comply with all the LADOT requirements ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation. Repairs: In all cases, applicants may be required to close any unused driveways; repair any sidewalks not compliant with ADA requirements, and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants will also be required to remove and reconstruct broken, off-grade, or bad order concrete curb, gutter, driveways or sidewalks.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicants may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is an existing sidewalk, applicants will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass. **Other Public Improvements:** Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFO) of StreetsLA, and Los Angeles Department of Transportation (LADOT).

The above requirements are imposed by BOE to ensure adequate right of ways improvements to meet street standards for stormwater continuity and to facilitate mobility and circulation per the goals and policies of the Mobility Plan.

The applicant has requested a waiver for the 3-foot dedication and improvements along Nebraska Avenue but agrees with the remaining BOE requirements. The applicant has instead proposed a landscaped walkway along Nebraska Avenue with a minimum width of 10 feet with curb and gutter improvements within the subject site, which would provide a direct continuation to the 10-foot sidewalk to the south and a continuous path of travel along the Project Site. However, the applicant's proposal is not consistent with city requirements and standards set forth in the City's Mobility Plan and LAMC 12.37.

BOE's requested dedications and improvements are reasonably related to the proposed project in the same manner as the other dedications and improvements for the earlier developments next to the subject project. As was the case for the other project, dedications, and improvements proportional to a project's impact were made so that the necessary public infrastructure would be in place to serve and enhance the neighborhood and community.

The dedication and improvement requirements are intended to improve and enhance the existing street pattern for ADA, bicycle and pedestrian activities. The dedications and

improvements would allow pedestrians to safely walk on sidewalks and not along the roadway and allow vehicles more room to safely maneuver with improved visibility at the intersection. Furthermore, the project is eligible to provide a minimum of zero parking spaces pursuant to California Government Code Section 65863.2 (AB 2097). In addition to the sidewalk patterns, the dedication and improvement would also mean a proper alignment for curbs, and gutters. The site is served by the Big Blue Bus 17 bus line adjacent to the site at the corner of Sawtelle Boulevard and Nebraska Avenue; therefore, the dedications and improvements will provide the infrastructure to allow passengers, bike users and pedestrian access and safety along Nebraska Avenue, to and from the project site and to meet the minimum requirements and standards. Therefore, the required dedication or improvements do bear a reasonable relationship to the project impact.

6. The dedication or improvement IS necessary to meet the City's mobility needs for the next 20 years based on guidelines the Street Standards Committee has established.

The Mobility Plan 2035 ("Mobility Plan") was adopted by City Council as an Element of the General Plan and last amended in September 2016. The purpose of the Mobility Plan is to "present a guide to the further development of a citywide transportation system which provides for the efficient movement of people and goods". Among the key policy initiatives of the Mobility Plan is to "lay the foundation for a network of complete streets and establish new complete street standards that will provide safe and efficient transportation for pedestrians". The Mobility Plan contains the following policies

The Mobility Plan 2035:

Policy 1.1: Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Policy 1.2: Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 2.3: Pedestrian Infrastructure: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.1: Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.2: People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

The Mobility Plan also identifies Sawtelle Boulevard as a Pedestrian-Enhanced District which is defined as "areas where pedestrian improvements are prioritized relative to other modes. These areas may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunity areas". The dedication for a widened sidewalk along Nebraska Avenue will facilitate pedestrian activity for the corner site onto Sawtelle Boulevard, consistent with the Mobility Plan's designation.

The Mobility Plan is also administered by LAMC Section 12.37 (Highway and Collector Street Dedication and Improvement,) which requires the widening and improvement of streets to meet current street standards. Dedication and improvement requirements are administered by the Bureau of Engineering (BOE), with the consideration of waivers and appeals of those requirements by the Department of City Planning per LAMC Section 12.37-1.

The Mobility Plan designates this portion of Nebraska Avenue as a Collector Street, with a designated right-of-way width of 66 feet and roadway width of 40 feet. Per S-470-1 street standard plans, this Collector Street classification requires 20-foot travel lanes in each direction within the 40-foot roadway, with 13-foot sidewalks on either side.

As stated above, BOE's PCRF dated February 7, 2024 requires dedicating 3 feet along Nebraska Avenue, for the construction of new curbs, gutters, and new sidewalks and pedestrian ramps. These are intended to ensure adequate street widths to meet street standards, facilitate mobility and circulation per the goals and policies of the Mobility Plan, and improve the existing street and better facilitate pedestrian activity. As stated above, the dedications and improvements would enhance safety, visibility, and overall circulation at the intersection, and better connect the configuration and improvements on the north side of Nebraska Avenue to commercial retail proposed on the project site. The site is served by the Big Blue Bus Local 17 bus line and is adjacent to the bus stop located at the corner of Sawtelle Boulevard and Nebraska Avenue. The required dedication and improvements meet the objectives and policies of the Mobility Plan which prioritizes safety of the most vulnerable and recognizes walking as a component of every trip and requires that public right-of-way modifications provide a safe and comfortable walking and bicycling environment.

Mobility needs in and around the subject property will increase as AB 2097 removes the requirement to provide parking for developments within a half-mile radius of transit. As such, there will be an increase in pedestrian traffic as the public becomes less reliant on vehicular transportation. Furthermore, with more workers telecommuting and working from home, as more people began to use the various forms of bicycling commuting, and with the introduction of bicycle parking on-site.

As stated, the property is rectangularly shaped, consisting of two parcels, totaling approximately 8,112 square-feet (0.186 net acres). The property has approximately 55 feet of frontage along the east side of Sawtelle Boulevard and approximately 148 feet of frontage along the north side of Nebraska Avenue with a uniform depth of approximately 148 feet. Therefore, the dedications and improvements required of the subject property are necessary to meet the City's mobility needs for the next 20 years based on guidelines the Street Standards Committee has established.

7. The dedication or improvement requirement is NOT physically impractical.

As stated above, the property is rectangularly shaped, consisting of two parcels, totaling approximately 8,112 square-feet (0.186 net acres). The property has approximately 55 feet of frontage along the east side of Sawtelle Boulevard and approximately 148 feet of frontage along the north side of Nebraska Avenue with a uniform depth of approximately 148 feet. The subject property's adjoining portion of Nebraska Avenue does not meet the S-444-1 street standard plans for a Collector Street as required by the Mobility Plan. As stated above, BOE's PCRF dated February 7, 2024 requires dedicating 3-feet along the entire frontage of Nebraska Avenue, constructing new sidewalks and pedestrian ramps, constructing new curb and gutter along entire Nebraska Avenue frontage all of which are intended to ensure adequate street widths to meet street standards and facilitate mobility and circulation per the goals and policies of the Mobility Plan, and improve the existing street and better facilitate pedestrian activity.

LAMC Section 12.37 limits the extent of dedications to "not exceed 25 percent of the area of any such lot which was of record on March 1, 1962 in the Los Angeles County Recorder's Office. In no event shall such dedication reduce the lot below a width of 50 feet or an area of 5,000 square feet. Street standards typically require 66- foot rights-of-way for Collector Streets, the BOE requirement is to "dedicate three (3) feet along the entire lot frontage of

Nebraska Avenue, reducing the lot width from 55 feet to 52 feet. The BOE requirements are therefore within the maximum dedication limitations of LAMC Section 12.37.

However, BOE's request for a 3-foot dedication and improvements along Nebraska Avenue is for the purpose of widening the sidewalk, not roadway widening, therefore vehicular circulation has no bearing on the improvement of pedestrian access and circulation. Additionally, the property adjacent to the subject site to the east has already dedicated two (2) feet along Nebraska Avenue, therefore providing the requested dedication along the subject site would create a uniform sidewalk width along Nebraska Avenue. Furthermore, the development mentioned at 11272 Nebraska Avenue is a mid-block, 100 percent residential development, whereas the subject site is a corner lot with a proposed mixed-use development and is located next to a bus stop. These factors will inherently increase pedestrian traffic, further reinforcing the need for increased sidewalk capacity.

CEQA FINDINGS

The project is the construction, use, and maintenance of a six-story, 67-foot high, 32-unit mixed-use residential development including four (4) units set aside for a Very Low Income Household and two (2) units set aside for Moderate Income Households, with 1,058 square feet of commercial space and 26 vehicular parking spaces. The project will be approximately 29,642 square feet in floor area with a Floor Area Ratio ("FAR") of 3.66:1. The site is currently improved with a one-story, commercial retail building and surface parking lot which will be demolished for the project. There are no protected or non-protected trees on the subject property and no street trees. The project involves the export of approximately 8,750 cubic yards of soil.

The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Article 19, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

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 subject site is located within the West Los Angeles Community Planning Area and is designated for Neighborhood Commercial land uses, with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The site is zoned C2-1VL and is consistent with the land use designation. The proposed project is for the construction of a six-story, mixed-use development with 32 dwelling units, totaling 29,642 square feet of floor area on an approximately 8,112 square-foot lot. The project is proposed with 26 automobile parking spaces on the subject site. Additionally, a total of 38 bicycle parking spaces are included in the project. As such, the project is consistent with the applicable West Los Angeles Community Planning Area designation and policies and all applicable zoning designations and regulations in combination with State Density Bonus Law.

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

The subject site consists of a level, rectangular site measuring 0.186 acres and is wholly within the City of Los Angeles. The surrounding neighborhood is characterized by multi-family residential and a variety of commercial uses up to five (5) stories in height. The property adjacent to the north is zoned C2-1VL and is developed with a 5 story residential building.

The property adjacent to the east is zoned [Q]R4-1 and is developed with a 5 story residential building. The properties across Nebraska Avenue to the South are zoned C2-1VL and are developed with a 1 story commercial building and a 5 story residential building. The property across Sawtelle Blvd. to the west is zoned PF-1XL and is developed with a school.

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

The subject property is currently developed with a one-story, commercial building and an associated surface parking lot located at the rear of the property proposed to be demolished. Further, the subject property is surrounded by existing commercial and residential properties. According to the Tree Disclosure Statement dated September 23, 2024 and signed by the Property Owner Kayvan Naimi, there are no protected trees and shrubs on the subject site and there are no existing street trees. Therefore, the subject site is not, and has no value as a 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 will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts to less than significant and will ensure the project will not have significant impacts on noise and water. The project will not alter or encroach upon any water sources and construction of the proposed project will be on a property that is surrounded by more dense projects and will not create impacts to water quality.

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated October 10, 2024 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 193 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. As such, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts to traffic.

Air Quality – The Project does not exceed the threshold criteria for preparing an air quality study. The proposed project for 32 residential dwelling units is well under the screening criteria of 80 units for air quality studies and is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under an applicable federal or state ambient air quality standard. The Project's potential air quality effects were evaluated 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 2022.1.1.28 model (output October 7, 2024) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality Technical Report prepared by DKA Planning (dated October 2024). The analysis took into account construction activity emissions during demolition, grading, trenching, building construction, and architectural coating, as well as operational emissions. The analysis confirms that neither construction nor operation of the project would result in significant air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide. As a result of this mandatory compliance, the proposed Project will not result in any significant air quality impacts. The Project's air quality emissions were found not to 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.

Noise – The Project must comply with the adopted City of Los Angeles Noise Ordinances No. 144,331 and 161,574 and LAMC Section 41.40 and Section 112.05, as well as any subsequent Ordinances, which prohibit the emission or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. As a result of this mandatory compliance, the proposed Project will not result in any significant noise impacts. Furthermore, the Noise Technical Report prepared by DKA Planning dated October 2024 confirmed that the Project would not result in construction-related or operational noise impacts on the environment. The analysis took into account noise from construction activities, operational noise sources, mechanical equipment, parking-related activities, outdoor uses, vibration, and impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

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 given that the construction of a multi-family building will be on a site which has been previously developed and is consistent with the General Plan. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc.

As a result of these new building codes that are required of all projects, it can be anticipated that the project will not create any impact on existing utilities and public services.

The project can be characterized as in-fill development within an urbanized area and meets the five conditions listed above. Therefore, the project qualifies for a Class 32 Categorical Exemption consistent with the California Environmental Quality Act.

Exceptions Narrative for Class 32 Categorical Exemption

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

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

There is no cumulative impact of successive projects of the same type in the same place as the proposed project.

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

The project proposes a mixed-use residential building in an area zoned and designated for such development. The proposed project is for the construction of a six-story, mixed-use development with 32 dwelling units and 1,058 square feet of commercial space, totaling 29,642 square feet of floor area on an approximately 8,112 square-foot lot in the

C2-1VL Zone. All surrounding properties are developed with commercial and residential buildings. The subject site is of similar size and massing to nearby properties. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family buildings in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. There are no known unusual circumstances which may lead to a significant effect on the environment.

- c. Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The portion of State Route 27 which travels through the Los Angeles city limits is approximately 8 miles from the subject site. Therefore, the subject site will not create any impacts within a highway designated as a state scenic highway.

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

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site within a 1,000-foot radius of the subject site, is identified as a hazardous waste site.

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

The project site is developed and has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. Further, the project site was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Neither the State nor the City choose to treat the site as a historic resource, therefore, the proposed project cannot cause a substantial adverse change in the significance of a historical resource and this exception does not apply.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on February 26, 2025 at approximately 8:30 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Kyle Winston, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2024-6631-DB-WDI-VHCA and ENV-2024-6632-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. The hearing notice was mailed on January 31, 2025, published in the newspaper on January 31, 2025 and was posted on-site on February 13, 2025, in accordance with LAMC noticing requirements. The public hearing was attended by the representative (Daniel Ahadian), the project Architect, and approximately three (3) members from the community.

Applicant Presentation:

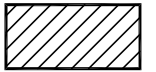
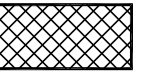
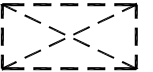
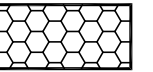
The applicant's representative described the site location, project description, requested entitlements, and community outreach, which had been completed.

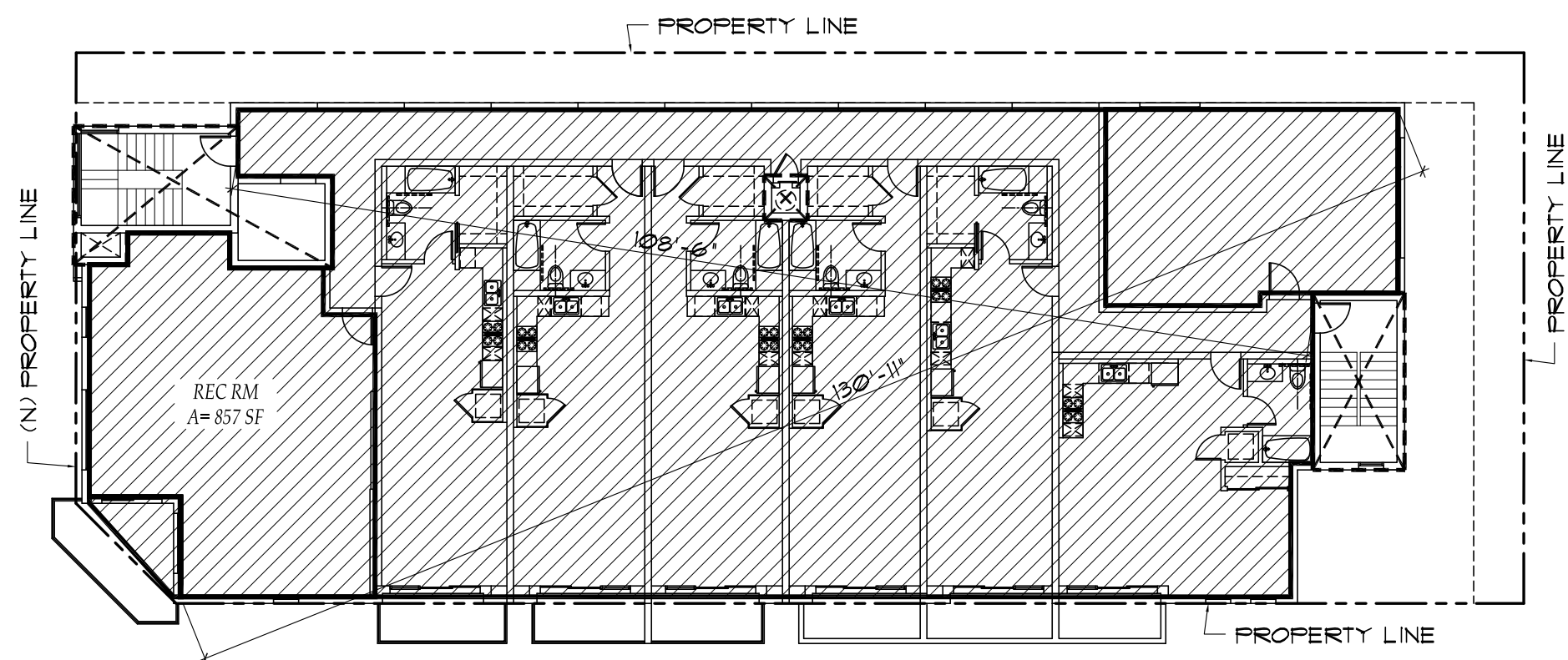
There were no comments from members of the public, the neighborhood council, or the Council Office.

WRITTEN CORRESPONDENCE

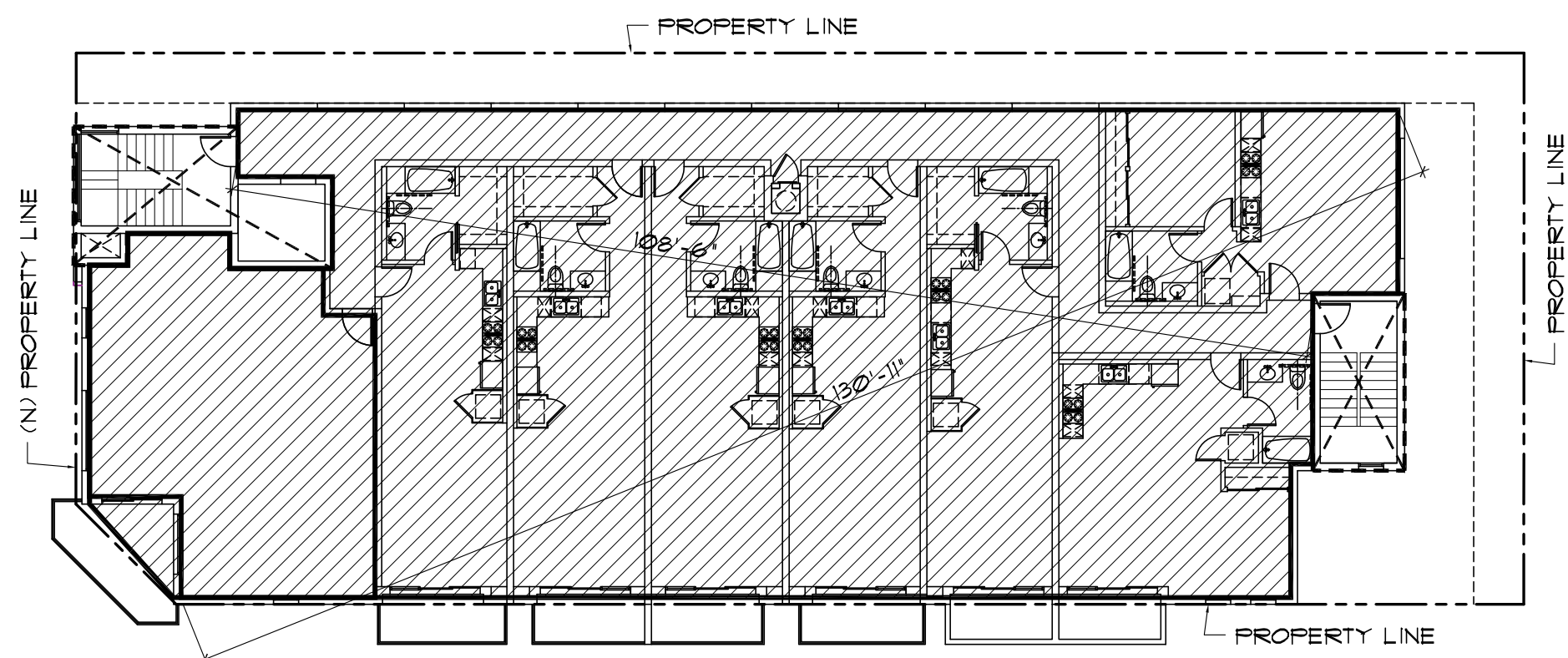
On December 15, 2024, staff received a letter of support for the project from a neighboring resident citing the need for additional housing and the opportunity for a small local business to operate out of the proposed commercial space as benefits to the community.

FLOOR AREA CALCULATION PER ZONING CODE:

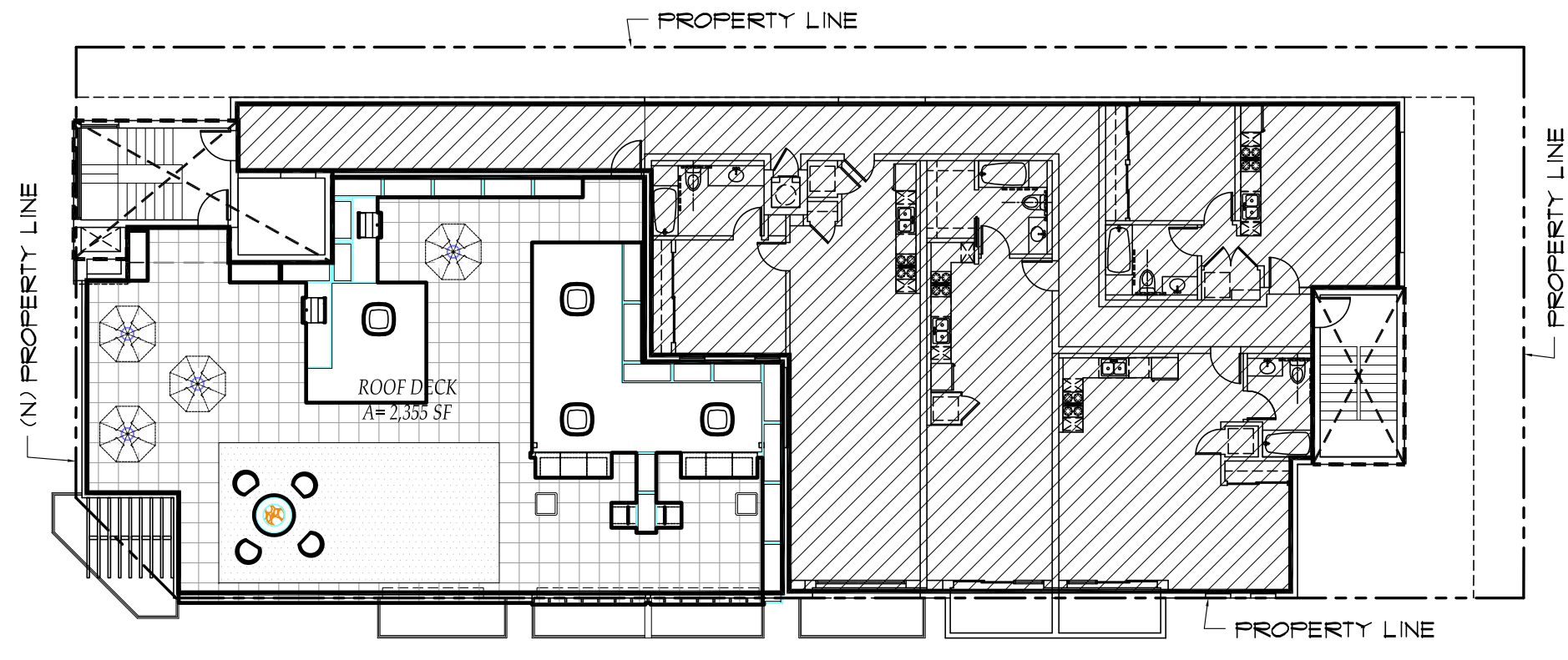
AREAS INCLUDED:		AREAS NOT INCLUDED:	
			
F.A.R ALLOWED:	8112.50 X 1.5	= 12,168.75 SQ.FT.	
F.A.R PROPOSED:	3.66:1	= 29,642 SQ.FT.	
COMMERCIAL		1.058 SQ.FT.	
1ST FLOOR (RESTAURANT)			
RESIDENTIAL			
1ST FLOOR (LOBBY, REC RM)		1,998 SQ.FT.	
2ND FLOOR		5,858 SQ.FT.	
3RD FLOOR		5,722 SQ.FT.	
4TH FLOOR (GYM)		5,722 SQ.FT.	
5TH FLOOR		5,722 SQ.FT.	
6TH FLOOR		3,290 SQ.FT.	
ROOF		272 SQ.FT.	
SUBTOTAL		28,584 SQ.FT.	
TOTAL		29,642 SQ.FT.	



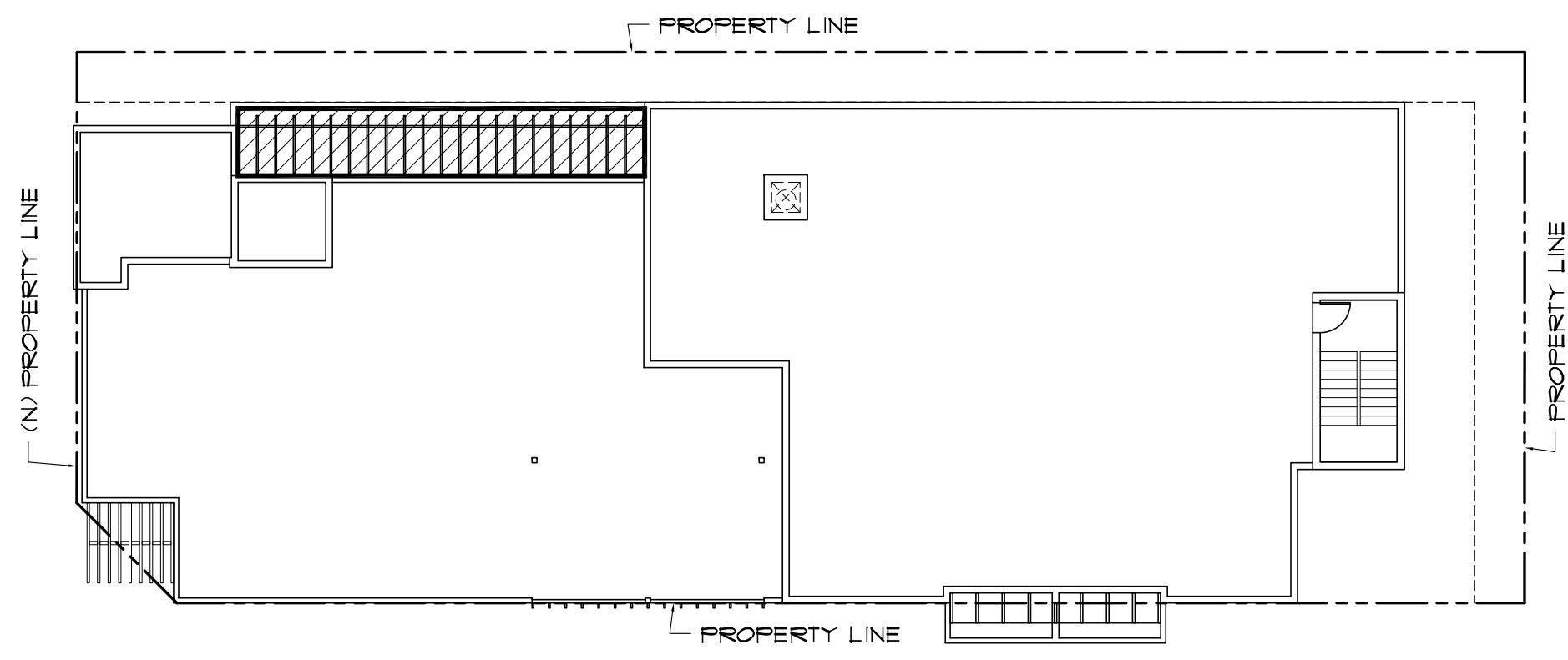
D 4TH FLOOR



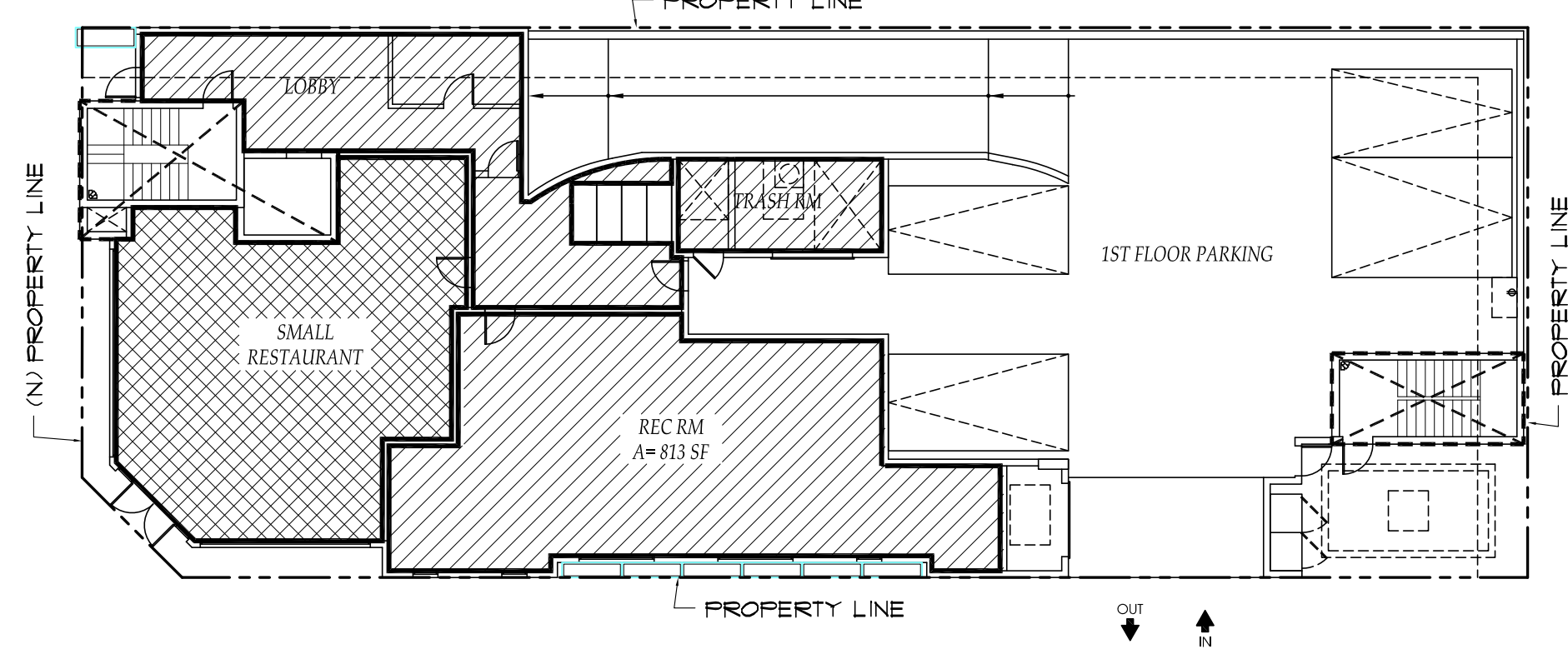
E 5TH FLOOR



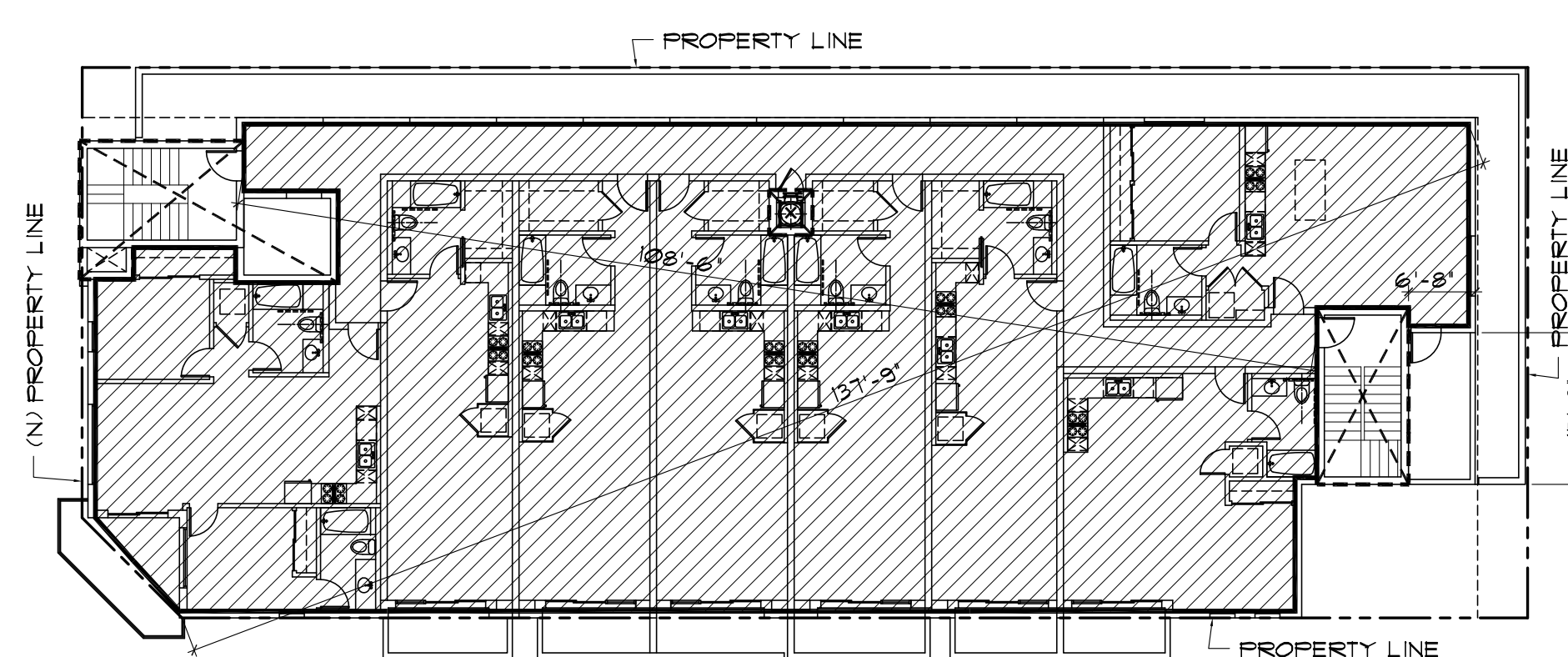
F 6TH FLOOR



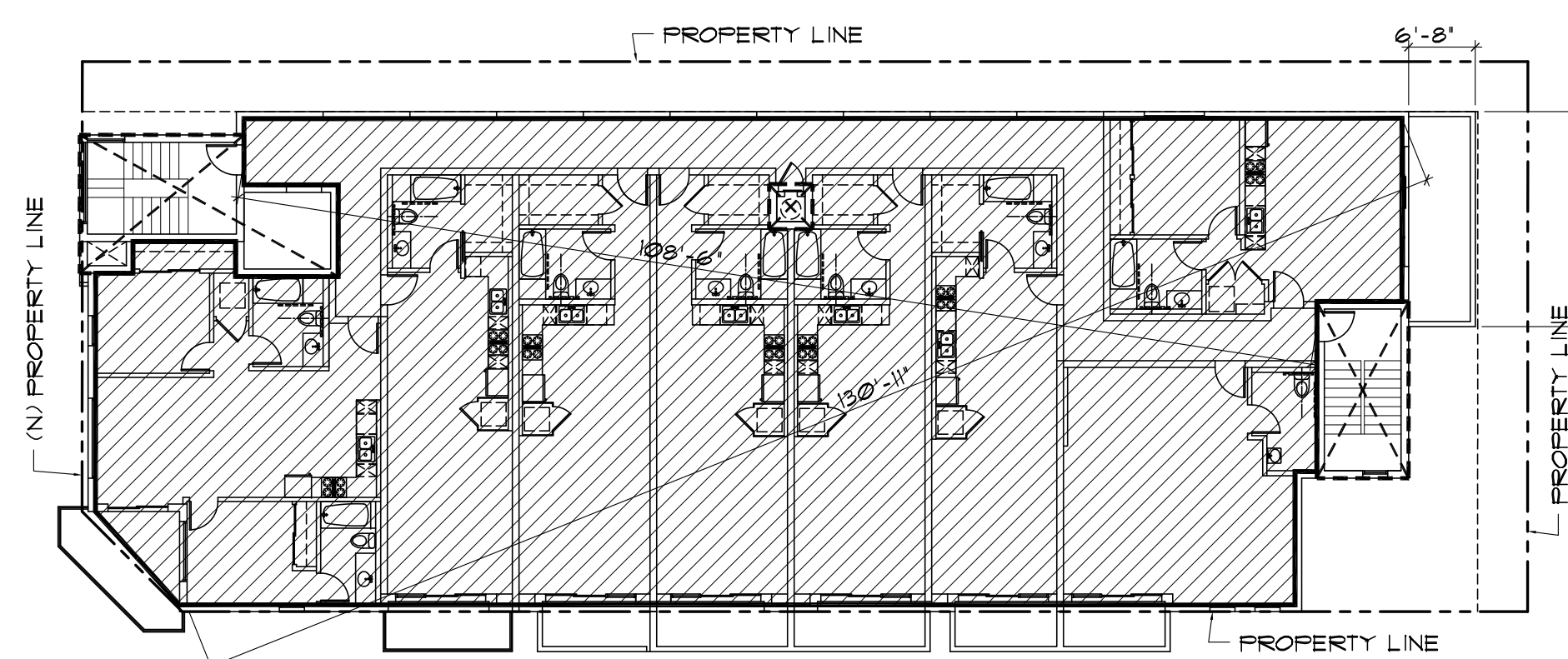
G ROOF FLOOR



A 1ST FLOOR



B 2ND FLOOR



C 3RD FLOOR

NOTES

FLOOR AREA DIAGRAM PER ZONING CODE

SCALE
3/16"=1'-0"

A

SHEET
A0.1a

OF

DATE
Oct. 27, 2022

DRAWN

CHECKED

PROJECT
2022-04

SHEET TITLE
FLOOR AREA DIAGRA
(ZONING CODE)

PROJECT TITLE
SAWTELLE MIXED-USE 1770
1770 SAWTELLE BLVD.
LOS ANGELES, CA 90025

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

DATE
REVISIONS

DATE
ISSUED FOR

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OPEN SPACE CALCULATION:

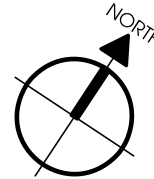
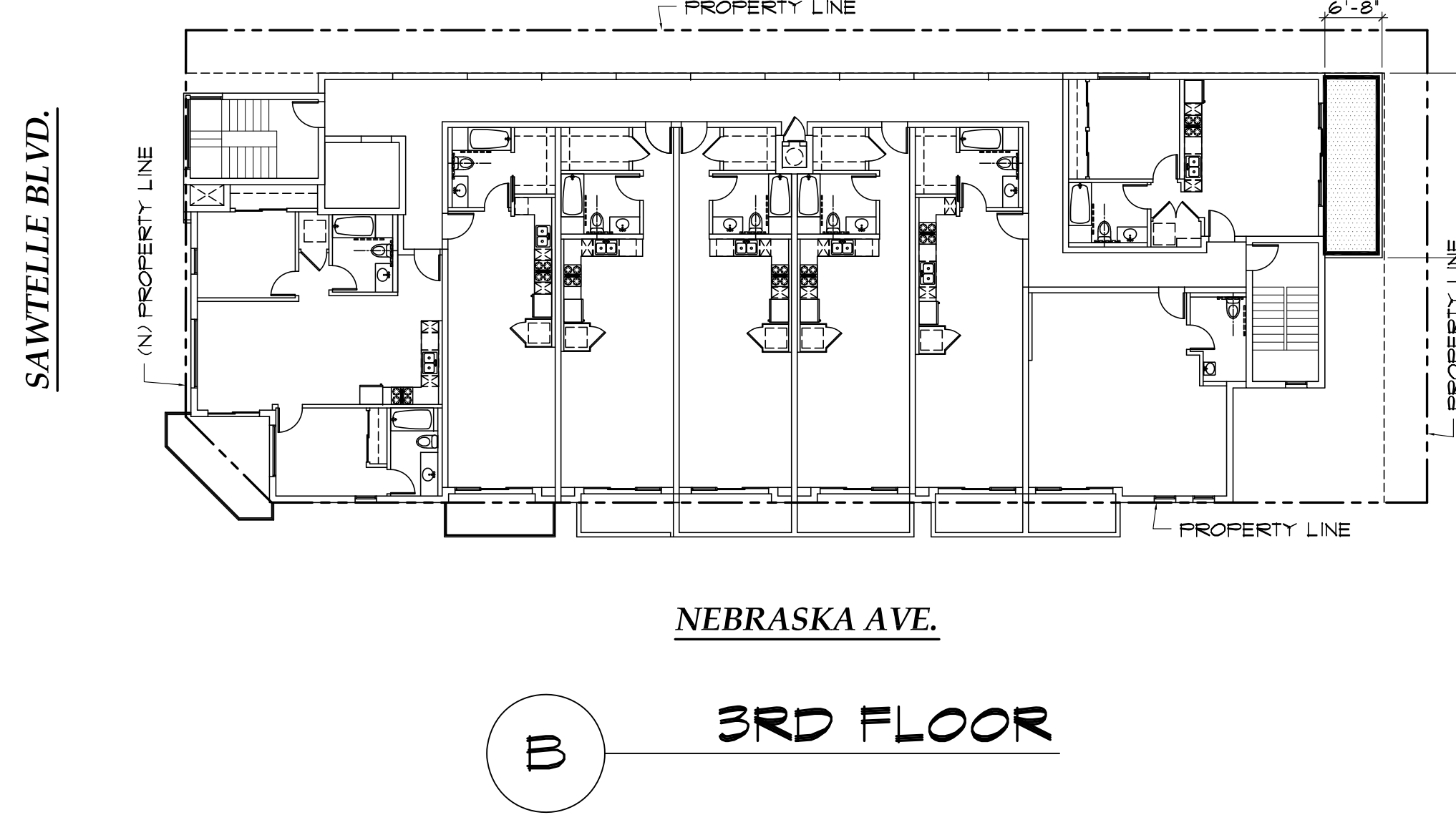
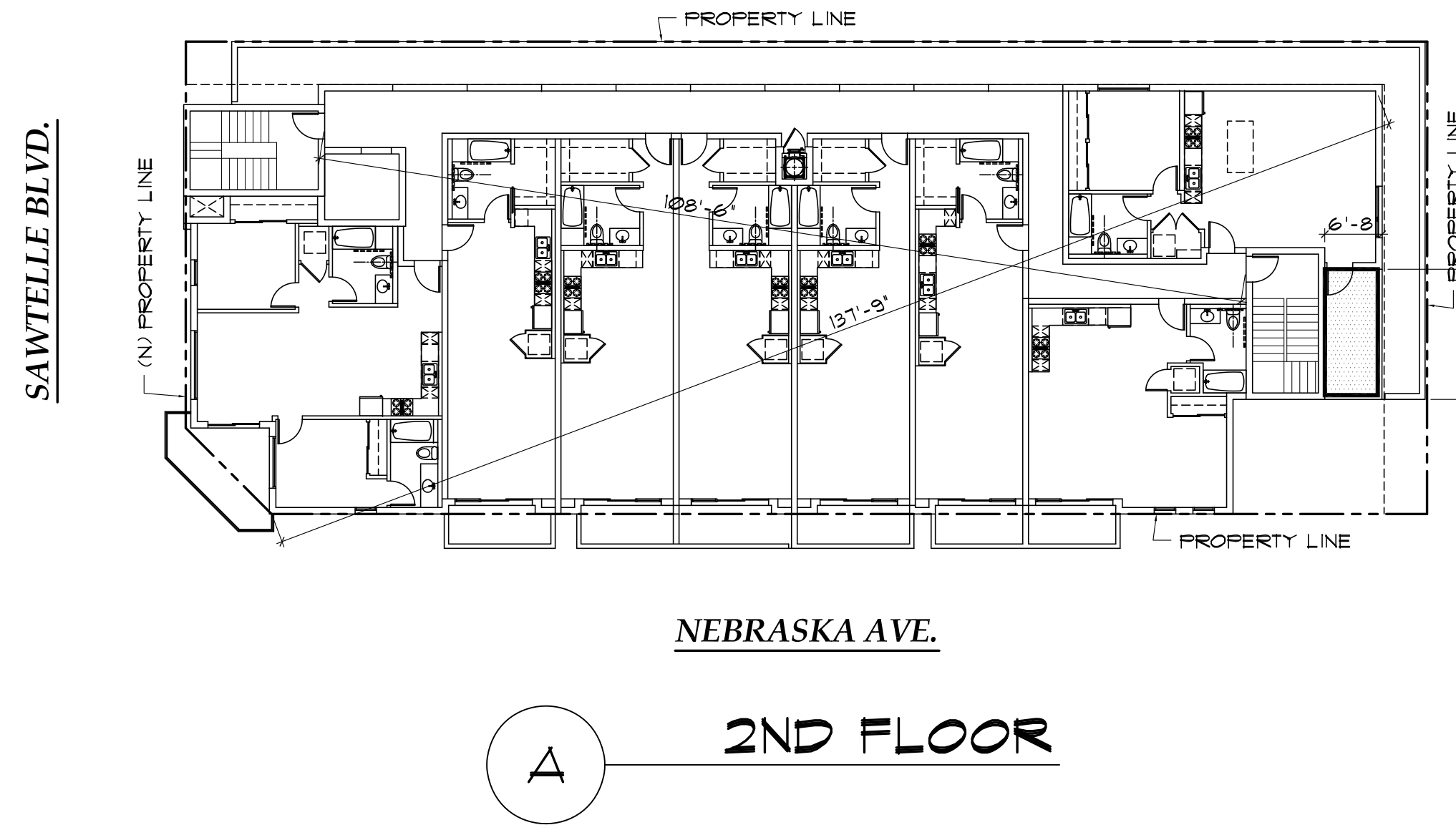
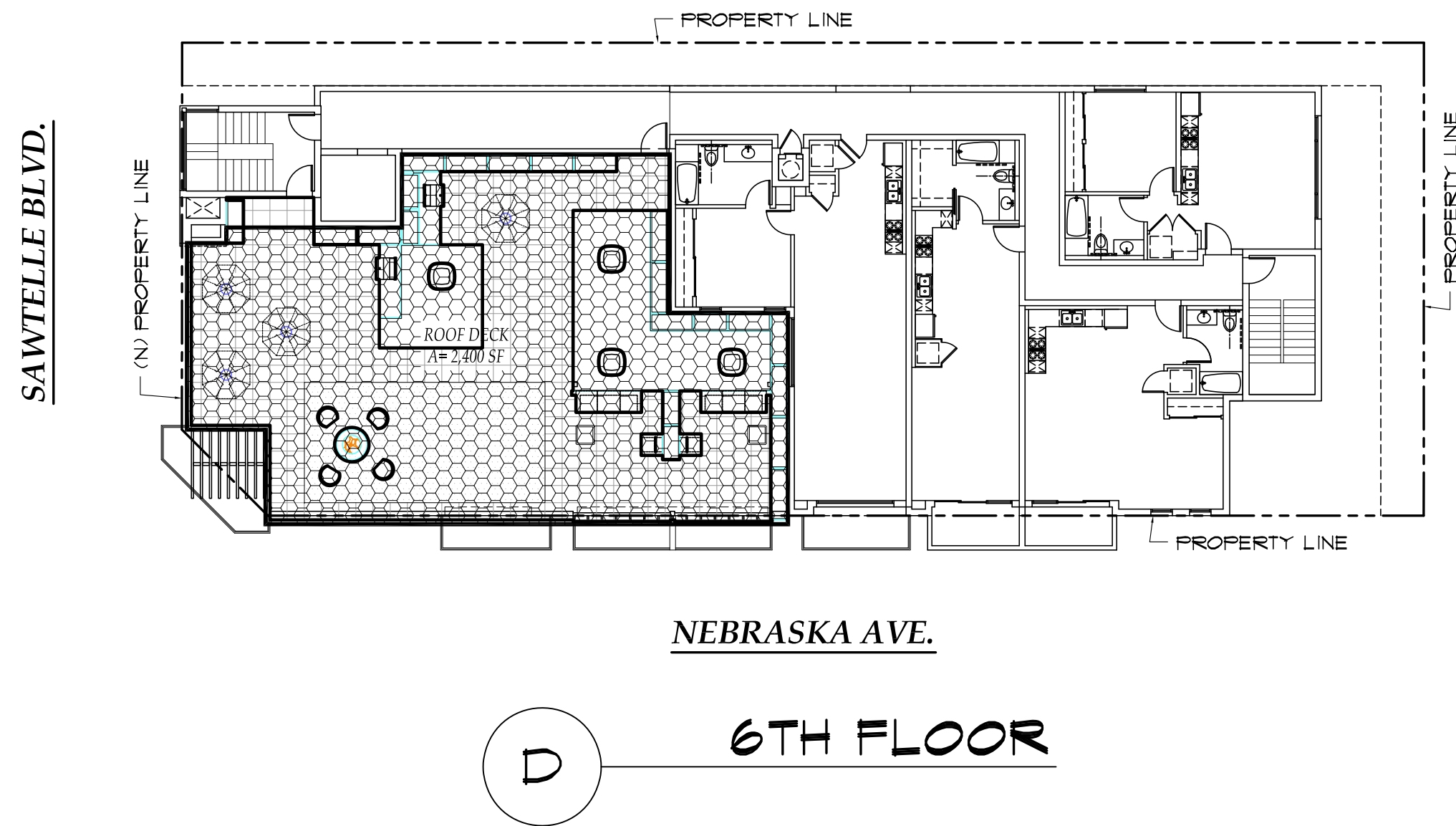
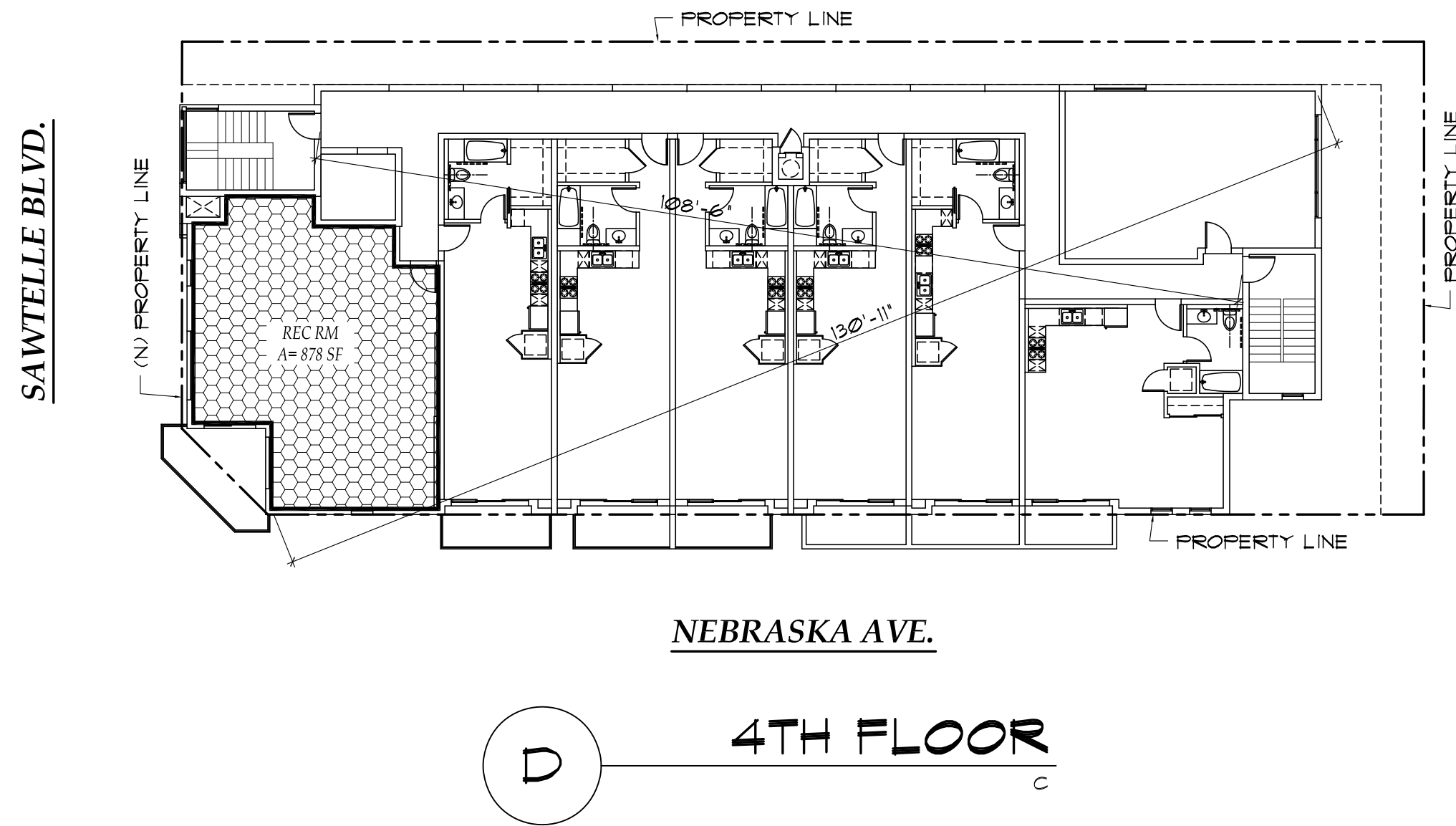
- PRIVATE OPEN SPACE
- COMMON OPEN SPACE

OPEN SPACE REQUIRED:
30 UNITS X100 SQ.FT. (<3 HABITABLE RMS) 3,000 SQ.FT.
2 UNITS X125 SQ.FT. (< 3 HABITABLE RMS) 250 SQ.FT.
TOTAL REQUIRED 3,250 SQ.FT.

OPEN SPACE PROVIDED:
PRIVATE OPEN SPACE: 2-UNITS X 50 SQ.FT. 100 SQ.FT.
REC RM (25% OF REQUIRED) 812 SQ.FT.
ROOF DECK (ROOF LEVEL) 2,400 SQ.FT.
TOTAL PROVIDED 3,313 SQ.FT.

NOTES

OPEN SPACE CALCULATION



DATE
OCT. 27, 2022

DRAWN

CHECKED

PROJECT
2022-04

SHEET TITLE
OPEN SPACE
CALCULATION

PROJECT TITLE
SAWTELLE MIXED-USE 1770
1770 SAWTELLE BLVD.
LOS ANGELES, CA 90025

DATE
OCT. 27, 2022

ISSUED FOR

DATE
OCT. 27, 2022

REVISIONS

SIGNATURE

CONSULTANT

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

SCALE
3/16"=1'-0"

A



F:\Projects\2022-04_Sawtelle_Loft_1770\Renderings\1770_Sawtelle_Loft_1770\1770_Sawtelle_Loft_1770_01.dwg, 10/21/2022, 10:00:00 AM, 1770_Sawtelle_Loft_1770_01.dwg, 10/21/2022, 10:00:00 AM, 1770_Sawtelle_Loft_1770_01.dwg

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DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

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PLUS ARCHITECTS

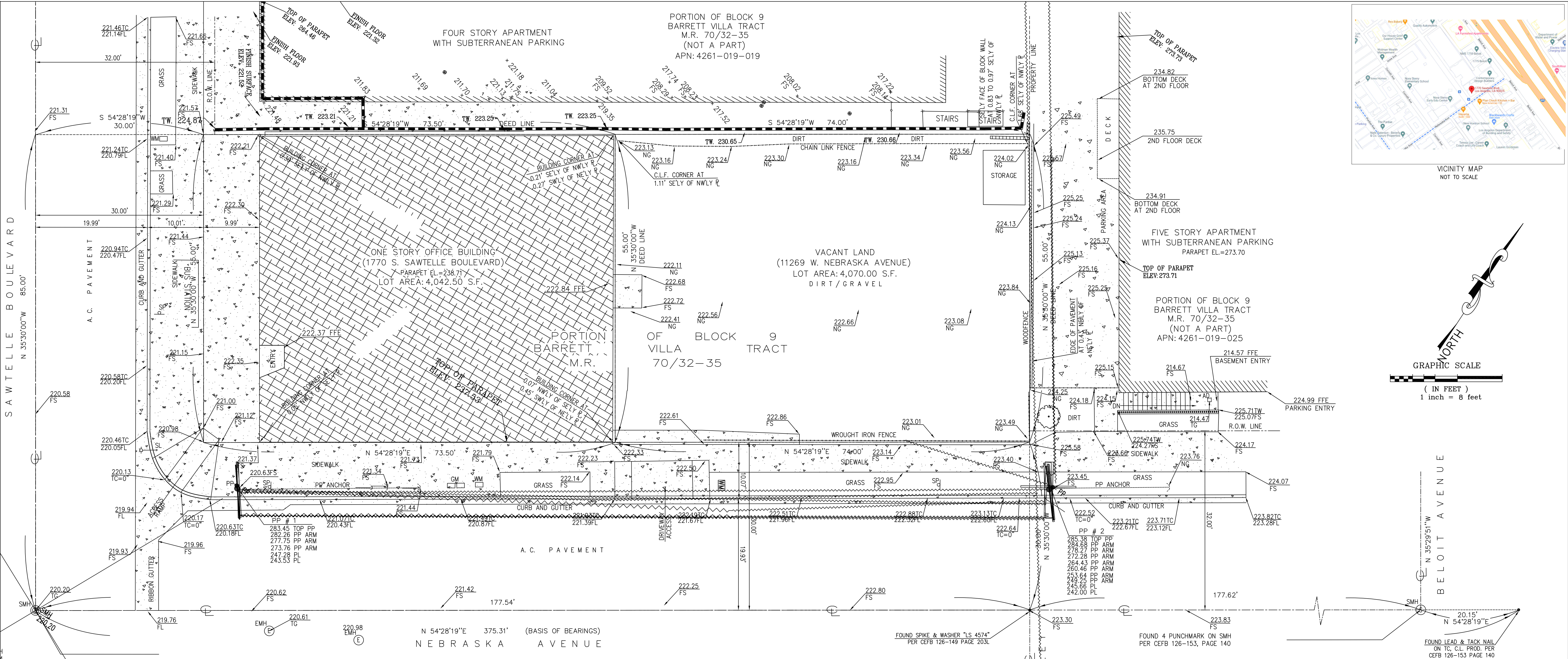
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

SHEET TITLE	PROJECT TITLE
RENDERING	SAWTELLE MIXED-USE 1770

DATE	DRAWN	CHECKED	PROJECT
OCT. 21, 2022			2022-04

SHEET	OF
A0.1d	02



ARCHITECTURAL SURVEY

PREPARED BY:
MOLAI LAND & DESIGN
24308 BURBANK BLVD
WOODLAND HILLS, CA 91367
818-325-9225
MOLAI22@YAHOO.COM



PREPARED FOR:
KAYVAN NAIMI
3223 SANTA MONICA BOULEVARD
SANTA MONICA, CA. 90404

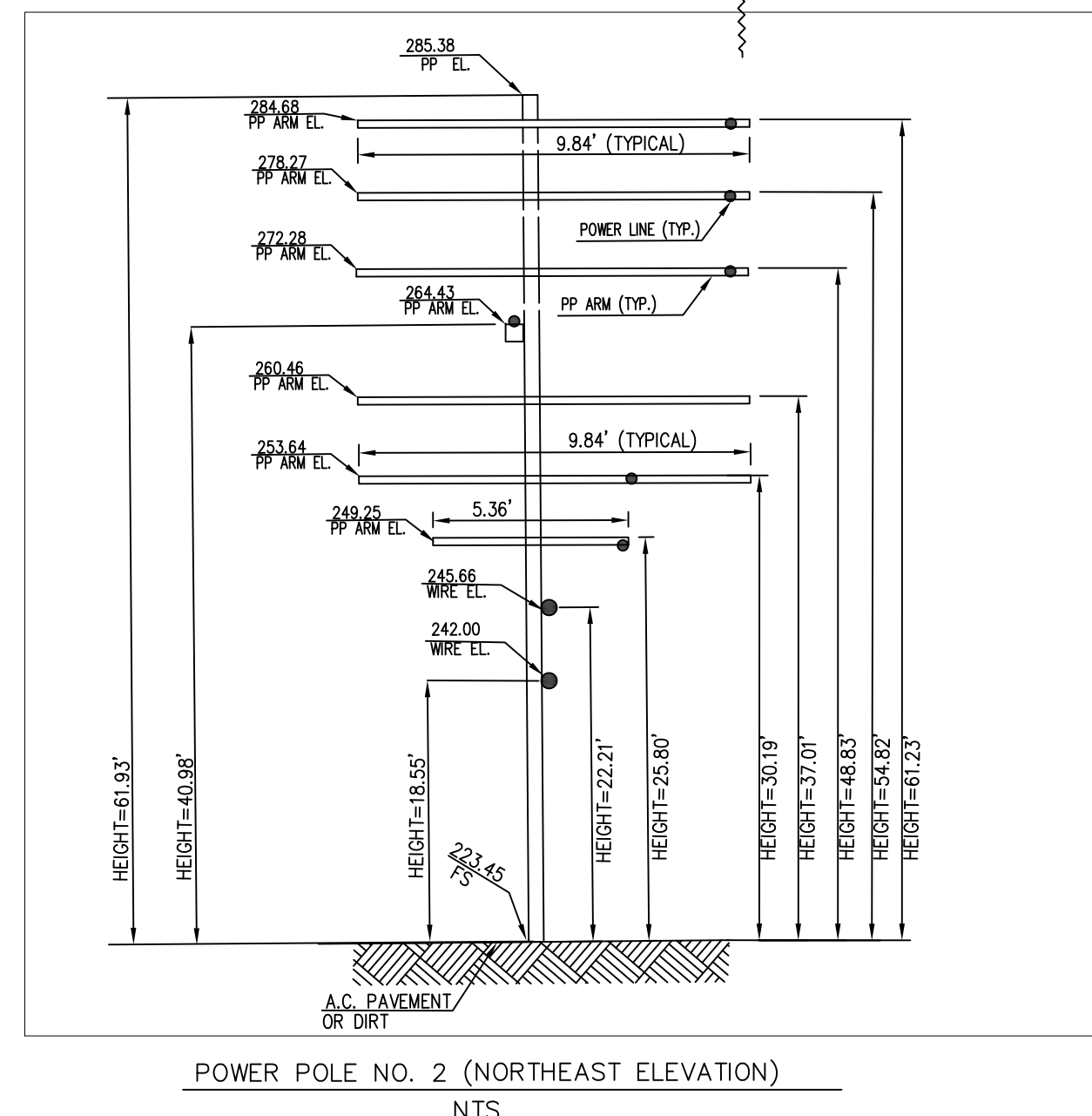
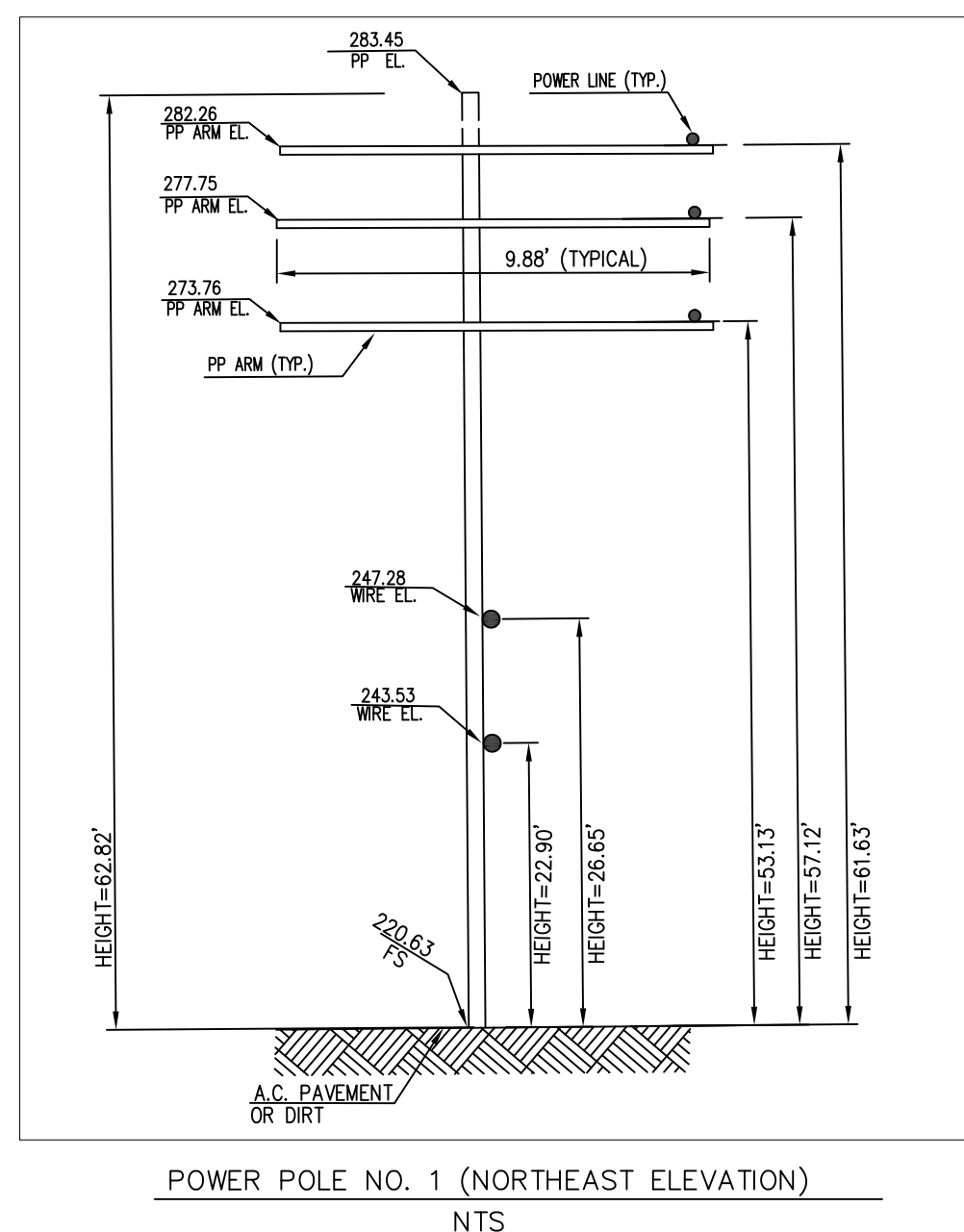
ARCHITECT:
PLUS ARCHITECTS
1770 S. SAWTELLE BLVD.,
LOS ANGELES, CA. 90025
TEL. 310-478-6149

PROJECT ADDRESS:
1770 S. SAWTELLE BLVD.,
LOS ANGELES CA. 90025
APN: 4261-019-011
11269 W. NEBRASKA AVE.,
LOS ANGELES CA. 90025
APN: 4261-019-010

BRIEF LEGAL DESCRIPTION:
PORTION OF BLOCK 9, BARRETT VILLA TRACT, PER MAP RECORDED IN BOOK 70 PAGE 32 TO 35, INCLUSIVE, OF MISCELLANEOUS RECORDS, RECORDS OF LOS ANGELES COUNTY.
BASIS OF BEARINGS:
THE CENTERLINE BEARING OF NEBRASKA AVENUE BEING NORTH 54°28'19" EAST AS PER TRACT NO. 67460, M.B. 1343 PAGE 90 TO 91 WAS USED AS THE BASIS OF BEARINGS SHOWN HEREON.
BENCHMARK:
SEWER STRUCTURE I.D.: 52012041
LID ELEVATION: 220.20 FEET
YEAR: 1999

FOUND SEWER MANHOLE ON SAWTELLE BLVD. AND NEBRASKA AVE.

DATE OF SURVEY:
OCTOBER 21, 2013
LAND AREA:
CONTAINING AN AREA OF 8,112.50 SQ. FT., OR 0.186 ACRES, MORE OR LESS.



LEGEND:

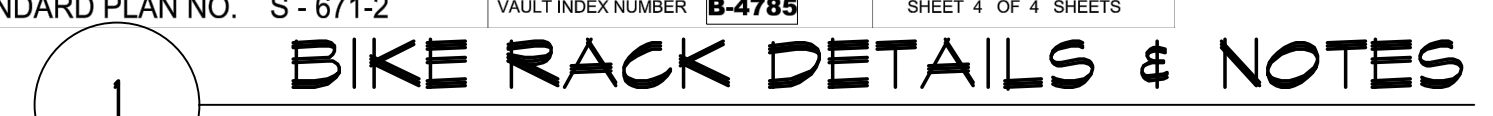
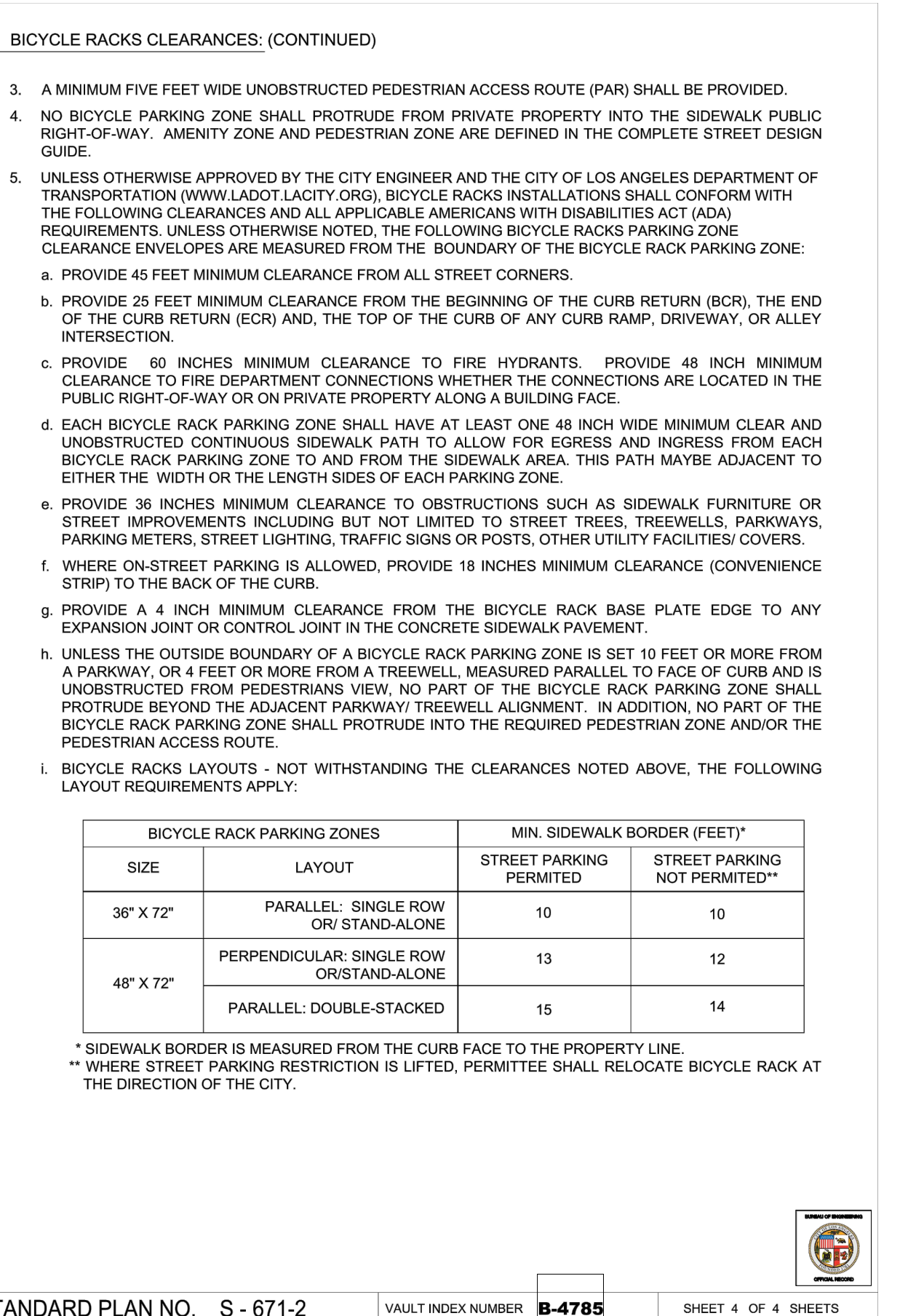
AD	12" SQUARE AREA DRAIN
AC	ASPHALTIC CONCRETE
CEFB	CITY ENGINEERS FIELD BOOK
CLF	CHAIN LINK FENCE
CN	CENTERLINE
DN	STEP DOWN
EMH	ELECTRIC MANHOLE
EL	ELEVATION
FS	FINISHED SURFACE
FL	FLOW LINE
FFE	FINISHED FLOOR ELEVATION
GM	GAS METER
LS	LAND SURVEYOR
MR	MISCELLANEOUS RECORDS
MB	MAPBOOK
NE'LY	NORTHEASTERLY
NW'LY	NORTHWESTERLY
PL	POWER LINE ELEV.
PP	POWER POLE
PROD	PRODUCTION
ROW	RIGHT OF WAY LINE
SF	SQUARE FEET
S'LY	SOUTHERLY
SMH	SEWER MANHOLE
SE'LY	SOUTHEASTERLY
SL	STREET LIGHT
SP	SIGN POST
SW'LY	SOUTHWESTERLY
TYP	TYPICAL
TC	TOP OF CURB
TG	TOP OF GRATE
WM	WATER METER

ASPHALT PAVEMENT

CONCRETE PAVEMENT

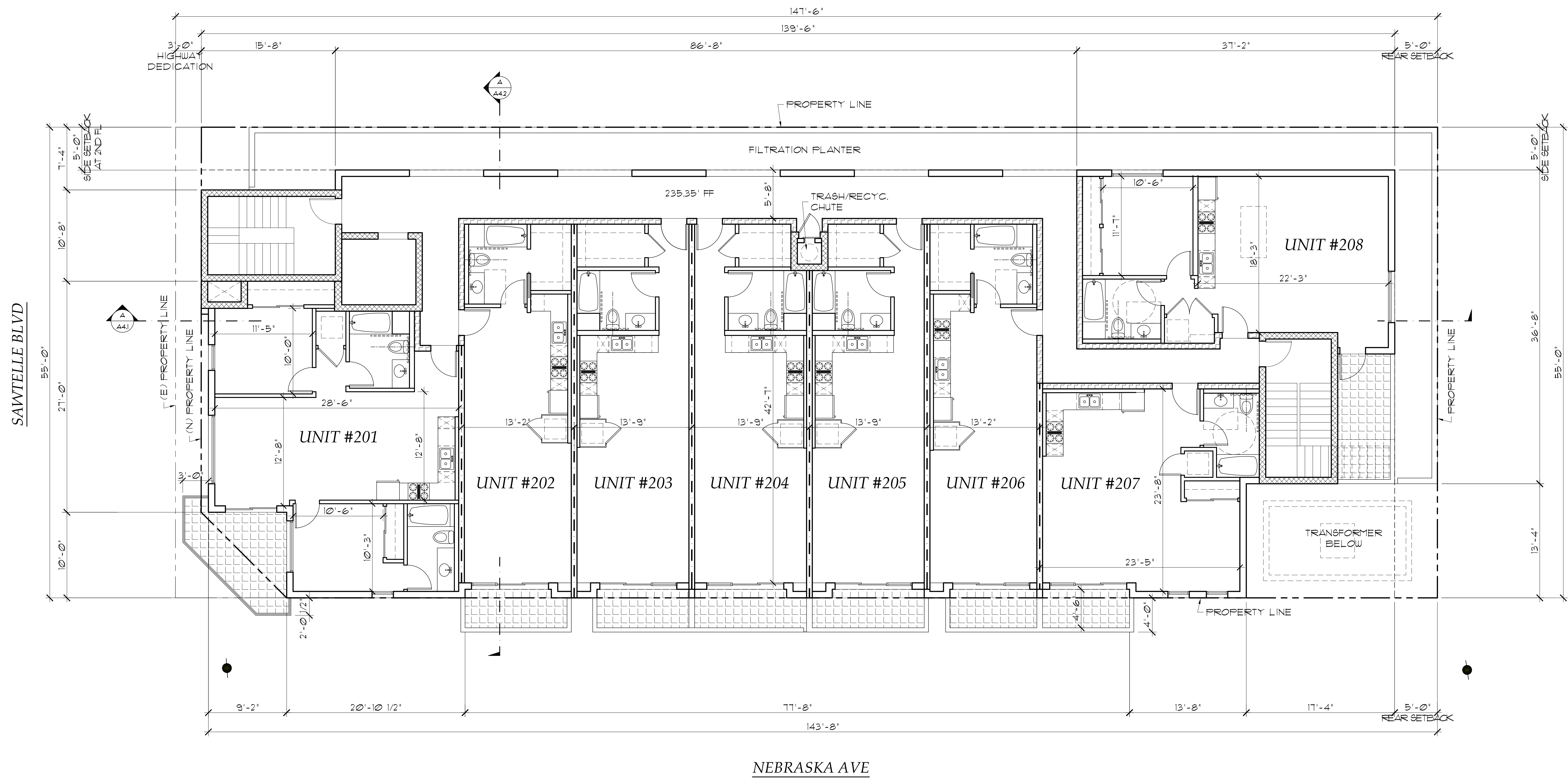
12" Ø TREE

TYPICAL LINE TYPES	
	CENTER LINE
	PROPERTY LINE
	CONCRETE RETAINING WALL
	BLOCK WALL
	CHAIN LINK FENCE/GATE
	WOOD FENCE
	WROUGHT IRON FENCE/GATE
	BUILDING LINE

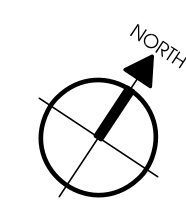




DATE	OCT. 27, 2022
DRAWN	
CHECKED	
PROJECT	2022-04
SHEET	OF
A2.1	



2ND FLOOR PLAN
SCALE: 3/16" = 1'-0"



DATE	OCT. 27, 2022	DRAWN	CHECKED	PROJECT	2022-04
SHEET				OF	
A2.4					

SHEET TITLE	PROJECT TITLE
2ND FLOOR PLAN	SAWTELLE MIXED-USE 1770 1770 SAWTELLE BLVD LOS ANGELES, CA 90005

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

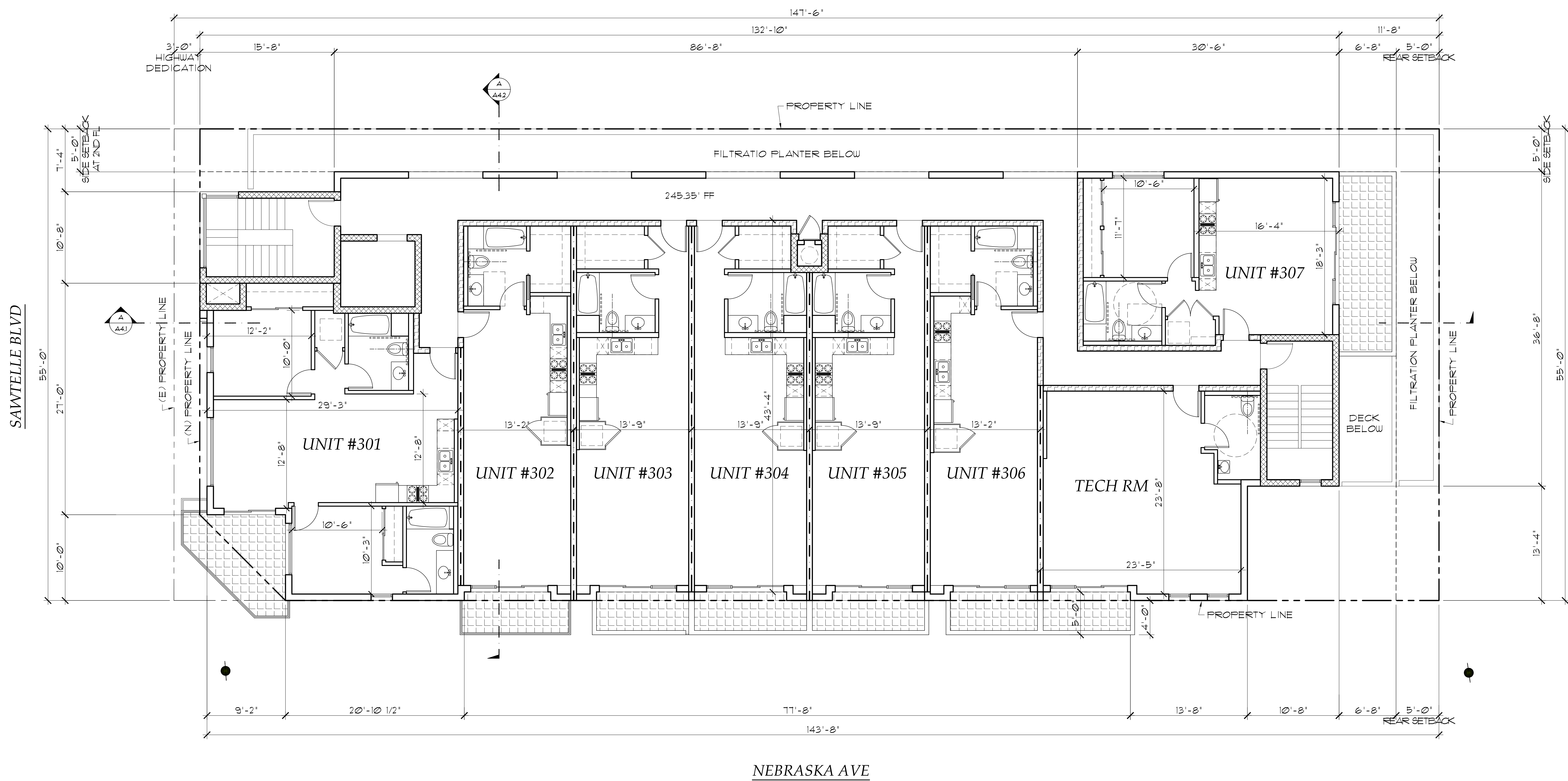
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SIGNATURE	CONSULTANT
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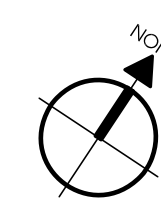
DATE	REVISIONS

DATE	ISSUED FOR

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3RD FLOOR PLAN
SCALE: 3/16" = 1'-0"



DATE OCT. 27, 2022	DRAWN	CHECKED	PROJECT	2022-04
SHEET A2.5			OF	

SHEET TITLE
3RD FLOOR PLAN
PROJECT TITLE
SAWTELLE MIXED-USE 1770 1170 SAWTELLE BLVD. LOS ANGELES CA 90025

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

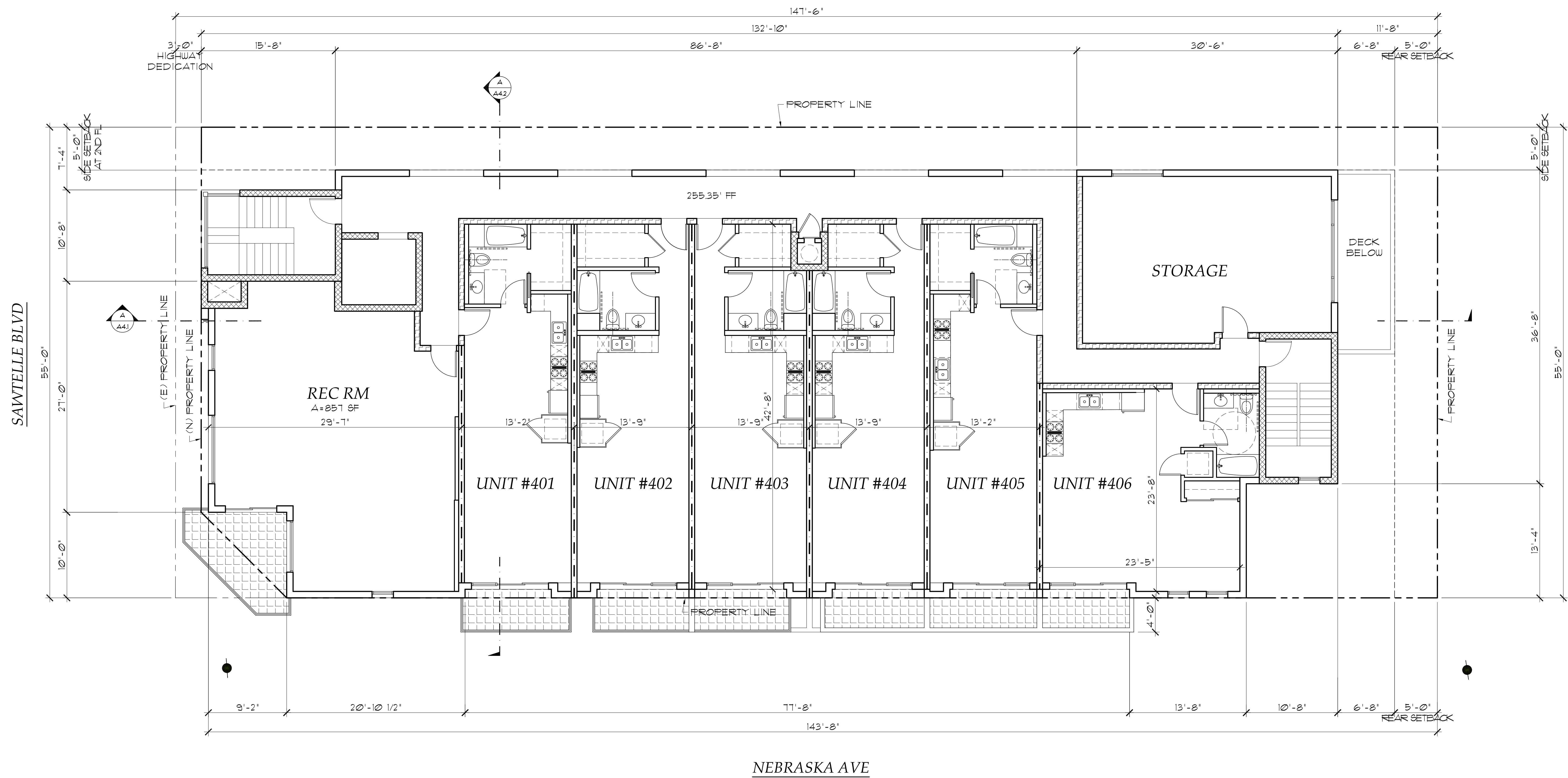
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SIGNATURE	
CONSULTANT	

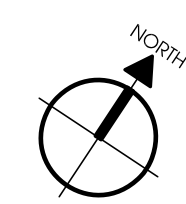
DATE	REVISIONS

DATE	ISSUED FOR

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4TH FLOOR PLAN
SCALE: 3/16" = 1'-0"



DATE	DRAWN	CHECKED	PROJECT
OCT. 21, 2022			2022-04

SHEET	OF
A2.6	

<p>SHEET TITLE</p> <p>4TH FLOOR PLAN</p>	<p>PROJECT TITLE</p> <p>SAWTELLE MIXED-USE 1770 1770 SAWTELLE BLVD. LOS ANGELES, CA 90029</p>
---	--

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

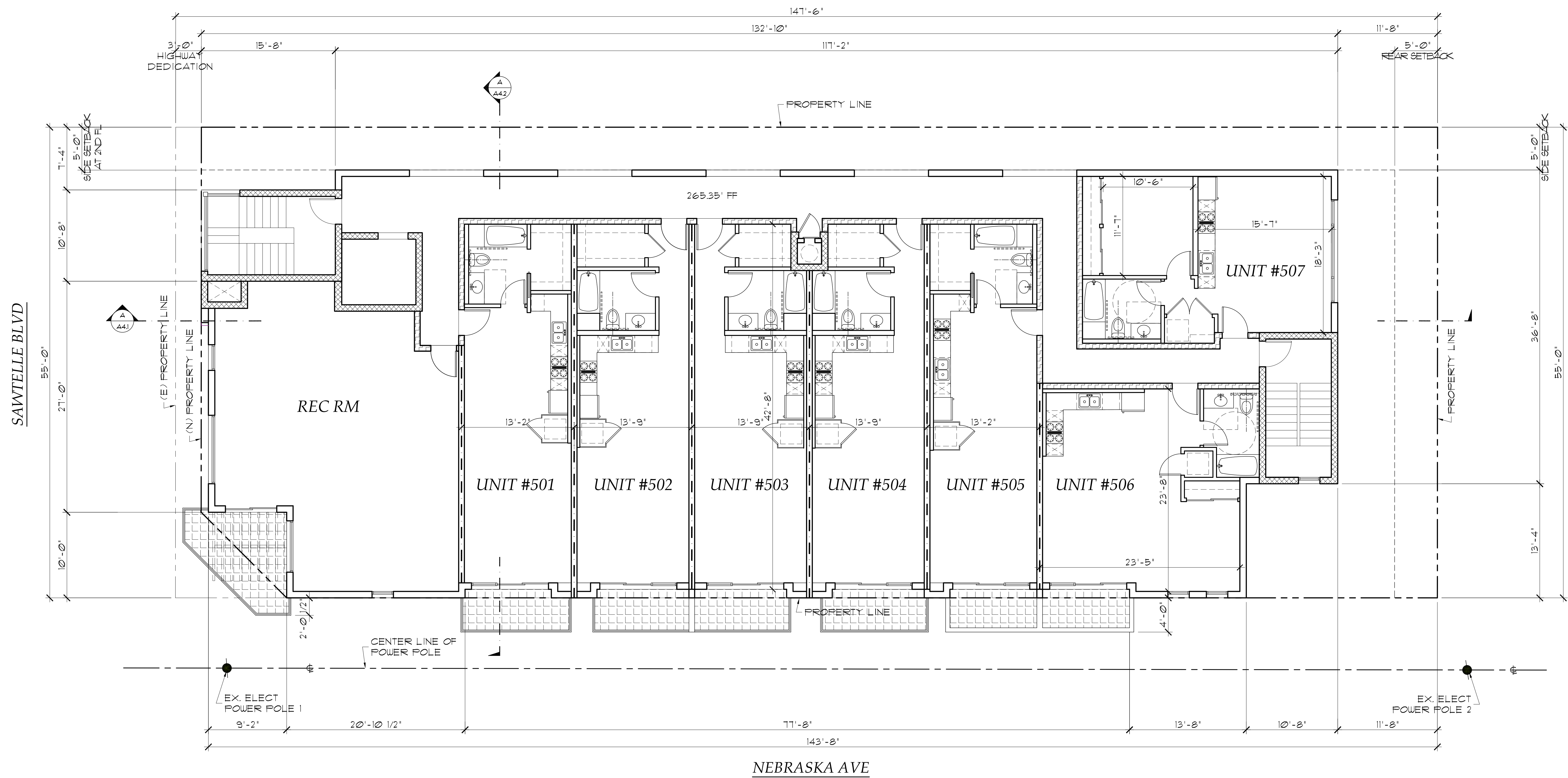
SIGNATURE

CONSULTANT

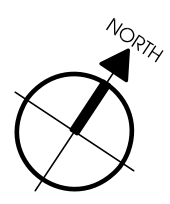
DATE	REVISIONS

DATE	ISSUED FOR

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5TH FLOOR PLAN
SCALE: 3/16" = 1'-0"



DATE	OCT. 21, 2022
DRAWN	
CHECKED	
PROJECT	2022-04

SHEET	OF
A2.7	

SHEET TITLE	PROJECT TITLE
5TH FLOOR PLAN	SAWTELLE MIXED-USE 1770
	1170 SAWTELLE BLVD. LOS ANGELES, CA 90005

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

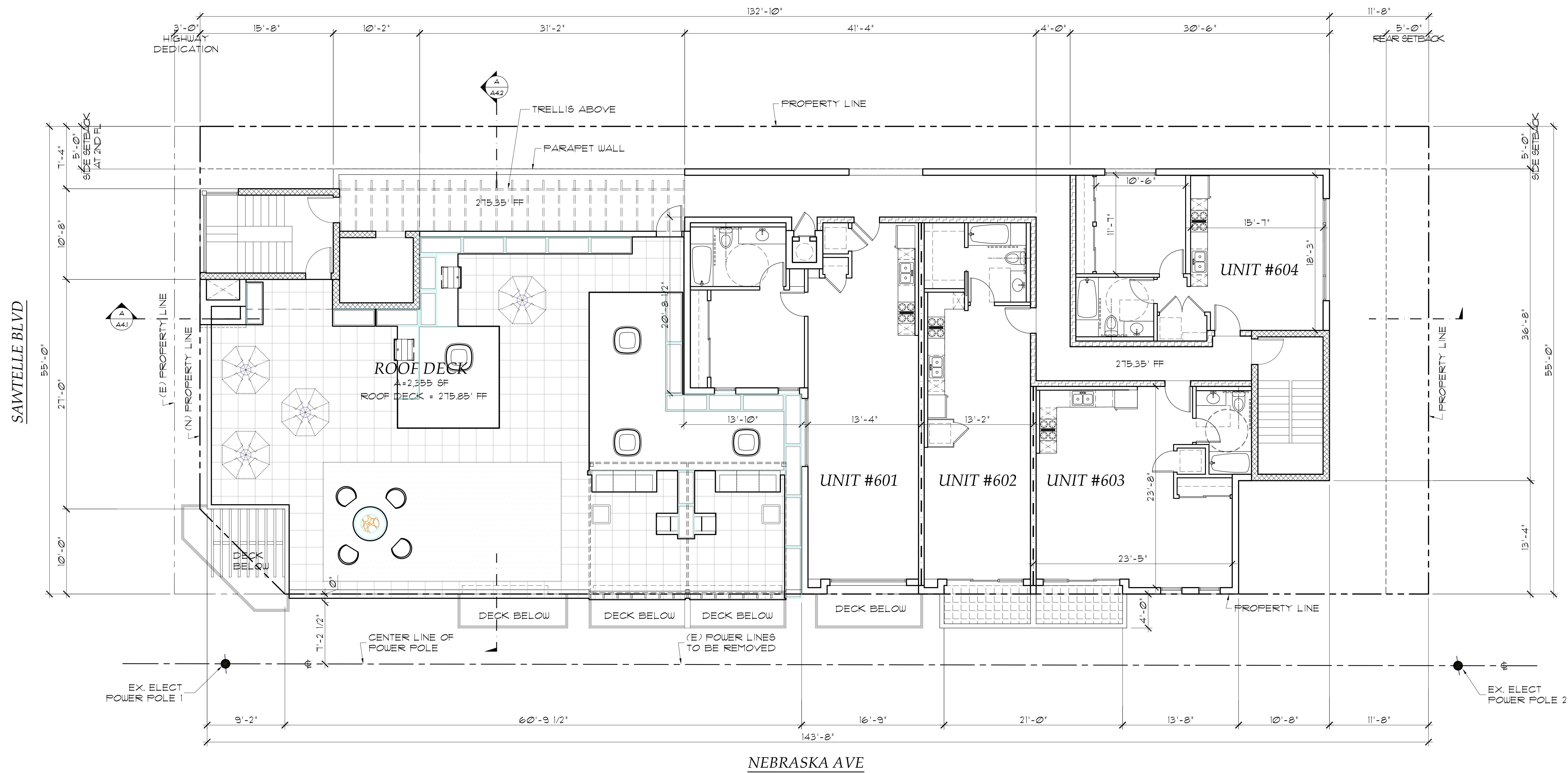
SIGNATURE	

CONSULTANT	
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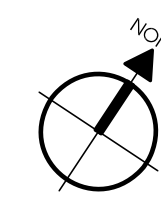
REVISIONS	
DATE	

ISSUED FOR	
DATE	

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6TH FLOOR PLAN
SCALE: 3/16" = 1'-0"



DATE	OCT. 21, 2022
DRAWN	
CHECKED	
PROJECT	2022-04

SHEET	OF
A2.8	

SHEET TITLE	PROJECT TITLE
6TH FLOOR PLAN	SAWTELLE MIXED-USE 1770
	1170 SAWTELLE BLVD, LOS ANGELES, CA 90025

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

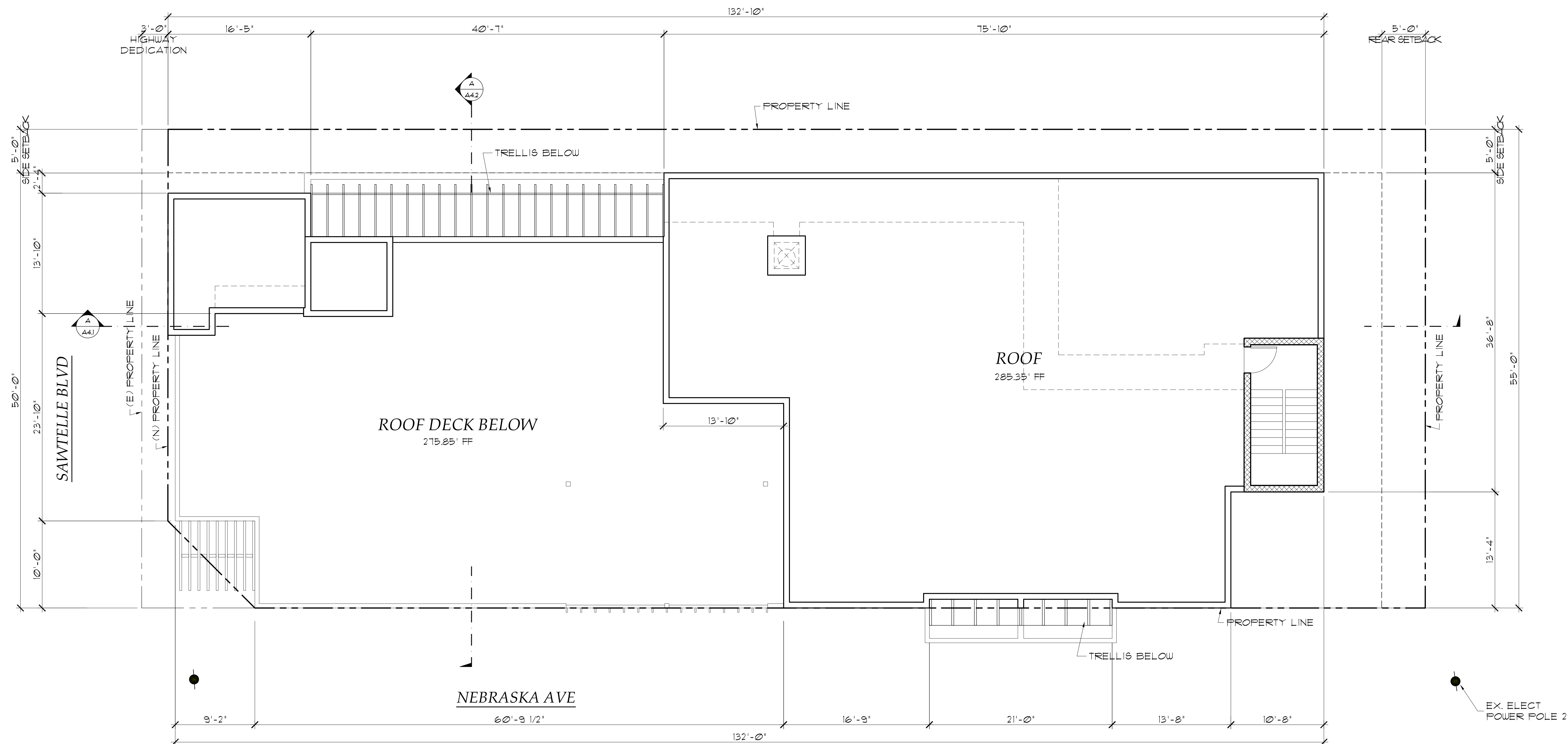
DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

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

DATE	OCT. 27, 2022
DRAWN	
CHECKED	
PROJECT	2022-04

SHEET	OF
A2.9	

SHEET TITLE	PROJECT TITLE
ROOF PLAN	SAWTELLE MIXED-USE 1770
	1170 SAWTELLE BLVD. LOS ANGELES, CA 90025

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
 1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

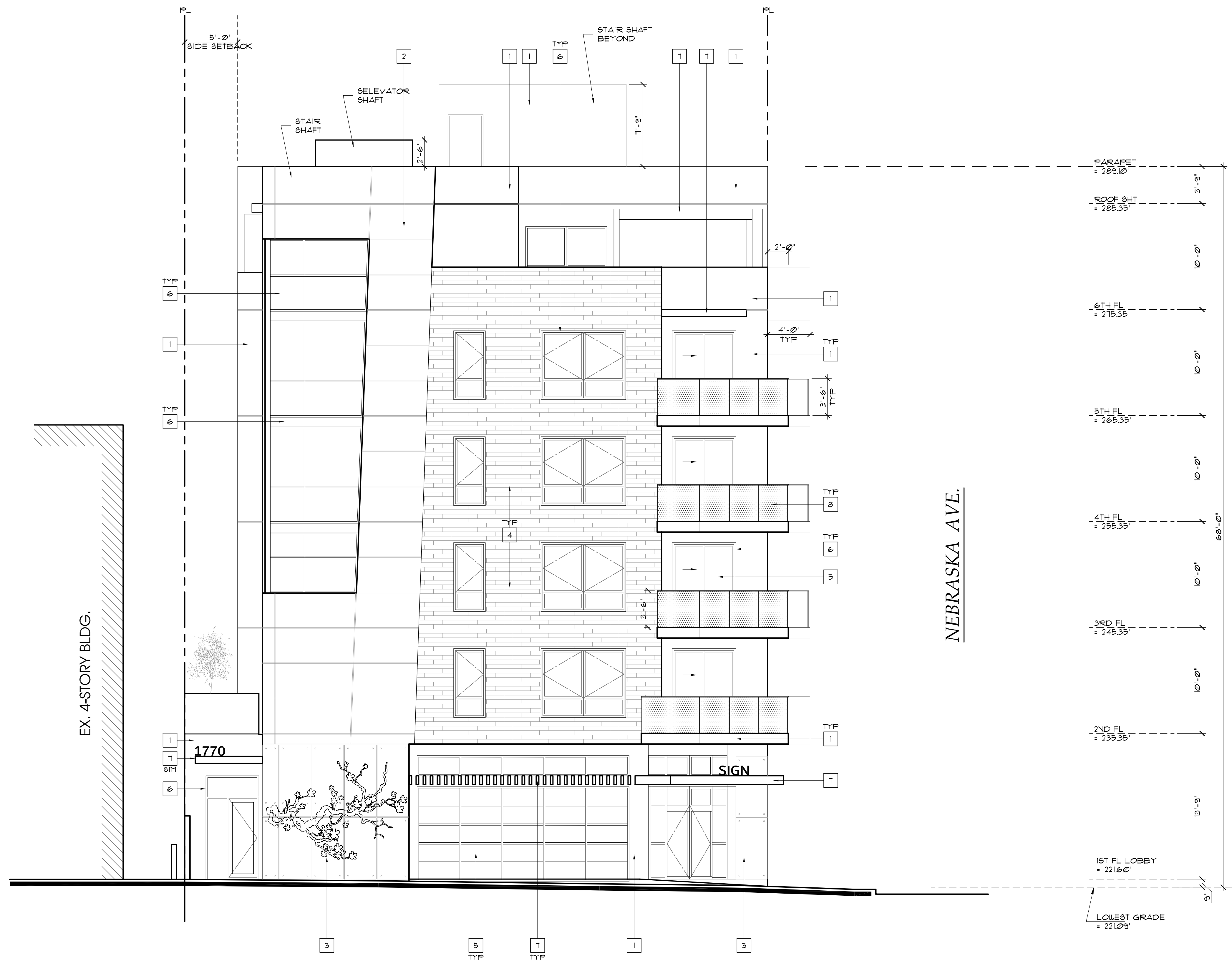
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DATE	

ISSUED FOR	
DATE	

REVISIONS	
DATE	

ISSUED FOR	
DATE	

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COLOR & FINISH MATERIALS:

EXTERIOR FINISHES

STUCCO:
1" THK. EXT. PLASTER 0/1 LAYER 60 MIN.,
GRADE 'D' BLDG. PAPER #1 LAYER TYVEK
ACRYLIC BASE, SMOOTH FINISH (TYP.)
STUCCO MIX BY 'LA HABRA' OR EQUAL

CONTRACTOR TO PROVIDE FOUR FINISH/COLOR
SAMPLES ON SITE FOR ARCHITECT'S APPROVAL
PRIOR TO APPLICATION OF FINISH COAT.

- 1 SMOOTH TROUPEL FINISH STUCCO
COLOR: SWISS COFFEE 'DEW341'
BY: 'DUNN EDWARDS'
 - 2 SWISSPEARL VINTAGE-REFLEX
EXTERIOR CLADDING PANEL SYSTEM
COLOR: VIR 9292
BY: 'SWISSPEARL'
 - 3 SHEET-FORMED CAST-IN-PLACE CONCRETE
COLOR: NATURAL
 - 4 FAUX WOOD ALUM. CLADDING STAIN FINISH
® 2ND TO 5TH FLOOR
COLOR: DRY CHERRY 'LCF-0202'
BY: 'LUXTCLAD'

EXTERIOR DOORS & WINDOWS:

- 5 ANODIZED ALUMINUM DOOR & WINDOW
BY 'ARCADIA' OR APPROVED EQUAL
COLOR: 'STANDARD BLACK'

MISCELLANEOUS:

- | | |
|---|--|
| 6 | <p>PAINTED METAL
TO MATCH DOORS & WINDOW COLOR
COLOR: BLACK TIE D36351
BY: 'DANN EDWARDS'</p> |
| 7 | <p>ALUM. TRELLIS PAINTED
TO MATCH STAIN FINISH COLOR
COLOR: DARK CHERRY LCF-202'
BY: 'LUYGLAD'</p> |
| 8 | <p>CRL 9BL SERIES MILL ALUMINUM STANDARD
SQUARE BASE SHOE W/ TRANSLUCENT GLASS
BY: C.R. LAURENCE CO. INC
SERIES 9BL6LD</p> |
| 9 | <p>CONTROL JOINT 1/2" ALUMINUM REVEAL
BY FRY REGLET OR EQUAL
COLOR TO MATCH STUCCO COLOR</p> |

INTERIOR GYPSUM BOARD FINISHES & SPECS.

5/8" THK. TYPE 'X' GYPSUM BOARD: TAPE, MUD
AND SAND. SKIM COAT FINISH WITH SQUARE
EDGE PROVIDE GREEN BOARD AT ALL WET
WALLS

NOTES:

1. PROVIDE GRAFFITI RESISTANT PAINT FOR MIN. 3'-0" (H) USE RANGUARD PRODUCT COMPANY GRAFFITI RESISTANT FINISH L.A.R.R. ® RR 25060.
2. ALL AROUND THE BUILDING WILL BE LIT WITH SHIELDED LIGHT.
3. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

WEST ELEVATION
SCALE: 3/16" = 1'-0"
(SAWTELLE BLVD)

DATE
OCT. 27, 2022
DRAWN
CHECKED
PROJECT
2022-04

SHEET	OF
A3.1	

SHEET TITLE	PROJECT TITLE
BUILDING ELEVATION	SAWTELLE MIXED-USE 1770
	1770 SAWTELLE BLVD. LOS ANGELES, CA 90015

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SIGNATURE

CONSULTANT	
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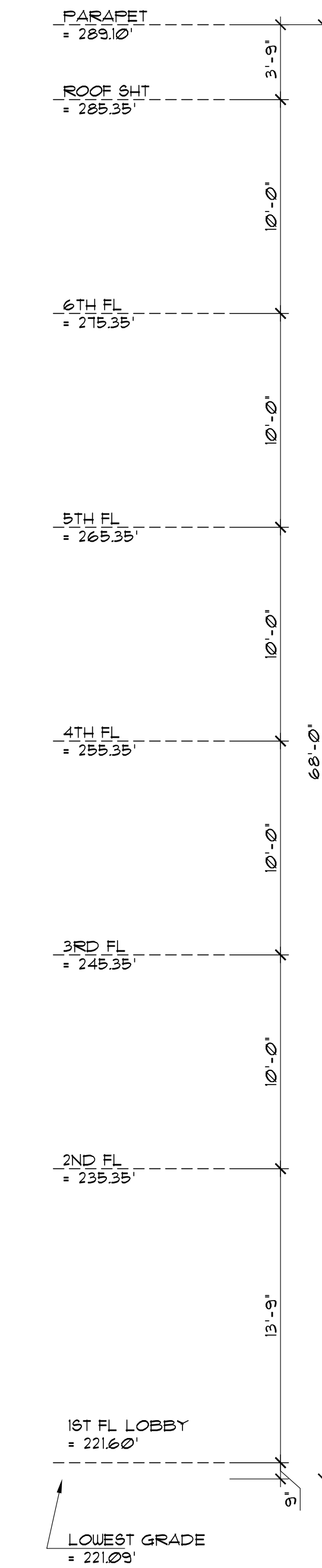
DATE	REVISIONS

DATE	ISSUED FOR

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NEBRASKA AVE.



COLOR & FINISH MATERIALS:

EXTERIOR FINISHES

STUCCO:
1" THK. EXT. PLASTER 0/1 LAYER 60 MIN.,
GRADE 'D' BLDG. PAPER 4 LAYER TYVEK
ACRYLIC BASE, SMOOTH FINISH (TYP.)
STUCCO MIX BY 'LA HABRA' OR EQUAL

CONTRACTOR TO PROVIDE FOUR FINISH/COLOR
SAMPLES ON SITE FOR ARCHITECT'S APPROVAL
PRIOR TO APPLICATION OF FINISH COAT.

- | | |
|---|---|
| 1 | SMOOTH TROUVEL FINISH STUCCO
COLOR: SWISS COFFEE 'DEW341'
BY: 'DUNN EDWARDS' |
| 2 | SWISSPEARL VINTAGE-REFLEX
EXTERIOR CLADDING PANEL SYSTEM
COLOR: VIR 9292
BY: 'SWISSPEARL' |
| 3 | SHEET-FORMED CAST-IN-PLACE CONCRETE
COLOR: NATURAL |
| 4 | FAUX WOOD ALUM. CLADDING STAIN FINISH
® 2ND TO 5TH FLOOR
COLOR: DKS CHERRY 'LCF-0202'
BY: LUXTGLAS |

EXTERIOR DOORS & WINDOWS:

- 5 ANODIZED ALUMINUM DOOR & WINDOW
BY 'ARCADIA' OR APPROVED EQUAL
COLOR: 'STANDARD BLACK'

MISCELLANEOUS:

- 6 PAINTED METAL
TO MATCH DOORS & WINDOWS COLOR
COLOR: 'BLACK TIE DE635T'
BY: 'DUNN EDWARDS'
- 7 ALUM. TRELLIS PAINTED
TO MATCH STAIN FINISH COLOR
COLOR: 'DARK CHERRY 'LCF-0202'
BY: 'LUXYCLAD'
- 8 CRL 9BL SERIES MILL ALUMINUM STANDARD
SQUARE BASE SHOE W/ TRANSLUCENT GLASS
BASE CO. INC
SERIES 9BL6BD
- 9 CONTROL JOINT 1/2" ALUMINUM REVEAL
BY 'FRY REGLET OR EQUAL
COLOR TO MATCH STUCCO COLOR

INTERIOR GYPSUM BOARD FINISHES & SPECS.

5/8" THK. TYPE 'X' GYPSUM BOARD: TAPE, MUD
AND SAND, SKIM COAT FINISH WITH SQUARE
EDGE PROVIDE GREEN BOARD AT ALL WET
WALLS

NOTES:

1. PROVIDE GRAFFITI RESISTANT PAINT FOR MIN. 3'-0" (H) USE RANGUARD PRODUCT COMPANY GRAFFITI RESISTANT FINISH L.A.R.R. ® RR 25060.
2. ALL AROUND THE BUILDING WILL BE LIT WITH SHIELDED LIGHT.
3. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

WEST ELEVATION
SCALE: 3/16" = 1'-0"
(SAWTELLE BLVD)

DATE	OCT. 21, 2022
DRAWN	
CHECKED	
PROJECT	2022-04

SHEET	OF
A3.1a	

An architectural drawing of a building elevation, oriented vertically. The drawing is enclosed in a double-line border. At the top, the text 'SHEET TITLE' is written in a bold, sans-serif font. Below this, the main title 'BUILDING ELEVATION' is written in a large, bold, sans-serif font. At the bottom, the text 'PROJECT TITLE' is written in a bold, sans-serif font. To the right of the main title, the text 'SAWTELLE MIXED-USE 1770' is written in a large, bold, sans-serif font. Below this, the address '1770 SAWTELLE BLVD, LOS ANGELES CA 90019' is written in a smaller, sans-serif font.

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

SIGNATURE

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EXTERIOR FINISHES

- STUCCO:
1" THK. EXT. PLASTER 0/1 LAYER 60 MIN.
CONC. D/ BLDG. PAPER 4 LAYER TYPEK
ACRYLIC BASE SMOOTH FINISH (MFE)
STUCCO MIX BY 'LA HABRA' OR EQUAL
CONTRACTOR TO PROVIDE FOUR FINISH/COLOR
SAMPLES ON SITE FOR ARCHITECT'S APPROVAL
PRIOR TO APPLICATION OF FINISH COAT.
- 1 SMOOTH TROUVEL FINISH STUCCO
COLOR: 'SWISS CORNE' DEUS-41'
BY: 'DUAN EDWARDS'
- 2 SWISSPEARL VINTAGO-REFLEX
EXTERIOR CLADDING PANEL SYSTEM
COLOR: VIR 9292
BY: 'SWISSPEARL'
- 3 SHEET-FORMED CAST-IN-PLACE CONCRETE
COLOR: NATURAL
- 4 FAUX WOOD ALUM. CLADDING STAIN FINISH
2ND TO 5TH FLOOR
COLOR: 'DUSK CHERRY 'LCF-0202'
BY: 'LUXTYCLAD'
- EXTERIOR DOORS & WINDOWS:
- 5 ANODIZED ALUMINUM DOOR & WINDOW
BY: 'ARCADIA' OR APPROVED EQUAL
COLOR: 'STANDARD BLACK'

MISCELLANEOUS:

- 6 PAINTED METAL
TO MATCH DOORS & WINDOWS COLOR
COLOR: 'BLACK TIE DE635T'
BY: 'DUNN EDWARDS'
- 7 ALUM. TRELLIS PAINTED
TO MATCH STAIN FINISH COLOR
COLOR: 'DARK CHERRY 'LCF-0202'
BY: 'LUXYCLAD'
- 8 CRL 9BL SERIES MILL ALUMINUM STANDARD
SQUARE BASE SHOE W/ TRANSLUCENT GLASS
BASE CO. INC
SERIES 9BL6BD
- 9 CONTROL JOINT 1/2" ALUMINUM REVEAL
BY 'FRY REGLET OR EQUAL
COLOR TO MATCH STUCCO COLOR

INTERIOR GYPSUM BOARD FINISHES & SPECS.

5/8" THK. TYPE 'X' GYPSUM BOARD: TAPE, MUD
AND SAND. SKIM COAT FINISH WITH SQUARE
EDGE PROVIDE GREEN BOARD AT ALL WET
WALLS

1. PROVIDE GRAFFITI RESISTANT PAINT FOR MIN. 3'-0" (H) USE RAINGUARD PRODUCT COMPANY GRAFFITI RESISTANT FINISH L.A.R.R. * RR 25060.
2. ALL AROUND THE BUILDING WILL BE LIT WITH SHIELDED LIGHT.
3. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

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

DATE	OCT 27, 2022	DRAWN	CHECKED	PROJECT	2022-04
SHEET				OF	
A3.2					

SHEET TITLE	BUILDING ELEVATION
PROJECT TITLE	SAWTELLE MIXED-USE 1770
	1770 SAWTELLE BLVD. LOS ANGELES, CA 90027

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

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DATE	

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DATE	

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COLOR & FINISH MATERIALS:

EXTERIOR FINISHES

STUCCO:
1" THK. EXT. PLASTER 0/1 LAYER 60 MIN.
GRADE 10' BLDG PAPER 4 1/2 LAYER TYPYK
ACRYLIC BASE, SMOOTH FINISH (TYP.)
STUCCO MIX BY 'LA HABRA' OR EQUAL
CONTRACTOR TO PROVIDE FOUR FINISH/COLOR
SAMPLES ON SITE FOR ARCHITECT'S APPROVAL
PRIOR TO APPLICATION OF FINISH COAT.

- SMOOTH TROUCEL FINISH STUCCO
COLOR: SWISS COFFEE 'DEW341'
BY: 'DUNN EDWARDS'
- SWISSPEARL VINTAGO-REFLEX
EXTERIOR CLADDING PANEL SYSTEM
COLOR: VIE 3233
BY: 'SWISSPEARL'
- SHEET-FORMED CAST-IN-PLACE CONCRETE
COLOR: NATURAL
- FAUX WOOD ALUM. CLADDING STAIN FINISH
2ND TO 5TH FLOOR
COLOR: DARK CHERRY 'LCF-0102'
BY: 'LUXYCLAD'

EXTERIOR DOORS & WINDOWS:

- ANODIZED ALUMINUM DOOR & WINDOW
BY 'ARCADIA' OR APPROVED EQUAL
COLOR: 'STANDARD BLACK'

MISCELLANEOUS:

- PAINTED METAL
TO MATCH DOORS & WINDOWS COLOR
COLOR: BLACK TIE 'DE635T'
BY: 'DUNN EDWARDS'
- ALUM. TRELLIS PAINTED
TO MATCH STAIN FINISH COLOR
COLOR: DARK CHERRY 'LCF-0102'
BY: 'LUXYCLAD'
- CRL 98L SERIES MILL ALUMINUM STANDARD
SQUARE BASE SHOE W/ TRANSLUCENT GLASS
BY: C.R. LAURENCE CO, INC
SERIES 98L60D
- CONTROL JOINT 1/2" ALUMINUM REVEAL
BY FRY REGLET OR EQUAL
COLOR TO MATCH STUCCO COLOR

INTERIOR GYPSUM BOARD FINISHES & SPECS:

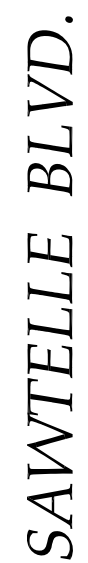
5/8" THK. TYPE 'X' GYPSUM BOARD; TAPE, MUD
AND SAND, 5KIM COAT FINISH WITH SQUARE
EDGE PROVIDE GREEN BOARD AT ALL WET
WALLS

NOTES:

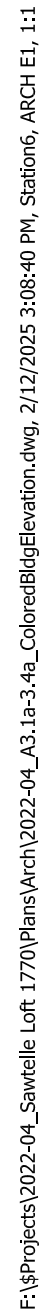
- PROVIDE GRAFFITI RESISTANT PAINT FOR
MIN. 9'-0" (H) USE RAINGUARD PRODUCT
COMPANY GRAFFITI RESISTANT FINISH
LAIR, # RR 25060.
- ALL AROUND THE BUILDING WILL BE LIT WITH
SHIELDED LIGHT.
- ALL DIMENSIONS ARE FINISH TO FINISH UNO.

A SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

THE USE OF THESE PLANS AND SPECIFICATIONS IS LIMITED TO THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THESE PLANS OR SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS PROHIBITED. PLUS ARCHITECTS ASSUMES NO LIABILITY FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THESE PLANS AND SPECIFICATIONS.	
DATE	REVISIONS
DATE	ISSUED FOR
CONSULTANT	
SIGNATURE	
PLUS ARCHITECTS ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN 1770 SAWTELE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149	
PROJECT TITLE SAWTELE MIXED-USE 1770	
DATE OCT. 27, 2022	DRAWN
CHECKED	PROJECT
2022-04	
SHEET	
A3.2a	



OF



EXTERIOR FINISHES

- EXTERIOR DOORS & WINDOWS:

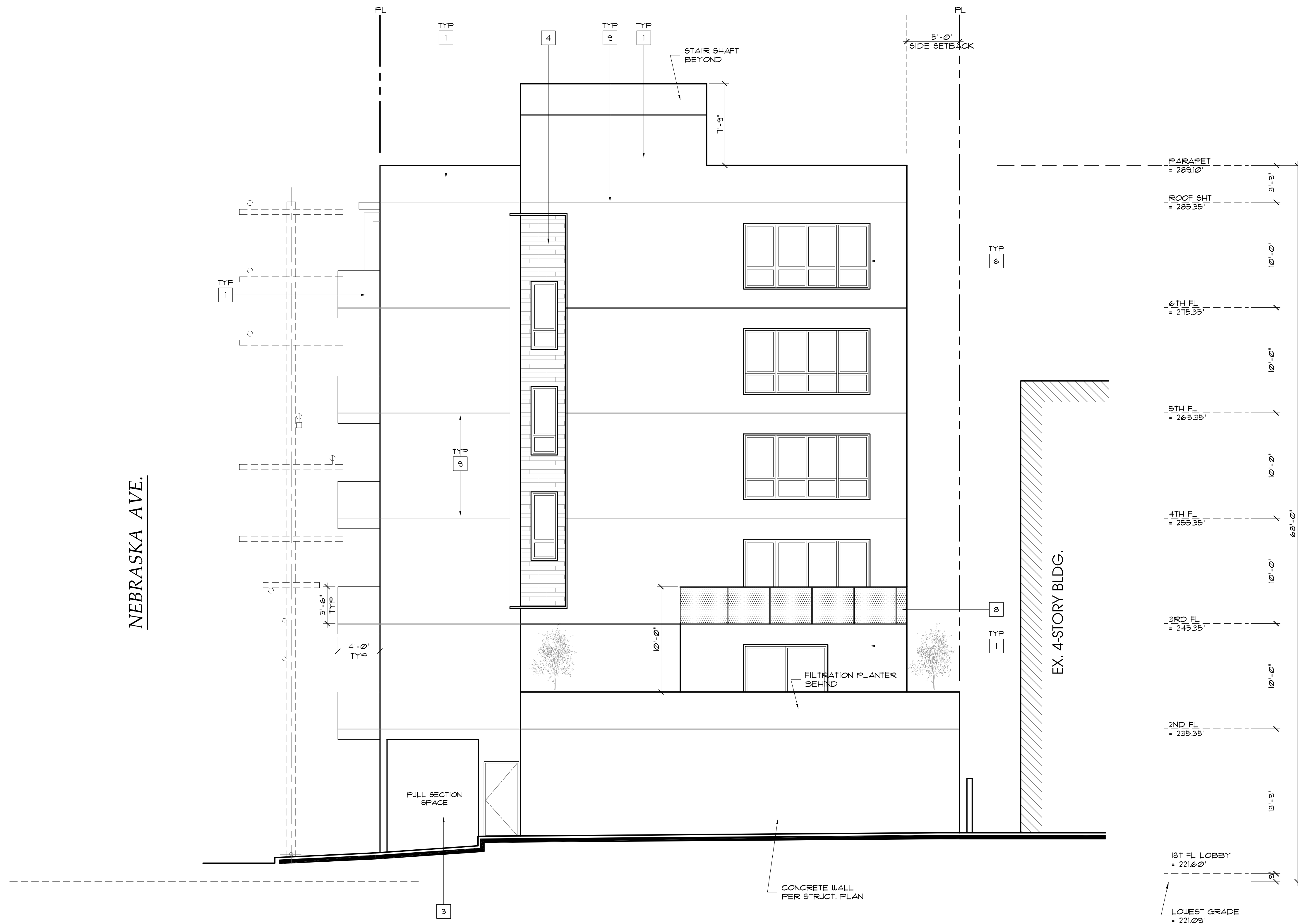
- MISCELLANEOUS:

- INTERIOR GYPSUM BOARD FINISHES & SPECS.

A NORTH ELEVATION
SCALE: 3/16" = 1'-0"

1. PROVIDE GRAFFITI RESISTANT PAINT FOR MIN. 3'-0" (H) USE RAINGUARD PRODUCT COMPANY COMPANY GRAFFITI RESISTANT FINISH L.A.R.R. • RR 25060.
2. ALL AROUND THE BUILDING WILL BE LIT WITH SHIELDED LIGHT.
3. ALL DIMENSIONS ARE FINISH TO FINISH U.N.O.

SHEET	OF
A3.3a	



COLOR & FINISH MATERIALS:

EXTERIOR FINISHES

STUCCO:
1" THK. EXT. PLASTER 0/1 LAYER 60 MIN.,
GRADE 'D' BLDG. PAPER 4/1 LAYER TYVEK
ACRYLIC BASE, SMOOTH FINISH (TYP.)
STUCCO MIX BY 'LA HABRA' OR EQUAL

CONTRACTOR TO PROVIDE FOUR FINISH/COLOR
SAMPLES ON SITE FOR ARCHITECT'S APPROVAL
PRIOR TO APPLICATION OF FINISH COAT.

- 1 SMOOTH TROUPEL FINISH STUCCO
COLOR: SWISS COFFEE 'DEW341'
BY: 'DUNN EDWARDS'
 - 2 SWISSPEARL VINTAGE-REFLEX
EXTERIOR CLADDING PANEL SYSTEM
COLOR: VIR 9292
BY: 'SWISSPEARL'
 - 3 SHEET-FORMED CAST-IN-PLACE CONCRETE
COLOR: NATURAL
 - 4 FAUX WOOD ALUM. CLADDING STAIN FINISH
® 2ND TO 5TH FLOOR
COLOR: DRY CHERRY 'LCF-0202'
BY: 'LUXTCLAD'

EXTERIOR DOORS & WINDOWS:

- 5 ANODIZED ALUMINUM DOOR & WINDOW
BY 'ARCADIA' OR APPROVED EQUAL
COLOR: 'STANDARD BLACK'

MISCELLANEOUS:

- 6 PAINTED METAL
TO MATCH DOORS & WINDOWS COLOR
COLOR: BLACK TIE 'DE635T'
BT: 'DUNN EDWARDS'
- 7 ALUM. TRELLIS PAINTED
TO MATCH STAIN FINISH COLOR
COLOR: DARK CHERRY 'LCF-0202'
BT: 'LUXTYCLAD'
- 8 CRL 9BL SERIES MILL ALUMINUM STANDARD
SQUARE BASE SHOE W/ TRANSLUCENT GLASS
BT: 'L. L. LUBBERS CO, INC'
SERIES 9BL6BD
- 9 CONTROL JOINT 1/2" ALUMINUM REVEAL
BT: FRY REGLET OR EQUAL
COLOR TO MATCH STUCCO COLOR

INTERIOR GYPSUM BOARD FINISHES & SPECS.

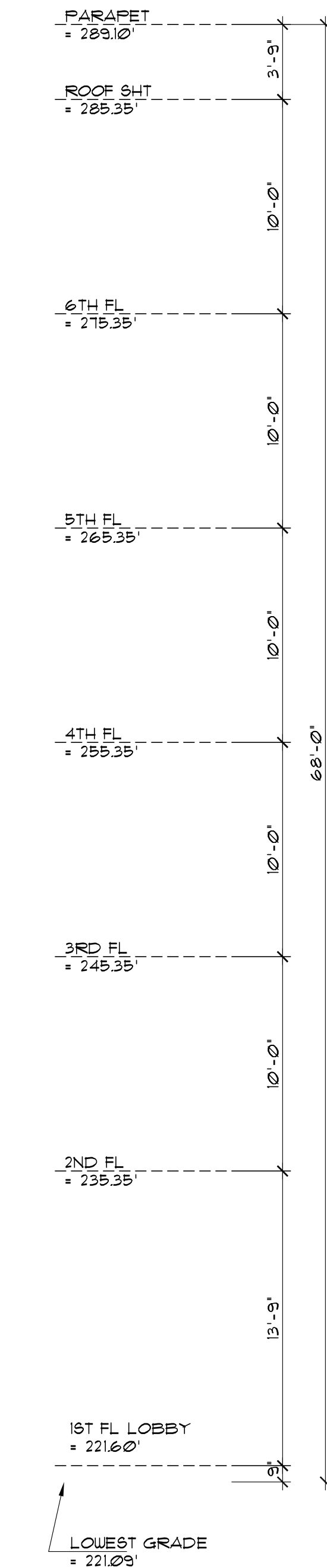
5/8" THK. TYPE 'X' GYPSUM BOARD; TAPE, MUD
AND SAND. SKIM COAT FINISH WITH SQUARE
EDGE PROVIDE GREEN BOARD AT ALL WET
WALLS

NOTES:

1. PROVIDE GRAFFITI RESISTANT PAINT FOR MIN. 3'-0" (H) USE RAINGUARD PRODUCT COMPANY GRAFFITI RESISTANT FINISH L.A.R.R. * RR 25060.
2. ALL AROUND THE BUILDING WILL BE LIT WITH SHIELDED LIGHT.
3. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

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

[illegible]



5 ANODIZED ALUMINUM DOOR & WINDOW
BY 'ARCADIA' OR APPROVED EQUAL
COLOR: 'STANDARD BLACK'

5/8" THK. TYPE 'X' GYPSUM BOARD: TAPE, MUD
AND SAND. SKIM COAT FINISH WITH SQUARE
EDGE PROVIDE GREEN BOARD AT ALL WET
WALLS

1. PROVIDE GRAFFITI RESISTANT PAINT FOR MIN. 9'-0" (4) USE RAINGUARD PRODUCT COMPANY GRAFFITI RESISTANT FINISH L.A.R.R. # RR 25060.
2. ALL AROUND THE BUILDING WILL BE LIT WITH SHIELDED LIGHT.
3. ALL DIMENSIONS ARE FINISH TO FINISH U.N.O.

DATE	OCT. 27, 2022
DRAWN	
CHECKED	
PROJECT	2022-04

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

SIGNATURE

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE

BUILDING ELEVATION

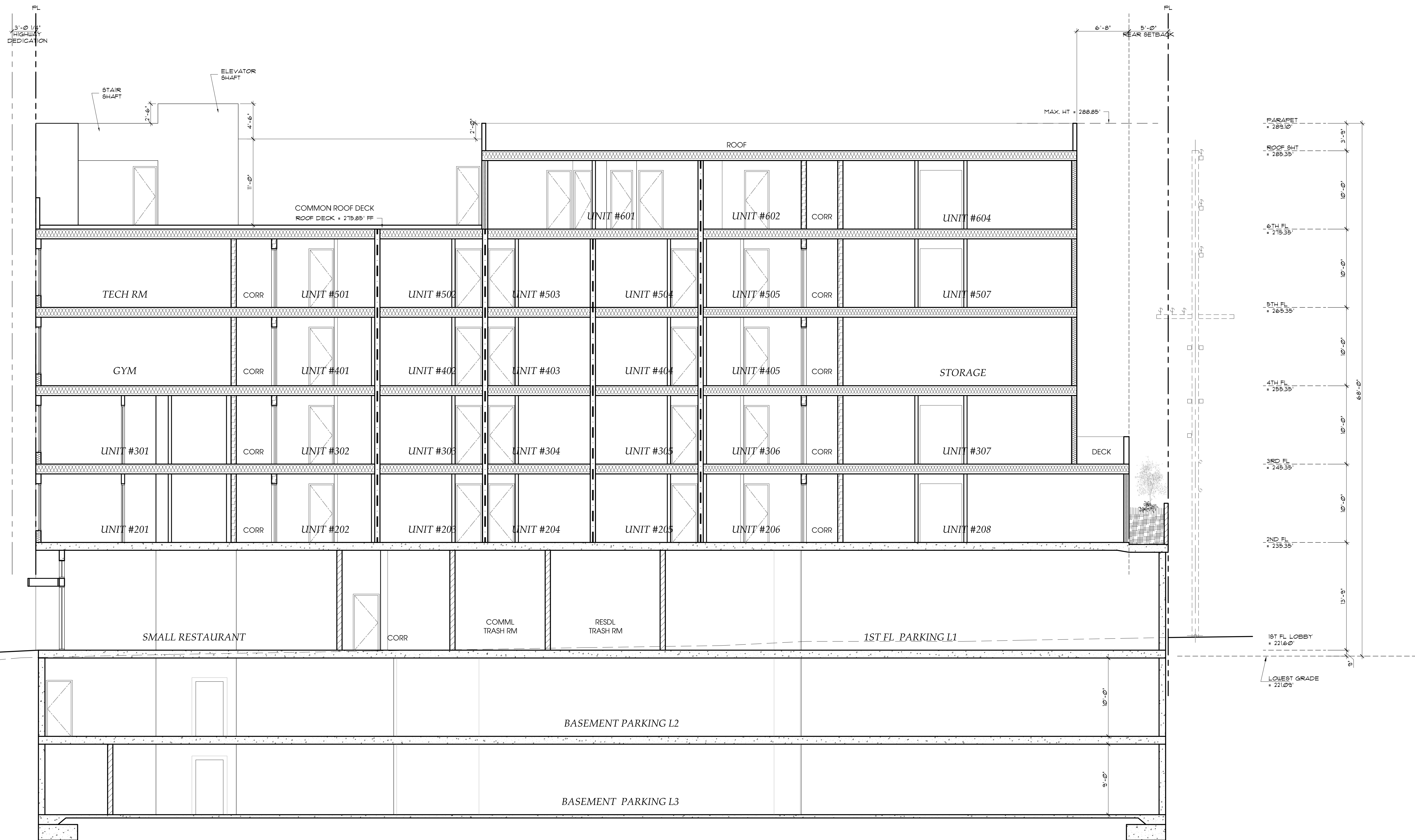
PROJECT TITLE
SAWTELLE MIXED-USE 1770

1770 SAUTELLE BLVD,
LOS ANGELES CA 90025

SHEET
A3.4a

OF

SAWTELLE BLVD.



BUILDING SECTION
SCALE: 1/4" = 1'-0"

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT	
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SIGNATURE

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE	PROJECT TITLE
BUILDING SECTION	SAWTELLE MIXED-USE 1770 1770 SAWTELLE BLVD. LOS ANGELES, CA 90029

DATE
OCT. 27, 2022
DRAWN
CHECKED

PROJECT
2022-04

SHEET	OF
A4.1	

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

SIGNATURE

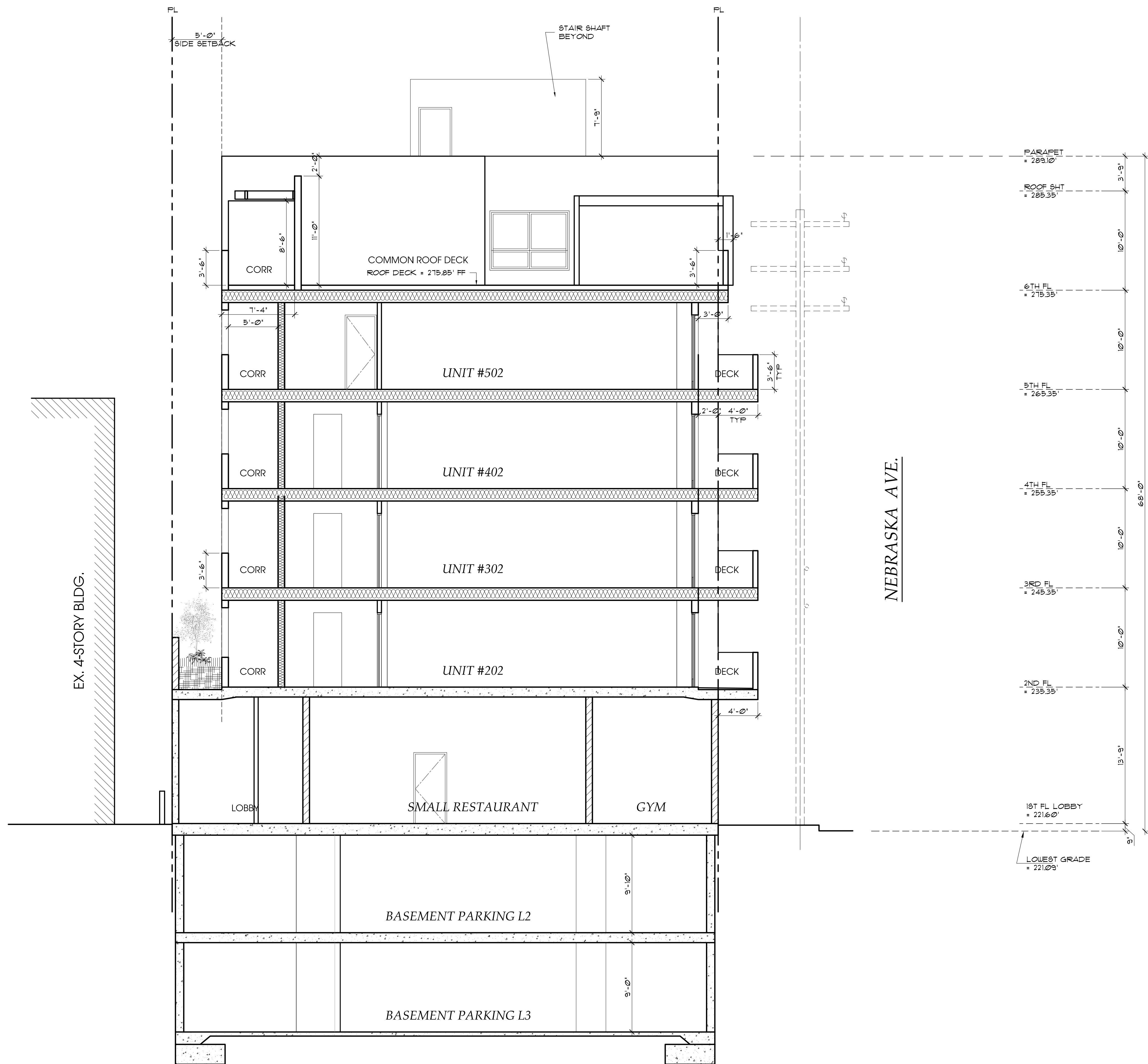
PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6143

SHEET TITLE	PROJECT TITLE
BUILDING SECTION	SAWTELLE MIXED-USE 1770
	1770 SAWTELLE BLVD. LOS ANGELES, CA 90015

DATE	OCT. 21, 2022	DRAWN	CHECKED	PROJECT	2022-04
SHEET				OF	
A4.2					



BUILDING SECTION
SCALE: 1/4" = 1'-0"

LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE

1. MAINTENANCE PERIOD: THE MAINTENANCE PERIOD SHALL BE FOR 90 CALENDAR DAYS BEGINNING ON THE DAY OF THE CHECK INSPECTION AFTER ALL WORK HAS BEEN INSTALLED AND APPROVED BY THE LANDSCAPE ARCHITECT.
2. GENERAL: THE GENERAL CARE AND MAINTENANCE OF ALL AREAS SHALL CONSIST OF PROPER WATERING, FERTILIZATION, WEEDING, RODENT CONTROL, CLEANUP, ETC.
3. SAFETY: ALL PLANT MATERIALS SHALL BE CHECKED AND MAINTAINED AS REQUIRED IN AN ONGOING PROGRAM TO ASSURE A SAFE ENVIRONMENT
4. WATERING: WATER ALL PLANTINGS TO ASSURE COMPLETE GERMINATION OF ALL SEEDED AREAS AND CONTINUED GROWTH OF THE PLANTS. AREAS THAT DO NOT HAVE ADEQUATE IRRIGATION COVERAGE OR WHICH MAY REQUIRE ADDITIONAL DEEP WATERING SHALL BE WATERED BY HAND AS REQUIRED.
5. IRRIGATION COVERAGE: ADJUST ALL IRRIGATION HEADS IN EACH AREA AND ZONE OF EXPOSURE SO THAT THE OPTIMUM AMOUNT OF WATER IS APPLIED AT THE PROPER TIMES WITHOUT OVERTHROW ONTO WALLS, WALKS, ETC.
6. CULTIVATING AND WEEDINGS: CULTIVATE AND WEED ALL PLANTED AREAS AT REGULAR INTERVALS NOT TO EXCEED 15 DAYS. EXERCISE CARE WHEN CULTIVATING TO AVOID DAMAGE TO ROOTS OF THE GROWING PLANTS.
7. CHEMICAL HERBICIDES: A CERTIFIED TECHNICIAN SHALL APPLY CHEMICAL HERBICIDES TO CONTROL WEEDS AT THE OPTION OF THE CONTRACTOR AND UPON PRIOR APPROVAL BY THE LANDSCAPE ARCHITECT.
8. PEST AND DISEASE CONTROL: A CERTIFIED TECHNICIAN SHALL SPRAY AS NECESSARY TO CONTROL ALL INFESTATIONS.
9. RODENT CONTROL: THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO ELIMINATE ANY RODENTS ENCOUNTERED ON SITE.
10. PRUNING: ALL PRUNING SHALL BE IN ACCORDANCE WITH THE NECESSARY STEPS TO ELIMINATE ANY RODENTS BRANCHES SHALL BE REMOVED BACK TO THE POINT OF GROWTH.
11. PLANT REPLACEMENTS: DURING THE MAINTENANCE PERIOD, SHOULD ANY PLANT SHOW WEAKNESS AND PROBABILITY OF DYING, IT SHALL BE REPLACED BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION TO DO SO.
12. OPERATING INSTRUCTIONS: AFTER THE SYSTEM HAS BEEN COMPLETED, THE CONTRACTOR SHALL INSTRUCT THE OWNER'S AUTHORIZED REPRESENTATIVE IN THE OPERATION AND MAINTENANCE OF THE SYSTEM AND SHALL FURNISH A COMPLETE SET OF OPERATING INSTRUCTIONS.
13. SITE MAINTENANCE: CONTRACTOR SHALL KEEP THE PROJECT SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. ALL DEBRIS SHALL BE REMOVED FROM SITE PER LOCAL CODE AND ORDINANCES.
14. GUARANTEE: THE ENTIRE IRRIGATION SYSTEM, INCLUDING ALL WORK DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED AGAINST ALL DEFECTS AND FAULT OF MATERIAL AND WORKMANSHIP, AND SHALL BE MAINTAINED IN PERFECT WORKING ORDER FOR ONE YEAR FROM DATE OF COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE TO SETTLING OF BACKFILLED TRANCES WHICH MAY OCCUR DURING THE ONE YEAR PERIOD SHALL BE REPAIRED TO THE OWNER'S SATISFACTION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER. INCLUDING THE COMPLETE RESTORATION OF ALL DAMAGED PLANTING, PAVING OR OTHER IMPROVEMENTS OF ANY KIND.

THE IRRIGATION MAINTENANCE SCHEDULE TASKS LISTED BELOW
ARE INTENDED AS MINIMUM STANDARDS AND MORE FREQUENT
ATTENTION MAY BE REQUIRED DEPENDING ON THE PARTICULAR
SITE CONDITIONS.

MAINTENANCE TASK	FREQUENCY
CONTROLLER CABINET - OPEN CABINET AND CLEAN OUT DEBRIS AND REPLACE BATTERY AS NECESSARY. CHECK WIRING AND REPAIR AS NEEDED AND CHECK CLOCK AND RESET IF NECESSARY.	QUARTERLY
IRRIGATION SCHEDULE - ADJUST SCHEDULE FOR SEASONAL VARIATIONS AND OTHER CONDITIONS WHICH MAY AFFECT THE AMOUNT OF WATER NEEDED TO MAINTAIN PLAN HEALTH ADJUST AS NECESSARY.	MONTHLY
POC - VISUALLY INSPECT COMPONENTS FOR LEAKS, PRESURE SETTINGS, SETTLEMENT OR OTHER DAMAGE AFFECTING THE OPERATION OF A COMPONENT REPAIR AS NEEDED.	QUARTERLY
REMOTE CONTROL VALVES, ISOLATION VALVES AND QUICK COUPLER VALVES VISUALLY INSPECT FOR LEAKS, SETTLEMENT, WIRE CONNECTIONS AND PRESSURE SETTINGS. REPAIR OR ADJUST AS NEEDED.	QUARTERLY
MAINLINE & LATERALS VISUALLY INSPECT FOR LEAKS OR SETTLEMENT OF TRENCH.	QUARTERLY
SPRINKLERS VISUALLY CHECK FOR ANY BROKEN MISSED OR CLOGGED HEADS, HEADS WITH INCORRECT ARC, INADEQUATE COVERAGE OR OVERSPRAY AND LOW HEAD DRAINAGE REPAIR AS NEEDED.	WEEKLY
FILTERS AND STRAINERS VISUALLY CHECK FOR LEAKS, BROKEN FITTING CLEAN AND FLUSH SCREENS.	MONTHLY

OUTDOOR COMMON OPEN SPACE CALCULATION

OUTDOOR COMMON OPEN SPACE PROVIDED :	2,400 SF.
- 6TH FLOOR:	2,400 SF.
LANDSCAPE REQUIRED @ COMMON OPEN SPACE:	600 SF. (25%)
LANDSCAPE PROVIDED @ COMMON OPEN SPACE	
- 6TH FLOOR:	623 SF.
<hr/>	
TOTAL :	623 SF. (26%)

POTENTIAL LANDSCAPE AREA

POTENTIAL LANDSCAPE AREA
= (SITE) 8,113 SF. (AFTER DEDICATION) - (BUILDING) 7,306 SF. = 807 SF.
TOTAL LANDSCAPE AREA PROVIDED: 1,588 SF.

TOTAL LANDSCAPE AREA CALCULATIONS

LANDSCAPE PROVIDE:	1,588 SF.
1ST FLOOR:	191 SF.
2ND FLOOR:	774 SF.
6TH FLOOR:	623 SF.

TREES REQUIRED (LAMC SECTION 12.21.G.2
24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (32 / 4): 8 TREES
NUMBER OF TREE REQUIRED: 8 EA. (1 PER 4 UNITS)
NUMBER OF TREE PROPOSED:

1ST FLOOR:	0 EA.
-OFF SITE (STREET TREE):	2 EA.
2ND FLOOR:	7 EA.
6TH FLOOR:	4 EA.
TOTAL:	13 EA.

PROJECT TEAM

OWNER

1770 SAWTELLE BLVD LLC
314 S. ROCKINGHAM AVE.
LOS ANGELES, CA 90049
E-MAIL: farinazsn@aol.com

LANDSCAPE ARCHITECT

SQLA INC.
2669 SATURN ST.
BREA, CA 92821
PHONE #562-905-0800
E-MAIL: samuel@sqlainc.com

ARCHITECT

PLUS ARCHITECTS
1770 SAWTELLE BLVD.
LOS ANGELES, CA 90025
PHONE 310-478-6149
E-MAIL: plusarch@aol.com

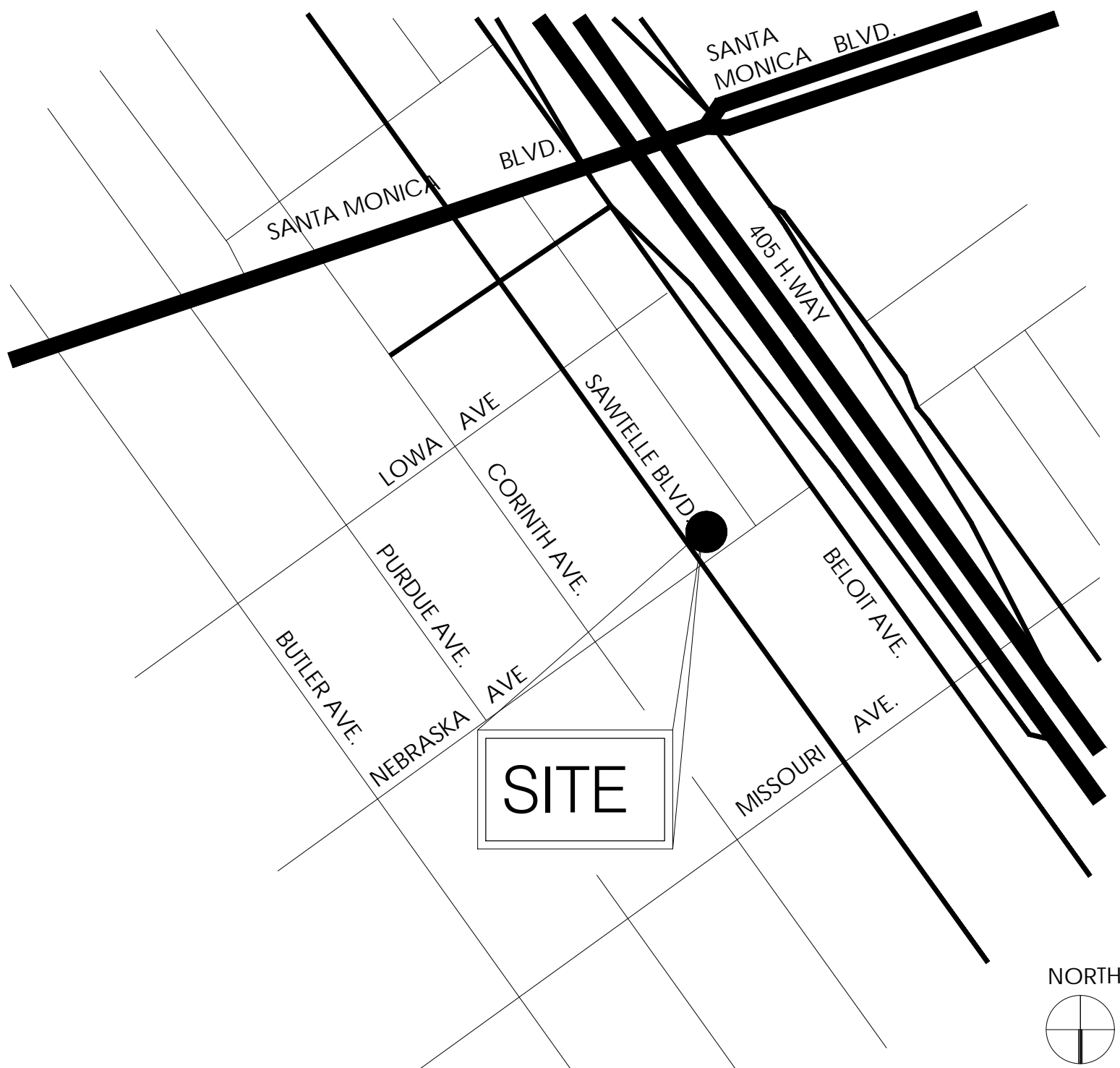
SHEET INDEX:

SHEET	TITLE
LT-0	COVER SHEET
LP-1	PRELIMINARY LANDSCAPE PLAN - 1ST FLOOR
LP-2	PRELIMINARY LANDSCAPE PLAN - 2ND FLOOR
LP-3	PRELIMINARY LANDSCAPE PLAN - 6TH FLOOR
LP-4	PLANTING DETAILS
LP-5	PLANT IMAGES



PROJECT INFORMATION

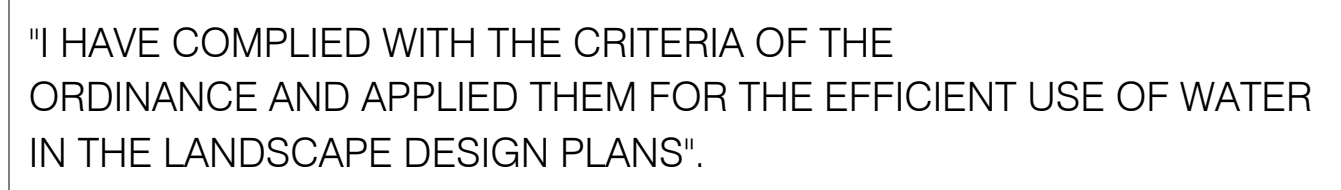
PROJECT NAME:	SAWTELLE MIXED-USED 1770		
ADDRESS:	1770 SAWTELLE BLVD., LOS ANGELES, CA 90025		
DEVELOPER:	1770 SAWTELLE BLVD LLC 314 S. ROCKINGHAM AVE. LOS ANGELES, CA 90049 E-MAIL: farinazsn@aol.com		
PROJECT DESCRIPTION:	EXISTING BUILDING:	1- STORY OFFICE BLDG. TO BE DEMOLISHED	
	PROPOSED PROJECT:	6-STORY, MIXED-USE, DENSITY BONUS PROJECT WITH 32-UNITS (4-VLI-UNITS) & GROUND FLOOR COMMERCIAL SPACE OVER 2 LEVELS OF SUBTERRANEAN PARKING GARAGE	
	ZONE:	C2-1VL	
	LOT AREA: SF	GROSS (BEFORE DEDICATION) - 8,112.50	
	OCCUPANCY:	R-2 / A-2 / B / S-2	
	BUILDING CODE:	2024 L.A.B.C. 2024 L.A GREEN BLDG. CODE	
	CONSTRUCTION:	TYPE IA, TYPE VA, FULLY SPRINKLERED (NFPA 13)	
	HEIGHT:	ALLOWED: 45'-0" (PER ZONING CODE) PROPOSED: 67'-0"	

VICINITY MAP



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

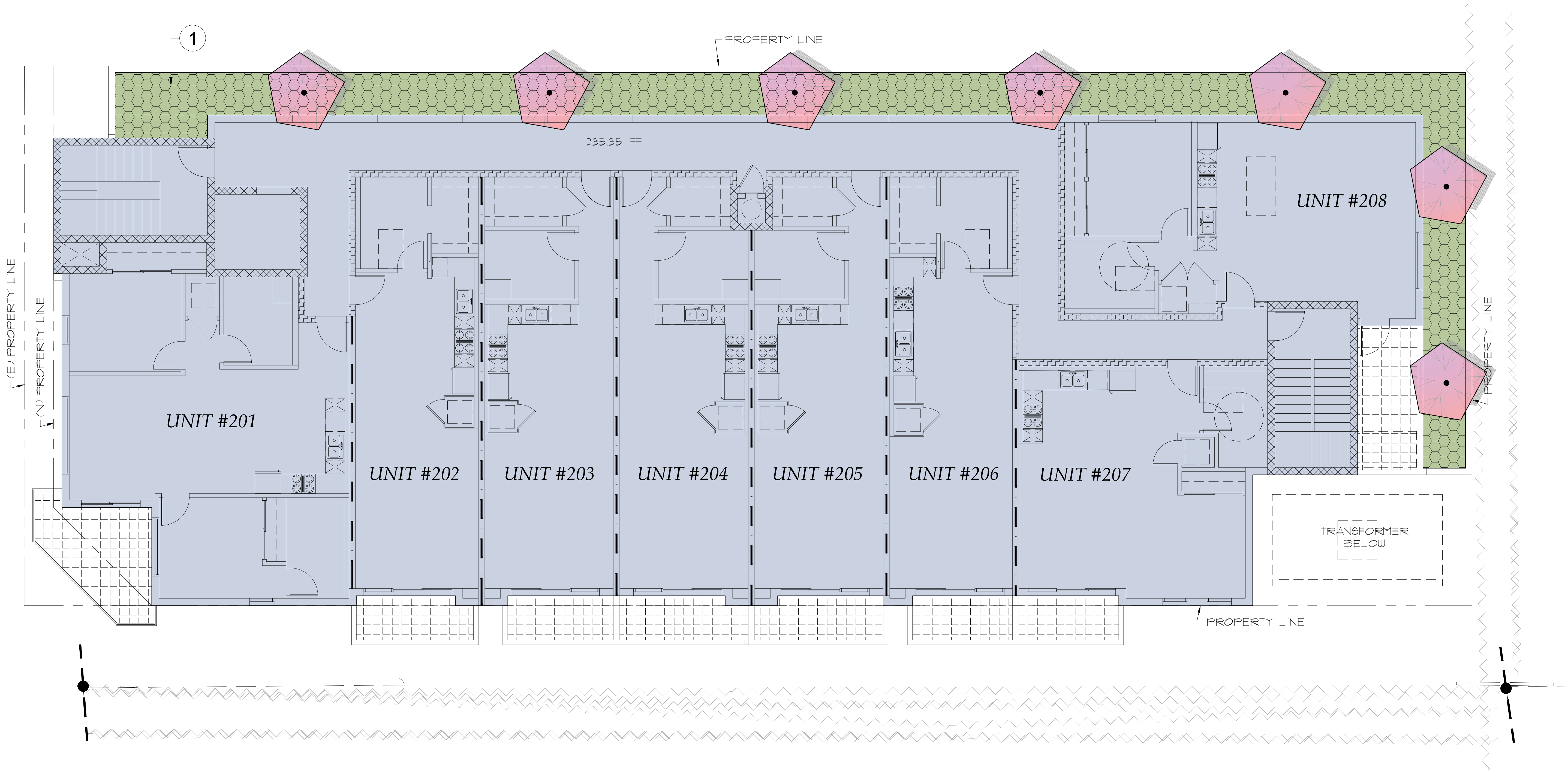
DATE OCT. 27, 2022		DRAWN		CHECKED		PROJECT SQA #22424	
COVER SHEET				PROJECT TITLE SAWTELLE MIXED-USE 1770 1770 SAWTELLE BLVD. LOS ANGELES, CA 90075			
PLUS ARCHITECTS				ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN			
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149							
SIGNATURE				CONSULTANT			
							
DATE				ISSUED FOR			
REVISIONS							
<p>THIS SET OF DRAWINGS IS TO REMAIN THE PROPERTY OF PLUS ARCHITECTS AND NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF PLUS ARCHITECTS. ANY REPRODUCTION OR COPIING OF THESE DRAWINGS WITHOUT THE WRITTEN PERMISSION OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. PLUS ARCHITECTS ASSUMES NO LIABILITY FOR ANY DAMAGE OR LOSS OF ANY KIND, INCLUDING BUT NOT LIMITED TO, DIRECT, INDIRECT, SPECIAL, INCIDENTAL, PUNITIVE, OR CONSEQUENTIAL DAMAGES, ARISING OUT OF OR IN CONNECTION WITH THE USE OF THESE DRAWINGS. PLUS ARCHITECTS ACCEPTS NO LIABILITY FOR ANY DAMAGE OR LOSS OF ANY KIND, INCLUDING BUT NOT LIMITED TO, DIRECT, INDIRECT, SPECIAL, INCIDENTAL, PUNITIVE, OR CONSEQUENTIAL DAMAGES, ARISING OUT OF OR IN CONNECTION WITH THE USE OF THESE DRAWINGS.</p> <p>ALC 2024 TABLE OF THE AIA 1907.01.01</p>							



NOTE: THE EXISTING SITE HAS NO PROTECTED TREES AND/OR SHRUBS PER LAMC 17.02

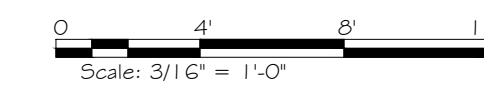
SHEET	OF
LP-1	

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



1 PLANTING PLAN - SECOND FLOOR

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



KEYNOTES

1. LID PLANTER

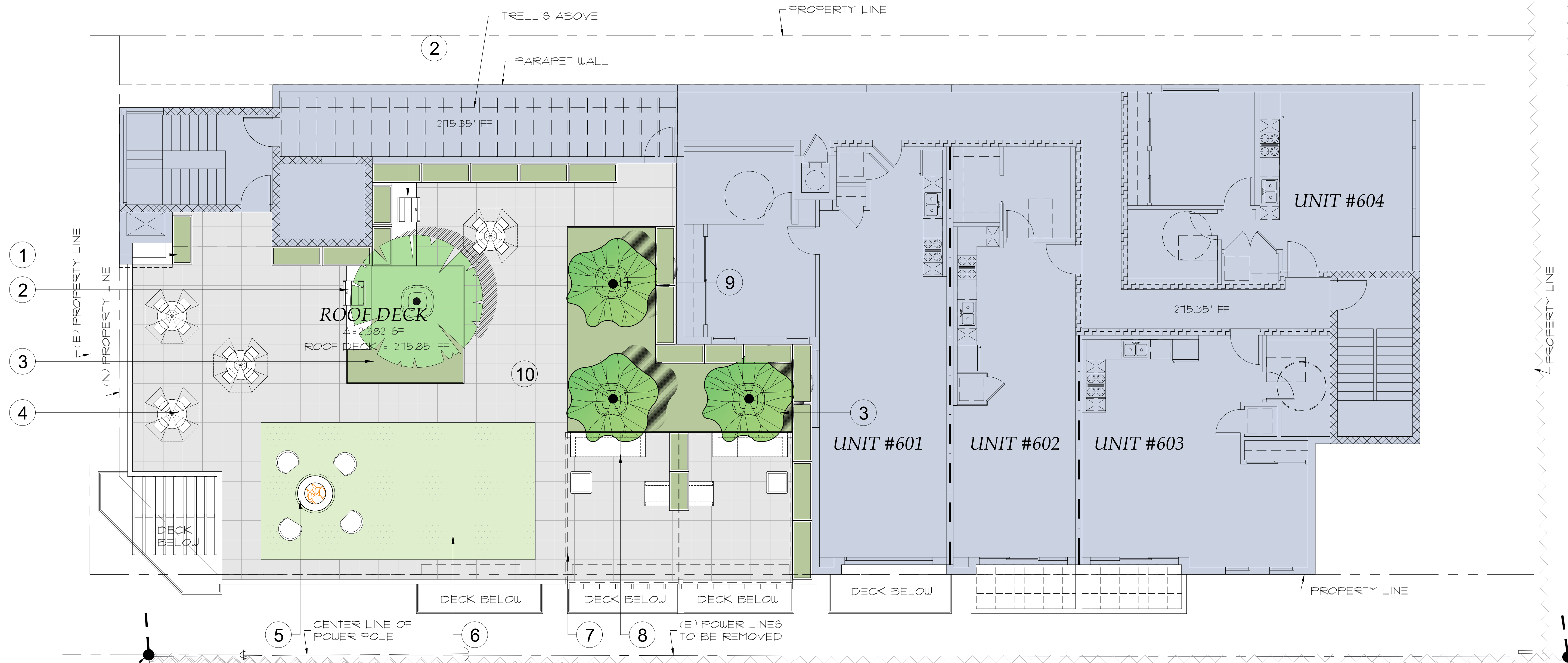
PLANTING LEGEND

TREE	SIZE & QUAN.	WUCOLS
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX/ 7 EA.	LOW

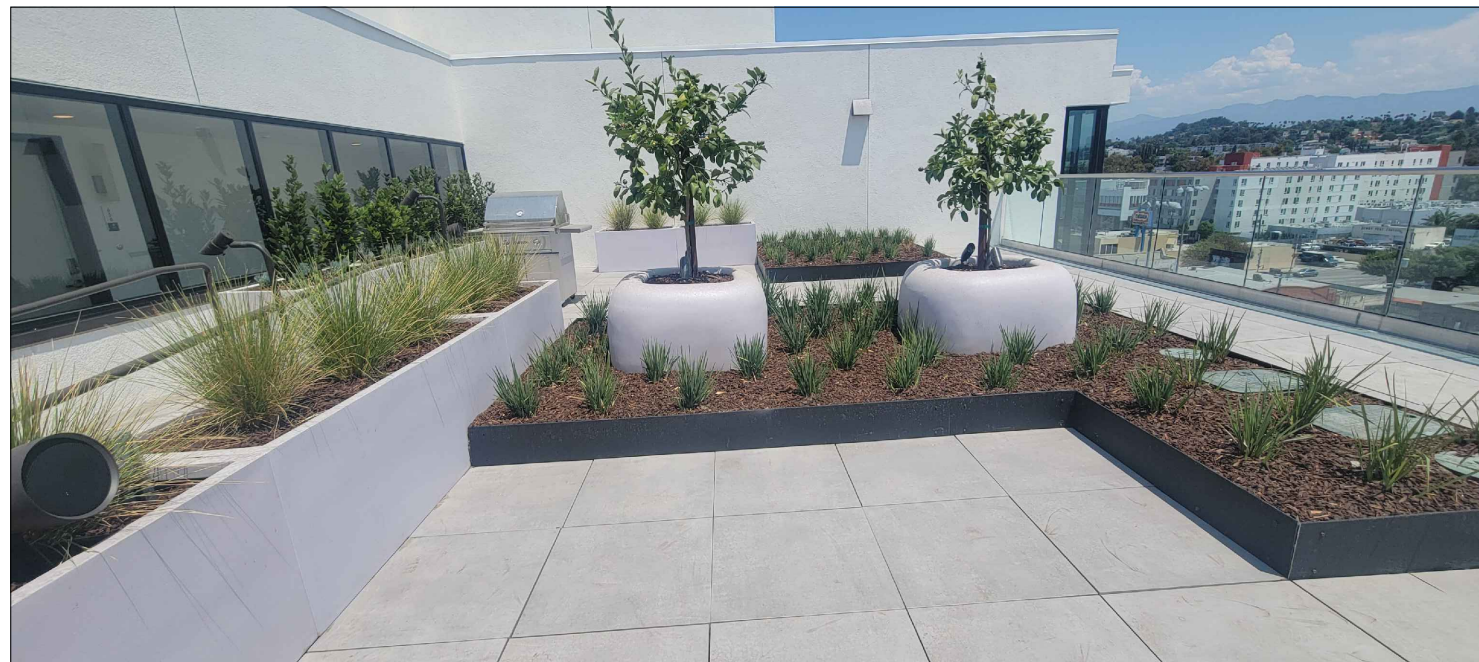
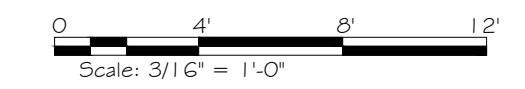
SHRUBS AND GROUNDCOVER	SIZE & QUAN.	WUCOLS
JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	1 GAL.@ 24" O.C./ 194 EA.	LOW

DATE OCT 21, 2023		SHEET TITLE PLANTING PLAN - SECOND FLOOR	
DRAWN		PROJECT SAWTELLE MIXED-USE 1770 LOS ANGELES, CA 90025	
CHECKED		PROJECT SOLA #22424	
DATE		SHEET LP-2	
REVISIONS		OF	
CONSULTANT SOLA INC Landscape Architects 2609 S AVENUE STREET LOS ANGELES, CA 90025 T: 323-905-0800 (Main) F: 323-905-0880 www.solainc.com			
SIGNATURE 			
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN 1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149			

"THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE FOR WHICH THEY WERE PREPARED. ANY REUSE OR MODIFICATION OF THESE PLANS OR SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF SOLA INC. IS PROHIBITED. SOLA INC. SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE OR INJURY RESULTING FROM THE USE OF THESE PLANS OR SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF SOLA INC."



1 PLANTING PLAN - 6TH FLOOR
SCALE: 3/16" = 1'-0"

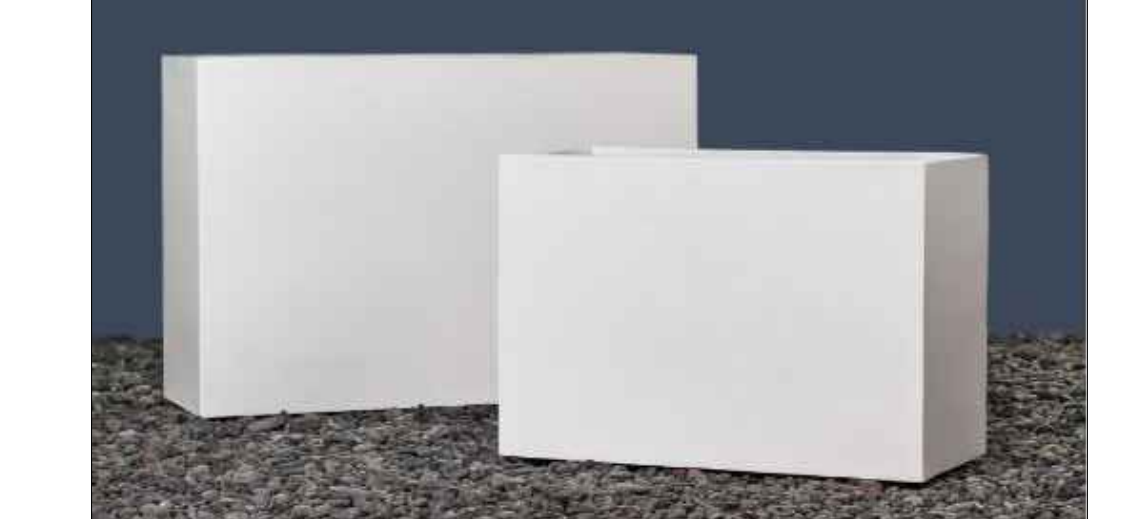


ROOFDECK LANDSCAPE

PLANTING LEGEND		
TREES		
	OLEA EUROPAEA 'SWANHILL' FRUITLESS OLIVE TREE	24" BOX/ 1 EA. LOW
	CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON	24" BOX/ 3 EA. MODERATE
	LANDSCAPE AREA	
	SHRUBS AND GROUNDCOVER	
	DODONAEA VISCOSA HOPBUSH	
	WESTRINGIA FRUTICOSA COAST ROSEMARY	
	FESTUCA MAIREI MAIRE'S FESCUE	
	LAVANDULA ANGUSTIFOLIA ENGLISH LAVENDER	
	SENECIO MANDRALISCAE KLEIINA	

KEYNOTES

1. RECTANGULAR FIBERGLASS PLANTER BY B2G



2. BBQ



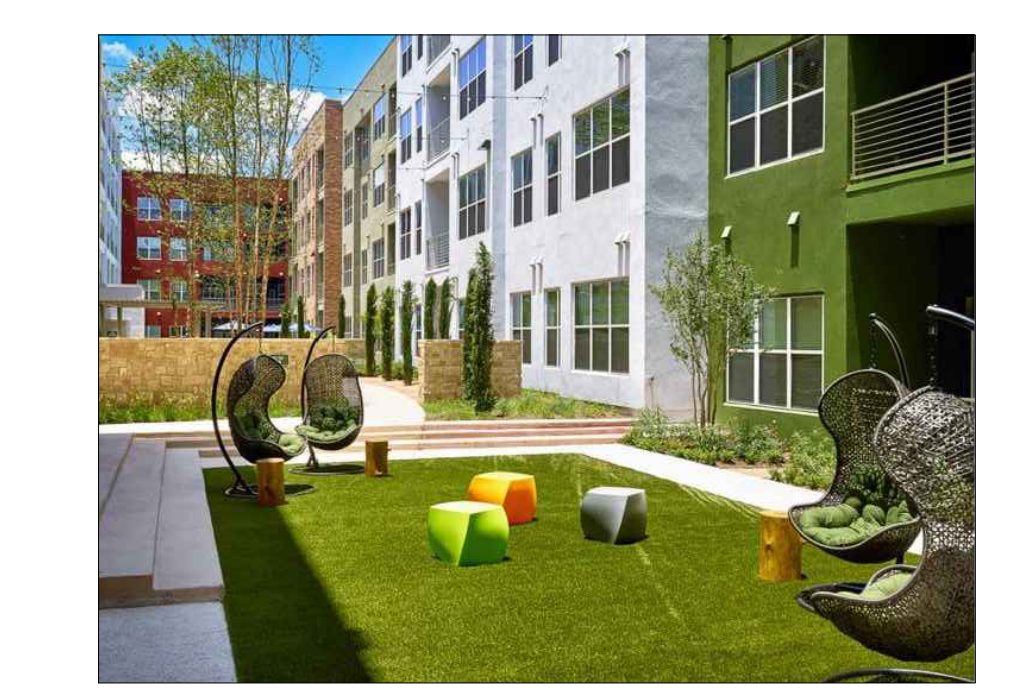
3. GREENROOF



4. OUTDOOR TABLE & CHAIRS WITH UMBRELLA

5. FIREPIT

6. MULTI-PURPOSE SYNTHETIC GRASS AREA

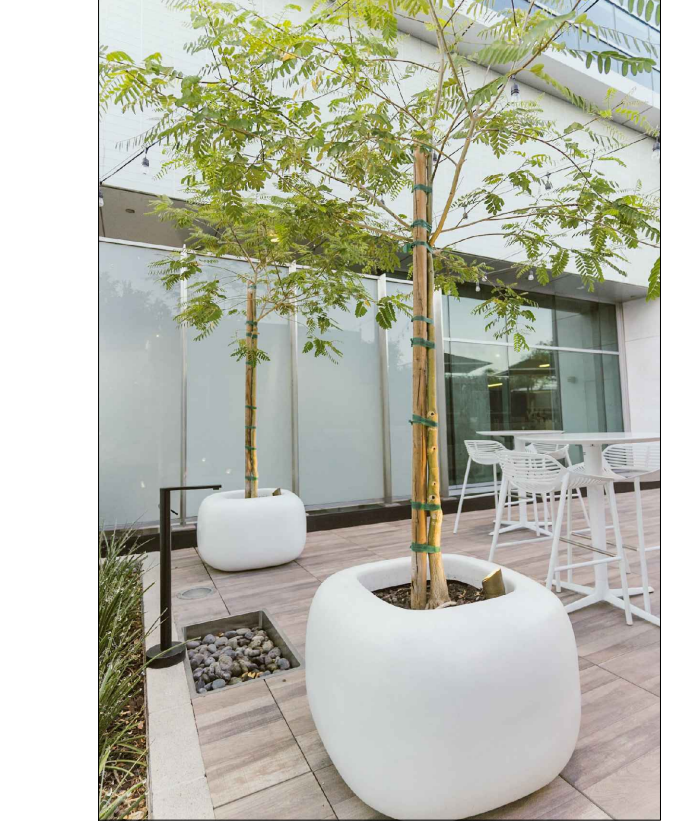


7. TRELLIS PER ARCH.

8. OUTDOOR SEATING

9. 42" SQUARO POT BY B2G

EMAIL: INFO@BACK2GARDEN.COM



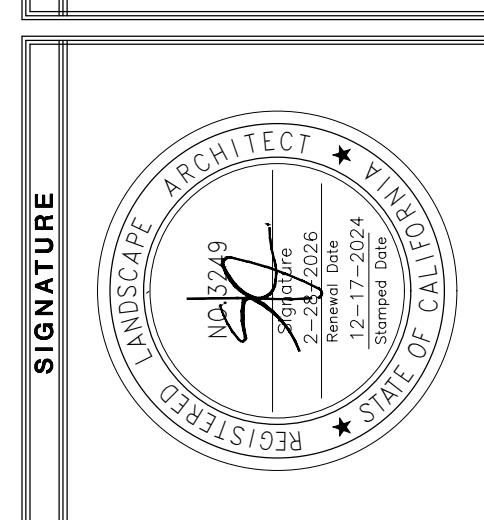
10. 2X2 TILE PAVING OVER PEDESTAL

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

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DATE	REVISIONS
DATE	ISSUED FOR

SOLA INC
Landscape Architects
2609 S AVENUE STREET
LOS ANGELES, CA 90025
T: 323-905-0800 (M-F)
F: 323-905-0800 (S-S)
www.sola-inc.com



PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

SHEET TITLE
PLANTING PLAN
- 6TH FLOOR

PROJECT TITLE
SAWTELLE MIXED-USE 1770
LOS ANGELES, CA 90025

DATE
OCT 21, 2023

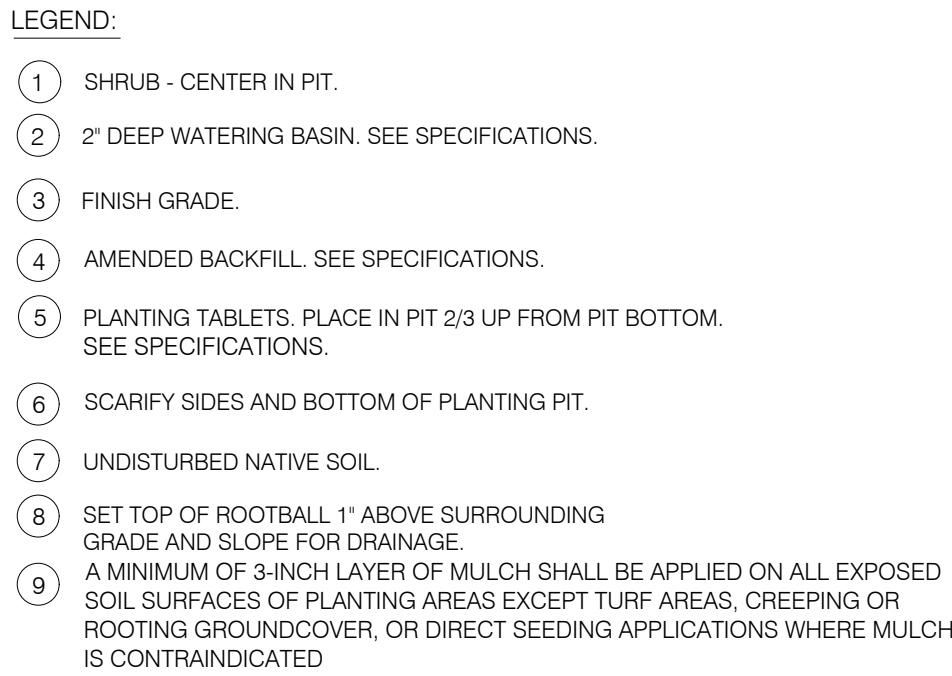
DRAWN
CHECKED

PROJECT
SOLA #2424

SHEET
LP-3

OF

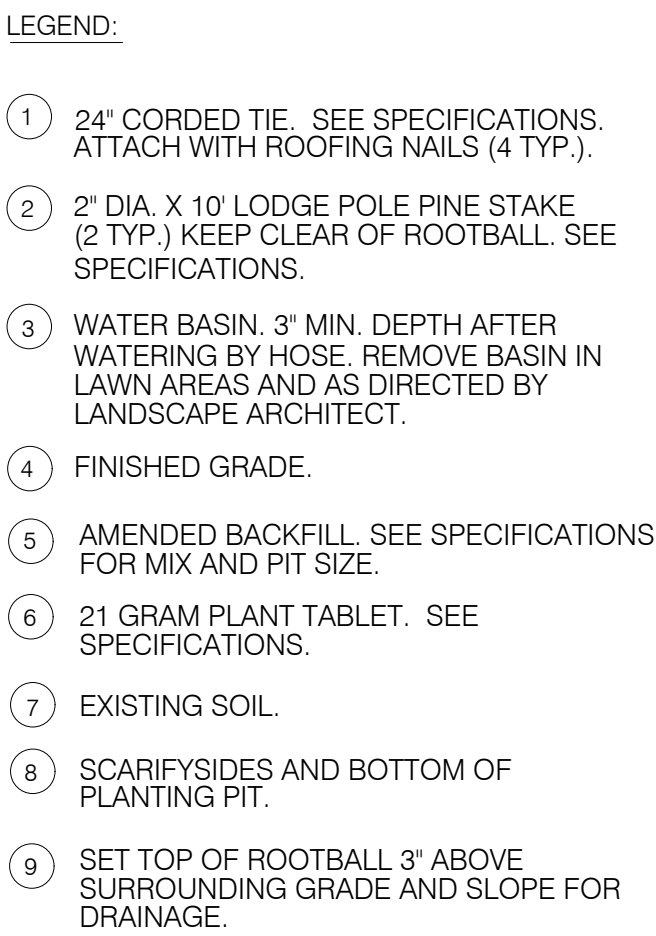
1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND SERVICES FOR THE COMPLETE INSTALLATION AS DESCRIBED BY THE LANDSCAPE DRAWINGS
2. ANY DEVIATION FROM THE PLAN IS TO HAVE PRIOR WRITTEN APPROVAL BY THE OWNER OR HIS REPRESENTATIVE.
3. THE LANDSCAPE CONTRACTOR IS TO REMOVE ALL WEEDS AND OR GRASSES (INCLUDING THE ROOTS) EXISTING IN THE PROPOSED GROUND COVER AREA.
4. THE PROPOSED GROUND COVER AREA SHALL RECEIVE THE PRE-EMERGENT HERBICIDE SURFLAN 75W PER MANUFACTURERS INSTRUCTIONS. APPLICATION OF THIS HERBICIDE SHALL BE DONE BY PERSONNEL LICENSED TO HANDLE AGRICULTURAL CHEMICALS.
5. ROUGH GRADING OTHER THAN THAT NOTED ON THE LANDSCAPE FINISH GRADING IS THE RESPONSIBILITY OF THE LANDSCAPE DRAWINGS IS BY THE GENERAL CONTRACTOR FINISH GRADING WILL CONSIST OF RACKING ALL AREAS TO A SMOOTH GRADE, LOOSENING TO THE SOIL TO A DEPTH OF 6" AND REMOVING ALL ROCKS OR CLODS OF 2" DIAMETER IS INCLUDED. FINISH GRADE IS TO BE 2" BELOW TOP OF ADJACENT CURBS AND SIDEWALKS.
6. ALL LANDSCAPE AREAS ARE TO RECEIVE AN EVEN APPLICATION OF 6 CUBIC YARDS OF NITROGEN MINERALIZED STABILIZED WOOD SAWDUST, 30 POUNDS OF 6N-20P-20K FERTILIZER, 10 LB. OF SOIL SULFUR FOR EACH 1,000 SQUARE FEET. THE ABOVE AMENDMENTS ARE TO BE INCORPORATED UNIFORMLY INTO THE TOP 6" OF SOIL.
7. ALL ROCK OR UNBROKEN SOIL CLODS OVER 1" IN DIAMETER BROUGHT TO THE SURFACE ARE TO BE REMOVED FROM THE SITE.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORTICULTURAL SOILS FERTILITY REPORT PRIOR TO SOIL PREPARATION AND PLANT INSTALLATION. SOIL CONDITIONING AMENDMENTS AND PLANTING BACKFILL MIXES SHALL BE IN ACCORDANCE TO SOIL AND PLANT LAB RECOMMENDATIONS. SOIL AND PLANT LAB: (714) 282-8777, 4741 East Hunter Ave. Suite A, Anaheim, CA 92807
9. GROUND COVERS ARE TO BE PLANTED SO THAT AFTER SETTLING, THE CROWN OF THE PLANT IS EVEN WITH FINISH GRADE. ROOTS FULLY COVERED WITH SOIL AND FIRMED.
10. WATERING OF PLANTS IS TO TAKE PLACE IMMEDIATELY AFTER PLANTING.
11. A MINIMUM OF 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 WHERE MULCH IS CONTRAINDICATED
12. AT THE COMPLETION OF ALL PLANTING OPERATIONS, THE PREMISES ARE TO BE LEFT NEAT AND CLEAN. ALL SURPLUS MATERIALS, NURSERY TAGS AND WASTE ARE TO BE REMOVED FROM THE SITE.
13. THE LANDSCAPE CONTRACTOR IS TO MAINTAIN ALL LANDSCAPE AREAS FOR A PERIOD OF THIRTY CALENDAR DAYS FROM THE DATE OF COMPLETION, ESTABLISHED BY THE OWNER OR HIS REPRESENTATIVE. ALL AREAS ARE TO BE KEPT WELL WATERED, FREE OF GRASSES AND TRASH DURING THIS MAINTENANCE PERIOD.
14. AN APPLICATION OF FERTILIZER (16% NITROGEN, 6% PHOSPHORIC, 8% POTASH) IS TO BE MADE JUST PRIOR TO THE COMPLETION OF THE MAINTENANCE PERIOD, OR AT 30 DAYS INTERVALS IF MAINTENANCE PERIOD IS GREATER THAN 30 DAYS.
15. ALL TREES, SHRUBS AND PLANT MATERIAL (OTHER THAN FLATTED MATERIAL) LESS THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 MONTH; 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 90 DAYS. ALL MATERIAL LARGER THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 YEAR.



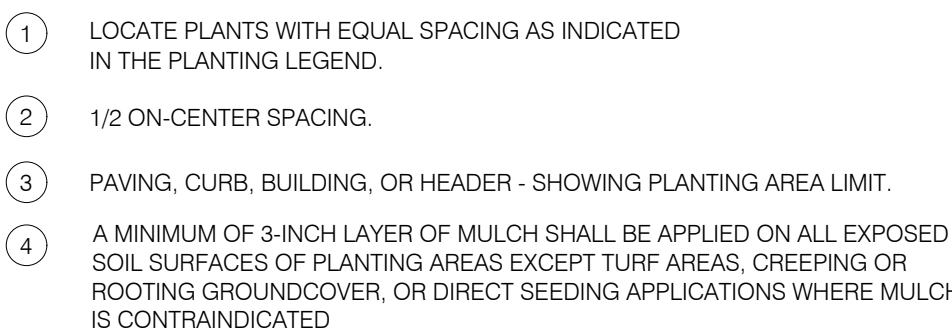
SCALE: N.T.S.



SCALE: N.T.S.



SCALE: N.T.S.




SCALE: N.T.S.



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

SHEET	OF
LP-4	

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



PRUNUS X YODOENSIS
'AKEBONO'
FLOWERING CHERRY

CERCIS OCCIDENTALIS
WESTERN REDBUD

CITRUS LEMON
'MEYER IMPROVED'
IMPROVED MEYER LEMON

OLEA EUROPAEA
'SWANHILL'
FRUITLESS OLIVE TREE



WESTRINGIA FRUTICOSA
COAST ROSEMARY

JUNCUS PATENS
'ELK BLUE'
CALIFORNIA GRAY RUSH

FESTUCA MAIREI
MAIRE'S FESCUE

DIETES BICOLOR
FORTNIGHT LILY

DODONAEA VISCOSA
HOPBUSH



LIPPIA NODIFLORA
'KURAPIA'
KURAPIA

CAREX DIVULSA
BERKELEY SEDGE

SENECIO MANDRALISCAE
KLEINIA

LAVANDULA ANGUSTIFOLIA
ENGLISH LAVENDER

DATE
OCT 21, 2022

DRAWN

CHECKED

PROJECT
SOLA #22424

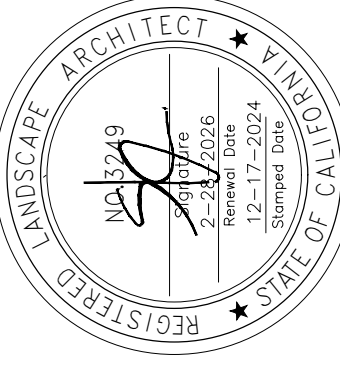
SHEET
LP-5

OF

SHEET TITLE
PLANTING IMAGES

PROJECT TITLE
SAWTELLE MIXED-USE 1770
1770 SAWTELLE BLVD
LOS ANGELES, CA 90025

CONSULTANT
SOLA INC
Landscape Architects
2669 S AVENUE STREET
LOS ANGELES, CA 90008
T: 310-905-0800 (Main)
F: 310-905-0880
www.solainc.com

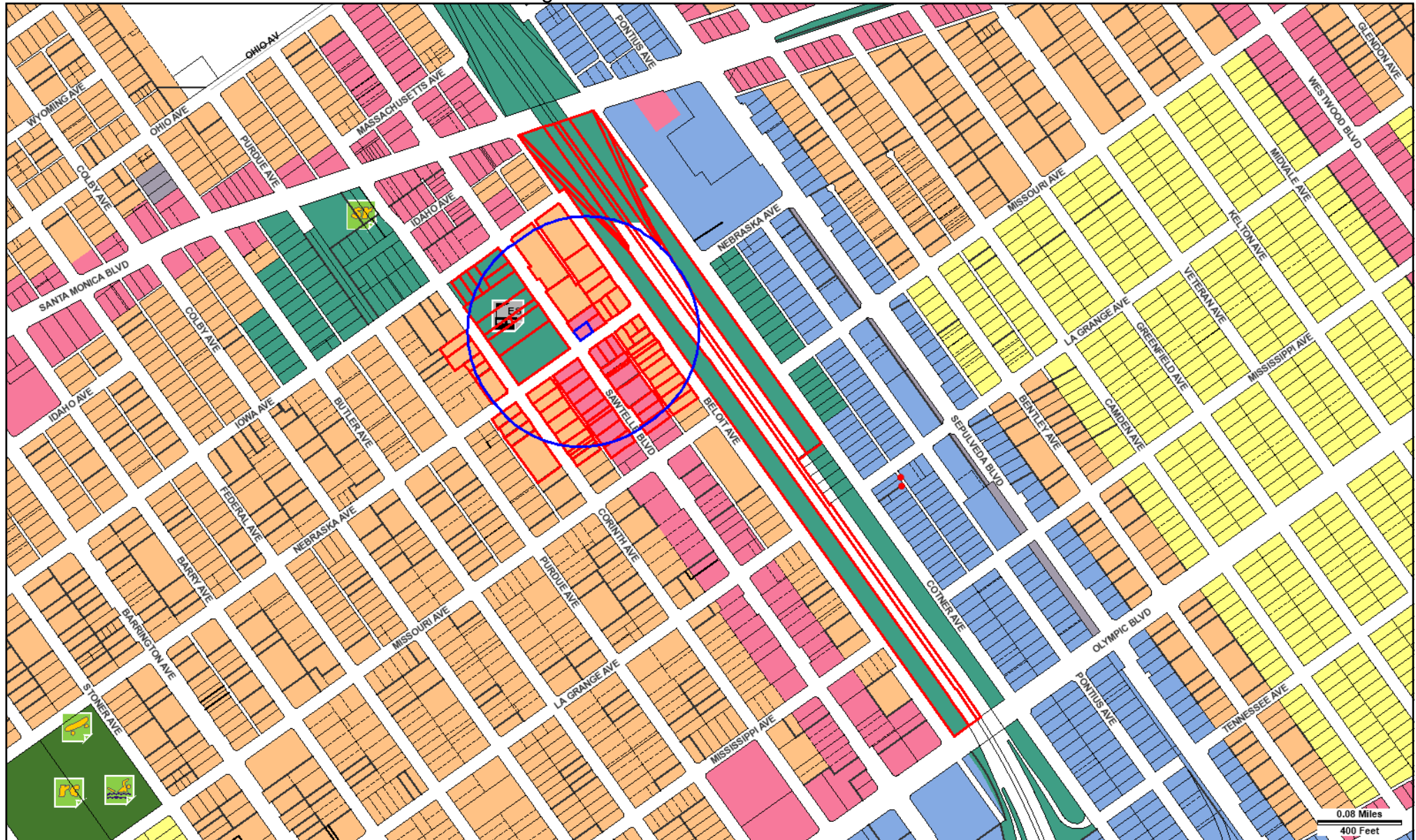
SIGNATURE


DATE

REVISIONS

ISSUED FOR

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL USE FOR WHICH THEY WERE DESIGNED. ANY OTHER USE, INCLUDING REUSE, MODIFICATION, OR ALTERATION, WITHOUT THE WRITTEN CONSENT OF SOLA INC, IS PROHIBITED. SOLA INC SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE, LOSS, OR INJURY RESULTING FROM THE USE OF THESE PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF SOLA INC.



Address: 1770 S SAWTELLE BLVD

APN: 4261019011

PIN #: 126B149 238

Tract: BARRETT VILLA TRACT

Block: BLK 9

Lot: FR

Arb: 5

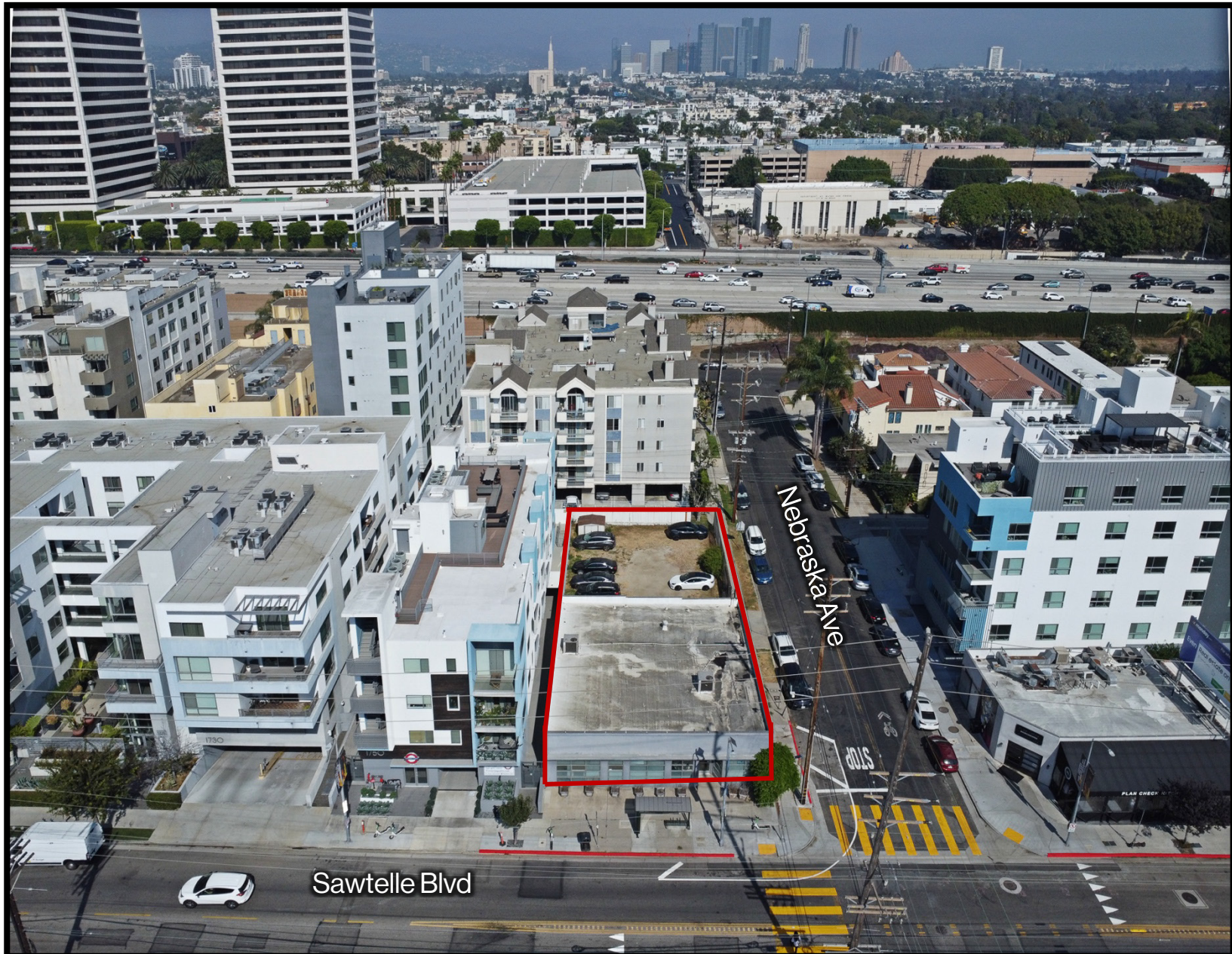
Zoning: C2-1VL

General Plan: Neighborhood Commercial

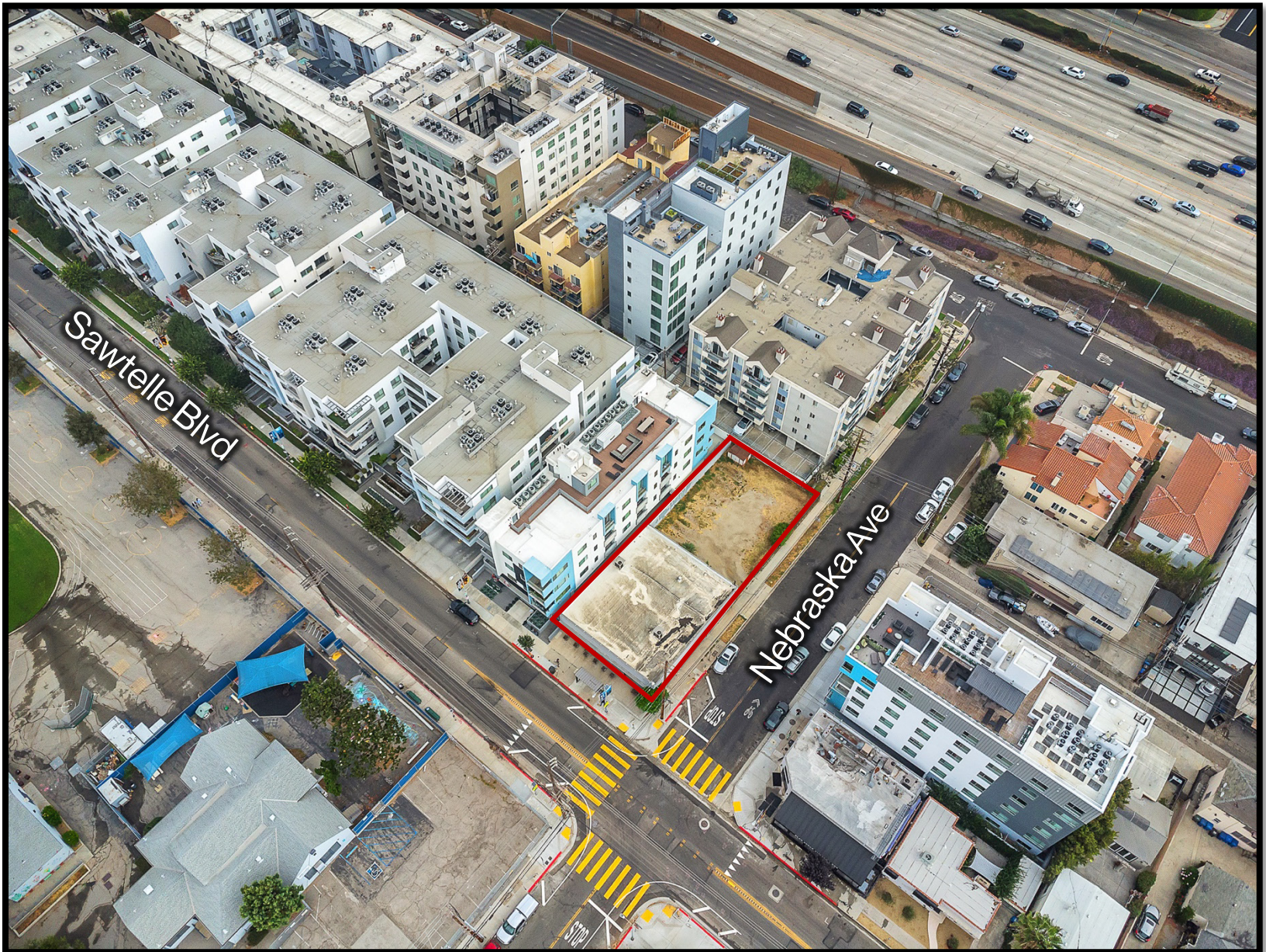




AERIAL PHOTOS



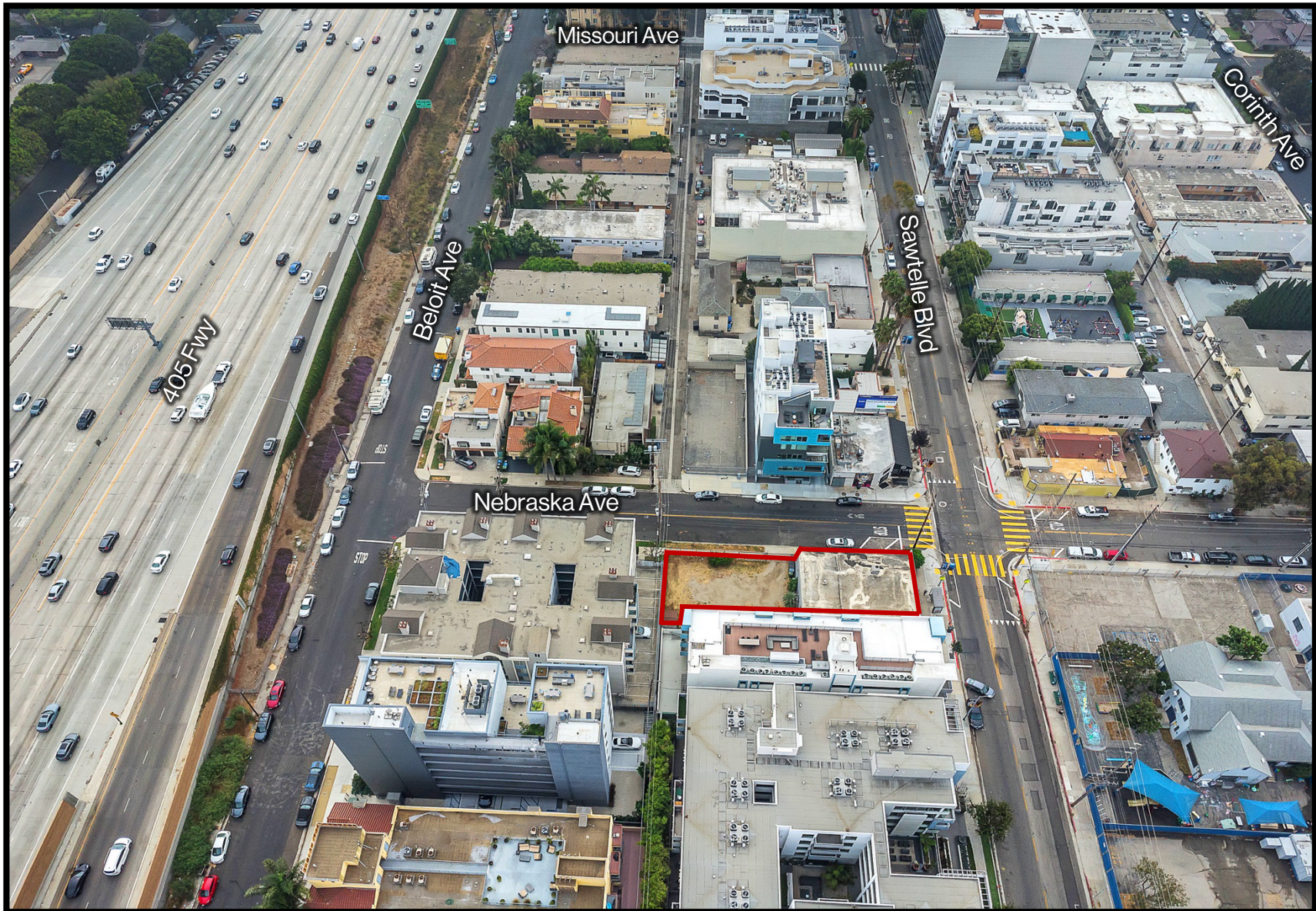
3D Aerial – Facing Site



3D Aerial – Looking Northeast



3D Aerial – Looking Northwest



3D Aerial – Looking South



3D Aerial – Looking Southwest



3D Aerial – Looking Northeast



3D Aerial – Broad Shot (Looking North)

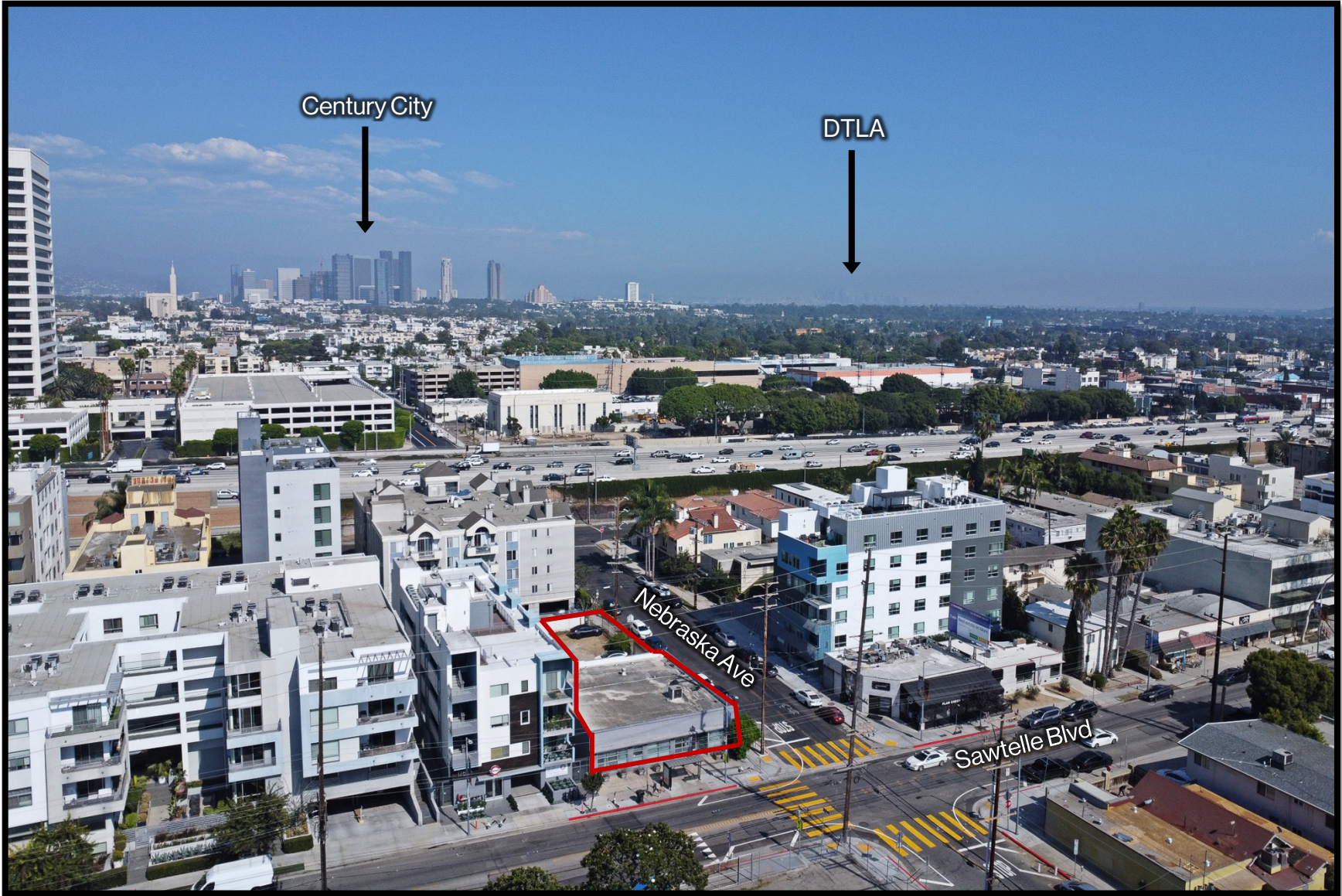


PHOTO INDEX MAP

nūr

DEVELOPMENT | CONSULTING





Index Map Photo #1



Index Map Photo #2



Index Map Photo #3



Index Map Photo #4



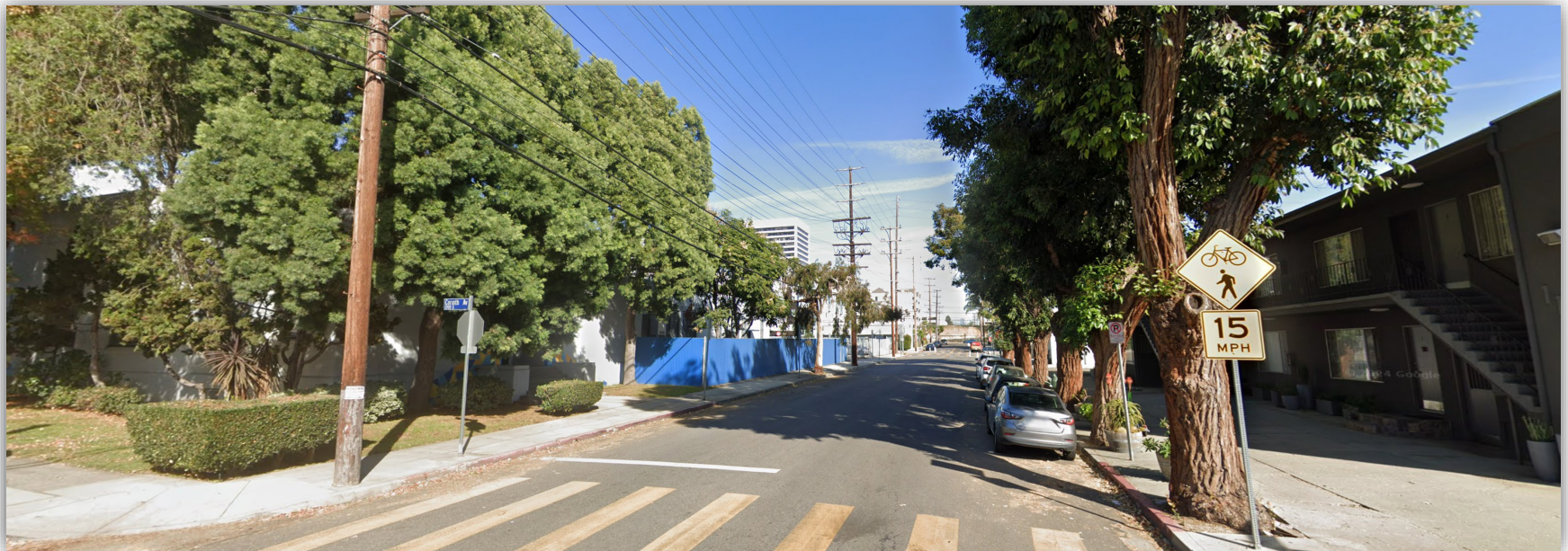
Index Map Photo #5



Index Map Photo #6



Index Map Photo #7



Index Map Photo #8

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 10/29/2024

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

Richard Tom for

From: Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2024-6631 DB WDI VHCA
1770 S SAWTELLE BLVD

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

IMPROVEMENT CONDITION: Construct new street light: one (1) on Nebraska Ave. If street widening per BOE improvement conditions, relocate and upgrade street light; one (1) on Sawtelle Blvd.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901
Engineering District Office: WLA

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1770 S Sawtelle Blvd

Date: November 13, 2024

To: Deputy Advisory Agency
Department of City Planning

From: Freddy Garcia, Transportation Engineering Associate
Department of Transportation

Subject: **CPC-2024-6631-DB-WDI-VHCA**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 20-foot reservoir space be provided between any security gate(s), or first parking stall (whichever comes first) and the property line when driveway is serving less than 100 parking spaces or to the satisfaction of the Department of Transportation.
2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.
3. Driveways on Collector or Local Streets should not be placed within 75 feet from the prolongation of the curb line of the intersecting street (or to the extent feasible) or as shall be determined to the satisfaction of the Department of Transportation.
4. This project is subject to the West Los Angeles Transportation Improvement and Mitigation Specific Plan requirements. A parking area and driveway plan shall be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 W. Manchester Ave., Los Angeles, 90045. Please contact this office at (213) 485-1062 or email: ladot.devreview.wla@lacity.org
5. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Please contact this section at (213) 485-1062 for any questions regarding the above.

Council District No. 11

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

November 14, 2024

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: planning.westsouth@lacity.org

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2024-6631-DB-WDI-VHCA (1770 Sawtelle Blvd.)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 30 feet in height.

Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- c. This policy does not apply to single-family dwellings or to non-residential buildings.

Site plans shall include all overhead utility lines adjacent to the site.

No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

FPB #105

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6543**. You should advise any consultant representing you of this requirement as well.

Kristin M. Crowley
Fire Chief

David A. Perez, Fire Marshal
Bureau of Fire Prevention and Public Safety

DP:KC:kc

CPC-2024-6631-DB-WDI-VHCA (1770 Sawtelle Blvd.)

Los Angeles Unified School District

Office of Environmental Health and Safety

ALBERTO M. CARVALHO
Superintendent

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

February 25, 2025

Kyle Winston
Los Angeles Planning Department
200 N. Spring Street, Room 721
Los Angeles, CA 90012

PROJECT LOCATION: 1770-1772 S. Sawtelle Boulevard, Los Angeles, Calif..
CASE NUMBER: CPC-2024-6631-DB-WDI-VHC, ENV-2024-6632-CE

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LA Unified or District) regarding the subject project located at 1770-1772 S. Sawtelle Boulevard. LA Unified is concerned about the potential negative impacts of the project on the approximately 500 students and staff of Nora Sterry Elementary School, which is located across the street from the project site.

The proposed project is the construction and operation of a six-story, 67-foot high, mixed-use development consisting of 32 units, 1,058 square feet of ground-floor commercial space, and a 26-space two-level subterranean parking garage. The project would demolish an existing one-story commercial office building and export approximately 8,750 cubic yards of soil.

The District requests that our students be recognized as sensitive receptors and that the Project specifically address potential impacts. Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community may occur. Since the project may have an environmental impact on LA Unified schools, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

Work with LA Unified

Project applicants should coordinate any construction activities with LA Unified to ensure safety of students and their families and minimize disruptions to school activities and access to campus. Effective strategies for avoiding significant impacts on school operations include:

- Completing construction activities such as demolition and excavation when the schools are not in session (summer and winter breaks, holidays, weekends, and after hours).
- Including school and District representatives to review construction management plans, construction outreach plans, and participation in weekly construction meetings.
- Obtaining prior authorization from the District for any easements and project activities on surrounding District properties.
- Working with the District in identifying appropriate construction mitigation programs.

Air Quality

District students and staff should be considered sensitive receptors to air pollution impacts. To ensure that effective measures are applied to further reduce construction air pollutant impacts, the District asks that the City incorporate into the project's conditions of approval the following language:

- Implement all applicable provisions of South Coast Air Quality Management District (SCAQMD) Rule 403 for fugitive dust control during construction of the Project.
- Utilize low emission “clean diesel” equipment with new or modified engines manufactured to meet Tier 4 specifications or retrofitted to comply with CARB’s verified diesel emission control strategy (VDECS).
- Construction vehicles shall not idle in excess of five minutes.
- Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer’s specifications.
- Water/mist soil as it is being excavated and loaded onto the transportation trucks.
- Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site.
- Minimize soil drop height into transportation trucks or stockpiles during dumping.
- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.
- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- Install wheel washers (or steel shaker plates) where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session.

Noise

Noise created by construction activities may affect the schools in proximity to the development. These construction activities include grading, earth moving, hauling, and use of heavy equipment.

LA Unified established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation. LA Unified’s exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective measures are employed to reduce construction related noise impacts on the campus, the District asks that the City incorporate into the project’s conditions of approval the following language:

- Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when noise impacts to the schools exceed the District’s noise standards.
- All pile driving equipment shall be equipped with noise control devices and/or shall implement noise buffers with minimum quieting factor of 10dBA, to the extent feasible. If possible, drilled piles are preferred to driven piles.
- Demolition activities shall be scheduled for when school is not in session.

Traffic/Transportation

LA Unified’s Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LA Unified Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1,000

or more daily vehicle trips, the District asks that the City incorporate into the project's conditions of approval the following language:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction, changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety

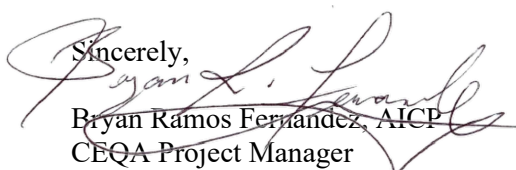
Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, the District asks that the City incorporate into the project's conditions of approval the following language:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending schools, their teachers and staff, as well as to inform parents and guardians of these students.

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210 or at cp-bryan.fernandez@lausd.net.

Sincerely,



Bryan Ramos Fernandez, AICP
CEQA Project Manager
Los Angeles Unified School District (LAUSD)
Office of Environmental Health and Safety (OEHS)
333 S Beaudry Ave., 21st Floor, Los Angeles, CA 90017

REFERRAL FORM

PAR-2024-1233-AHRF

**AFFORDABLE HOUSING REFERRAL FORM**

This form is to serve as a referral to the Los Angeles City Planning's Development Services Center (DSC) for Affordable Housing case filing purposes (in addition to the required City Planning Application and any other necessary documentation); and to the City of Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes. All Applicants are required to provide a complete set of architectural plans at the time that this form is submitted for review. Any application submitted that is missing any required materials will be considered incomplete and will not be reviewed until all materials are submitted.

This form shall be completed by the Applicant and reviewed and signed by City Planning DSC Affordable Housing Services Section (AHSS) Staff prior to filing an application for an entitlement, administrative review, or building permit. Any modifications to the content(s) of this form after its authorization by AHSS Staff is prohibited. City Planning reserves the right to require an updated Referral Form for the project if more than 180 days have transpired since the referral date, or as necessary, to reflect project modifications, policy changes, bus route changes, bus schedule changes, and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

Note: This Referral Form does not constitute a City Planning application. See the Forms webpage for City Planning Application (CP13-7771.1) and the City Planning Application Filing Instructions (CP13-7810). If the project is located within a Specific Plan or Overlay Zone, check with the assigned planner prior to preparing these plans, as some have additional or different requirements. An [Assignment List](http://planning.lacity.org) can be found on the City Planning website at <http://planning.lacity.org> under the "About" tab, under "Staff Directory."

THIS SECTION TO BE COMPLETED BY AHSS STAFF ONLY**Planning Staff Name & Title:** MIGUEL GAMBOA, City Planning Associate**Planning Staff Signature:** **Referral Date:** 9/9/2024**Expiration Date:** 3/8/2025**Case Number:** PAR- 2024-1233-AHRF**TRANSPORTATION QUALIFIERS (if applicable)**☒ **Major Transit Stop** ☐ **Paratransit / Fixed Bus Route** ☒ **Very Low Vehicle Travel Areas**☒ **Other:** _____**Location of Transit:** Sepulveda/ Santa Monica**CPC-2024-6631**

Qualifier #1: Metro Line Rapid 4 NextGen

Service Interval #1: EB: 420/55=7.64 **Service Interval #2:** WB: 420/55=7.64

Qualifier #2: SM BBB Line 1

Service Interval #1: SCAG 2050 Planned Route **Service Interval #2:** SCAG 2050 Planned Route

Service Intervals are calculated by dividing 420 (the total number of minutes during the peak hours of 6 am to 9 am and 3 pm to 7 pm) by the number of eligible trips.

Notes:

This mixed-use AB2087 project is requesting a 50% bonus in density and needs to provide 6 total affordable units (4 HCD LI and 2 HCD MOD) in order to receive the initial 50% bonus and the additional 20%; the project can request up to a 70% bonus with the provided set-aside units. The project is requesting 4 off-menu incentives and 1 waiver. Project Planner to confirm incentives and re-check plans. Applicant must obtain all necessary referrals prior to filing.

THIS SECTION TO BE COMPLETED BY THE APPLICANT

Applicant Requesting:

☐ 100% Affordable per AB 2345¹ ☐ SB 35 ☐ ED 1 ☐ Measure JJJ

☐ AB 2011 ☒ AB 2097 ☐ AB 2162 ☐ AB 2334

☐ Other: _____

APPLICANT INFORMATION

Applicant Name: Daniel Ahadian c/o nūr - DEVELOPMENT | CONSULTING

Phone Number: 310.339.7344

Email: daniel@nurdevelopment.com

I. PROPOSED PROJECT

1. PROJECT LOCATION/ZONING

Project Address(es): 1770-1772 S Sawtelle Blvd and 11269 Nebraska Ave, Los Angeles, CA 90025

Assessor Parcel Number(s): 4261-019-010; 011

¹ AB 1763 incentives were amended by AB 2345 (2020) per Government Code Section 65915(b)(1)(G).

Community Plan: West Los Angeles

Existing Zone: C2-1VL

Land Use Designation: Neighborhood Commercial

Number of Parcels: 2

Project Site Area (sf): 8,112

☐ **ED 1 Eligible²**

☒ **Specific Plan**

☐ **DRB/CDO**

☐ **HPOZ**

☐ **Enterprise Zone**

☐ **Redevelopment Project Area**

If applicable, specify Specific Plan/Overlay: West Los Angeles Transportation Improvement and Mitigation

☐ **Q Condition/D Limitation (Ordinance No. and provide a copy):** _____

☒ **Other Pertinent Zoning Information (specify):** ZI-2512 (Housing Element), ZI-2498 (Local Emergency), ZI-2427 (Freeway Adjacent)

2. DETAILED DESCRIPTION OF PROPOSED PROJECT

A new 6-story, 32-unit, 29,642 sq ft mixed-use apartment building, with 4 units set aside as Very Low Income Units and 2 units set aside as Moderate Income Units with parking provided on-grade and within 2 levels of subterranean garage.

3. DETAILED DESCRIPTION OF EXISTING SITE AND DEVELOPMENT

1-story 3,465 sq ft office building to be demolished.

² Refer to [Executive Directive 1 Implementation Guidelines](#) for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.

Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed ³ No. of DUs or Non-Residential SF
Guest Rooms			
Studio			26
One Bedroom			4
Two Bedrooms			2
Three Bedrooms			
____ Bedrooms			
Non-Residential SF	3,465	3,465	1,058
Other			

4. APPLICATION TYPE

☐ Density Bonus with **On-Menu Incentives** (specify):

- 1) _____
- 2) _____
- 3) _____
- 4) _____

☒ Density Bonus with **Off-Menu Incentives** (specify):

- 1) TO ALLOW HEIGHT AT 67' / 6-STORIES IN LIEU OF THE 45' / 3-STORY HEIGHT LIMIT PER 12.21.1.
- 2) TO ALLOW FAR @ 3.65:1 IN LIEU OF 1.5:1 PER 12.21.1.
- 3) TO ALLOW THE REAR YARD SETBACK AT 5' IN LIEU OF 18' PER 12.14.C.2.
- 4) TO ALLOW THE NORTHERLY SIDE YARD SETBACK AT 5' IN LIEU OF 9' PER 12.14.C.2.

³ Per AB 2556, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

☒ Density Bonus with **Waivers of Development Standards** (specify):

1) To allow full encroachment in the variable building line along Sawtelle and Nebraska.

2) _____

3) _____

4) _____

☐ Greater Downtown Housing Incentive Area per LAMC Section 12.22 A.29 of Chapter 1

☐ Affordable Housing per LAMC Section 11.5.11 (Measure JJJ) of Chapter 1

☐ Public Benefit Project per LAMC Section 14.00 A.2 of Chapter 1

☐ General Plan Amendment per LAMC Section 11.5.6 of Chapter 1

Request: _____

☐ Zone/Height District Change per LAMC Section 12.32 of Chapter 1

Request: _____

☐ Conditional Use per LAMC Section 12.24 U.26 of Chapter 1

☐ Project Compliance per LAMC Sections 13B.4.2. and 13B.4.3. of Chapter 1A

☐ Community Design Overlay per LAMC Section 13.08 of Chapter 1

☐ Coastal Development Permit per LAMC Sections 13B.9.1. or 13B.9.2. of Chapter 1A

☐ Tract or Parcel Map per LAMC Section 17.00 or 17.50 of Chapter 1

☒ Other (specify): Waiver of Dedication/Improvement per LAMC 12.37: Waiver of 3' dedication along Nebraska Ave

5. ENVIRONMENTAL REVIEW

☐ Project is Exempt⁴

☒ Not Yet Filed

☐ Filed (Case No.): _____

⁴ Project may be exempt from CEQA review if it qualifies for a CEQA Exemption or is a Ministerial Project (aka, "By Right").

6. HOUSING DEVELOPMENT PROJECT TYPE

CHECK ALL THAT APPLY:

- ☒ For Rent ☐ For Sale ☒ Mixed-Use Project ☐ Residential Hotel
- ☐ Extremely Low Income ☒ Very Low Income ☐ Low Income ☐ Moderate Income
- ☒ Market Rate ☐ Supportive Housing ☐ Senior
- ☐ Shared Housing Building per AB 682
- ☐ Special Needs (describe): _____
- ☐ Other Category (describe): _____

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning⁵

Lot size (including any ½ of alleys)⁶ 8,112 SF (a)

Density allowed by Zone 400 SF of lot area per DU (b)

Density allowed by General Plan 400

No. of DUs allowed by right (per LAMC) 20 DUs (c) [c = a/b, round down to whole number]

No. of Guest Rooms allowed per AB 682 _____

Base Density 21 DUs (d) [d = a/b, round up to whole number]

B. Maximum Allowable Density Bonus^{7,8} 29 DUs (e) [e = dx1.35, round up to whole number]

☐ AB 2345 - Unlimited Density

✓ **AB 1287**

BONUS DENSITY

DB BASE DENSITY (ROUND UP)	21
DENSITY BONUS @ 50%	10.5
DENSITY BONUS (ROUND UP)	11
DB MAX DENSITY	32

AB 1287 STACKED DENSITY BONUS @ MOD: 20% x 21 = 4.2 = 5

AB 1287 STACKED DB MAX DENSITY @ MOD 37

⁵ As defined by Government Code Section 65915 means the maximum number of units allowed on a lot if a range of density is permitted applicable to the density allowed under the land use element of the zoning map.

AFFORDABLE

VL I UNITS REQUIRED PER DB: 15% x 21 = 3.15 = 4

MOD UNITS REQUIRED PER AB 1287 STACKED DB: 5% x 21 = 1.05 = 2

TOTAL VLI UNITS REQUIRED PER DB & AB 1287: 6

⁶ If there is a related subdivision case, the lot area is the total area of the lot, including any ½ of alleys.

AFFORDABLE REQUIRED PER LAHD RUD:

0

⁷ Per AB 2345, 100% affordable housing development site is within 0.5 miles of a Major Transit Stop or the Hollywood Redevelopment Plan Area is eligible for the density bonus.

TOTAL

TOTAL PROVIDED UNITS 32

MARKET RATE UNITS 26

⁸ Per AB 2334, a Very Low Vehicle Travel Area or existing residential development generates vehicle miles traveled per capita or city vehicle miles traveled per capita.

4 here the 2 vehicle

C. Proposed Project: Please indicate total number of DUs requested and break down by levels of affordability set by each category (California Department of Housing and Community Development [HCD] or United States Department of Housing and Urban Development [HUD]). For information on HCD and HUD levels of affordability please contact LAHD at <https://housing.lacity.org/partners/land-use-rent-income-schedules>.

Note: Rent schedules will be determined by LAHD.

	Total	HCD (State)	HUD (TCAC)
Market Rate	27	N/A	N/A
Managers Unit(s) — Market Rate ⁹	1	N/A	N/A
Extremely Low Income (ELI)			
Very Low Income (VLI)	4	4	
Low Income (LI)			
Moderate Income	2	2	
Permanent Supportive Housing — ELI			
Permanent Supportive Housing — VLI			
Permanent Supportive Housing — LI			
Seniors — Market Rate		N/A	N/A
No. of Guest Rooms allowed per AB 682			
Other			
Other			
Other			
Other			
TOTAL No. of DUs Proposed	32 (f)		
TOTAL No. of Affordable Housing DUs	6 (g)		
No. of Density Bonus DUs	12 (h) [If f>c, then h=f-c; if f<c, then h= 0]		
Percent of Density Bonus Requested	50% (i) {i = 100 x [(f/d) – 1]} (round down)		
Percent of Affordable Set Aside	28% (j) [g/d, round down to a whole number]		

⁹ Properties proposing 16 units or more need to provide a manager's unit per 25 CCR § 42.

8. PROJECT REVIEW CALCULATION

An application for Project Review may be required for projects that meet any of the Project Review thresholds as outlined in LAMC Section 16.05 C of Chapter 1, unless otherwise exempted per LAMC Section 16.05 D of Chapter 1. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the Project Review threshold for unit count. If the project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05 D of Chapter 1, please confirm the exemption with City Planning's DSC AHSS.

21 units allowed by right (permitted by LAMC) – 0 existing units = 21 units

☐ **YES, Project Review is required.**

Proposed by-right units minus existing units is equal to or greater than 50¹⁰

☒ **NO, Project Review is not required.**

Base Density units minus existing units is less than 50

☐ **Exempt.**

Specify reason: _____

II. DENSITY BONUS (LAMC SECTION 12.22 A.25, ORDINANCE NO. 179,681)

9. PARKING OPTIONS

CHECK ALL THAT APPLY:

☐ **Automobile Parking Reductions via Bicycle Parking for Residential Uses¹¹. Choose only one of the options, if applicable:**

☐ 10%

☐ 15% (*Only for residential projects or buildings located within 1,500 feet of a Major Transit Stop*)

☐ 30% (*If selecting the 30% parking reduction, the project will be ineligible for any of the Parking Options listed below*)

If selecting the 30% parking reduction, provide the following information:

Required Parking per LAMC: _____

Required Parking after the 30% reduction: _____

¹⁰ Project Review may also be required if other characteristics of the project exceeds the thresholds listed in LAMC Section 16.05.

¹¹ Any project utilizing Parking Option 3 may not further reduce automobile parking via bicycle parking.

☐ **Automobile Parking for Residential Uses (choose only one of the following options):**

Note: Any fractional numbers are rounded up.

☐ **Parking Option 1.** Based on # of bedrooms, inclusive of Handicapped and Guest parking.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		1.5		
4 or more Bedrooms		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

☐ **Parking Option 2.** Reduced only for Restricted Affordable Units and up to 40% of required parking for Restricted Affordable Units may be compact stalls.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per Code		
Restricted Affordable		1		
VLI/LI Senior or Disabled		0.5		
Restricted Affordable in Residential Hotel		2.5		
Stalls Reduced via Bike Parking				Subtract:
TOTALS				

☐ **Parking Option 3 (AB 2345 [2020]).** Applies to two types of projects:

- 100% affordable housing developments consisting solely of affordable units, exclusive of a manager's unit(s), with an affordable housing cost to lower income families; or
- Mixed-income developments consisting of 11% VLI or 20% LI units.

☐ **100% Affordable Housing Developments.**¹² There is no minimum parking requirement for any of the following 100% affordable housing developments described below. Check all that apply:

- ☐ A housing development located within 0.5 miles of a Major Transit Stop.

¹² As defined by Government Code Section 65915(b)(1)(G)

- ☐ A housing development for individuals who are 55 years of age or older with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.¹³
- ☐ **Special Needs Housing Development**, as defined in Section 51312 of the Health and Safety Code (H&SC), with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.
- ☐ **Supportive Housing Development**
- ☐ **Mixed-Income Developments** consisting of 11% VLI or 20% LI units.

	Spaces/Unit	Parking Required	Parking Provided
Located within 0.5 miles of Major Transit Stop with unobstructed access to project	0.5		

Major Transit Stop is defined as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

Bus Rapid Transit is defined as public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- 1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods
- 2) Transit signal priority
- 3) All-door boarding
- 4) Fare collection system that promotes efficiency
- 5) Defined stations

- ☒ **Parking Option 4 (AB 2097 [2022])**. No minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop.¹⁴

¹³ AB 2334 aligned the resident age requirement from 62 years of age to 55 years of age for 100 percent affordable housing developments seeking a parking waiver under Section 65915(p)(3)(B).

¹⁴ Parking reductions do not apply to a hotel, motel, bed and breakfast inn or other transient lodging except where a portion of a housing development project is designated for use as a residential hotel, as defined in Section 50519 of the H&SC. Moreover, reductions do not apply to an event center or commercial parking in a contractual agreement executed before January 1, 2023.

10. INCENTIVES

A. Qualification for Incentives

Below is the minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application.

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input checked="" type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater

Note: To utilize AB 682, at least 10% Low or 5% Very Low Income of the base units shall be provided.

- ☐ **100% Affordable Housing Developments may request up to four incentives and one Waiver of Development Standard.** Check this box if this applies to the project.

B. Project Zoning Compliance & Incentives (Only for projects requesting a Density Bonus with Incentives/Waivers)

	Permitted w/o Incentives	Proposed per Incentives	On-Menu	Off-Menu	Waivers
<input type="checkbox"/> Yard/Setback (each yard counts as one incentive)					
<input type="checkbox"/> Front (1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Front (2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Side (2)	5'	9'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Rear	5'	18'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Coverage			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Width			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Floor Area Ratio ¹⁵	1.5:1	3.65:1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Overall Height/Stories ¹⁶	45' / 3	67' / 6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transitional Height(s)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Space			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Density Calculation			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Averaging (all count as one incentive — check all that are needed)					
<input type="checkbox"/> FAR	<input type="checkbox"/> Density	<input type="checkbox"/> Parking	<input type="checkbox"/> Open Space	<input type="checkbox"/> Vehicular Access	

¹⁵ See LAMC Section 12.22 A.25(f)(4) for additional requirements.

¹⁶ See LAMC Section 12.22 A.25(f)(5) for additional requirements.

☐ Other Off-Menu Incentives (specify): _____

☒ Waiver of Development Standards (specify): Waiver to allow full encroachment in the variable building line along Sawtelle and Nebraska

☐ 100% Affordable Housing Development shall receive a height increase of three additional stories up to 33 additional feet. Check the box if this applies to your project.

TOTAL No. of Incentives Requested: **On-Menu** _____ **Off-Menu** 4

TOTAL No. of Waivers Requested: 1

11. COVENANT

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit **before** a building permit can be issued. For more information, please contact the LAHD at lahd-landuse@lacity.org.

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC Section 12.22 A.29 Of Chapter 1, Ordinance NO. 179,076)

12. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

A. Eligibility for Floor Area Bonus

NOTE: The affordability levels required are set by the HUD/TCAC. For information on HCD and HUD levels of affordability please contact the LAHD at lahd-landuse@lacity.org.

- ☐ 5% of the total number of DUs provided for VLI households; and
- ☐ One of the following shall be provided:
 - ☐ 10% of the total number of DUs for LI households; or
 - ☐ 15% of the total number of DUs for Moderate Income households; or
 - ☐ 20% of the total number of DUs for Workforce Income households, and
- ☐ Any DU or Guest Room occupied by a household earning less than 50% of the Area Median Income (AMI) that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan area in which it is located

B. INCENTIVES

NOTE: Must meet all three eligibility requirements from 12.A above and provide a Covenant & Agreement (See #11 above).

CHECK ALL THAT APPLY:

- ☐ A 35% increase in total floor area
- ☐ Open Space requirement pursuant to LAMC Section 12.21 G of Chapter 1 reduced by one-half, provided that a fee equivalent to amount of the relevant Park Fee, pursuant to LAMC Section 19.17 of Chapter 1, shall be paid for all dwelling units. See LAMC Section 12.29 A.29(c) of Chapter 1 for exceptions
- ☐ No parking required for units for households earning less than 50% AMI
- ☐ No more than one parking space required for each dwelling unit

C. Additional Incentives to Produce Housing in the GDHIA

- ☐ No yard requirements except as required by the Urban Design Standards and Guidelines
- ☐ Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
- ☐ Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions, as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units
- ☐ No prescribed percentage of the required open space that must be provided as either common open space or private open space

IV. MEASURE JJJ¹⁷ (LAMC Section 11.5.11 of Chapter 1, Ordinance No. 184, 745)

13. AFFORDABLE REQUIREMENTS

A certain percentage of affordable units is required based on the total number of units in the project.
Fill out either A or B below:

A. Rental Projects

- ☐ No less than the affordability percentage corresponding to the level of density increase requested or allowed:
☐ _____ % VLI **OR** ☐ _____ % LI
- ☐ For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
☐ 5% ELI **AND** ☐ 6% VLI **OR** ☐ 15% LI
- ☐ For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:

¹⁷ All fractional amounts in Sections 13 and 14 shall be rounded up to the next whole number.

☐ 5% ELI **AND** ☐ 11% VLI **OR** ☐ 20% LI

Required Number of Affordable Units

ELI _____ VLI _____ LI _____

B. For Sale Projects

- ☐ No less than the affordability percentage corresponding to the level of density increase requested or allowed:

☐ _____% VLI **OR** ☐ _____% LI **OR** ☐ _____% Moderate Income

- ☐ For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35% or allows a residential use where not previously allowed:

☐ 11% VLI **OR** ☐ 20% LI **OR** ☐ 40% Moderate Income

Required Number of Affordable Units

VLI _____ LI _____ Moderate Income _____

14. ALTERNATIVE COMPLIANCE OPTIONS

In lieu of providing the affordable units onsite, there are three other options available to comply with Measure JJJ Affordable Requirements. Select one, if applicable; otherwise leave this section blank.

A. Off-Site Construction – Construction of affordable units at the following rate:

- ☐ Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
☐ Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.25
☐ Within 3 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

B. Off-Site Acquisition – Acquisition of property that will provide affordable units at the following rate:

- ☐ Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
☐ Within 1 mile of the outer edge of the Project, Affordable Units in Section 13 x 1.25
☐ Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

Updated Required Number of Affordable Units

ELI _____ VLI _____ LI _____ Moderate Income _____

C. In-Lieu Fee – From the Affordability Gaps Study published by the Los Angeles City Planning

Total In-Lieu Fee _____ (Note: Final fee TBD if/when the project is approved)

15. DEVELOPER INCENTIVES

Please describe up to a maximum of three incentives:

- 1) _____

- 2) _____

- 3) _____

Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with LADBS.

REFERRAL FORM



PRELIMINARY ZONING ASSESSMENT

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

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

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

CONTACT INFORMATION

Department of Building and Safety, Affordable Housing Section

201 N. Figueroa St., Ste 830

Los Angeles, CA 90012

Phone: (213) 482-0455

Web: <https://ladbs.org/services/special-assistance/affordable-housing>

Email: LADBS.AHS@lacity.org

Department of City Planning, Development Services Center

For locations and hours:

<https://planning.lacity.org/contact/locations-hours>

THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF ONLY

LADBS Plan Check Staff Name and Title Elahe Merrikhi, Architectural Associate I	LADBS Plan Check Staff Signature¹ ELAHE MERRIKHI <small>Digitally signed by ELAHE MERRIKHI DN: cn=US, e=ELAHE.MERRIKHI@LACITY.ORG, o=LADBS, ou=ZONING DIVISION, cn=ELAHE MERRIKHI Date: 2024.09.09 14:56:47-0700</small>
Plan Check Application No.² 24010-10000-02533	Date 09/09/2024
Notes 32 UNIT APARTMENT 6 STORIES MIXED USED, DENSITY BONUS AFFORDABLE 4 UNITS VERY LOW-INCOME PER LAMC 12.22.A 25 AND AB1287 WITH GROUND FLOOR COMMERCIAL SPACE- 2 LEVELS BASEMENT PARKING GARAGE. PROJECT IS REQUESTING FOUR OFF-MENU INCENTIVES PER AB1287 AND TWO WAIVERS. PROJECT ALSO USING AB2097.	

☐ **ED 1 Eligible**

¹ LADBS Plan Check staff will sign the Preliminary Zoning Assessment Form once the Zoning Plan Check verifications are complete.

² This completed form shall be accompanied by plans signed by a DBS Plan Check staff following the completion of a Zoning Plan Check.

THIS SECTION TO BE COMPLETED BY THE APPLICANT³

PROJECT INFORMATION

I. PROJECT LOCATION, ZONING & LAND USE JURISDICTION

Project Address: 1770 S SAWTELLE BLVD - 1772 S SAWTELLE BLVD- 11269 W NEBRASKA AVE , LOS ANGELES, CA 90037

Project Name (if applicable): _____

Assessor Parcel Number(s): 4261019011 - 4261019010

Legal Description (Lot, Block, Tract): Lots FR , BLOCK 9 , TRACT BARRETT VILLA TRACT

Community Plan: WEST LOS ANGELES **Number of Parcels:** 2 **Site Area:** 8,112.632 sq. ft.

Current Zone(s) & Height District(s): C2-1VL **Land Use Designation:** Medium Residential

- | | |
|--|--|
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO ED 1 Eligible⁴ | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Site Contains Historical Features |
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Alley in Rear | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Downtown Design Guide Area |
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Coastal Zone | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Special Grading Area (BOE) Area |
| <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Hillside Area (Zoning) | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Very High Fire Hazard Severity Zone |
| <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Enterprise Zone | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Greater Downtown Housing Incentive Area |

☒ **Specific Plan:** WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION

☐ **Historic Preservation Overlay Zone (HPOZ):** N/A

☐ **Design Review Board (DRB):** N/A

☐ **Redevelopment Project Area:** N/A

☐ **Overlay Zone (CPIO/CDO/POD/NSO/RIO/CUGU/etc.):** N/A

☐ **Q Condition/ D Limitation/ T Classification (Ordinance No. and Subarea):** N/A

Description of Condition: _____

☒ **Legal (Lot Cut Date)** #53 #54 OP 09/29/1922

☒ **Related City Planning Cases** PAR-2024-538-TV - PAR-2024-1233-AHRF - ADM-2021-6913-TOC

³ All fields in this form must be completed. If an item is not applicable, write N/A.

⁴ Refer to [Executive Directive 1 Implementation Guidelines](#) for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.

☒ **Z.I.(s)** ZI-2512, ZI-2452, ZI-2192, ZI-2498, ZI-2427

☐ **Affidavits** N/A

☐ **Easements** N/A

☐ **TOC Tier⁵ (if applicable to project)** N/A

II. PROJECT DESCRIPTION

Project Description/Proposed Use

A NEW 6 STORIES , 32 UNIT MIXED USE APARTMENT BUILDING, WITH 4 UNITS SET ASIDE AS VERY LOW INCOME UNITS AND 2 UNITS SET ASIDE AS MODERATE INCOME UNITS.

No. of Stories: 6 **No. of Dwelling Units:** 32 **Floor Area (Zoning):** 29,642 SF

Present Use/No. of Units:

1 STORY OFFICE BUILDING TO BE DEMOLISHED.

III. CITY PLANNING ACTION(S) REQUESTED

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

Authorizing Code Section: LAMC 12.22 A25

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

Action Requested, Narrative: OFF-MENU INCENTIVES AND WAIVER AB1287- AB2097

Authorizing Code Section: LAMC 11.5.7.F

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

Action Requested, Narrative: N.A

Additional Requests Attached

☒ YES ☐ NO

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

IV.APPLICANT INFORMATION⁶

Name: Kayvan Naimi CEO of Causeway Ventures Inc

Phone: 310.804.9932

Email: farinazsn@aol.com

V. REPRESENTATIVE INFORMATION

Name: Daniel Ahadian c/o nūr - DEVELOPMENT | CONSULTING

Phone: 310.339.7344

Email: daniel@nurdevelopment.com

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

VI. PRELIMINARY ZONING ASSESSMENT SUMMARY
THIS SECTION TO BE COMPLETED BY LADBS PLAN CHECK STAFF⁷

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable LAMC Section No. ⁸	Comments and Additional Information
1	Use	APARTMENT HOUSE- RESTAURANT - PARKING GARAGE	APARTMENT HOUSE - RESTAURANT - PARKING GARAGE	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	12.16. 12.12.1. 13.09	<input type="checkbox"/> Conditional Use (LAMC Section 12.24) for _____
2	Height	67FT 7FT - 9IN OVERRUN	45FT BASE 67 FT MAX 10FT MAX OVERRUN	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 12.22 A25 OFF-MENU ONE	<input type="checkbox"/> Transitional Height applies (LAMC Section 12.21.1 A.10) <input type="checkbox"/> Commercial Corner Development/Mini-Shopping Center height applies (LAMC Section 12.22 A.23(a)(1)) 45FT MAX BASE VL ZONE OVERRUN OF 10FT MAX 2 BASEMENT LEVEL REQUESTED OFF-MENU INCENTIVE FOR HEIGHT 67FT/ 6 STORIES IN LIEU OF THE 45FT/3 STORIES. STORIES NEED TO REQUEST INCENTIVE SEPARATLY APPLICANT DIDNT ACCEPT TO REQUEST SEPARATLY.

⁷ LADBS Plan Check staff will sign Section IV of the Preliminary Zoning Assessment (PZA) form and provide signed architectural plans once the Zoning Plan Check verifications are complete.

⁸ Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

EM (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ⁹	Comments and Additional Information
3	No. of Stories	6 STORIES	3 STORIES	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21.1 (if code prevails) OFF-MENU INCENTIVE ONE	3 STORIES BASE VL ZONE REQUESTED OFF-MENU INCENTIVE FOR HEIGHT 67FT/ 6 STORIES IN LIEU OF THE 45FT/3 STORIES. STORIES NEED TO REQUEST INCENTIVE SEPARATLY APPLICANT DIDNT ACCEPT TO REQUEST SEPARATLY.
4	FAR (Floor Area Ratio)	3.65:1 FAR 29,642 SF	BASE 1.5:1 MAX 3.66:1 MAX FAR 29,692.23 SF MAX	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 12.22 A25 OFF-MENU INCENTIVE TWO	BASE FAR: 1.5:1 MAX BUILDABLE AREA = LOT AREA = 8,112.632 SF 8,112.632 SF x 1.5FAR = 12,168.948 MAX BASED APPLICANT REQUESTING DENSITY BONUS OFF-MENU INCENTIVE FOR INCREASE OF FAR TO 3.66:1. 3.66:1 FAR MAX 8,112.632 SF x 3.66FAR= 29,692.23312 SF MAX 29,642 SF PROVIDED / 8,112.632 SF = 3.65 FAR PROVIDED.

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

EM (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁰	Comments and Additional Information
5	RFAR (Residential Floor Area Ratio)	-	-	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	-	-
6	Density	32 UNITS	C2= 1/400 21 UNITS BASE 32 UNITS MAX	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.10 C4 AB1287 BASE INCENTIVE ONE	Density Ratio: <input type="checkbox"/> Site Plan Review (16.05) / Major Project CUP (12.24 U.14) REQUESTED BASE DENSITY BONUS FOR INCREASE DENSITY %50 DENSITY PER AB1287. LOT AREA = 8,112.632 SF BASE: 1/400 8,112.632 SF/400 = 20.28 = 21 UNITS BASE DENSITY BONUS 21 X 1.5 = 31.5 ROUND UP= 32 UNITS MAX

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

EM____(LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹¹	Comments and Additional Information
7	Setback (Front)	0FT	0FT	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	12.10. C.1.	Lot Line Location (Street Name): SAWTELLE BLVD Lot Line Location (Street Name):
8	Setback (Side)	INTERIOR SIDE 5FT STREET SIDE 0FT	RESIDENTIAL INTERIOR 9FT BASE 5FT MIN STREET SIDE 0FT COMMERCIAL 0FT	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	12.14. C.2. 12.11.C.2. 12.22.A.18.c.ii 12.22 A25 OFF-MENU INCENTIVE THREE	Offset/plane break met: <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A 5FT+(6STY*2STY)1FT = 9FT REQUESTED FOR DENSITY BONUS OFF-MENU INCENTIVE OF NORTHERLY SIDE YARD SETBACK 5FT IN LIEU OF 9FT.

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

EM____(LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹²	Comments and Additional Information
9	Setback (Rear)	5FT	RESIDENTIAL 18FT COMMERCIAL 0FT	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	12.14. C.2. 12.11.C.3. 12.22 A25 OFF-MENU INCENTIVE FOUR	15FT+(6STY-3STY)1FT = 18FT REQUESTED FOR DENSITY BONUS OFF-MENU INCENTIVE NORTHERLY SIDE YARD SETBACK 5FT IN LIEU OF 18FT.
10	Building Line	0FT	10FT	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	Ordinance No.: 82946 12.22 A25 WAIVER ONE	WAIVER REQUESTED FOR REMOVAL BUILDING LINE IN SAWTELLE BLVD.

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

EM (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹³	Comments and Additional Information
11	Parking (automobile)	Residential: 25 S Non-Residential: 4	Residential: 0 Non-Residential: 0	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 A.4 (if code prevails) AB1763/AB2097	Design standards met(12.21 A5): <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Improvement standards met (12.21 A.6 (except landscaping, to be determined by City Planning)): <input type="checkbox"/> YES <input type="checkbox"/> NO <small>AB2097 BASE INCENTIVE PROJECT PROVIDING 100% AFFORDABLE HOUSING AND WITHIN A 1/2 MILE OF A MAJOR TRANSIT. PROJECT IS ALLOWED NO PARKING REQUIREMENTS.</small>
12	Bicycle Parking (residential)	Long-term: 30 Short-term: 3	Long-term: 30 Short-term: 3	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 A.16 (if code prevails)	Facility standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Design standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

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

EM____ (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁴	Comments and Additional Information
13	Bicycle Parking (non-residential)	Long-term: 2 Short-term: 2	Long-term: 2 Short-term: 2	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 A.16 (if code prevails) -	Facility standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Design standards met: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
14	Open Space	Total (sq. ft.): 3,312 SF Common (sq. ft.): 3,212 SF Private (sq. ft.): 100 SF	Total: 3,250SF Common: 1,625SF MIN Private: 1,600 SF MAX	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 G (if code prevails)	Units/Habitable Room <3: 13 UNITS @ 100 SF => 1,300SF =3: 4 UNITS @ 125 SF => 500SF >3: 0 UNITS @ 175 SF => 0 Dimensions met: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO 3,000SF+250SF= 3,250SF 3280SF x 0.3= 1,625 SF MIN COMMON OPEN SPACE 32x50= 1,600 SF MAX PRIVATE OPEN SPACE 1,625 SF x 0.5= 812 SF MAX INDOOR COMMON OPEN SPACE 3,212SF x 0.25= 803 SF LANDSCAPE REQUIRED 32/4= 8 TREES REQUIRED

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

EM (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁵	Comments and Additional Information
15	Retaining Walls in Special Grading Areas	Max Height: - Max Quantity:	Max Height: - Max Quantity:	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21 C.8 (if code prevails) -	-
16	Grading (Zoning and Planning limitations)	-	-	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	-	-

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

EM____ (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁶	Comments and Additional Information
17	Lot Coverage	-	-	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	-	-
18	Lot Width	55FT EXISTING	50FT MIN EXISTING	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.14.C.3	MERGE 2 LOTS

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

EM____ (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁷	Comments and Additional Information
19	Space between Buildings	-	-	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21 C.2(a) (if code prevails) -	-
20	Passageway	DIRECT ACCESS TO RIGHT OF WAY	DIRECT ACCESS TO RIGHT OF WAY	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A	LAMC Section 12.21 C.2(b) (if code prevails) -	-

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

EM____ (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁸	Comments and Additional Information
21	Location of Accessory Buildings	-	-	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	LAMC Section 12.21 C.5 (if code prevails) -	-
22	Loading Area	-	-	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	-	-

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

EM____ (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ¹⁹	Comments and Additional Information
23	Trash & Recycling	60SF RESIDENTIAL 30 SF COMMERCIAL	60 SF 30 SF COMMERCIAL	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21 A19.c.2.ii. 12.21 A19.c.2.i.	
24	Landscape	Conformance determined by Los Angeles City Planning			-	-

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

EM (LADBS Staff Initials)

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No. ²⁰	Comments and Additional Information
25	Private Street	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	-	-
	Other (e.g., ground floor transparency, lighting, utilities, signage, walls, lot area, minimum frontage, etc.)	See additional sheets, if applicable				Additional Sheet(s) attached: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

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

EM____ (LADBS Staff Initials)

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

Item No.	Zoning Standard	Proposed	Required/ Allowed	Standard Met	Applicable Section No.	Comments and Additional Information
26	3FT	0FT	HIGHWAY DEDICATION	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	WAIVER TWO	WAIVER REQUESTED FOR DON'T PROVIDE HIGHWAY DEDICATION IN NEBRASKA AVE.
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		

EM____ (LADBS Staff Initials)

COUNTY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

200 NORTH SPRING STREET, ROOM 395

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2024-6631-DB-WDI-VHCA

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2024-6632-CE

PROJECT TITLE

1770 Sawtelle

COUNCIL DISTRICT

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

1770 – 1772 South Sawtelle Avenue

☐ Map attached.

PROJECT DESCRIPTION:

32 unit mixed-use development with 1,058 square feet of ground floor commercial space.

☐ Additional page(s) attached.

NAME OF APPLICANT / OWNER:

Kayvan Naimi / Causeway Ventures Inc.

CONTACT PERSON (If different from Applicant/Owner above)

Daniel Ahadian / nur Development | Consulting

(AREA CODE) TELEPHONE NUMBER

310-339-7344

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) 15332, Class 32☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION:

☐ Additional page(s) attached

In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Kyle Winston

STAFF TITLE

City Planner

ENTITLEMENTS APPROVED

Density Bonus; Waiver of Dedication and Improvements

FEE:

RECEIPT NO.

REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019



JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-6632-CE

The project is the construction, use, and maintenance of a six-story, 67-foot high, 32-unit mixed-use residential development including four (4) units set aside for a Very Low Income Household and two (2) units set aside for Moderate Income Households, with 1,058 square feet of commercial space and 26 vehicular parking spaces. The project will be approximately 29,642 square feet in floor area with a Floor Area Ratio ("FAR") of 3.66:1. The site is currently improved with a one-story, commercial retail building and surface parking lot which will be demolished for the project. There are no protected or non-protected trees on the subject property and no street trees. The project involves the export of approximately 8,750 cubic yards of soil.

The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Article 19, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

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 subject site is located within the West Los Angeles Community Planning Area and is designated for Neighborhood Commercial land uses, with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The site is zoned C2-1VL and is consistent with the land use designation. The proposed project is for the construction of a six-story, mixed-use development with 32 dwelling units, totaling 29,642 square feet of floor area on an approximately 8,112 square-foot lot. The project is proposed with 26 automobile parking spaces on the subject site. Additionally, a total of 38 bicycle parking spaces are included in the project. As such, the project is consistent with the applicable West Los Angeles Community Planning Area designation and policies and all applicable zoning designations and regulations in combination with State Density Bonus Law.

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

The subject site consists of a level, rectangular site measuring 0.186 acres and is wholly within the City of Los Angeles. The surrounding neighborhood is characterized by multi-family residential and a variety of commercial uses up to five (5) stories in height. The property

adjacent to the north is zoned C2-1VL and is developed with a 5 story residential building. The property adjacent to the east is zoned [Q]R4-1 and is developed with a 5 story residential building. The properties across Nebraska Avenue to the South are zoned C2-1VL and are developed with a 1 story commercial building and a 5 story residential building. The property across Sawtelle Blvd. to the west is zoned PF-1XL and is developed with a school.

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

The subject property is currently developed with a one-story, commercial building and an associated surface parking lot located at the rear of the property proposed to be demolished. Further, the subject property is surrounded by existing commercial and residential properties. According to the Tree Disclosure Statement dated September 23, 2024 and signed by the Property Owner Kayvan Naimi, there are no protected trees and shrubs on the subject site and there are no existing street trees. Therefore, the subject site is not, and has no value as a 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 will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts to less than significant and will ensure the project will not have significant impacts on noise and water. The project will not alter or encroach upon any water sources and construction of the proposed project will be on a property that is surrounded by more dense projects and will not create impacts to water quality.

Traffic - The Project does not exceed the threshold criteria established by LADOT for preparing a traffic study. The Department of Transportation (LADOT) Referral Form dated October 10, 2024 and the Vehicle Miles Traveled (VMT) calculator indicated that the number of daily vehicle trips will be 193 which is under the threshold of 250 or more daily vehicles trips to require VMT analysis. As such, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study and will not have any significant impacts to traffic.

Air Quality – The Project does not exceed the threshold criteria for preparing an air quality study. The proposed project for 32 residential dwelling units is well under the screening criteria of 80 units for air quality studies and is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non attainable under an applicable federal or state ambient air quality standard. The Project's potential air quality effects were evaluated 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 2022.1.1.28 model (output October 7, 2024) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality Technical Report prepared by DKA Planning (dated October 2024). The analysis considered construction activity emissions during demolition, grading, trenching, building construction, and architectural coating, as well as operational emissions. The analysis confirms that neither construction nor operation of the project would result in significant air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide. As a result of this mandatory compliance, the proposed Project will not result in any significant air quality impacts. The Project's air quality emissions were found 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.

Noise – The Project must comply with the adopted City of Los Angeles Noise Ordinances No. 144,331 and 161,574 and LAMC Section 41.40 and Section 112.05, as well as any subsequent Ordinances, which prohibit the emission or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. As a result of this mandatory compliance, the proposed Project will not result in any significant noise impacts. Furthermore, the Noise Technical Report prepared by DKA Planning dated October 2024 confirmed that the Project would not result in construction-related or operational noise impacts on the environment. The analysis took into account noise from construction activities, operational noise sources mechanical equipment, parking-related activities, outdoor uses, vibration, and impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

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

The site is currently being served by the City of Los Angeles Department of Water and Power, the City's Bureau of Sanitation, the Los Angeles Police Department, the Los Angeles Fire Department, and other public service agencies. The utilities and public services have been servicing the neighborhood continuously for over 70 years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc.

As a result of these new building codes that are required of all projects, it can be anticipated that the project will not create any impact on existing utilities and public services.

The project can be characterized as in-fill development within an urbanized area and meets the five conditions listed above. Therefore, the project qualifies for a Class 32 Categorical Exemption consistent with the California Environmental Quality Act.

Exceptions Narrative for Class 32 Categorical Exemption

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

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

There is no cumulative impact of successive projects of the same type in the same place as the proposed project.

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

The project proposes a mixed-use residential building in an area zoned and designated for such development. The proposed project is for the construction of a six-story, mixed-

use development with 32 dwelling units and 1,058 square feet of commercial space, totaling 29,642 square feet of floor area on an approximately 8,112 square-foot lot in the C2-1VL Zone. All surrounding properties are developed with commercial and residential buildings. The subject site is of similar size and massing to nearby properties. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family buildings in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. There are no known unusual circumstances which may lead to a significant effect on the environment.

- c. Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The portion of State Route 27 which travels through the Los Angeles city limits is approximately 8 miles from the subject site. Therefore, the subject site will not create any impacts within a highway designated as a state scenic highway.

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

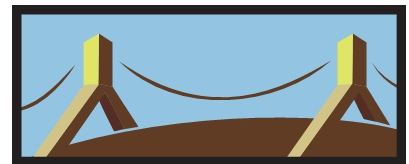
According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site within a 1,000-foot radius of the subject site, is identified as a hazardous waste site.

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

The project site is developed and has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. Further, the project site was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Neither the State nor the City choose to treat the site as a historic resource, therefore, the proposed project cannot cause a substantial adverse change in the significance of a historical resource and this exception does not apply.

1770 SAWTELLE BOULEVARD PROJECT

Air Quality Technical Report



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

AIR QUALITY TECHNICAL REPORT

Introduction

This technical report addresses the air quality impacts generated by construction and operation of a Proposed Project at 1770 Sawtelle Boulevard 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), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The CAA requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

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

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Maintenance
	8-hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	
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 O₃, PM₁₀, and PM_{2.5}.

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

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 H₂S at levels above the State standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

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

in the air.¹ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including 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 2020-2045 RTP/SCS on September 23, 2020. The RTP/SCS addresses the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing vehicle miles traveled (VMT) by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing greenhouse gas (GHG) emissions by 19 percent by 2035

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 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. 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.

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

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 270 feet west of the southbound mainline of the San Diego Freeway (I-405).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

Existing Conditions

Pollutants and Effects

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.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 (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

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

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

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

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

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

State-Only Criteria Pollutants

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

Sulfates (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

Toxic Air Contaminants (TACs)

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

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

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 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 O₃, 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 O₃, PM₁₀, 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 O₃ and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2021 through 2023. The one-hour State standard for O₃ was exceeded twice during this three-year period. The federal standard was exceeded once in that same period. There was incomplete data for PM₁₀, PM_{2.5}, CO, SO₂, and NO₂.

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.

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2021	2022	2023
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.095	0.081	0.109
Days > 0.09 ppm (State 1-hour standard)	1	0	1
Days > 0.070 ppm (Federal 8-hour standard)	1	0	0
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	1.5	N/A	N/A
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.0	N/A	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0606	0.0514	0.0439
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 35 µg/m ³ (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide (SO₂)			
Maximum 1-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.25 ppm (State 1-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed October 7, 2024.			

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90025) is approximately 468 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 San Diego Freeway 270 feet to the east). In general, the risk at the Project Site is higher than 54 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037267300) is located in the 66th percentile, which

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=data_Source_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed October 7, 2024.

means the Project Site has an overall environmental pollution burden higher than at least 66 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 centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located on a mixed-use corridor in the Sawtelle Japantown neighborhood in West Los Angeles. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 11253 Nebraska Avenue; five feet east of the Project Site.
- Residences, 1750 Sawtelle Boulevard; five feet north of the Project Site.
- Residences 11272 Nebraska Avenue; 60 feet south of the Project Site.
- Nora Sterry Early Education Center, 1747 Sawtelle Boulevard; 70 feet west of the Project Site.

Existing Project Site Emissions. The Project Site is improved with 3,465 square feet of general office uses in a one-story building.¹² As summarized in Table 3, most existing air quality emissions are associated with the 31 daily vehicle trips and traveling to and from the Project Site and the 251 daily vehicle miles traveled (VMT) associated with that activity.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	0.1	<0.1	0.2	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.1	0.1	0.9	<0.1	0.2	<0.1
Regional Total	0.2	0.1	1.1	<0.1	0.2	<0.1
<i>Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.28 model runs (included in Technical Appendix). Emissions reflect daily summer season. Totals may not add up due to rounding.</i>						

¹¹ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed October 7, 2024.

¹² City of Los Angeles, ZIMAS database, accessed October 5, 2024.

¹³ DKA Planning, 2024, based on CalEEMod 2022.1.1.28 model using ITE Trip Generation rates (10th Edition). Wes Pringle, City of Los Angeles, Transportation Assessment for the Proposed Residential Project at 5101-5125 West Pico Boulevard. April 2022.

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, 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, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active

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.

construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).¹⁶ This is appropriate given the 0.187-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

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

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO₂, CO, and PM₁₀ 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	103	55	103
Carbon Monoxide (CO)	550	562	550	562
Sulfur Oxides (SO _x)	150	--	150	--
Respirable Particulates (PM ₁₀)	150	4	150	1
Fine Particulates (PM _{2.5})	55	3	55	1
/a/ Localized significance thresholds assumed a one-acre and 25-meter (82-foot) receptor distance in the Northwest Coastal LA County 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				

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.

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](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.

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 generated by the Project was compared against SCAQMD's significance thresholds.²¹ Details describing the operational emissions of the Project can be found 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?*

²⁰ Energy consumption estimates with CalEEMod 2022.1.1.28 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.

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).

City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

(a) Construction

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when: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 PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.

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

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ 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 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 PM₁₀; 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 NO₂ (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 PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ 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

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

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.

- 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

- 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;

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).

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.

- 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 with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.

The Project's lower off-street parking supply (e.g., 22 spaces for 32 residences) will reduce car ownership rates and resulting vehicle use 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.

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>.

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.

- 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.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Neighborhood Commercial" in the General Plan Framework and zoned C2 (Commercial Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population and housing and commercial uses 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 residential population of approximately 78 people to the Project Site based on the 32 dwelling units proposed. The Project's residential population would represent approximately 0.01 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.

Development of the Project also would result in approximately two employment positions on-site, based on the 1,058 square feet of restaurant space proposed.³⁵ However, the removal of the existing office use would eliminate about eleven jobs, resulting in a net loss of nine jobs on-site. Thus, the Project's estimated reduction in on-site employment would not help outstrip growth assumptions that formed the basis of the region's AQMP. As a result, the Project would be consistent with the growth projections in the AQMP.

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

³⁵ Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, Employment Density Study Summary Report; October 2001. Assumes 424 square feet average per restaurant employee.

- 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, jobs, 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 with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. 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.

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.³⁶
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the

³⁶ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530,

shortest distance between any point on the lot and qualified Major Transit Stops.³⁷

- Because of its location and TOC status, the Project will reduce on-site parking supply that will by definition reduce car ownership and resulting vehicle travel.
- There is substantial public transit service in the area, including:
 - Santa Monica Big Blue Bus Line 1, which provides east-west service near the Project Site that connects Downtown Los Angeles with Santa Monica. The nearest bus stop is on Santa Monica Boulevard at Sawtelle Boulevard.
 - Santa Monica Big Blue Bus Line 17, which provides north-south service near the Project Site that connects UCLA with Culver City. The nearest bus stop is directly across Sawtelle Boulevard in front of Nora Steery Early Education Center.
 - The Los Angeles County Metropolitan Transportation Authority's (Metro) Expo/Sepulveda station provides access to the E Line light-rail service connecting Downtown Los Angeles with Santa Monica; the station is 4,800 feet south of the Project Site
- The project will provide six short- and 32 long-term bicycle parking spaces on-site.
- Metro operates a bikeshare station on Mississippi Avenue at Sawtelle Boulevard, 1,950 feet south of the Project Site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in Table 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

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

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 and mixed-use profile will reduce vehicle travel and associated criteria pollutants over development on greenfield sites outside the urban core 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 and mixed-use profile 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 numerous rail and 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.

³⁷ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

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

Goal/Objective/Policy	Project Consistency
<p>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.</p>	<p>Consistent. The Project's infill location, mixed-use profile, and reduced parking (e.g., 22 spaces for 32 residences) will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The use of electricity for the majority of land uses 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.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>Consistent. The Project would reduce particulate emissions during construction activities through compliance with SCAQMD Rule 403 (Fugitive Dust) that will reduce PM₁₀ and PM_{2.5} emissions from unpaved areas.</p>
<p>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.</p>	<p>Consistent. The Project's infill location, mix of uses, and proximity to major rail and bus transit will reduce work trips, as the high transit mode split for commuting will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.</p>
<p>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.</p>	<p>Consistent. The Project's infill location, mix of uses, and proximity to major rail and bus transit will reduce all trips, as the high transit mode split and active transportation options will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.</p>
<p>Objective 5.1. It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.</p>	<p>Consistent. The Project would advance the City's energy efficiency objectives. The use of electricity for the majority of land uses 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.</p>
<p>Policy 1.3.1. Minimize particulate emissions from construction sites.</p>	<p>Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).</p>
<p>Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.</p>	<p>Not Applicable. The Project would not involve use of unpaved roads or parking lots.</p>
<p>Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve</p>	<p>Consistent. The proposed development would include retail employees that could access transportation options to driving to work. The Project's reduced off-</p>

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

Goal/Objective/Policy	Project Consistency
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.	street parking supply (e.g., 22 spaces for 32 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 Blue Bus Lines 1 and 17 along Santa Monica and Sawtelle Boulevards, respectively. Metro's Expo/Sepulveda light rail station is located 1,950 feet south of the Project Site, where the E (Expo) Line provides access to the regional rail network. Residents, employees, and visitors can benefit from the six. Metro operates a bikeshare station Mississippi Avenue at Sawtelle Boulevard three blocks south of the Project Site.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Proposed Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking (e.g., 22 spaces for 32 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 Blue Bus Lines 1 and 17 along Santa Monica and Sawtelle Boulevards, respectively. Metro's Expo/Sepulveda light rail station is located 1,950 feet south of the Project Site, where the E (Expo) Line provides access to the regional rail network. Residents, employees, and visitors can benefit from the six. Metro operates a bikeshare station Mississippi Avenue at Sawtelle Boulevard three blocks south of the Project Site.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. As noted above, the Project Site's TOC Tier 3 status allows the garage to be limited to parking for 22 vehicles. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than

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

Goal/Objective/Policy	Project Consistency
	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, workers, and visitors can use public transit, including Blue Bus Lines 1 and 17 along Santa Monica and Sawtelle Boulevards, respectively. Metro's Expo/Sepulveda light rail station is located 1,950 feet south of the Project Site, where the E (Expo) Line provides access to the regional rail network. Residents, employees, and visitors can benefit from the six. Metro operates a bikeshare station Mississippi Avenue at Sawtelle Boulevard three blocks south of the Project Site.
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, workers, and visitors, who can use public transit, including Blue Bus Lines 1 and 17 along Santa Monica and Sawtelle Boulevards, respectively. Metro's Expo/Sepulveda light rail station is located 1,950 feet south of the Project Site, where the E (Expo) Line provides access to the regional rail network. Residents, employees, and visitors can benefit from the six. Metro operates a bikeshare station Mississippi Avenue at Sawtelle Boulevard three blocks south of the Project Site. The Project would also include one electric vehicle charging station and three more spaces with conduits and supplies for future charging stations.

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

Goal/Objective/Policy	Project Consistency
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 Blue Bus Lines 1 and 17 along Santa Monica and Sawtelle Boulevards, respectively. Metro's Expo/Sepulveda light rail station is located 1,950 feet south of the Project Site, where the E (Expo) Line provides access to the regional rail network. Residents, employees, and visitors can benefit from the six. Metro operates a bikeshare station Mississippi Avenue at Sawtelle Boulevard three blocks south of the Project Site.
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 and would promote a shift from combustion of fossil fuels by using electric power for its operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction 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;	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved

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

Goal/Objective/Policy	Project Consistency
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.	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 one electric vehicle charging station and three 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.³⁸

³⁸ 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."

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.28 model and a projected construction schedule of at least 24 months. Table 5 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 3,465 square feet of building floor area hauled 40 miles to Sunshine Canyon Landfill in 10-cubic yard capacity trucks.
Grading	Months 2-3	Approximately 8,750 cubic yards of soil (including 25 percent swell factor) ³⁹ hauled 40 miles to Sunshine Canyon Landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Months 4-6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-24	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 19-24	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.
- 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.

³⁹ City of Los Angeles, Environmental Assessment Form

Regional Emissions

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

Fugitive dust emissions would peak during grading activities, where approximately 8,750 cubic yards of soil (including 25 percent swell factors) would be exported from the Project Site to the Sunshine Canyon Landfill to accommodate a two-level subterranean structure. 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 PM₁₀ emissions associated with construction activities by approximately 61 percent.

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

As shown in Table 7, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.⁴⁰ 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.

⁴⁰ 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	1.2	14.1	12.0	<0.1	3.6	1.8
2026	2.2	6.0	9.9	<0.1	0.7	0.3
2027	2.2	5.7	9.8	<0.1	0.7	0.3
Maximum Regional Total	2.2	14.1	12.0	<0.1	3.6	1.8
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	2.1	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	N/A	103	562	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
<i>The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)</i> <i>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 Northwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.</i>						

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the north and west of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7 above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine

maintenance, and landscaping equipment.⁴¹ Energy sources include electricity for the residences for space cooling and heating and water heating, as well as electricity and some natural gas use for stoves and other permissible restaurant-related uses. 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 193 vehicle trips to local roadways and the region's air quality airshed on a weekday at the start of operations in 2027.⁴² When the 31 existing daily vehicle trips associated with the existing office uses are considered, the Project would result in a net increase of 162 daily vehicle trips.

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	0.9	<0.1	2.2	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.6	0.4	4.2	<0.1	0.9	0.2
Regional Total	1.5	0.4	6.5	<0.1	0.9	0.2
Existing Total	-0.2	-0.1	-1.1	<0.1	-0.2	<0.1
Net Regional Total	1.3	0.3	5.4	<0.1	0.7	0.2
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	0.8	<0.1	2.0	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	562	N/A	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No
<i>LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA</i> <i>Source: DKA Planning, 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.</i>						

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, 11253 Nebraska Avenue; five feet east of the Project Site.

⁴¹ 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.

⁴² City of Los Angeles VMT Calculator, version 1.4 screening analysis.

- Residences, 1750 Sawtelle Boulevard; five feet north of the Project Site.
- Residences 11272 Nebraska Avenue; 60 feet south of the Project Site.
- Nora Sterry Early Education Center, 1747 Sawtelle Boulevard; 70 feet west of the Project Site.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4 or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 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 $\text{PM}_{2.5}$ 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 $\text{PM}_{2.5}$ 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 24 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 and a restaurant, land uses that are 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).⁴³ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.⁴⁴ 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 primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.⁴⁵ 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, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 162 net vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2027. The majority of vehicle-related impacts at the Project Site would come from 14

⁴³ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

⁴⁴ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

⁴⁵ 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.

and 15 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.⁴⁶ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 2.6 percent of the 548 vehicles currently using Sawtelle Boulevard at Santa Monica Boulevard in the A.M. peak hour, an intersection that would be used for the haul route as trucks travel to and from the Sunshine Canyon Landfill.⁴⁷ Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 37,530 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.⁴⁸

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.⁴⁹ 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.⁵⁰ 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 and restaurant 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 and restaurants. As a result, any odor impacts from the Project would be considered less than significant.

⁴⁶ 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).

⁴⁷ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Sawtelle Boulevard at Santa Monica Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAW171019.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴⁸ 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.

⁴⁹ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

⁵⁰ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

Cumulative Impacts

While the Proposed Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts.

There are three potential related projects identified by the City of Los Angeles within 0.25 miles of the Proposed Project (Table 9).⁵¹ 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."⁵² CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.⁵³

Table 9
Related Projects Within 0.25 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	11311 La Grange Ave	1,200 feet east	Apartment Restaurant Condominium	88 units 7,700 sf 4	Construction complete. Building operational
2	1736 Sepulveda Bl.	1,750 feet north	Print Shop	7,600 sf	Pending
3	11360 Santa Monica Bl.	1,200 feet west	Apartment Restaurant Office Senior Center	926 units	Pending

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, September 30, 2024.

Based on the status of potential related projects in Table 9, none will contribute to cumulative air quality impacts from any concurrent construction. Specifically, all of these locations are over 1,000 feet away from the Project Site and one (Related Project #1) is already operational. 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

⁵¹ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, September 30, 2024.

⁵² U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

⁵³ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

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.⁵⁴ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 67 the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

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

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

Operation

⁵⁴ 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 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

1770 Sawtelle Boulevard (Existing) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1770 Sawtelle Boulevard (Existing)
Operational Year	2024
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	1770 Sawtelle Blvd, Los Angeles, CA 90025, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4462
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.28

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
General Office Building	3.46	1000sqft	0.19	3,465	0.00	—	—	—

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.	0.22	0.10	1.09	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	0.11	0.87	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	0.10	0.87	< 0.005	< 0.005	0.15	0.15	< 0.005	0.04	0.04
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.02	0.16	< 0.005	< 0.005	0.03	0.03	< 0.005	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	0.11	0.08	0.93	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05
Area	0.11	< 0.005	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.22	0.10	1.09	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.11	0.09	0.86	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05
Area	0.08	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.19	0.11	0.87	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.09	0.08	0.75	< 0.005	< 0.005	0.15	0.15	< 0.005	0.04	0.04
Area	0.10	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.19	0.10	0.87	< 0.005	< 0.005	0.15	0.15	< 0.005	0.04	0.04
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.02	0.01	0.14	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Area	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 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	0.04	0.02	0.16	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

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.

4.2. 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)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
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
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
General Office Building	< 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)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.07	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.11	< 0.005	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.07	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Total	0.08	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.02	< 0.005	0.02	< 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)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
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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)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
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)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—
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
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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
Total all Land Uses	31.0	31.0	0.00	9,699	251	251	0.00	78,527

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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)
0	0.00	5,198	1,733	—

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)	CO ₂	CH ₄	N ₂ O	Natural Gas (kBTU/yr)
General Office Building	55,193	690	0.0489	0.0069	69,618

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	615,847	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	3.22	—

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
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

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
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.85	annual days of extreme heat
Extreme Precipitation	4.85	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	55.4
AQ-PM	63.6
AQ-DPM	93.4
Drinking Water	52.7
Lead Risk Housing	29.7
Pesticides	4.59
Toxic Releases	74.3
Traffic	99.8
Effect Indicators	—

CleanUp Sites	53.5
Groundwater	32.4
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	0.00
Solid Waste	93.3
Sensitive Population	—
Asthma	13.7
Cardio-vascular	34.2
Low Birth Weights	93.6
Socioeconomic Factor Indicators	—
Education	38.5
Housing	64.0
Linguistic	52.9
Poverty	55.5
Unemployment	49.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.81958168
Employed	51.71307584
Median HI	37.55934813
Education	—
Bachelor's or higher	93.27601694
High school enrollment	100
Preschool enrollment	82.63826511
Transportation	—

Auto Access	19.90247658
Active commuting	72.86025921
Social	—
2-parent households	99.56371102
Voting	48.87719748
Neighborhood	—
Alcohol availability	4.516874118
Park access	19.50468369
Retail density	98.52431669
Supermarket access	94.25125112
Tree canopy	17.56704735
Housing	—
Homeownership	4.49121006
Housing habitability	13.57628641
Low-inc homeowner severe housing cost burden	33.28628256
Low-inc renter severe housing cost burden	43.4364173
Uncrowded housing	34.55665341
Health Outcomes	—
Insured adults	62.17117926
Arthritis	92.2
Asthma ER Admissions	92.6
High Blood Pressure	91.1
Cancer (excluding skin)	66.1
Asthma	69.3
Coronary Heart Disease	81.5
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	85.5
Life Expectancy at Birth	40.9

Cognitively Disabled	44.8
Physically Disabled	46.5
Heart Attack ER Admissions	58.3
Mental Health Not Good	58.7
Chronic Kidney Disease	93.4
Obesity	75.0
Pedestrian Injuries	78.2
Physical Health Not Good	68.2
Stroke	75.8
Health Risk Behaviors	—
Binge Drinking	40.3
Current Smoker	54.4
No Leisure Time for Physical Activity	67.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	89.4
Elderly	53.1
English Speaking	59.2
Foreign-born	62.0
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	1.4
Traffic Density	99.8
Traffic Access	87.4
Other Indices	—
Hardship	32.8
Other Decision Support	—

2016 Voting	31.6
-------------	------

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66.0
Healthy Places Index Score for Project Location (b)	61.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Los Angeles ZIMAS database



DOUGLASKIM+ASSOCIATES,LLC

FUTURE EMISSIONS

1770 Sawtelle Boulevard (Future) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1770 Sawtelle Boulevard (Future)
Construction Start Date	4/1/2025
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	1770 Sawtelle Blvd, Los Angeles, CA 90025, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4462
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.28

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	32.0	Dwelling Unit	0.18	28,584	623	—	78.0	—

High Turnover (Sit Down Restaurant)	1.06	1000sqft	0.07	1,058	0.00	—	—	—
Enclosed Parking with Elevator	22.0	Space	0.00	8,800	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.	1.16	14.1	12.0	0.04	0.51	3.12	3.63	0.47	1.28	1.76
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.19	5.99	9.92	0.01	0.22	0.47	0.68	0.20	0.11	0.31
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.71	4.18	6.37	0.01	0.16	0.54	0.70	0.15	0.19	0.34
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.76	1.16	< 0.005	0.03	0.10	0.13	0.03	0.03	0.06

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.16	14.1	12.0	0.04	0.51	3.12	3.63	0.47	1.28	1.76
2026	0.60	5.08	8.74	0.01	0.19	0.40	0.59	0.17	0.10	0.27
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	0.64	5.46	8.63	0.01	0.22	0.40	0.62	0.20	0.10	0.30
2026	2.19	5.99	9.92	0.01	0.21	0.47	0.68	0.20	0.11	0.31
2027	2.16	5.70	9.77	0.01	0.19	0.47	0.66	0.17	0.11	0.28
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.43	4.18	5.22	0.01	0.16	0.54	0.70	0.15	0.19	0.34
2026	0.71	3.81	6.37	0.01	0.14	0.29	0.43	0.13	0.07	0.20
2027	0.38	1.00	1.73	< 0.005	0.03	0.08	0.11	0.03	0.02	0.05
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.76	0.95	< 0.005	0.03	0.10	0.13	0.03	0.03	0.06
2026	0.13	0.70	1.16	< 0.005	0.03	0.05	0.08	0.02	0.01	0.04
2027	0.07	0.18	0.32	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

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	1.16	14.1	12.0	0.04	0.51	3.12	3.63	0.47	1.28	1.76
2026	0.60	5.08	8.74	0.01	0.19	0.40	0.59	0.17	0.10	0.27
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	0.64	5.46	8.63	0.01	0.22	0.40	0.62	0.20	0.10	0.30
2026	2.19	5.99	9.92	0.01	0.21	0.47	0.68	0.20	0.11	0.31

2027	2.16	5.70	9.77	0.01	0.19	0.47	0.66	0.17	0.11	0.28
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.43	4.18	5.22	0.01	0.16	0.54	0.70	0.15	0.19	0.34
2026	0.71	3.81	6.37	0.01	0.14	0.29	0.43	0.13	0.07	0.20
2027	0.38	1.00	1.73	< 0.005	0.03	0.08	0.11	0.03	0.02	0.05
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.76	0.95	< 0.005	0.03	0.10	0.13	0.03	0.03	0.06
2026	0.13	0.70	1.16	< 0.005	0.03	0.05	0.08	0.02	0.01	0.04
2027	0.07	0.18	0.32	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NO _x	CO	SO ₂	PM ₁₀ E	PM ₁₀ D	PM ₁₀ T	PM _{2.5} E	PM _{2.5} D	PM _{2.5} T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.50	0.50	6.53	0.01	0.02	0.91	0.93	0.02	0.23	0.25
Mit.	1.50	0.42	6.49	0.01	0.01	0.91	0.92	0.01	0.23	0.24
% Reduced	< 0.5%	16%	1%	—	40%	—	1%	42%	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.26	0.51	4.01	0.01	0.01	0.91	0.93	0.01	0.23	0.25
Mit.	1.26	0.43	3.98	0.01	0.01	0.91	0.92	0.01	0.23	0.24
% Reduced	< 0.5%	16%	1%	—	44%	—	1%	45%	—	3%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.42	0.53	5.64	0.01	0.02	0.90	0.91	0.02	0.23	0.24
Mit.	1.41	0.45	5.60	0.01	0.01	0.90	0.91	0.01	0.23	0.24
% Reduced	< 0.5%	15%	1%	—	41%	—	1%	43%	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—

Unmit.	0.26	0.10	1.03	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04
Mit.	0.26	0.08	1.02	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04
% Reduced	< 0.5%	15%	1%	5%	41%	—	1%	43%	—	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	0.58	0.37	4.22	0.01	0.01	0.91	0.92	0.01	0.23	0.24
Area	0.92	0.02	2.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.11	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.50	0.50	6.53	0.01	0.02	0.91	0.93	0.02	0.23	0.25
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.40	3.96	0.01	0.01	0.91	0.92	0.01	0.23	0.24
Area	0.69	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.01	0.11	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.26	0.51	4.01	0.01	0.01	0.91	0.93	0.01	0.23	0.25
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.41	4.04	0.01	0.01	0.90	0.91	0.01	0.23	0.23
Area	0.84	0.01	1.54	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.11	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01

Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.42	0.53	5.64	0.01	0.02	0.90	0.91	0.02	0.23	0.24
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.10	0.07	0.74	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04
Area	0.15	< 0.005	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.26	0.10	1.03	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04

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	0.58	0.37	4.22	0.01	0.01	0.91	0.92	0.01	0.23	0.24
Area	0.92	0.02	2.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.50	0.42	6.49	0.01	0.01	0.91	0.92	0.01	0.23	0.24
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.40	3.96	0.01	0.01	0.91	0.92	0.01	0.23	0.24
Area	0.69	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Energy	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.26	0.43	3.98	0.01	0.01	0.91	0.92	0.01	0.23	0.24
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.41	4.04	0.01	0.01	0.90	0.91	0.01	0.23	0.23
Area	0.84	0.01	1.54	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.41	0.45	5.60	0.01	0.01	0.90	0.91	0.01	0.23	0.24
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.10	0.07	0.74	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04
Area	0.15	< 0.005	0.28	< 0.005	< 0.005	—	< 0.005	< 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	0.26	0.08	1.02	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04

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)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.16	0.16	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.34	< 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)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.70	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	0.45	0.16	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 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	0.01	< 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)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.16	0.16	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.34	< 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)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.70	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	0.45	0.16	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 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	0.01	< 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)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.08	2.08	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.19	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05

Dust From Material Movement	—	—	—	—	—	0.24	0.24	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	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	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	3.97	1.41	0.02	0.04	0.94	0.99	0.04	0.26	0.30
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
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	< 0.005	0.49	0.17	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04
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	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01

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
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Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.08	2.08	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.19	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.24	0.24	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	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	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	3.97	1.41	0.02	0.04	0.94	0.99	0.04	0.26	0.30
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

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	< 0.005	0.49	0.17	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04
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	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01

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	0.19	1.85	2.50	< 0.005	0.08	—	0.08	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.34	0.46	< 0.005	0.01	—	0.01	0.01	—	0.01

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	1.89	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.18	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.13	1.60	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.19	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.61	0.00	0.00	0.13	0.13	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01
Vendor	< 0.005	0.01	0.01	< 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	0.19	1.85	2.50	< 0.005	0.08	—	0.08	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.34	0.46	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	1.89	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.18	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.13	1.60	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.19	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.61	0.00	0.00	0.13	0.13	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01

Vendor	< 0.005	0.01	0.01	< 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. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.76	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.50	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.18	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.12	0.00	0.00	0.25	0.25	0.00	0.06	0.06
Vendor	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.76	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.50	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.18	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.12	0.00	0.00	0.25	0.25	0.00	0.06	0.06
Vendor	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.80	1.22	< 0.005	0.03	—	0.03	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.22	< 0.005	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	0.09	0.12	1.38	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005

Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.80	1.22	< 0.005	0.03	—	0.03	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.22	< 0.005	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	0.09	0.12	1.38	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. 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)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.45	—	—	—	—	—	—	—	—	—
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	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
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	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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

3.12. 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)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02

Architectural Coatings	1.45	—	—	—	—	—	—	—	—	—
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	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
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	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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

3.13. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.45	—	—	—	—	—	—	—	—	—
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	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
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	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02

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

3.14. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.45	—	—	—	—	—	—	—	—	—
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	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
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	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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

3.15. Trenching (2025) - Unmitigated

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

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

Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.23	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Trenching (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.23	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01

High Turnover (Sit Down Restaurant)	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.11	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
High Turnover (Sit Down Restaurant)	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.11	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	< 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	0.02	0.01	< 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
High Turnover (Sit Down Restaurant)	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	< 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	< 0.005	< 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	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.63	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.23	0.02	2.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.92	0.02	2.25	< 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	0.63	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Total	0.69	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	0.12	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.15	< 0.005	0.28	< 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	0.63	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.23	0.02	2.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.92	0.02	2.25	< 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	0.63	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Total	0.69	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	0.12	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.15	< 0.005	0.28	< 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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
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	4/1/2025	4/30/2025	5.00	22.0	—
Grading	Grading	5/1/2025	6/30/2025	5.00	43.0	—
Building Construction	Building Construction	7/1/2025	3/31/2027	5.00	457	—
Architectural Coating	Architectural Coating	10/1/2026	3/31/2027	5.00	130	—
Trenching	Trenching	7/1/2025	9/30/2025	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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Demolition	Tractors/Loaders/Back hoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
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/Back hoes	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/Back hoes	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	Tractors/Loaders/Back hoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
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/Back hoes	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/Back hoes	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	2.91	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.4	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	27.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	5.04	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.44	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	2.91	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.4	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	27.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	5.04	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.44	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	57,883	19,294	1,587	529	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	254	—
Grading	—	8,750	32.3	0.00	—

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
High Turnover (Sit Down Restaurant)	0.00	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
2027	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	193	193	193	70,445	1,284	1,284	1,284	468,660

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	193	193	193	70,445	1,284	1,284	1,284	468,660

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
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Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	32
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	32
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)
57882.6	19,294	1,587	529	—

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	105,072	690	0.0489	0.0069	317,611
High Turnover (Sit Down Restaurant)	34,459	690	0.0489	0.0069	100,224
Enclosed Parking with Elevator	32,485	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	106,513	690	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	34,459	690	0.0489	0.0069	100,224
Enclosed Parking with Elevator	32,485	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,192,762	10,679
High Turnover (Sit Down Restaurant)	321,139	0.00
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,192,762	10,679
High Turnover (Sit Down Restaurant)	321,139	0.00
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	19.5	—
High Turnover (Sit Down Restaurant)	12.6	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	19.5	—
High Turnover (Sit Down Restaurant)	12.6	—
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
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

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
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

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
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.85	annual days of extreme heat
Extreme Precipitation	4.85	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	55.4
AQ-PM	63.6
AQ-DPM	93.4
Drinking Water	52.7
Lead Risk Housing	29.7
Pesticides	4.59
Toxic Releases	74.3
Traffic	99.8
Effect Indicators	—

CleanUp Sites	53.5
Groundwater	32.4
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	0.00
Solid Waste	93.3
Sensitive Population	—
Asthma	13.7
Cardio-vascular	34.2
Low Birth Weights	93.6
Socioeconomic Factor Indicators	—
Education	38.5
Housing	64.0
Linguistic	52.9
Poverty	55.5
Unemployment	49.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	41.81958168
Employed	51.71307584
Median HI	37.55934813
Education	—
Bachelor's or higher	93.27601694
High school enrollment	100
Preschool enrollment	82.63826511
Transportation	—

Auto Access	19.90247658
Active commuting	72.86025921
Social	—
2-parent households	99.56371102
Voting	48.87719748
Neighborhood	—
Alcohol availability	4.516874118
Park access	19.50468369
Retail density	98.52431669
Supermarket access	94.25125112
Tree canopy	17.56704735
Housing	—
Homeownership	4.49121006
Housing habitability	13.57628641
Low-inc homeowner severe housing cost burden	33.28628256
Low-inc renter severe housing cost burden	43.4364173
Uncrowded housing	34.55665341
Health Outcomes	—
Insured adults	62.17117926
Arthritis	92.2
Asthma ER Admissions	92.6
High Blood Pressure	91.1
Cancer (excluding skin)	66.1
Asthma	69.3
Coronary Heart Disease	81.5
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	85.5
Life Expectancy at Birth	40.9

Cognitively Disabled	44.8
Physically Disabled	46.5
Heart Attack ER Admissions	58.3
Mental Health Not Good	58.7
Chronic Kidney Disease	93.4
Obesity	75.0
Pedestrian Injuries	78.2
Physical Health Not Good	68.2
Stroke	75.8
Health Risk Behaviors	—
Binge Drinking	40.3
Current Smoker	54.4
No Leisure Time for Physical Activity	67.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	89.4
Elderly	53.1
English Speaking	59.2
Foreign-born	62.0
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	1.4
Traffic Density	99.8
Traffic Access	87.4
Other Indices	—
Hardship	32.8
Other Decision Support	—

2016 Voting	31.6
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7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66.0
Healthy Places Index Score for Project Location (b)	61.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Trips and VMT	—
Operations: Hearths	Project plans



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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

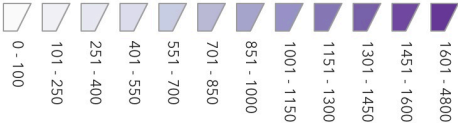
Information about community profile statistics
Information about emission sources
[Download PDF](#)

Residential Air Toxics Cancer Risk at
MATES Monitoring Sites



Residential Air Toxics Cancer Risk
Calculated from Model Data

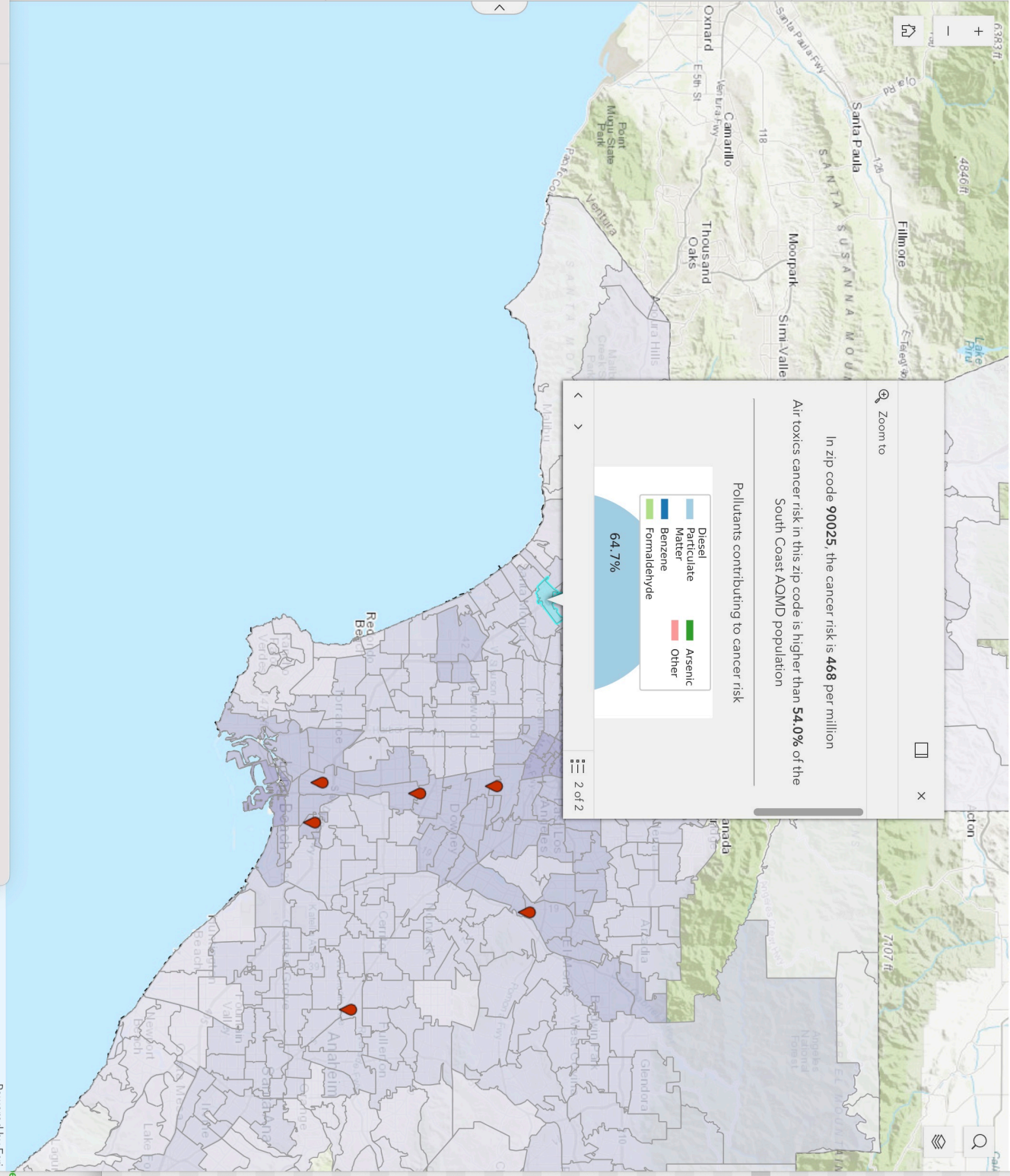
Cancer Risk [per million]



South Coast AQMD Boundary



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





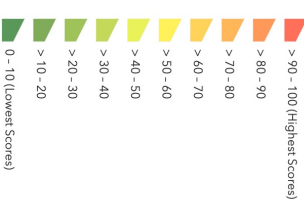
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CALENVIROSCREEN 4.0 OUTPUT

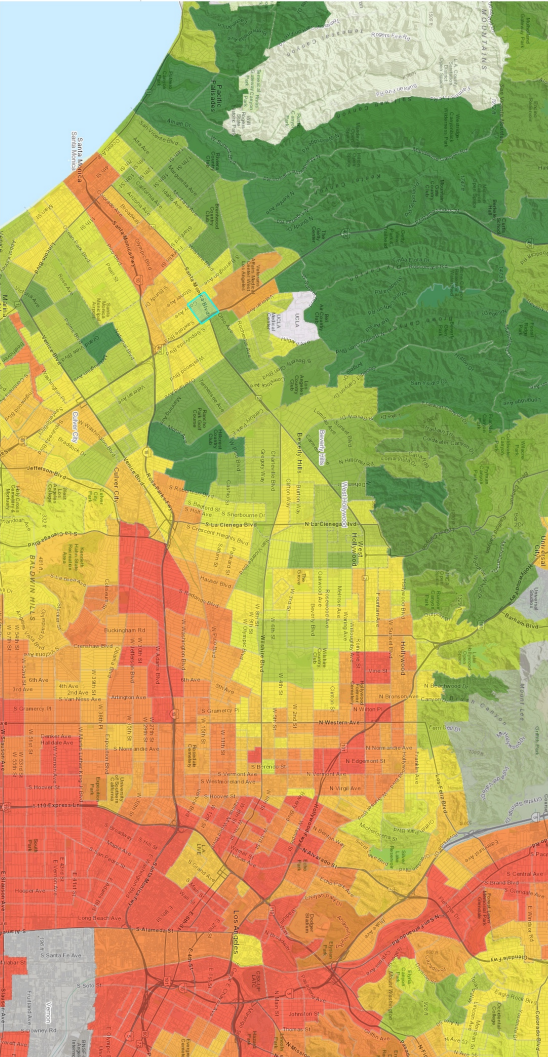
Cale

Legend

CaleEnviroScreen 4.0 Results



CaleEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6037267300 (Population: 4,235)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037267300 relative to other census tracts.

Overall Percentiles

CaleEnviroScreen 4.0 Percentile	66
Pollution Burden Percentile	80
Population Characteristics Percentile	50

Exposures

Ozone	55
Particulate Matter 2.5	64
Diesel Particulate Matter	93
Toxic Releases	74
Traffic	100
Pesticides	5
Drinking Water	53
Lead from Housing	30

Environmental Effects

Cleanup Sites	54
Groundwater Threats	32
Hazardous Waste	40
Impaired Waters	0
Solid Waste	93

Sensitive Populations

Asthma	14
Low Birth Weight	94
Cardiovascular Disease	34

Socioeconomic Factors

Education	38
Linguistic Isolation	53
Poverty	56
Unemployment	50
Housing Burden	64

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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DEMOLITION ANALYSIS



DOUGLAS KIM + ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	3,465	12	508	1,000	254	10	102	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula
Single Family Residence		12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Construction Debris)		0.5	-	2,400	-	10	-	
TOTAL			508		254		102	



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CUMULATIVE PROJECTS

RELATED PROJECTS

Centroid Info:

PROJ ID:

58055

Address:

1770 SAWTELLE BLVD

, CA

Lat/Long:

34.0441, -118.446

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: 3 | Record Per Page:

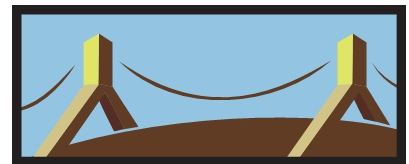
All Records ▼

Results generated since: (9/30/2024 7:51:49 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										
47865	Westchester	WLA	11	2018	New Mixed Use Project	New 88-Unit Apartment with 7,700 SF Quality Restaurant and 4 Condos	11311 W LA GRANGE AV	01/09/2019	<input type="checkbox"/>	1293.6	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
											Mixed Use	Other		-28	47	15	-31	-3	40	7	
														-28	47	15		-31	-3	40	7
46652	Westchester	WLA	5	2017	COU Animal Hospital to Retail	Change of Use from Animal Hospital to Print Shop 1st Flr only (7600sf)	1736 S SEPULVEDA BL	02/08/2018	<input type="checkbox"/>	1330.1	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
											Other	S.F. Gross Area	9311	12	22	84	11	1	4	18	No Credit Applied
														12	22	84		11	1	4	18
53692	Westchester	WLA	11	2022	WLA Commons Mixed-Use	926 DU(inc 431 DU Afford) Apt, Retail, Restaurant, Office & Senior Ctr	11360 W SANTA MONICA BLVD	12/13/2022	<input type="checkbox"/>	1358.0	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
											Mixed Use	Total Units	926			7793					926 DU(inc 431 DU Afford) Apt, Retail, Restaurant, Office & Senior Ctr
														0	0	7793		0	0	0	0

1770 SAWTELLE BOULEVARD PROJECT

Noise Technical Report



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

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 1770 Sawtelle Boulevard in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

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

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

Noise Definitions. This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

- **Equivalent Noise Level (L_{eq}):** L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

- Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.
- Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Effects of Noise. The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.⁴ However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁵

¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

² World Health Organization, Guidelines for Community Noise, 1999.

³ Ibid.

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵ World Health Organization, Guidelines for Community Noise, 1999.

Noise Attenuation. Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

Regulatory Framework

Noise

Federal. No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State. The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 2 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize 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.

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:

⁷ The City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance relies on the Noise Elements definition of noise sensitive uses as residences, long-term care facilities, dormitories, motels, hotels, transient lodging, places of assembly (churches, house of worship), hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks.

Table 2
State of California Noise/Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (dB, L _{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						
<div> <div></div> <p>Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.</p> </div> <div> <div></div> <p>Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.</p> </div> <div> <div></div> <p>Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> </div> <div> <div></div> <p>Clearly Unacceptable - New construction or development should generally not be undertaken.</p> </div>						
Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.						

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.

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.

City of Los Angeles 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies. The City's August 2024 Construction Noise and Vibration Updates to Thresholds

and Methodologies guidance call on projects to incorporate noise-related EPMs from the Environmental Impact Reports associated with adopted Community Plan updates. There is no updated Community Plan in the West Los Angeles Community Plan Area.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located on a mixed-use corridor in the Sawtelle Japantown neighborhood in West Los Angeles. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 11253 Nebraska Avenue; five feet east of the Project Site.
- Residences, 1750 Sawtelle Boulevard; five feet north of the Project Site.
- Residences 11272 Nebraska Avenue; 60 feet south of the Project Site.
- Nora Sterry Early Education Center, 1747 Sawtelle Boulevard; 70 feet west of the Project Site.

Existing Ambient Noise Levels

The Project Site is improved with 3,465 square feet of general office uses that have minor sources of operational noise. These include two roof-top units providing air conditioning for the building that occasionally generate minor levels of noise (approximately 81.9 dBA at one foot of distance).⁸ These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

There is also intermittent noise from the operation of the parking lot, 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.⁹ This includes traffic on Sawtelle Boulevard, which carries about 548 vehicles at Santa Monica Boulevard in the

⁸ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

⁹ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

A.M. peak hour.¹⁰ Existing development contributes about 31 daily vehicle trips to and from the Project Site along local roads.¹¹

In September 2024, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.¹² As shown in Table 3, noise levels along roadways near the Project Site ranged from 57.4 to 65.4 dBA L_{eq} , which was generally consistent with the traffic volumes on Nebraska Avenue and Sawtelle Boulevard, 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.



¹⁰ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Sawtelle Bl at Santa Monica Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAP171019.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹¹ DKA Planning, 2024, based on CalEEMod 2022.1.1.28 model.

¹² 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.

**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. Sterry Early Education Center	Traffic on Sawtelle Bl.	65.4	63.4	Sterry Early Education Center; Residences – 1750 Sawtelle Bl.	Conditionally Acceptable
B. 11253 Nebraska Ave.	Traffic on Nebraska Ave.	59.6	57.6	Residences – 11253 Nebraska Ave.	Normally Acceptable
C. 11272 Nebraska Ave.	Traffic on Nebraska Ave.	57.4	55.4	Residences – 11272 Nebraska Ave.	Normally Acceptable
D. New Horizon School	Traffic on Sawtelle Bl.	63.6	61.6	New Horizon School	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,¹³ 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.¹⁴ 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.¹⁵ For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.¹⁶ It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

On-Site Operational Noise Activities. The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise and considering the impact that they could produce given the nature of the source (i.e., loudness and 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:¹⁷

- On- and off-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M to 6:00 P.M. on Saturdays) exceed 80 dBA_{Leq(8-hour)} at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not

¹³ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹⁴ A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

¹⁵ 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.

¹⁶ Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

¹⁷ City of Los Angeles. Construction Noise and Vibration Updates to Thresholds and Methodologies; August 2024.

apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

- For construction activities that occur between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor.¹⁸

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.¹⁹

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 24 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 7:00 P.M. Monday through Friday. On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

¹⁸ Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, mat pour activities (and other types of concrete pour that require an extended continuous pour beyond allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

¹⁹ 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.

Table 4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 3,465 square feet of building floor area hauled 40 miles to Sunshine Canyon Landfill in 10-cubic yard capacity trucks.
Grading	Months 2-3	Approximately 8,750 cubic yards of soil (including 25 percent swell factor) ²⁰ hauled 40 miles to Sunshine Canyon Landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Months 4-6	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-24	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 19-24	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, 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.

²⁰ City of Los Angeles, Environmental Assessment Form

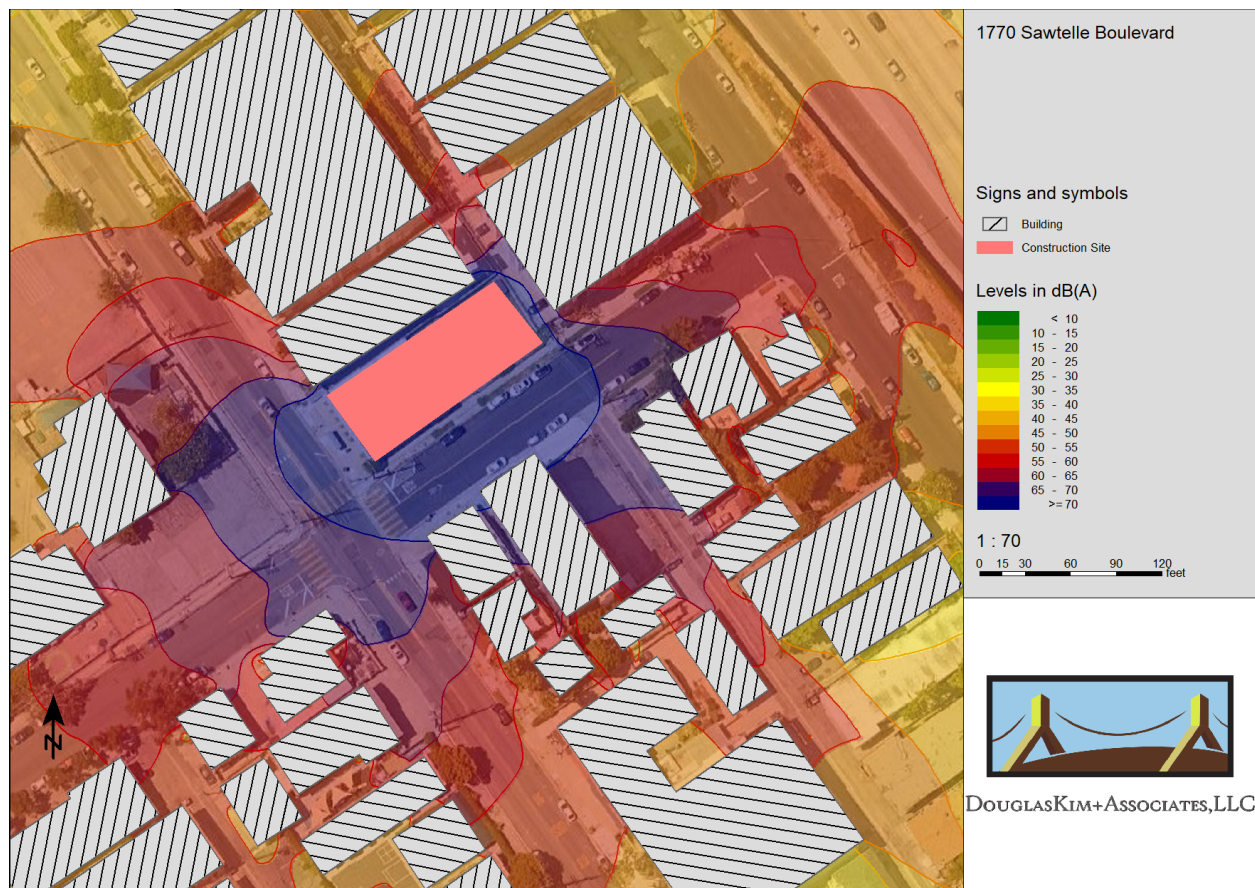


Figure 2
Construction Noise Sound Contours

Because the Project's construction activity would occur between 7:00 A.M. and 7:00 P.M. Monday through Friday, the City's guidance confirms that there would be no significant noise impacts from construction.²¹

As illustrated in Table 5, on-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturdays) would not exceed 80 dBA_{Leq}(8-hour) at analyzed sensitive uses near the Project Site²²

²¹ Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, there is no numerical threshold above ambient noise levels for construction activities during these hours.

²² Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, noise exposure is estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency. This does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

Table 5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA $L_{eq}(8\text{-hour})$)	Potentially Significant?
1. Sterry Early Education Center	68.2	No
2. Residences – 1750 Sawtelle Bl.	54.3	No
3. Residences – 11253 Nebraska Ave.	61.3	No
4. Residences – 11272 Nebraska Ave.	72.0	No
5. New Horizon School	62.3	No
Source: DKA Planning, 2024. Using SoundPLAN Essential, estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency, as applicable. Does not include private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.		

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 119 peak hourly PCE trips, as summarized in Table 6, during the grading phase.²³ This would represent about 21.6 percent of traffic volumes on Sawtelle Boulevard, which carries about 548 vehicles at Santa Monica Boulevard in the morning peak hour of traffic.²⁴ 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.

Sawtelle Boulevard would serve as part of the haul route for any soil exported from the Project Site given its direct access to the San Diego Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Sawtelle Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, and would not exceed 80 dBA $L_{eq}(8\text{-hour})$ at analyzed sensitive uses near the Project Site. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

²³ 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.

²⁴ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Sawtelle Boulevard at Santa Monica Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAW171019.pdf, 2017 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 Sawtelle Blvd. ^e
Demolition	10	0	13 ^b	23	4.1
Grading	8	0	111 ^c	119	21.6
Trenching	3	0	0	3	0.5
Building Construction	27	19 ^d	0	46	8.4
Architectural Coating	5	0	0	5	1.0
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The project would generate 102 haul trips over a 43-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent ^c The project would generate 1,750 haul trips over a 43-day period with seven-hour work days. Assumes a 19.1 PCE. ^d This phase would generate about five 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. ^e Percent of existing traffic volumes on Sawtelle Boulevard at Santa Monica Boulevard. 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 64'3" above grade that would generate incremental long-term noise impacts. This could include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,²⁵ while other HVAC units could have a sound power of up to 76 dBA. Equipment

²⁵ Clean British Columbia. Heat Pumps and Noise. <https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf>

would be designed to not elevate ambient noise levels by 5 dBA in accordance with City regulations.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the residences adjacent to the Project Site are four- to five-stories in height, approximately ten to twenty feet lower than the roof of the Proposed Project. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.²⁶ Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.²⁷ A 3'9" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, 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 facing Nebraska 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. Booster (supply and exhaust) fans that ventilate the subterranean garage could be located on the above-ground garage levels of the garage.²⁸

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include an electrical room in basement Level L1, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement Level L2. 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 the rear alley. During the peak P.M. hour, up to ten vehicles would generate noise in and out of the garage, with up to four

²⁶ Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier's rated sound power of 76 dB.

²⁷ Ibid.

²⁸ The International Mechanical Code (Section 404.1) and the American Society of Heating Refrigeration, and Air Conditioning (ASHRAE) Standard 62 require mechanical ventilation systems for enclosed parking garages that cycle clean air into the garage and ventilate harmful air pollutants.

net vehicles using the garage in the peak A.M. hour.²⁹ These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces and minor engine acceleration.

Nearby residences across Nebraska Avenue would have a direct line of sight to the driveway, approximately 70 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of ten vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of four vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels 0.3 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise. Auto-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage.

Table 7
Parking Garage-Related Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
Residences – 11272 Nebraska Ave.	43.5	55.4	55.7	0.3	No
Source: DKA Planning, 2024, using FTA Noise Impact Assessment Spreadsheet.					

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. This would result in an incremental reduction in parking-related noise that currently occurs on a surface-level parking lot. 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, landscape maintenance, and commercial loading. These are discussed below:

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:
 - Private balconies on all floors on the west and south 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.

²⁹ DKA Planning, 2024, based on CalEEMod 2022.1.1.28 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).

- A 2,355 square-foot roof deck on the western portion of the roof facing Sawtelle Boulevard and Nebraska Avenue. This would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. There would be no direct line-of-sight from any roof deck noise to adjacent sensitive receptors, which would be ten to twenty feet lower in height than the roof deck. Blocking the line of sight to a noise source generally results in a 5 decibel reduction.³⁰ The presence of the roof edge, parapet, and setback of the deck from the roof's edge would shield any rooftop noise from the sensitive receptors near the Project Site. 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.³¹ 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.³²

- Trash collection. On-site trash and recyclable materials for the residents and commercial tenant would be managed from waste collection areas on the first floor of the parking garage. Dumpsters would be moved to Nebraska Avenue manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Nebraska 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.³³ Noise from these intermittent activities would be comparable to that associated with trash collection for the existing office use.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.³⁴ 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

³⁰ Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>.

³¹ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

³² 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.

³³ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

³⁴ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA L_{eq} at 50 feet.

be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.

- Commercial loading. On-site loading and unloading activities would be managed in in the first-floor garage. As such, noise from loading would be shielded by the garage. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Further, LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

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 162 net vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2027. The majority of vehicle-related impacts at the Project Site would come from 14 and 15 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.³⁵ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 2.6 percent of the 548 vehicles currently using Sawtelle Boulevard at Santa Monica Boulevard in the A.M. peak hour.³⁶

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. Table 8 summarizes the Proposed Project's consistency with these.

³⁵ 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).

³⁶ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Sawtelle Boulevard at Santa Monica Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAW171019.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 8
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
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 about 1.6 miles north of the Santa Monica Airport. As shown in Figure 3, the Airport's runway protection zone (RPZ) extends south beyond the airport premises to Dewey Street for incoming flights. However, this portion of the Airport Influence Area is over 1.5 miles south of the Project Site. Because the Proposed Project would not be located within any of the Influence Areas regulated by the Airport's Land Use Plan, 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.

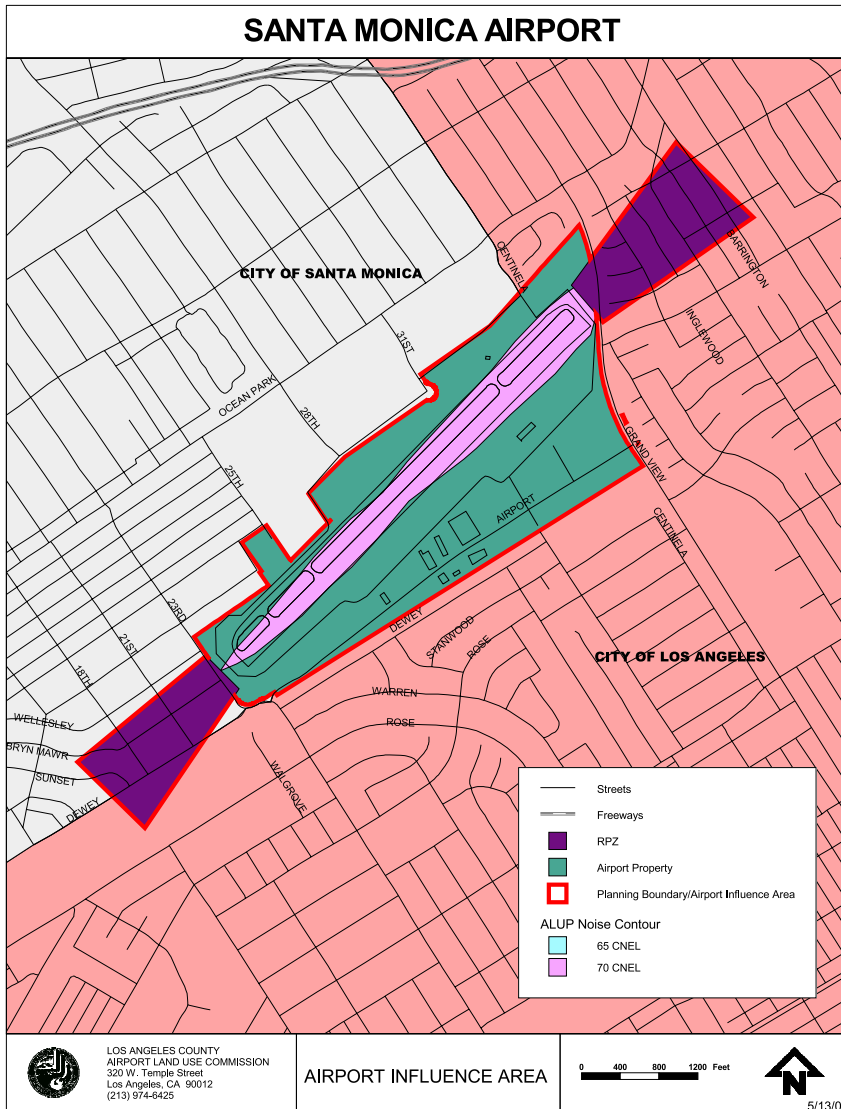


Figure 3
Santa Monica Airport Influence Area

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.

There are three potential related projects identified by the City of Los Angeles within 0.25 miles of the Proposed Project (Table 9).³⁷ Based on the status of potential related projects in Table 9, none will contribute to cumulative construction noise impacts from any concurrent construction. Specifically, all of these locations are over 1,000 feet away from the Project Site and one (Related Project #1) is already operational. The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

Table 9
Related Projects Within 0.25 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	11311 La Grange Ave	1,200 feet east	Apartment Restaurant Condominium	88 units 7,700 sf 4	Construction complete. Building operational
2	1736 Sepulveda Bl.	1,750 feet north	Print Shop	7,600 sf	Pending
3	11360 Santa Monica Bl.	1,200 feet west	Apartment Restaurant Office Senior Center	926 units	Pending

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, September 30, 2024.

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.

Any concurrent construction from related projects that occur between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have individually significant impacts on noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative noise from concurrent construction projects would not be considered significant.

While the Proposed Project would not involve nighttime construction activities (i.e., between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays), a related project could involve nighttime construction activities that elevate ambient noise levels by 5 dBA at sensitive receptors and produce significant noise impacts during off-hours. However, even if a related project would result in such an increase during off-hours, the Proposed Project would not contribute to any cumulative construction noise impact, as it would not involve construction activities during nighttime hours.

³⁷ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, September 30, 2024.

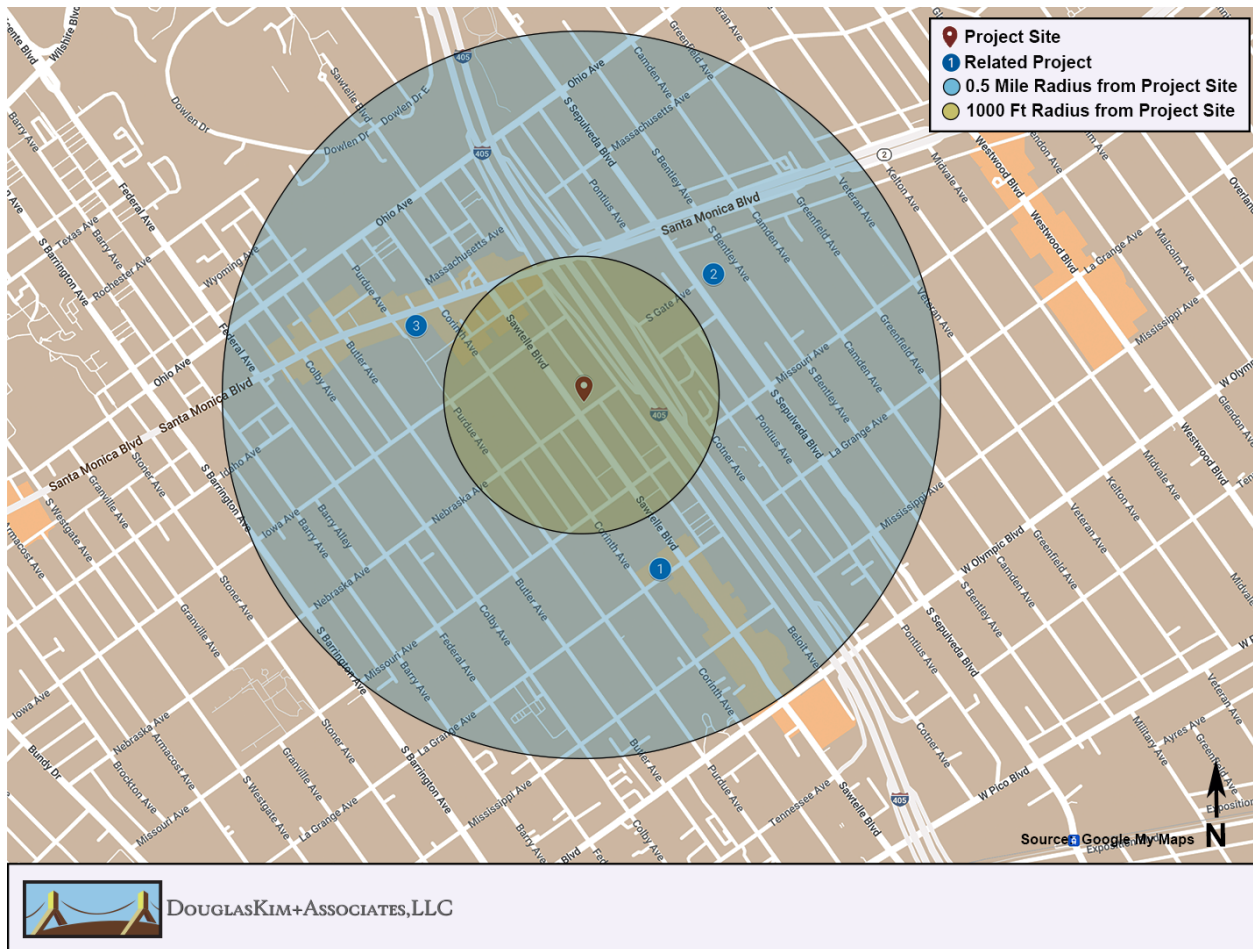


Figure 3
Location of Related Projects

As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would contribute up to respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 119 peak hourly PCE trips during the grading phase. This would represent about 21.6 percent of traffic volumes on Sawtelle Boulevard, which

carries about 548 vehicles at Santa Monica Boulevard in the morning peak hour of traffic.³⁸ Any related projects would have to add 429 peak hour vehicle trips to double volumes on Sawtelle Boulevard.

As noted earlier, there are no related projects within 1,000 feet of the Project Site that could contribute to cumulative roadway construction traffic noise. As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA. Therefore, cumulative traffic noise from related project construction activities would not exceed 80 dBA_{Leq(8-hour)} at analyzed sensitive uses near the Project Site. Therefore, cumulative noise impacts from off-site construction would be less than significant.

Operation

The Project Site and Sawtelle Japantown neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. As noted earlier, there are no related projects within 1,000 feet of the Project Site that could contribute to cumulative operational noise.

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. As noted earlier, there are no related projects within 1,000 feet of the Project Site that could contribute to cumulative roadway traffic 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 162 net vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2027. The majority of vehicle-related impacts at the Project Site would come from 14 and 15 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.³⁹ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 2.6 percent of the 548 vehicles currently using Sawtelle Boulevard at Santa Monica Boulevard in the A.M. peak hour,⁴⁰ Related

³⁸ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Sawtelle Boulevard at Santa Monica Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAW171019.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

³⁹ 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).

⁴⁰ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Sawtelle Boulevard at Santa Monica Boulevard,

projects would have to generate 534 additional vehicle trips onto Sawtelle Boulevard in the peak A.M. hour to elevate noise by 3 dBA. As noted earlier, there are no related projects within 1,000 feet of the Project Site that could contribute to cumulative roadway traffic noise.

As such, 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.

https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAW171019.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS

- Project Site
- A Noise Measurement Locations
- Analyzed Sensitive Receptors
- 1 Sterry Early Education Center
- 2 Residences - 1750 Sawtelle Blvd
- 3 Residences - 11253 Nebraska Ave
- 4 Residences - 11272 Nebraska Ave
- 5 New Horizon School



DOUGLASKIM+ASSOCIATES, LLC

Figure 1
Noise Measurement Locations



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MODELING

Session Report

10/1/2024

Information Panel

Name Sterry Early Education Center

Comments

Start Time 9/29/2024 11:47:40 AM

Stop Time 9/29/2024 12:02:41 PM

Run Time 00:15:01

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

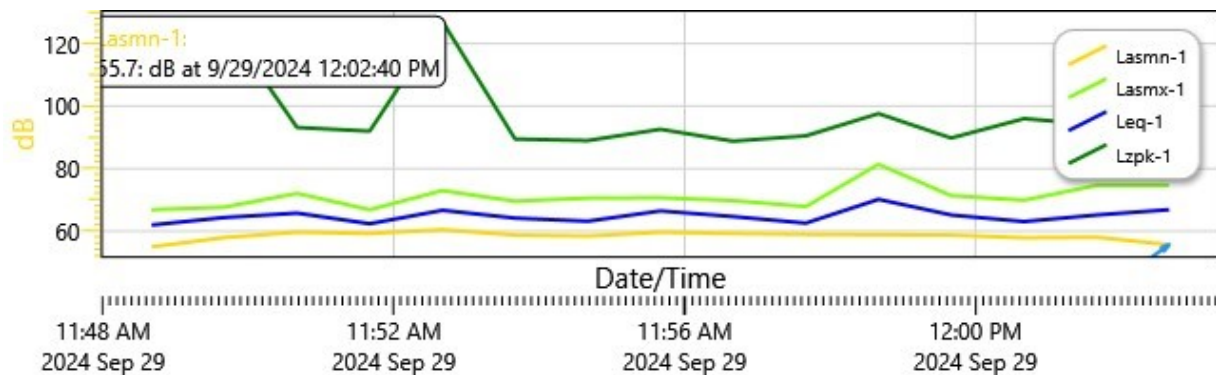
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Sterry Early Education Center: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/29/2024 11:48:40 AM	121.7	55	66.9	62
11:49:40 AM	126.6	58	67.7	64.4
11:50:40 AM	93.2	59.7	72.1	65.8
11:51:40 AM	92	59.3	66.9	62.4
11:52:40 AM	127.1	60.5	73	66.7
11:53:40 AM	89.5	58.8	69.6	64.2
11:54:40 AM	89	58.5	70.6	63.2
11:55:40 AM	92.6	59.7	70.7	66.5
11:56:40 AM	88.8	59.3	69.8	64.7
11:57:40 AM	90.5	59	67.9	62.6
11:58:40 AM	97.6	58.9	81.4	70.2
11:59:40 AM	89.8	58.8	71.4	65.2
12:00:40 PM	96	57.9	69.9	63.1
12:01:40 PM	94.1	58.1	74.7	65.2
12:02:40 PM	103.7	55.7	74.8	66.9

Session Report

10/1/2024

Information Panel

Name 11272 Nebraska Avenue

Comments

Start Time 9/29/2024 12:18:13 PM

Stop Time 9/29/2024 12:33:14 PM

Run Time 00:15:01

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

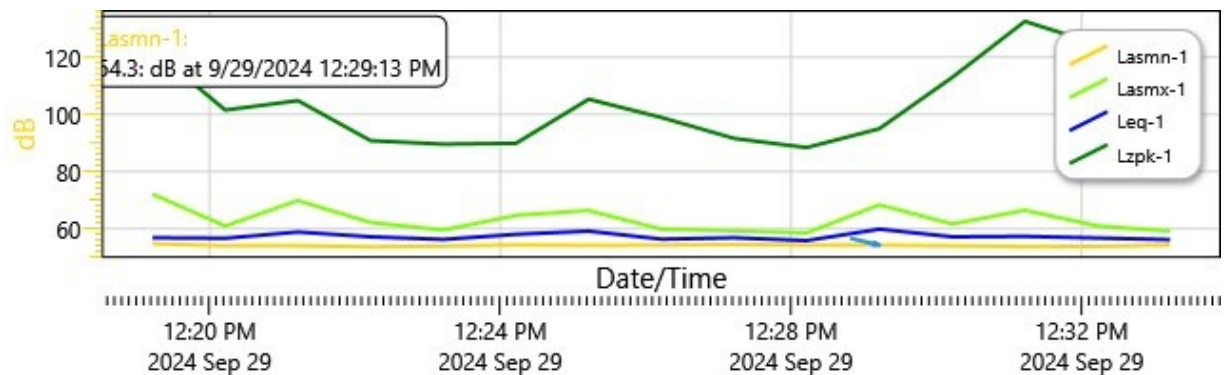
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

11272 Nebraska Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/29/2024 12:19:13 PM	122.6	54.8	72.1	56.9
12:20:13 PM	101.5	54.1	61	56.7
12:21:13 PM	104.8	54.1	69.9	58.9
12:22:13 PM	90.8	53.7	62.2	57.2
12:23:13 PM	89.6	54	59.6	56.3
12:24:13 PM	89.9	54.4	64.7	58.1
12:25:13 PM	105.3	54.2	66.4	59.2
12:26:13 PM	98.9	54.3	59.9	56.4
12:27:13 PM	91.6	54.5	59.3	56.9
12:28:13 PM	88.4	54.3	58.6	55.9
12:29:13 PM	95	54.3	68.4	59.9
12:30:13 PM	112.9	54.1	61.7	57.2
12:31:13 PM	132.5	53.8	66.5	57.4
12:32:13 PM	124.5	53.9	61	56.8
12:33:13 PM	118.7	54.4	59.2	56.2

Session Report

10/1/2024

Information Panel

Name 11253 Nebraska Avenue

Comments

Start Time 9/29/2024 12:43:27 PM

Stop Time 9/29/2024 12:58:29 PM

Run Time 00:15:02

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

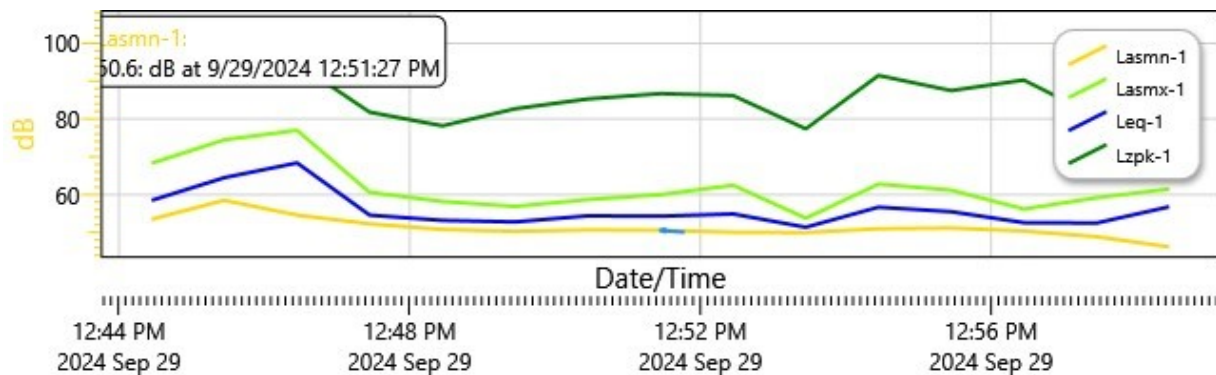
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

11253 Nebraska Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/29/2024 12:44:27 PM	105.8	53.5	68.3	58.5
12:45:27 PM	92.5	58.5	74.5	64.5
12:46:27 PM	94.7	54.6	77	68.4
12:47:27 PM	81.8	52.3	60.6	54.6
12:48:27 PM	78.2	50.8	58.2	53.2
12:49:27 PM	82.7	50.3	56.9	52.8
12:50:27 PM	85.3	50.7	58.7	54.4
12:51:27 PM	86.7	50.6	60	54.3
12:52:27 PM	86.2	50.1	62.5	54.9
12:53:27 PM	77.4	50	53.8	51.4
12:54:27 PM	91.5	51	62.8	56.7
12:55:27 PM	87.5	51.2	61.2	55.5
12:56:27 PM	90.3	50.4	56.2	52.6
12:57:27 PM	80.6	48.9	59.2	52.5
12:58:27 PM	101.3	46.2	61.5	56.8

Session Report

10/1/2024

Information Panel

Name New Horizon School

Comments

Start Time 9/29/2024 12:03:00 PM

Stop Time 9/29/2024 12:18:02 PM

Run Time 00:15:02

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

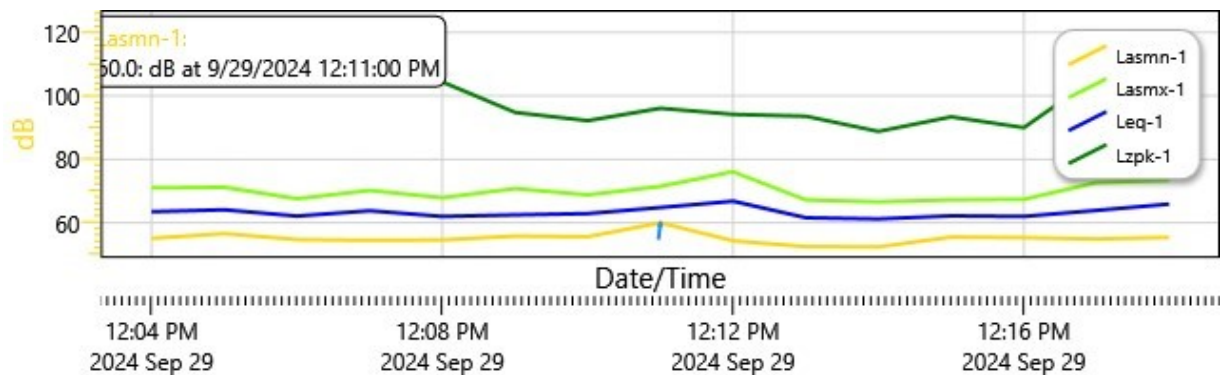
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

New Horizon School: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/29/2024 12:04:00 PM	123.5	55.1	71	63.5
12:05:00 PM	123	56.6	71.2	64.1
12:06:00 PM	113.8	54.7	67.6	62.1
12:07:00 PM	122.5	54.5	70.2	63.8
12:08:00 PM	104.4	54.6	67.9	62
12:09:00 PM	94.8	55.8	70.8	62.5
12:10:00 PM	92.2	55.6	68.8	62.9
12:11:00 PM	96.1	60	71.5	64.8
12:12:00 PM	94.2	54.3	76.1	66.8
12:13:00 PM	93.6	52.5	67.2	61.6
12:14:00 PM	88.8	52.4	66.6	61.2
12:15:00 PM	93.4	55.5	67.2	62.2
12:16:00 PM	90	55.3	67.4	62
12:17:00 PM	106	54.9	72.7	63.9
12:18:00 PM	118.4	55.4	73.4	65.9



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

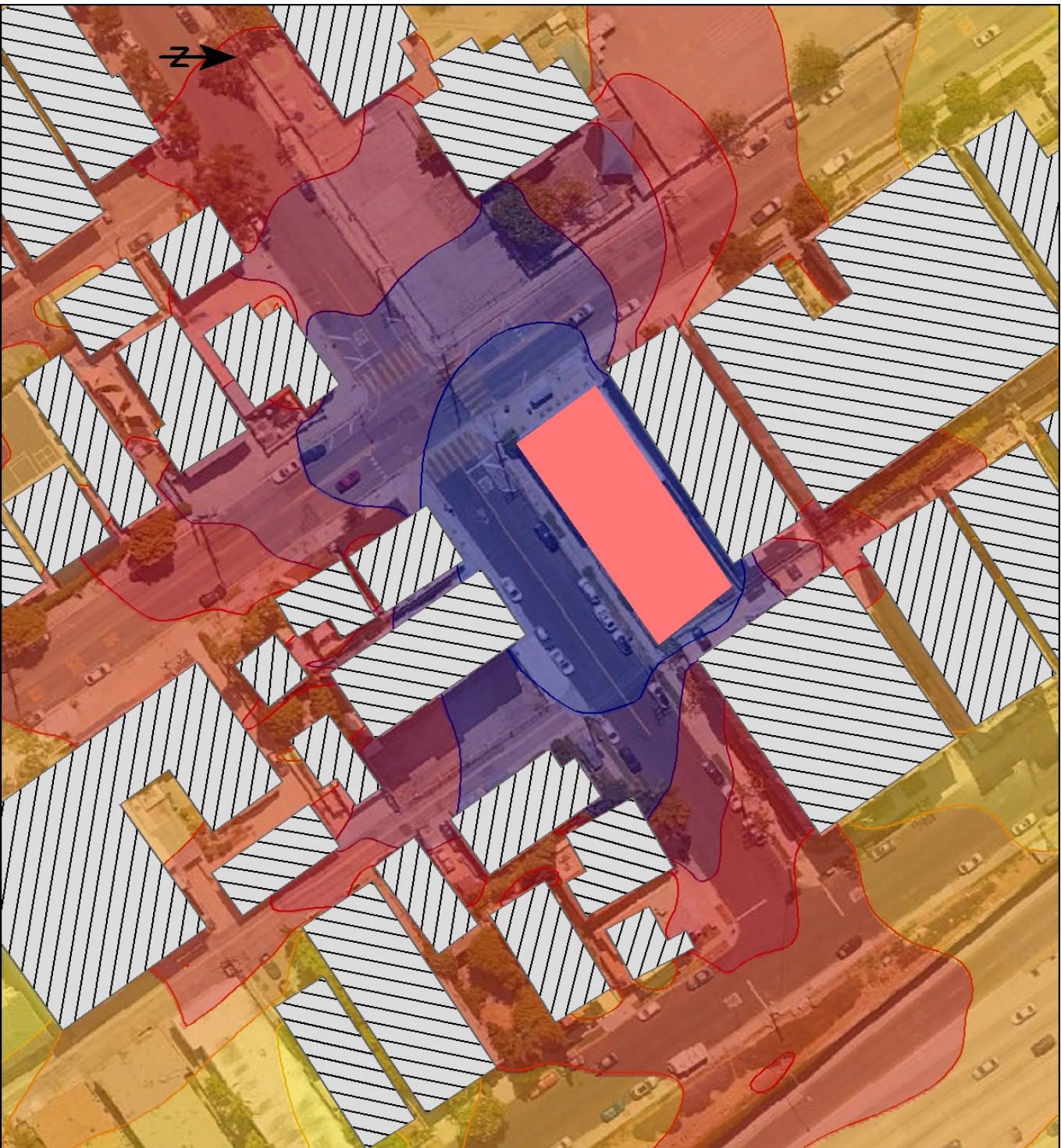
Source name	Size m/m²	Reference	Level			Corrections		
			Day dB(A)	Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	657 m²	Lw/unit	109.7	-	-	-	-	-

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	New Horizon School	11366512.52 3767937.29	North east	GF	69.80	-	62.3	-
2	Residences - 1750 Sawtelle Bl.	11366498.42 3768002.87	South west	GF	71.26	-	54.3	-
3	Residences - 11253 Nebraska Ave.	11366550.00 3768015.52	South east	GF	72.12	-	61.3	-
4	Residences - 11272 Nebraska Ave.	11366537.32 3767981.10	North west	GF	70.58	-	72.0	-
5	Sterry Early Education Center	11366494.45 3767973.04	-	GF	69.68	-	68.2	-

Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
New Horizon School GF		62.3
Construction Site	-	62.3
Residences - 1750 Sawtelle Bl. GF		54.3
Construction Site	-	54.3
Residences - 11253 Nebraska Ave. GF		61.3
Construction Site	-	61.3
Residences - 11272 Nebraska Ave. GF		72.0
Construction Site	-	72.0
Sterry Early Education Center GF		68.2
Construction Site	-	68.2

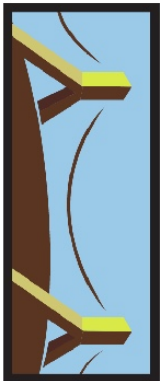
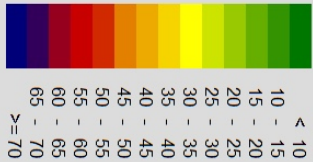


1770 Sawtelle Boulevard

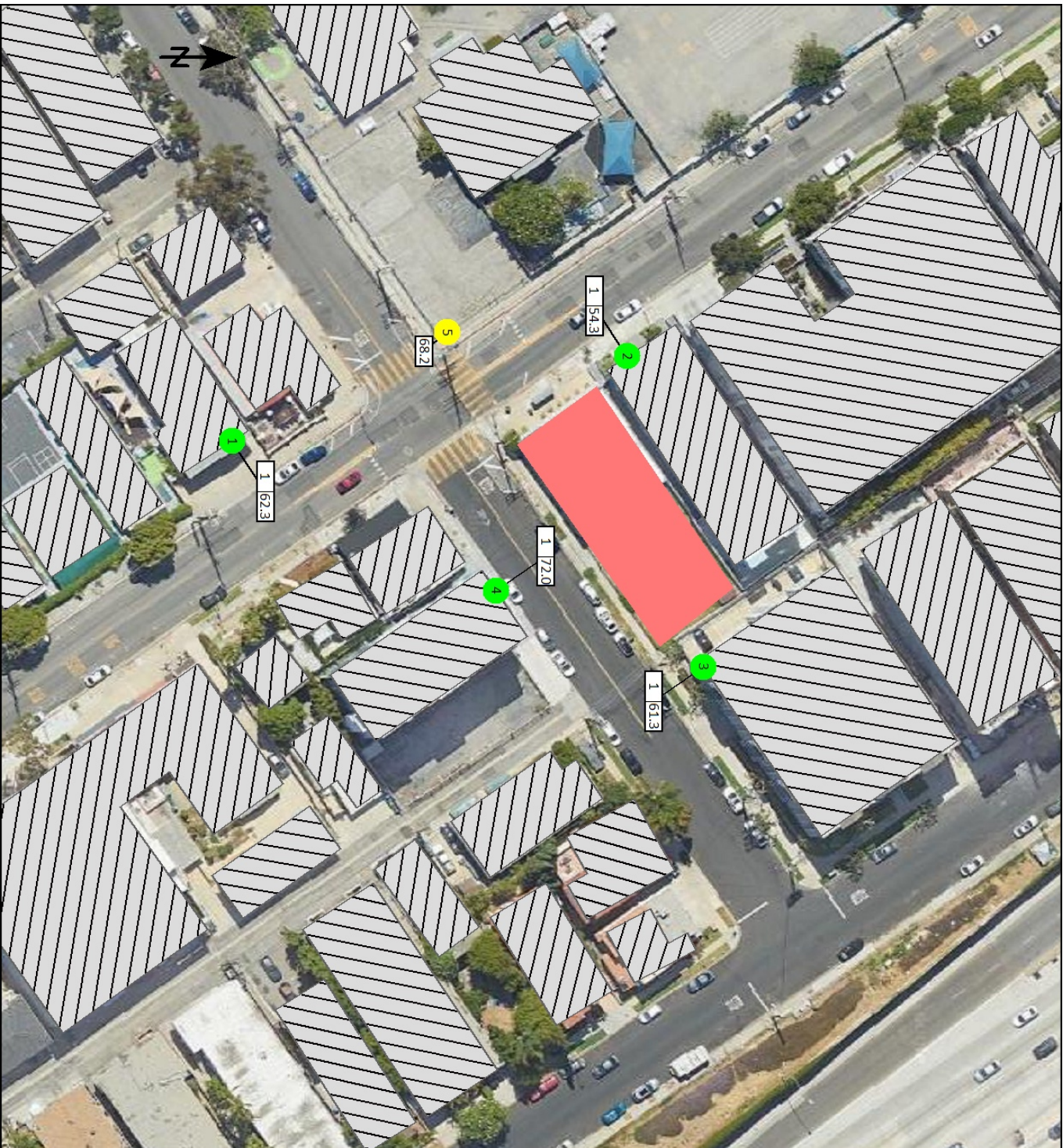
Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)







DOUGLASKIM+ASSOCIATES, LLC



1770 Sawtelle Boulevard

Signs and symbols

-  Building
-  Analyzed Sensitive Receiver (Outdoor)
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 70

0 15 30 60 90 120 feet



Douglass Kim + Associates, LLC



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

Noise Source Parameters		
Number of Noise Sources: 1		
Noise Source Parameters		Source 1
	Source Type: Specific Source:	Stationary Source Parking Garage
Daytime hrs	Ava. Number of Autos/hr	10
Nighttime hrs	Ava. Number of Autos/hr	4
Distance	Distance from Source to Receiver (ft) Number of Intervening Rows of Buildings:	35 0
Adjustments	Noise Barrier?	No

[illegible][illegible]

	Noise Barrier?	

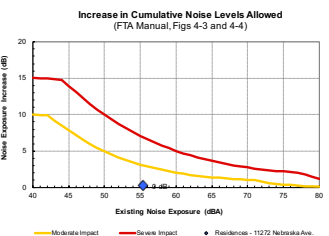
	Noise Barrier?	

	Noise Barrier?	

Existing Ldn:	55 dBA
Total Project Ldn:	44 dBA
Total Noise Exposure:	56 dBA
Increase:	0 dB
Impact?:	None

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

Leq(day): 40.3 dBA
Leq(night): 36.3 dBA
Ldn: 43.5 dBA





DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



DOUGLAS KIM + ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	3,465	12	508	1,000	254	10	102	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula
Single Family Residence		12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Construction Debris)		0.5	-	2,400	-	10	-	
TOTAL			508		254		102	



DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sawtelle Boulevard

East/West Santa Monica Boulevard

Day: Thursday **Date:** October 19, 2017 **Weather:** CLEAR

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

School Day: YES **District:** Western **I/S CODE** 14139

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	32	10	121	166
BIKES	24	47	52	59
BUSES	21	20	63	77

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
<i>AM PK 15 MIN</i>	116 7.45	47 9.00	383 8.00	474 8.00
<i>PM PK 15 MIN</i>	139 4.00	105 4.00	222 3.00	318 5.45
<i>AM PK HOUR</i>	409 7.45	161 8.15	1418 8.00	1856 7.45
<i>PM PK HOUR</i>	502 4.00	373 3.45	850 3.00	1126 5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	185	150	397
8-9	45	178	141	364
9-10	58	158	185	401
3-4	40	88	318	446
4-5	18	82	402	502
5-6	16	79	346	441
TOTAL	239	770	1542	2551

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	63	12	124
8-9	62	75	10	147
9-10	33	88	15	136
3-4	149	155	31	335
4-5	196	141	28	365
5-6	176	108	17	301
TOTAL	665	630	113	1408

TOTAL

N-S
521
511
537
781
867
742
3959

XING S/L

Ped	Sch
26	0
31	0
26	0
52	4
40	0
50	3
225	7

XING N/L

Ped	Sch
32	0
40	3
35	1
72	8
53	4
73	8
305	24

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	1185	23	1231
8-9	12	1384	22	1418
9-10	19	1243	33	1295
3-4	8	826	16	850
4-5	10	687	11	708
5-6	8	708	7	723
TOTAL	80	6033	112	6225

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	91	1240	224	1555
8-9	96	1516	212	1824
9-10	95	1376	151	1622
3-4	118	860	75	1053
4-5	88	789	59	936
5-6	94	979	53	1126
TOTAL	582	6760	774	8116

TOTAL

E-W
2786
3242
2917
1903
1644
1849
14341

XING W/L

Ped	Sch
15	0
23	9
30	2
38	4
40	6
39	8
185	29

XING E/L

Ped	Sch
26	0
36	1
36	6
34	3
50	5
38	3
220	18

TRAFFIC VOLUME ADJUSTMENTS

North/South Sawtelle Boulevard
 East/West Santa Monica Boulevard
 Year 2017
 Hour 8:00-9:00 A.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/14139_SANSAW171019.pdf



	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	364	147	1418	1824		1.07%

2017	364	147	3,277	1,824		
2018	368	148	3,310	1,842	516	
2019	371	150	3,343	1,861	521	
2020	375	151	3,376	1,879	526	
2021	379	153	3,410	1,898	532	
2022	383	154	3,444	1,917	537	
2023	386	156	3,479	1,936	542	5,415
2024	390	158	3,513	1,956	548	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	316	127	2,841	1,581	6,048,810	82.5%
MDT	49	20	441	246	940,092	12.8%
HDT	1	1	12	7	25,348	0.3%
Buses	0	0	4	2	9,386	0.1%
MCY	9	4	79	44	167,287	2.3%
Aux	7	3	67	37	142,856	1.9%
Total	383	154	3,444	1,917	7,333,779	100.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use															
Source: ITE Trip Generation Manual , 11th Edition															
Land Use Code	221			221			221			221			221		
Land Use	Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Close to Rail transit		
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban		
Time Period	Weekday			Saturday			Sunday			Weekday			Weekday		
# Data Sites	6			1			1			1			1		
Time	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%	1.8%	2.8%	0.8%	3.5%	5.5%	1.2%	0.6%	1.0%	0.2%	1.1%	1.6%	0.6%
1:00 - 2:00 AM	0.4%	0.6%	0.3%	0.3%	0.4%	0.2%	2.0%	2.9%	0.9%	0.2%	0.0%	0.5%	0.4%	0.4%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%	0.5%	0.9%	0.2%	3.3%	4.7%	1.8%	0.2%	0.2%	0.2%	0.6%	1.0%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%	1.7%	2.4%	1.0%	0.6%	0.5%	0.6%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%
4:00 - 5:00 AM	0.3%	0.1%	0.5%	0.3%	0.4%	0.2%	0.6%	1.0%	0.0%	0.6%	0.0%	1.2%	0.1%	0.3%	0.0%
5:00 - 6:00 AM	1.2%	0.4%	2.0%	0.2%	0.2%	0.2%	0.4%	0.5%	0.3%	2.2%	0.7%	3.6%	0.6%	0.1%	1.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%	1.2%	0.4%	1.9%	0.6%	0.0%	1.2%	4.2%	1.5%	7.0%	2.7%	1.3%	4.2%
7:00 - 8:00 AM	8.6%	2.5%	14.7%	3.5%	3.0%	4.0%	1.3%	0.8%	1.8%	9.8%	1.9%	17.6%	7.3%	1.0%	13.6%
8:00 - 9:00 AM	7.8%	3.0%	12.5%	3.8%	2.8%	4.8%	2.2%	0.8%	3.9%	9.5%	1.9%	17.1%	7.5%	4.4%	10.5%
9:00 - 10:00 AM	4.5%	2.7%	6.9%	5.8%	3.5%	8.1%	2.2%	1.8%	4.2%	5.2%	3.4%	7.0%	4.5%	2.3%	6.8%
10:00 - 11:00 AM	3.7%	2.7%	4.6%	6.4%	5.0%	7.7%	5.4%	3.9%	7.2%	3.9%	2.9%	4.8%	5.6%	4.2%	6.9%
11:00 - 12:00 PM	3.7%	3.4%	4.0%	6.4%	6.1%	6.7%	6.8%	3.7%	10.4%	3.5%	3.6%	3.4%	4.5%	2.5%	6.5%
12:00 - 1:00 PM	4.6%	4.3%	4.8%	6.6%	4.5%	8.5%	6.8%	6.0%	7.8%	4.5%	4.1%	4.8%	5.2%	5.1%	5.3%
1:00 - 2:00 PM	4.4%	4.4%	4.4%	6.2%	6.9%	5.4%	7.3%	6.0%	8.7%	4.1%	4.6%	3.6%	5.5%	5.4%	5.6%
2:00 - 3:00 PM	3.9%	4.1%	3.7%	7.3%	7.1%	7.5%	6.7%	6.3%	7.2%	3.3%	2.9%	3.6%	3.9%	3.9%	3.9%
3:00 - 4:00 PM	4.9%	5.9%	3.8%	6.7%	8.2%	5.2%	7.8%	5.8%	10.1%	4.1%	4.1%	4.1%	5.6%	6.3%	4.9%
4:00 - 5:00 PM	7.2%	9.2%	5.1%	6.2%	6.3%	6.0%	5.6%	5.8%	5.4%	5.0%	6.3%	3.6%	6.8%	8.6%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%	7.7%	7.8%	7.7%	7.7%	7.9%	7.5%	9.1%	13.1%	5.1%	7.7%	11.0%	4.4%
6:00 - 7:00 PM	9.0%	12.1%	6.0%	6.8%	6.3%	7.3%	7.8%	9.2%	6.3%	9.4%	15.0%	3.9%	6.7%	8.3%	5.1%
7:00 - 8:00 PM	7.4%	9.4%	5.4%	5.4%	6.9%	4.0%	6.6%	9.2%	3.6%	8.3%	13.1%	3.6%	6.5%	8.7%	4.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%	4.3%	4.5%	4.2%	4.7%	5.0%	4.5%	5.1%	7.3%	2.9%	5.1%	5.9%	4.2%
9:00 - 10:00 PM	4.0%	6.5%	1.5%	4.0%	4.3%	3.7%	4.3%	5.8%	2.7%	4.0%	7.0%	1.0%	5.8%	8.6%	3.0%
10:00 - 11:00 PM	2.6%	3.7%	1.6%	3.9%	4.8%	3.1%	3.9%	5.2%	2.4%	2.4%	3.9%	1.0%	3.5%	5.2%	1.7%
11:00 - 12:00 AM	1.4%	2.1%	0.8%	3.0%	4.3%	1.7%	1.3%	1.8%	0.6%	0.8%	1.5%	0.2%	2.6%	3.5%	1.7%

Time	Total	Day	Evening
12:00 - 1:00 AM	1		
1:00 - 2:00 AM	1		
2:00 - 3:00 AM	0		
3:00 - 4:00 AM	0		
4:00 - 5:00 AM	1		
5:00 - 6:00 AM	2		
6:00 - 7:00 AM	7		
7:00 - 8:00 AM	14		
8:00 - 9:00 AM	13		
9:00 - 10:00 AM	7		
10:00 - 11:00 AM	6		
11:00 - 12:00 PM	6		
12:00 - 1:00 PM	7		
1:00 - 2:00 PM	7		
2:00 - 3:00 PM	6		
3:00 - 4:00 PM	8		
4:00 - 5:00 PM	12		
5:00 - 6:00 PM	15		
6:00 - 7:00 PM	15		
7:00 - 8:00 PM	12		
8:00 - 9:00 PM	9		
9:00 - 10:00 PM	6		
10:00 - 11:00 PM	4		
11:00 - 12:00 AM	2		

ADT 162 10 4



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:

PROJ ID: 58055

Address: 1770 SAWTELLE BLVD
, CA

Lat/Long: 34.0441, -118.446

Buffer Radius:

feet

▼

Search

Include NULL "Trip info":

☐

Include NULL "FirstStudySubmittalDate" (latest)

☐

Include "Inactive" projects:

☐

Include "Do not show in Related Project":

☐

Net_AM_Trips

- Select -

▼

Net_PM_Trips

- Select -

▼

Net_Daily_Trips

- Select -

▼

Column

Record Count: 3 | Record Per Page:

All Records ▼

Results generated since: (9/30/2024 7:51:49 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										
47865	Westchester	WLA	11	2018	New Mixed Use Project	New 88-Unit Apartment with 7,700 SF Quality Restaurant and 4 Condos	11311 W LA GRANGE AV	01/09/2019	<input type="checkbox"/>	1293.6	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
											Mixed Use	Other		-28	47	15	-31	-3	40	7	
														-28	47	15		-31	-3	40	7
46652	Westchester	WLA	5	2017	COU Animal Hospital to Retail	Change of Use from Animal Hospital to Print Shop 1st Flr only (7600sf)	1736 S SEPULVEDA BL	02/08/2018	<input type="checkbox"/>	1330.1	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
											Other	S.F. Gross Area	9311	12	22	84	11	1	4	18	No Credit Applied
														12	22	84		11	1	4	18
53692	Westchester	WLA	11	2022	WLA Commons Mixed-Use	926 DU(inc 431 DU Afford) Apt, Retail, Restaurant, Office & Senior Ctr	11360 W SANTA MONICA BLVD	12/13/2022	<input type="checkbox"/>	1358.0	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
											Mixed Use	Total Units	926			7793					926 DU(inc 431 DU Afford) Apt, Retail, Restaurant, Office & Senior Ctr
														0	0	7793		0	0	0	0

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.

CPC-2024-6631

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: 1770-1772 S Sawtelle Blvd and 11269 Nebraska Ave, Los Angeles, CA 90025

Project Description: A new 6-story, 32-unit mixed-use apartment building with 4 units set aside as Very Low Income Units.


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

Applicant Name: Kayvan Naimi c/o Causeway Ventures Inc

Email: farinazsn@aol.com

Phone: 310.804.9932

PROJECT REFERRAL TABLE

	Land Use (list all)	Size/Unit	Daily Trips ¹
Proposed ¹	Housing - Affordable Housing Family	4	
	Housing - Multi Family	28	
	Fast Food Restaurant	1,058 sq ft	
	 <div>considered local serving</div>	Total Trips ¹ :	

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 trips²? ☐ 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 station³? ☐ 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	Multi-Family Housing	28	
	Affordable Housing	4	
	Fast Food Retail	1.058 ksf	
	Total Trips:		193
Existing	General Office	31	
	Total Trips:		31
	Net Increase / Decrease (+ or -)		162

- 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:

Proof of Occupancy must be provided for existing use credit.

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: Calc. during Building Permit

VMT Analysis Required:

☐ **YES** ☒ **NO**

Access, Safety, and Circulation Evaluation Required:

☐ **YES** ☒ **NO**

Access Assessment Required:

☐ **YES** ☒ **NO**

Prepared by DOT Staff Name: Joshua Jones

Phone: (213) 485-1062

Signature: Joshua Jones

Date: 10/10/24

Digitally signed by Joshua Jones
DN: cn=Joshua Jones, o=LADOT, ou=West LA Development
Review email=joshua.jones@ladot.org, c=US
Date: 2024.10.10 07:43:11 -0700

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

Project Information

Project:

Scenario:

Address:



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

☒ Yes ☐ No

Existing Land Use

Land Use Type:

Value:

Unit:

☐ 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:

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	130 Daily Vehicle Trips
0 Daily VMT	806 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	130 Net Daily Trips
The net increase in daily VMT ≤ 0	806 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.	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1770 S Sawtelle Blvd

Date: November 13, 2024

To: Deputy Advisory Agency
Department of City Planning

From: Freddy Garcia, Transportation Engineering Associate
Department of Transportation

Subject: **CPC-2024-6631-DB-WDI-VHCA**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 20-foot reservoir space be provided between any security gate(s), or first parking stall (whichever comes first) and the property line when driveway is serving less than 100 parking spaces or to the satisfaction of the Department of Transportation.
2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.
3. Driveways on Collector or Local Streets should not be placed within 75 feet from the prolongation of the curb line of the intersecting street (or to the extent feasible) or as shall be determined to the satisfaction of the Department of Transportation.
4. This project is subject to the West Los Angeles Transportation Improvement and Mitigation Specific Plan requirements. A parking area and driveway plan shall be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 W. Manchester Ave., Los Angeles, 90045. Please contact this office at (213) 485-1062 or email: ladot.devreview.wla@lacity.org
5. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Please contact this section at (213) 485-1062 for any questions regarding the above.

Council District No. 11

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE-PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ



ERIC GARCETTI
MAYOR

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

February 4, 2016

LOG # 91645 (Rev)
SOILS/GEOLOGY FILE - 2
Omit Item# 12

Mr. Kevin Naimi
Causeway Ventures Corp.
3223 Santa Monica Blvd.,
Santa Monica, CA 90404

TRACT: Barrett Villa Tract (MR 70-32/35)
BLOCK: 9
LOT(S): FR Arb 5 & 6
LOCATION: 1770 Sawtelle Blvd.,

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	20047	07/01/2015	Creative Geotechnical, Inc
Laboratory Test Report	4999	06/30/2015	Geo Concepts, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report providing recommendations to construct a new commercial building over two-level subgrade parking (about 25 feet deep) at the subject site. The earth materials at the subsurface exploration locations consist of up to 3 feet of uncertified fill. The consultant recommends to support the proposed structure on conventional foundations bearing on native undisturbed soils.

Engineering analyses provided by Creative Geotechnical, Inc is based on laboratory testing performed by Geo Concepts, Inc. Creative Geotechnical, Inc. is accepting responsibility for use of the data in accordance to Code section 91.7008.5 of LABC.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Constituent Service Division for the proposed removal of support and/or retaining of slopes adjoining to public way. (3307.3.2)

1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

2. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property. (7006.6)
3. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report. (7006.1)
4. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
5. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
6. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)
7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2)
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)
10. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
11. Excavations shall not remove lateral support from a public way, adjacent property or an existing structure. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
12. A supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction in the event that any excavation would remove lateral support to the public way, adjacent property, or adjacent structures. A plot plan and cross-section(s) showing the construction type, number of stories, and location of the structures adjacent to the excavation shall be part of the excavation plans. (3307.3 & 7006.2)
13. Prior to the issuance of any permit which authorizes an excavation where the excavation is

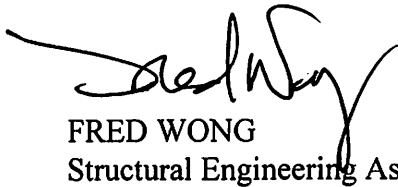
to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)

14. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)
15. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
16. Unsurcharged temporary excavations over 5 feet exposing soil shall be shored, as recommended.
17. Shoring shall be designed for the lateral earth pressures specified in the section titled "Excavations" starting on page 14 of the report; all surcharge loads shall be included into the design.
18. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.
19. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
20. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.
21. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3). [Note: Soils with an Expansion Index greater than 20 are considered to be expansive, in accordance with Section 1803.5.3 of the 2014 LABC.]
22. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
23. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 20 of the report. All surcharge loads shall be included into the design.
24. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)
25. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls

shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)

26. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)
27. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (104.2.6)
28. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
29. All roof and pad drainage shall be conducted to the street in an acceptable manner[; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer]. (7013.10)
30. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)
31. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)
32. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
33. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, shoring, pile installation, protection fences and dust and traffic control will be scheduled. (108.9.1)
34. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)
35. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whatever is more restrictive. (Research Report #23835)
36. Allowable foundation pressure and frictional and lateral soil bearing values shall be limited to a maximum one-third increase when considering earthquake or other temporary forces. (1808)

37. Frictional and lateral resistance of soils may be combined, provided the lateral bearing resistance does not exceed two-thirds of the allowable lateral bearing.
38. Continuous/isolated footings allowable bearing pressure shall be 3,000/3,500 psf, for footings with a minimum of 18/24 inches in width and embedded a minimum of 24 inches deep into the alluvium, measured from the lowest adjacent grade, as recommended. Increases for depth/width shall not exceed a maximum of 5,000 psf.



FRED WONG
Structural Engineering Associate IV

FW/fw
Log No. 91645
213-482-0480

cc: Applicant
Creative Geotechnical, Inc, Project Consultant
Geo Concepts, Inc., Project Consultant
WL District Office



TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report ([CP-4068](#)) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: _____

Date of Field Visit: _____

Does the property contain any of the following protected trees or shrubs?

- ☐ **Yes** (Mark any that apply below)
- ☐ Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
 - ☐ Southern California Black Walnut (*Juglans californica*)
 - ☐ Western Sycamore (*Platanus racemosa*)
 - ☐ California Bay (*Umbellularia californica*)
 - ☐ Mexican Elderberry (*Sambucus mexicana*)
 - ☐ Toyon (*Heteromeles arbutifolia*)

☐ **No**

Does the property contain any street trees in the adjacent public right-of-way?

☐ **Yes** ☐ **No**

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

☐ **Yes** ☐ **No**

Does the project occur within the Coastal Zone and contain any of the following trees?

☐ **Yes** (Mark any that apply below)

- ☐ Blue Gum Eucalyptus (*Eucalyptus globulus*)
- ☐ Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
- ☐ Other Eucalyptus species

☐ **No**

Have any trees or shrubs been removed in the last two years?

☐ **Yes** ☐ **No**

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

☐ **Yes** ☐ **No**

If Yes, provide permit information: _____

Tree Expert Credentials (if applicable)

Name of Tree Expert: _____

Mark which of the following qualifications apply:

- ☐ Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- ☐ Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- ☐ Registered consulting arborist with the American Society of Consulting Arborists

Certification/License No.: _____

Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) _____

Owner Signature Kayvan Naime

Date _____



OWNER'S DECLARATION OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

Date of Site Visit: 09/30/2024

Project Address or APN(s)¹: 4261019010; 11

Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)

☐ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies

☐ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)

☐ Other sensitive/special resources requiring additional review: (Describe below)

☒ **No.** The project site does not contain any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

If Yes, will the project remove or possibly affect any of the above marked biological resources (e.g., set up construction staging near tree trunks)?

¹ Include the entire site, not just the development footprint.

- ☐ **Yes.** The project will require biological resources analysis (Biological Resources Report) by a Qualified Biologist. (See Appendix A)
- ☒ **No.** The project site will not remove or possibly affect any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

Owner's Declaration

I own the property located at 1770 Sawtelle Blvd, Los Angeles, CA 90025. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Kayvan Naimi

Owner Signature

Date 10/8/2024

Kayvan Naimi

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

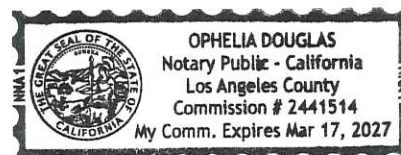
On October 8, 2024 before me, Opheelia Douglas, Notary Public
(insert name and title of the officer)

Personally appeared Kayvan Naimi, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the ___ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Douglas (Seal)



APPENDIX A - REFERENCES

Qualified Biologist. A person with the appropriate education, training, and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a Bachelor of Science degree or Bachelor of Arts degree in biology, ecology, or a related environmental science; has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources; and meets the California Department of Fish and Wildlife (CDFW) qualifications for botanical field surveyors.

Protected Trees & Shrubs

- Oak, including valley oak (*Quercus lobota*) and coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the California scrub oak (*Quercus berberidifolia*)
- Southern California black walnut (*Juglans californica*)
- Western sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*)
- Mexican elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

Monarch Butterfly Overwintering Trees (only applicable within the Coastal Zone)

- Monterey cypress (*Cupressus macrocarpa*)
- Monterey pine (*Pinus radiata*)
- Coast redwood (*Sequoia sempervirens*)
- Coast live oak (*Quercus agrifolia*)
- Douglas-fir (*Pseudotsuga menziesii*)
- Western sycamore (*Platanus racemosa*)
- Bishop pine (*Pinus muricata*)
- Any Eucalyptus species

APPENDIX B - REQUIRED DOCUMENTS

- Site Plan
- Tree Disclosure Statement



Kyle Winston <kyle.winston@lacity.org>

1770 Sawtelle - Neighbor Comments

1 message

Yifang Nie <yifang.nie@gmail.com>

Sun, Dec 15, 2024 at 7:03 PM

To: "kyle.winston@lacity.org" <kyle.winston@lacity.org>, "Jeff.khau@lacity.org" <Jeff.khau@lacity.org>, "davids@westlasawtelle.org" <DavidS@westlasawtelle.org>

Hi all,

I live at [1700 Sawtelle](#) and was recently notified of the proposal to build a 6-story mixed use building at [1770 Sawtelle](#).

I have no concerns--LA desperately needs housing, and I strongly support this! I hope the commercial space on the ground floor will be rent-able to a small local business, instead of being owned by the developer themselves, like Chitchat at [1854 Sawtelle](#) (owned by the developer's daughter, which seems disingenuous).

Thanks!
- Yifang