DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: April 24, 2025
Time: After 8:30 A.M.*
Place: Van Nuys City Hall
14410 Sylvan Street, Council Chamber, 2nd Floor
Van Nuys, CA 91401

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

Public Hearing: Initial public hearing completed March 11, 2025.
Appeal Status: Density Bonus Off-menu incentives and waivers are not further appealable.
Expiration Date: April 25, 2025
Multiple Approval: No

Case No.: CPC-2024-4497-DB-VHCA
CEQA No.: ENV-2024-4498-CE
Incidental Cases: N/A
Related Case: N/A
Council No.: 5 - Young Yaroslavsky
Plan Area: Wilshire
Specific Plan: N/A

Certified NC: Mid City West
General Plan Land Use Designation: Neighborhood Office Commercial
Zone: C2-1VL-O

Applicant: Peyman Banooni
Representative: Heather Lee

PROJECT LOCATION: 8620 West 3rd Street; 8618 - 8620 West 3rd Street; 300 - 302 South Willaman Drive

PROPOSED PROJECT: The project includes demolition of the existing uses and the construction, use, and maintenance of a new five-story 20,495-square-foot mixed-use building. The project includes 18 dwelling units including three (3) units set aside for Very Low Income Households and 8,550 square feet of medical office space, with a maximum building height of 56 feet over one (1) subterranean level of parking. The project includes eight (8) vehicle parking spaces reserved for the commercial space and a total of 24 bicycle parking spaces (20 long-term spaces and four [4] short-term spaces) and 2,042 square feet of open space.

REQUESTED ACTION:

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

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22. A.25., a Density Bonus Compliance Review to permit a housing development project consisting of a total of 18 residential units, of which a minimum of three (3) dwelling units will be set aside for Very Low Income households, and with the following three (3) Off-Menu Incentives and one (1) Waiver of Development Standards:

   a. An Off-Menu Incentive to permit an increase in the Floor Area Ratio (FAR) to allow a 3.19:1 FAR in lieu of the maximum 1.5:1 FAR;

   b. An Off-Menu Incentive to permit an increase in height to allow five (5) stories and 56 feet in lieu of the maximum two (2) stories and 45 feet in the C2-1VL-O Zone;

c. An Off-Menu Incentive to permit a reduction in the side yard to allow a northerly side yard of five (5) feet in lieu of the otherwise required eight (8) foot northerly side yard; and

d. A Waiver of Development Standards to permit a reduction in the side yard to allow a southerly side yard of five (5) feet.

RECOMMENDED ACTIONS:

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

2) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of a total of 18 residential units, of which a minimum of three (3) dwelling units will be set aside for Very Low Income households, and with the following three (3) Off-Menu Incentives and one (1) Waiver of Development Standards:

a. An Off-Menu Incentive to permit an increase in the Floor Area Ratio (FAR) to allow a 3.19:1 FAR in lieu of the maximum 1.5:1 FAR;

b. An Off-Menu Incentive to permit an increase in height to allow five (5) stories and 56 feet in lieu of the maximum two (2) stories and 45 feet in the C2-1VL-O Zone;

c. An Off-Menu Incentive to permit a reduction in the side yard to allow a northerly side yard of five (5) feet in lieu of the otherwise required eight (8) foot northerly side yard; and

d. A Waiver of Development Standards to permit a reduction in the side yard to allow a southerly side yard of five (5) feet.

3) **Adopt** the attached Conditions of Approval; and

4) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

Michelle Carter
City Planner
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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272 City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The project includes demolition of the existing uses and the construction, use, and maintenance of a new five-story 20,495-square-foot mixed-use building. The project includes 18 dwelling units including three (3) units set aside for Very Low Income Households and 8,550 square feet of medical office space, with a maximum building height of 56 feet over one (1) subterranean level of parking. The project includes eight (8) vehicle parking spaces reserved for the commercial space and a total of 24 bicycle parking spaces (20 long-term spaces and four [4] short-term spaces) and 2,042 square feet of open space.

The proposed development as depicted in the rendering shown below has been configured with a total of 18 dwelling units consisting of **18 one-bedroom units**. The residential units will be located within the third (3rd) through Fifth (5th) floors of the proposed building. The medical office spaces will be located on the First (1st) and second (2nd) floors.

Figure 1. Rendering of the front of the building along the corner of 3rd Street and Willaman Drive

The ground floor includes a lobby area and medical office spaces. The main residential entrance is located along 3rd Street and direct access to a medical space is located on Willaman Drive (*See Figure 1*). The project provides a total of 2,042 square feet of roof top open space for residents.

State Density Bonus law allows for a reduction in the required amount of residential vehicle parking for eligible housing development projects with affordable units. However, Assembly Bill (AB) 2097 specifies that jurisdictions may not impose any minimum vehicle parking requirements for certain development projects in certain areas, based on proximity to transit. The project is located within an ½ mile of a major transit stop and therefore qualifies for AB 2097 and is not subject to minimum vehicle parking requirements. Nonetheless, the project includes eight (8) vehicle parking spaces. The building includes one (1) subterranean parking level with a total of 20 long-term bicycle parking spaces and a 193 square feet bicycle storage area. Four (4) short-term bicycle racks will be provided on-site along the 3rd Street frontage.

Background

The subject property is comprised of one (1) lot measuring approximately 6,426.7 square feet of lot area with a 129-foot frontage along 3rd Street and a 50-foot frontage along Willaman Drive. The subject property is currently developed with a one-story commercial building and a two-story commercial building constructed in 1937, that was originally a mixed-use building, but the residential units on the second floor were subsequently converted into offices.

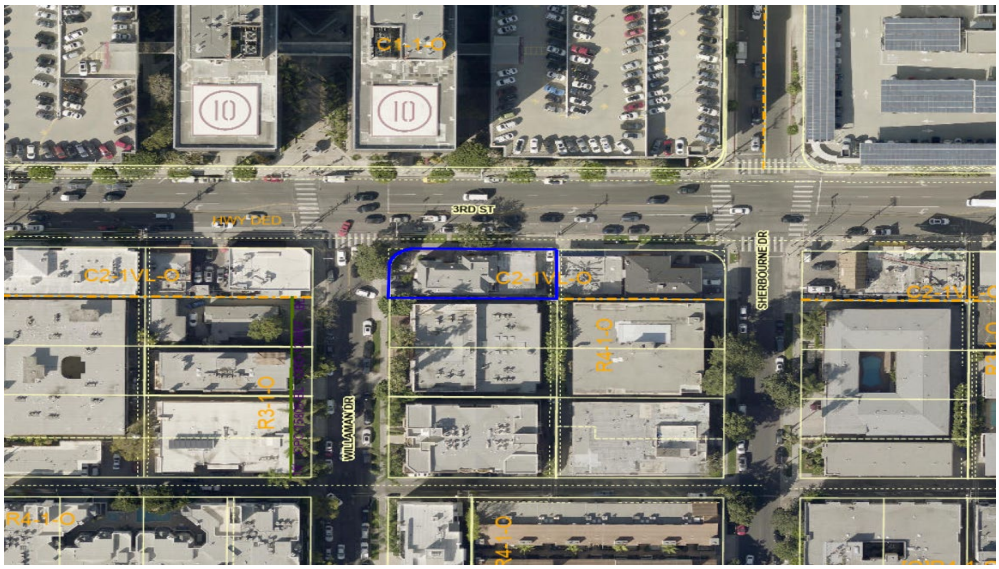

Figure 2. Current conditions of the project site, outlined in blue

The subject property is zoned C2-1VL-O within the Wilshire Community Plan Area with a Neighborhood Office Commercial land use designation. The subject site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452). The site is located 2.0815 kilometers from the Hollywood Fault. The project is located within a Methane Zone and an Urban Agriculture Incentive Zone.

General Land Use Designation

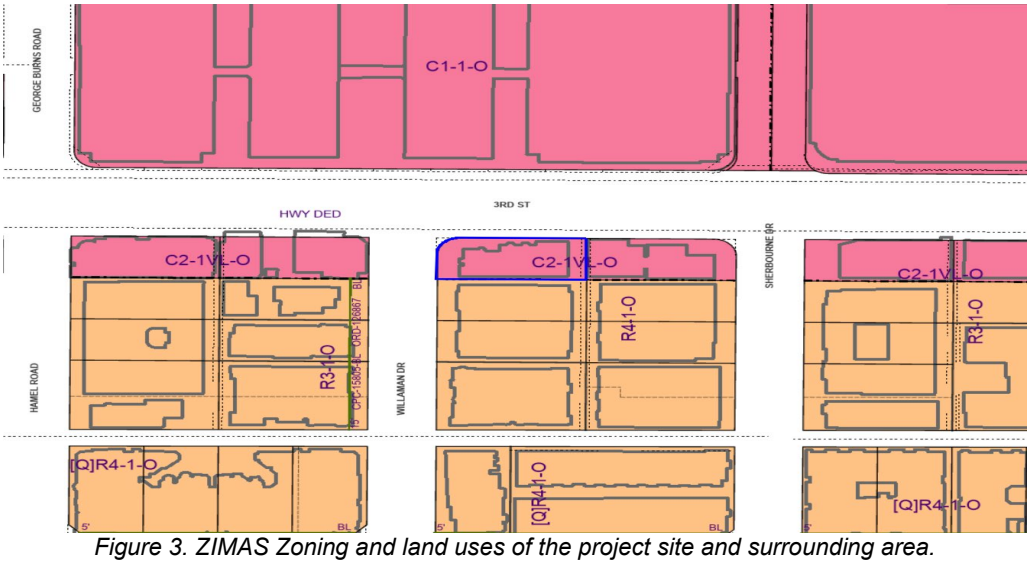

Figure 3. ZIMAS Zoning and land uses of the project site and surrounding area.

The Wilshire Community Plan designates the subject property for Neighborhood Office Commercial land uses with corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3, and RAS4. The subject property is zoned C2-1VL-O as shown in Figure 3 above. The C2-1VL-O Zone permits both commercial and residential uses. Height District 1VL allows a base Floor Area Ratio (FAR) of 1.5:1 and 45 feet and three (3) stories height in the C2-1VL-O Zone. Residential uses are permitted at one dwelling unit per 400 square feet of lot area.

Surrounding Properties:

Surrounding properties are developed with a mix of residential, commercial retail/office and medical uses. To the west of the project site, across Willaman Drive, land uses include one-story commercial and multi- story residential uses. The north across 3rd Street land uses include multi-story commercial/medical office uses. The abutting property to the east, includes one-story commercial uses. The abutting property to the south of the project site, land uses include multi-story residential uses.

Streets and Circulation:

West 3rd Street, adjoining the property to the north, is designated as an Avenue II with a designated right-of-way width of 86 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

South Willaman Drive, adjoining the property to the west, is a Local Street with a designated right-of-way width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

Relevant Cases:

Subject Property:

No relevant cases were found on the subject property.

Surrounding Properties:

The following relevant cases were identified within a 1000-foot radius of the project site.

Case No. CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR – At its meeting of November 10, 2016, the Los Angeles City Planning Commission approved a mixed-use development comprised of 145 dwelling units and approximately 31,000 square feet of commercial space, located at 333 South La Cienega Boulevard. The project is not currently under construction and no building permits have been issued by the Department of Building and Safety.

Case No. DIR-2014-4923-DB – On August 12, 2015, the Director of Planning approved a project totaling 11 units, reserving at least eleven (11) percent, or one (1) dwelling unit, of the 8 total "base" dwelling units permitted on the site for Very Low Income tenants, located at 8555 West Colgate Avenue. Construction of the project have been completed.

Case No. DIR-2014-4599-DB – On June 29, 2015, the Director of Planning approved with conditions a project totaling 19 dwelling units, reserving at least 11 percent, or two (2) dwelling units of the 14 total "base" dwelling units permitted on the site for Very Low Income household occupancy, located at 415 South LeDoux Road. Construction of the project have been completed.

Density Bonus/Affordable Housing Incentive Program

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

Density

By setting aside 15 percent of its base density units for Very Low Income Households, LAMC Section 12.22. A.25. allows a maximum 35 percent increase in the number of permitted residential units. The subject property is zoned C2-1VL-O, with a Neighborhood Office Commercial land use designation, which limits density to one (1) dwelling unit per 400 square feet of lot area. The subject property has a total lot area of 6,426.7 square feet, and as such, the permitted base density on the subject property is 17 units.[1] The 35 percent density bonus entitles the project to an increase of six (6) units for a total of 23 residential units. The project will provide a total of 18 units.

Automobile Parking

Pursuant to Assembly Bill 2097, no minimum parking requirement shall be enforced for the proposed residential or commercial uses on the project site as it is located within one-half mile of a Major Transit Stop. The intersection of 3rd Street and La Cienega Boulevard is identified as a Major Transit Stop and is located within one-half mile of the project site, therefore the proposed project is not required to provide any parking spaces. In this case, the project will provide eight (8) parking spaces, within one (1) level of subterranean parking to serve the proposed commercial use.

Density Bonus Housing Replacement Requirement

The Housing Crisis Act of 2019 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

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

A Senate Bill 8 No Net Loss Declaration, dated July 9, 2024, was submitted by the applicant declaring that no units are subject to replacement pursuant to the requirements of SB 8 because the property has not been used for residential purposes in the last 10 years.

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

Public Hearing

A Public Hearing was held with the Hearing Officer for Case No. CPC-2024-4497-DB-VHCA on March 11, 2025, via Teleconference.

The hearing was attended by approximately seven (7) people, including representatives of the applicant team, and local residents. Three (3) members of the public provided testimony. Eric Vail stated that they loved the project and hoped that there was some way to accommodate existing shops in the local community into the proposed project. Jacqui Dorsey, a representative for owners of the adjacent property, stated that there was no objection to the concept but has safety concerns during construction and concerns about their building and utilities during construction. Emily Kiba, Acupuncturist tenant in the abutting building wanted to know the timeline for the proposed project.

At the close of the public hearing, the Hearing Officer announced the April 24, 2025, tentative date for the City Planning Commission meeting, and encouraged all interested parties to send an email to the assigned Planner in order to receive future notification and determinations on the proposed project.

Public Correspondence

Correspondence was received from Luna Luz stating that three (3) affordable units were not enough, and that more medical office building space was necessary; a building that could help low-income people would be more appropriate.

Correspondence was received from Jacqui Dorsey Bekey stating non opposition to the proposed project, but had concerns regarding interference with their adjacent properties, requesting assurances that their buildings will not be damaged by the construction of the proposed project and concerns about noise for tenants such as who will pay them for financial losses if their tenants cancel leases during construction.

Correspondence was received from Chris Dower, Co-Chair of Planning and Land Use Committee Mid City West Neighborhood Council stating that the proposed project was voted on at the March 11th General Board meeting. The MCWNC voted to support 8620 W 3rd's application and are convinced that this project will have a positive impact on the neighborhood.

Correspondence was received from Madeleine Berlin, resident, in support of the proposed project encouraging the developer to add more affordable units.

Correspondence was received from Starlene LaGrasse, resident, stating concerns with the project regarding the need for more affordable units, lack of parking and the addition of medical office spaces.

Issues

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

Professional Volunteer's Program (PVP)

The proposed project was reviewed by PVP on March 18, 2025. The following includes comments provided by PVP;

Pedestrian First Design.

- Prioritize pedestrian walkways and safety along the 3rd Street frontage by providing wide, and accessible sidewalks.

  Applicant Response – We are preserving the five-foot wide sidewalk.

- Ensure that building setbacks are not too close to pedestrian paths. The Site Plan shows a reduction in the pedestrian corridor due to encroaching building facades. Recessing entrances can help provide a comfortable walking space and enhance the overall pedestrian experience.

  Applicant Response – All entrances are recessed. Also we fixed the faced elements, so they do not encroach on the sidewalk.

- Maintain and enhance street-level features like planter boxes, which contribute positively to the pedestrian experience.

  Applicant Response – We proposed planter boxes at the entrance and preserved the existing planting area and existing trees. We also proposed new trees along the street.

- Consider providing rest areas for pedestrians especially along the 3rd Street frontage. It's important to create spaces where pedestrians can take a break or gather. In addition to rest areas, other features such as seating would help improve comfort for pedestrians.

  Applicant Response – No response was provided.

360 Degree Design

- Ensure that all building facades, particularly the South Elevation (Sheet A202), are designed with equal attention with respect to massing and articulation. Adding varying materials, windows, or projecting elements can help to enhance visual interest on all facades.

  Applicant Response – We added more windows and design elements to the south and east façade.

- Carefully consider how the project interacts with the surrounding environment, particularly on the corner. For example, a more pronounced accent at the corner of the building could enhance the architectural character and reinforce the visual prominence of the structure.

  Applicant Response – The client prefers to keep the design of the curving corner as-is.

Climate Adapted Design

- Clarify whether existing tree along 3rd Street frontage is being preserved. Please preserve both existing street trees on Willaman and 3rd Street.

  Applicant Response – The trees are preserved, and we provided new trees.

- Prioritize and protect trees that shield buildings and pedestrian walkways, particularly in areas where there might be exposure to power lines or other energy sources.

  Applicant Response – The trees are preserved, and we provided new trees.

- Consider building's proximity to power transmission lines to mitigate any potential electromagnetic field (EMF) effects on occupants, especially in areas close to medical facilities. This consideration should be integrated into the overall design and planning process.

  Applicant Response – We will take this into consideration in the construction phase.

- The landscape plans need to show planting and irrigation schedules.

  Applicant Response – We added irrigation schedule and planting legends and schedule.

Conclusion

Staff recommends that the City Planning Commission determine based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, and approve the requested Density Bonus with Off-menu Incentives, and the requested Waiver of Development Standards.

CONDITIONS OF APPROVAL

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

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions.

2. **Residential Density**. The project shall be limited to a maximum density of 18 dwelling units.

3. **Affordable Units.**

    a. A minimum of three (3) dwelling units, or 15 percent of the base dwelling units, shall be reserved for Very Low Income Households, as defined by Government Code Section 65915.

    b. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22. A.25 and State Density Bonus Law (Government Code Section 65915).

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 15 percent of the site's base density units available to Very Low Income Households, or 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. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

5. **Incentives.**

    a. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 3.19:1.

    b. **Height.** The project shall be permitted a maximum height of 56 feet and five (5) stories.

    c. **Side Yard.** The project shall be permitted a five-foot northerly side yard.

6. **Waivers.**

    a. **Side Yard.** The project shall be permitted five-foot southerly side yard.

7. **Parking**.

   a. **Residential**. No minimum residential parking shall be required pursuant to AB 2097.

   b. **Commercial**. Commercial parking shall be provided in compliance with AB 2097. The project may voluntarily provide eight (8) automobile parking spaces.

   c. **Bicycle Parking**. Bicycle parking shall be provided in compliance with the Los Angeles Municipal Code, Section 12.21. A.16. and to the satisfaction of the Department of Building and Safety.

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

8. **Landscaping.**

   a. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

   b. All planters containing trees shall have a minimum depth of 48 inches (48”).

9. **Trees.**

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

   b. The project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced as approved by the Board of Public Works and Urban Forestry Division.

   c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

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

11. **Vehicular Access.** The project shall be limited to a maximum of one (1) driveway located along 3rd Street, as shown in Exhibit A. The curb cut dimension shall be as narrow as permitted by LADOT.

12. **Solar Panels.** The project shall comply with the Los Angeles Municipal Code, to the satisfaction of the Department of Building and Safety.

13. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

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

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

16. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

17. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

Administrative Conditions

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

19. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

20. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

21. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

22. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

23. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

24. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

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

Applicant shall do all of the following:

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

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

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

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

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

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in

the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with 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 / Waivers Compliance Findings

1. **Pursuant to Section 12.22. A.25 of the LAMC and Government Code 65915, the Commission shall approve a density bonus and requested incentive(s) unless the director finds any of the following:**

   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 reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

   Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned C2-1VL-O. Pursuant to LAMC Section 12.22. A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. The C2-1VL-O zone in Height District 1VL generally permit a 1.5:1 FAR. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the project site for a FAR of 3.19:1.

   The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units and medical office space at the ground and second levels. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size. The requested Incentive provides actual and identifiable cost reductions that provide for affordable housing costs because the incentive by nature increases the building envelope of the project so that additional residential units can be provided, including additional market-rate units that can generate income to subsidize the provision of the project's restricted affordable units.

   Height (Off-Menu Incentive) – The subject property is zoned C2-1VL-O. Pursuant to LAMC Section 12.22. A.25.(g)(3), the project is requesting an Off-Menu Incentive for an increase in the height of the proposed project. Height District 1LV for the C2 zone limits the height to three (3) stories and 45 feet. In this case, the project has requested an Off-Menu Incentive to allow an increase in the height for the project to allow for a height of 56 feet and five (5) stories to allow for a larger construction envelope to provide the affordable units.

   The requested increase in height and stories will allow for the construction of affordable units in addition to larger-sized dwelling units and medical office space at the ground and second levels. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also

ensures that all dwelling units are of a habitable size. The increase in height and stories creates a larger floor plate that allows more habitable floor area and more units to be built on each floor, thus avoiding a taller development that is more expensive to build. This construction cost savings is then passed on to each of the units in the project, including the affordable units.

Side Yard (Northerly) – The subject property is zoned C2-1VL-O. Pursuant to LAMC Section 12.22. A.25.(g)(3), the project is requesting an Off-Menu Incentive for a reduction in the northerly side yard of the proposed project. The C2-1VL-O zone requires an eight (8) foot northerly side yard. In this case, the project has requested an Off-Menu Incentive to allow a reduction in the northerly side yard for the project to allow for a five (5) foot northerly side yard to allow for a larger construction envelope to provide the affordable units.

The requested reduction in the northerly side yard will allow for the construction of affordable units in addition to larger-sized dwelling units and medical office space at the ground and second levels. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size. The reduction in the northerly side yard creates a larger floor plate that allows more habitable floor area and more units to be built on each floor, thus avoiding a taller development that is more expensive to build. This construction cost savings is then passed on to each of the units in the project, including the affordable units.

The project provides 15 percent of the base units for Very Low Income Households to qualify for the Density Bonus and the requested Incentives. The requests will allow the developer to expand the building envelope so the affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR, height, and the number of stories and the reduction in the northerly side yard will allow for the construction of additional market rate floor area whose rents will subsidize the construction and operational costs of the affordable units. These Incentives support the applicant's decision to set aside three (3) dwelling units for Very Low Income Households for 55 years.

b. The incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources 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.

There is no substantial evidence in the record that the proposed incentives 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 record does not identify a public health and safety standard in relation to this finding.

The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse

impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. Based on the above, there is no basis to deny the requested incentives.

c. *The incentives are contrary to state or federal law.*

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

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

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

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

The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies any objective health and safety standard that has been exceeded or violated. Therefore, there is no substantial evidence that the project's proposed waivers will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources. Based on the above, there is no basis to deny the requested waiver.

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

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

Side Yard (Southerly) – The subject property is zoned C2-1VL-O. Pursuant to LAMC Section 12.14.2.C.2, the underlying zone requires the project to provide an eight-foot southerly side yard. The project request includes a waiver of development standard to allow for a reduction of the required side yard along the property's southerly side yard in

lieu of the otherwise required eight-foot side yard. In this case, the project has requested a waiver of the required yards to provide a five-foot southerly side yard, which allows for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required side yard would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

The waiver is necessary to allow the project to be developed at its proposed density and floor area, as imposing the requirements for the southerly side yard would result in removing a portion of the currently proposed building envelope and a corresponding reduction in residential floor area and dwelling units for the project.

As proposed, the granting of the waiver will allow for the development of the proposed development with the inclusion of the affordable residential units because the quantity of units allowed under the density bonus within the 3.19 to 1 floor area ratio, increase in the height and reduction in the northerly side yard under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested southerly side yard reduction waiver, floor area located within the side yard would be physically precluded from the project preventing the construction of the proposed floor area and units described in the plans.

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

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

Additional Findings

3. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception in CEQA Guidelines Section 15300.2 that would disqualify it. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

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

Exhibit A

Architectural and Landscape Plan

18-UNIT MIXED-USE MULTIFAMILY BUILDING

8620 1-18 W 3RD STREET,
LOS ANGELES, CA 90048

1.1-EXISTING ZONING AND SITE INFORMATION

A, ZONING INFORMATION

1.	PROJECT ADDRESS	8620 1-18 W 3RD STREET, AND 300-302 S WILLAMAN DR LOS ANGELES, CA 90048
2.	OWNER	8616 W. 3RD, LLC 269 S. BEVERLY DR. #468 BEVERLY HILLS, CA 90211
3.	APN#	4334009017
4.	TRACT	TR 7616
5.	MAP REFERENCE	M B 88-24/26
6.	BLOCK	NONE
7.	LOT	FR 147
8.	GENERAL LAND USE	NEIGHBORHOOD OFFICE COMMERCIAL
9.	EXISTING BUILDINGS	2
10.	COMMUNITY PLAN AREA	WILSHIRE
11.	SPECIFIC PLAN	NONE
12.	LOT AREA PER ZIMAS	6,426.7 SF PER ZIMAS
13.	ZONE	C2-1VL-O
14.	BASE DENSITY	400 SF/UNIT =6426.7 / 400 = 16.07 = 17 (ROUNDED UP)
15.	BASE F.A.R.	1.5 : 1 (6426.7 SF X 1.5 = 9640.05)
16.	HEIGHT LIMIT PER ZONING	45'- 0" HEIGHT AND 3 STORIES
17.	REQUIRED YARDS	NONE FOR COMMERCIAL USES; NO FRONT YARD REQUIRED FOR RESIDENTIAL; SIDE AND REAR YARDS REQUIRED SAME AS R4 ZONE FOR RESIDENTIAL
	FRONT YARD (RESIDENTIAL)	NOT REQUIRED
	REAR YARD (RESIDENTIAL)	15'-0" + 2' - 0" = 17' - 0" (1' FOR EACH ADDITIONAL STORY ABOVE 3RD STORY) (RESIDENTIAL)
	SIDE YARD (RESIDENTIAL)	5' - 0" + 1 FOOT FOR EACH STORY OVER 2ND = 8'-0" (RESIDENTIAL)
18.	BUILDABLE SF	6,426.7 SF (CALC ON SHEET 2/T-030)

1.2-PROPOSED PROJECT ZONING INFORMATION

A. PROPOSED DENSITY BONUS INCENTIVES

19. DENSITY BONUS	17 X 0.35 = 5.95 ROUNDED UP = 6 17 + 6 = 23 MAX ALLOWABLE DENSITY

B. OFF MENU INCENTIVES

20. HEIGHT INCREASE	INCREASE IN HEIGHT BY 11' AND 2 STORIES FROM 45'- 0" AND 3 STORIES TO 56' - 0" AND 5 STORIES
21. NORTH SIDE YARD SETBACK REDUCTION	2'- 6" S.Y. SETBACK IN LIEU OF REQUIRED 8'- 0" (69 % REDUCTION)FOR RESIDENTIAL FLOORS
22. FAR INCREASE	F.A.R. INCREASE OF 113% FOR 3.19 : 1 IN LIEU OF 1.5 : 1. PROVIDING 3 V.L.I. UNITS

C. WAIVER

23. SOUTH SIDE YARD SETBACK REDUCTION	5'-0" S.Y. SETBACK IN LIEU OF REQUIRED 8'- 0" (37.5% REDUCTION) FOR RESIDENTIAL FLOORS

E. PROPOSED PROJECT

24. PROPOSED DENSITY	18 UNITS
25. PROPOSED F.A.R.	3.19 (20,494.8 SF / 6,426.7 SF)
26. PROPOSED HEIGHT	56' - 0"
27. PROPOSED STORIES	5 STORIES
28. PROPOSED SQUARE FOOTAGE	20,494.8 SF
29. PROPOSED SIDE YARD SETBACK	2' - 6" SIDE YARD SETBACK FOR RESIDENTIAL FLOORS
30. PROPOSED SIDE YARD SETBACK	5' - 0" SIDE YARD SETBACK FOR RESIDENTIAL FLOORS
31. PROPOSED REAR YARD SETBACK	17' - 0" REAR YARD SETBACK FOR RESIDENTIAL FLOOR
32. PROPOSED FRONT YARD SETBACK	0 '- 0" FRONT YARD SETBACK FOR RESIDENTIAL AND COMMERCIAL FLOORS
33. COMMERCIAL PROPOSED PARKING	9 STALL (5 STANDARD AND 4 TANDEM)
34. PROPOSED AFFORDABLE UNITS	3 VERY LOW INCOME

1.3-PROPOSED PROJECT BUILDING INFORMATION

A. ADDITIONAL INFORMATION

35. PROJECT DESCRIPTION	CONSTRUCTION OF A MIXED-USE 8,554 SF MEDICAL OFFICE AND 18-UNIT DENSITY BONUS PROJECT REQUESTING THREE OFF MENU INCENTIVES 1.) HEIGHT INCREASE OF 11'/ 2 STORIES FROM 45'/ 3 STORIES TO 56'/ 5 STORIES 2.) REDUCTION IN ONE SIDEYARD FROM 8' TO 5' (37.5% REDUCTION) AND 3.) REDUCTION IN ONE SIDEYARD FROM 8' TO 5' (37.5% REDUCTION) ONE WAIVER OF 1.) FAR INCREASE FROM 1.5 TO 3.19 (113% INCREASE) AND PROVIDING 3 V.L.I. UNITS.
36. BUILDING OCCUPANCY	R2 (MULTI-FAMILY) / S2 (PARKING GARAGE)
37. CONSTRUCTION TYPE	5-STORIES TOTAL. 3 STORIES TYPE-IIIA RESIDENTIAL OVER 2 STORY TYPE III-A COMMERCIAL OVER SUBTERRANEAN I-A GARAGE
38. APPLICABLE CODES	2022 CBC W/ 2022 CITY OF LA AMENDMENTS
39. FIRE SPRINKLER	FULLY SPRINKLERED PER NFPA-13 THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM , COMPLYING WITH NFPA-13. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV PRIOR TO INSTALLATION
40. FIRE ALARM	MANUAL FIRE ALARM SYSTEM

2-UNIT MIX SUMMARY

UNIT SUMMARY1

UNIT	UNIT TYPE	HAB ROOMS	AREA	REQ OPEN SPACE
LEVEL 03				
101	1 BDR	2	504.6 SF	100.0 SF
102	1 BDR	2	533.9 SF	100.0 SF
103	1 BDR	2	467.7 SF	100.0 SF
104	1 BDR	2	493.3 SF	100.0 SF
105	1 BDR	2	473.9 SF	100.0 SF
106	1 BDR	2	515.0 SF	100.0 SF
			2988.4 SF	600.0 SF
LEVEL 04				
201	1 BDR	2	505.5 SF	100.0 SF
202	1 BDR	2	535.0 SF	100.0 SF
203	1 BDR	2	476.0 SF	100.0 SF
204	1 BDR	2	496.0 SF	100.0 SF
205	1 BDR	2	482.9 SF	100.0 SF
206	1 BDR	2	517.9 SF	100.0 SF
			3013.4 SF	600.0 SF
LEVEL 05				
301	1 BDR	2	504.6 SF	100.0 SF
302	1 BDR	2	533.9 SF	100.0 SF
303	1 BDR	2	467.7 SF	100.0 SF
304	1 BDR	2	493.3 SF	100.0 SF
305	1 BDR	2	473.9 SF	100.0 SF
306	1 BDR	2	515.0 SF	100.0 SF
			2988.4 SF	600.0 SF
TOTAL			8990.2 SF	1800.0 SF

3-MEDICAL OFFICE

LEVEL 01	AREA
MEDICAL OFFICE SPACE #1	1008.3 SF
MEDICAL OFFICE SPACE #2	2,768.8 SF
3,807 SF	
LEVEL 02	
MEDICAL OFFICE SPACE #1	4,699.3 SF
4,747 SF	
TOTAL	8,476.4 SF

4-OPEN SPACE

REQUIRED COMMON OPEN SPACE

1- BEDROOM UNITS	100 X 18 = 1800 SF

PROVIDED COMMON OPEN SPACE

ROOF DECK	2,042.6 SF
TOTAL PROVIDED COMMON OPEN SPACE	**2,042.6 SF** (> 1,800SF)

5-VEHICLE AND BICYCLE PARKING

1. REQUIRED PARKING = 0 PARKING PER UNIT PER AB 2097

2. RESIDENTIAL PARKING REQUIREMENT PER LAMC 12.21.A.4 (A) :

1.5 SPACE FOR 1-BEDROOMS (= 3 HABITABLE ROOMS)	**=27 PARKING SPACES**
PROVIDED RESIDENTIAL PARKING PER AB 2097	**= 0 PARKING SPACES**

3. COMMERCIAL PARKING REQUIREMENT PER LAMC 12.21.A.4.(D)(3) :

1 SPACE FOR EACH 200 SF	**= 8,549.2 / 200 = 42.75 = 43 SPACES**

4. REQUIRED PARKING = 0 PARKING PER UNIT PER AB 2097

PROVIDED COMMERCIAL PARKING PER AB 2097

STANDARD PARKING	= 5 SPACES
TANDEM COMPACT	= 3 SPACES
TOTAL PROVIDED PARKING SPACES	**= 8 SPACES**
ADA VAN ACCESSIBLE	**= 1 SPACES**
EV READY VAN ACCESSIBLE	**= 1 SPACES**
EV CS	**= 2 SPACES**
EV CAPABLE	**= 1 SPACES**

5. RESIDENTIAL LONG TERM BICYCLE PARKING

REQUIRED

FOR 1-25 DWELLING UNITS: 1 BICYCLE PARKING PER UNIT	= 18 X 1 = 18 (LAMC 12.21 A.16)
TOTAL REQUIRED LONG TERM BICYCLE PARKING	= 18
TOTAL PROPOSED LONG TERM BICYCLE PARKING	= 18

6. RESIDENTIAL SHORT TERM BICYCLE PARKING

REQUIRED

FOR 1-25 DWELLING UNITS: 1 BICYCLE PARKING PER 10 UNIT	= 18 / 10 = 1.8 = 2
PROPOSED SHORT TERM BICYCLE PARKING	**2 PROVIDED**

7. COMMERCIAL LONG TERM BICYCLE PARKING (LAMC 12.21 A.16.(a)(2))

REQUIRED

1 LONG TERM BICYCLE PARKING SPACE PER 5,000 SF MINIMUM TWO SPACE REQUIRED	= 8,549.2 /5,000 = 1.71 = 2
TOTAL PROPOSED LONG TERM BICYCLE PARKING	**2 PROVIDED**

8. COMMERCIAL SHORT TERM BICYCLE PARKING

REQUIRED

1 SHORT TERM BICYCLE PARKING PER 10, 000 SF MINIMUM TWO SPACE REQUIRED	= 8,549.2 / 10,000 = 0.85 = 1
TOTAL PROPOSED SHORT TERM BICYCLE PARKING	**2 PROVIDED**

6-FLOOR AREA-ZONING CODE

FLOOR AREA - ZONING CODE

FLOOR	AREA
LEVEL 01	4,430.7 SF
LEVEL 02	4,699.3 SF
LEVEL 03	3,720.3 SF
LEVEL 04	3,715.0 SF
LEVEL 05	3,728.4 SF
TOTAL	20,293.7 SF

7-FLOOR AREA-BUILDING CODE

FLOOR AREA - BUILDING CODE

BUILDING AREA NAME	AREA
B1	
GARAGE	3,614.2 SF
RESIDENTIAL TRASH	144.7 SF
STAIR #1	136.1 SF
ELEV.	66.4 SF
BIKE STORAGE	193.3 SF
COMMERCIAL RECYCLING	205.1 SF
ELEC. ROOM	137.0 SF
	4,496.8 SF
LEVEL 01	
OFFICE #1	1,006.7 SF
LOBBY	444.3 SF
OFFICE #2	2,827.3 SF
STAIR #1	136.8 SF
ELEV.	67.1 SF
HALLWAY	155.6 SF
TRASH CHUTE	10.8 SF
STAIR #2	158.5 SF
COVERED AREA	30.8 SF
COVERED AREA	22.9 SF
	4,860.8 SF
LEVEL 02	
OFFICE #3	4,701.3 SF
STAIR#2	144.9 SF
ELEV.	66.0 SF
STAIR #1	136.8 SF
TRASH CHUTE	10.8 SF
	5,059.8 SF
LEVEL 03	
RESIDENTIAL	3,692.9 SF
ELEV.	66.4 SF
STAIR #1	135.9 SF
STAIR #2	130.2 SF
TRASH CHUTE	14.1 SF
COVERED AREA	11.2 SF
COVERED AREA	8.2 SF
COVERED AREA	8.0 SF
	4,066.9 SF
LEVEL 04	
RESIDENTIAL	3,693.9 SF
STAIR#2	129.4 SF
ELEV.	66.4 SF
STAIR #1	135.9 SF
TRASH CHUTE	14.1 SF
COVERED AREA	10.9 SF
COVERED AREA	7.2 SF
COVERED AREA	7.9 SF
	4,065.7 SF
LEVEL 05	
RESIDENTIAL	3,691.7 SF
STAIR#2	129.6 SF
ELEV.	66.4 SF
STAIR #1	135.9 SF
TRASH CHUTE	14.1 SF
COVERED AREA	11.2 SF
COVERED AREA	8.2 SF
COVERED AREA	8.4 SF
	4,065.5 SF
ROOF	
STAIR #1	135.9 SF
STAIR #2	128.9 SF
ELEV.	65.9 SF
TRASH CHUTE	14.1 SF
	344.8 SF
TOTAL BUILDING AREA	26,960.3 SF

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 302
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:
Amir Pirbadian, Inc.
17514 Ventura Blvd., #206
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Email - aandgstreng@gmail.com

CIVIL:
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Email:mfajardo@pacificeng.net

PROJECT:
18-UNIT MIXED USE BUILDING
8618-8620 W 3RD ST
LOS ANGELES, CA 90048

DRAWING ISSUANCES

ISSUE	DATE	DESCRIPTION
1	01/12/2023	CITY PLANNING ENTITLEMENT SET #1
2	10/20/2023	PZA SUBMITTAL #1
3	05/23/2024	PZA SUBMITTAL #2
4	10/28/2024	CITY PLANNING CORRECTION #1
5	12/05/2024	PLAN CHECK SUBMITTAL SET
6	04/11/2025	CITY PLANNING SET #2

CONSTRUCTION REVISIONS

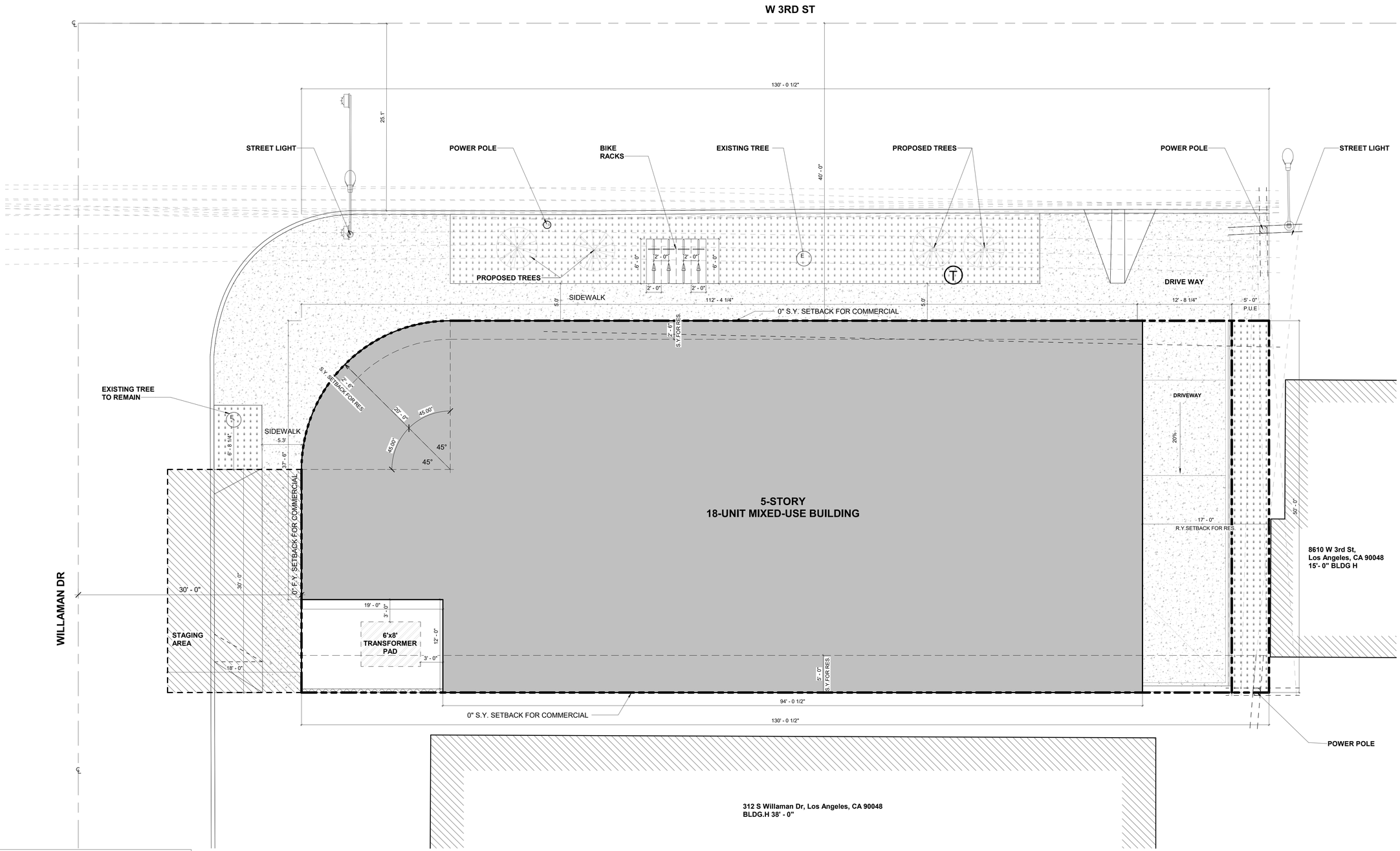
ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN.11-30-2025 — STATE OF CALIFORNIA
STAMP

COVER SHEET
SHEET NAME

T00
SHEET NUMBER

8620 W 3RD ST



1 SITE PLAN.
3/16" = 1'-0"

ARCHITECT:
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10999 Riverside Drive, Suite 302
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:
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CIVIL:
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MEP:
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Email:mfajardo@pacificeng.net

PROJECT:
18-UNIT MIXED USE BUILDING
8618-8620 W 3RD ST
LOS ANGELES, CA 90048

DRAWING ISSUANCES

ISSUE	DATE	DESCRIPTION
1	01/12/2023	CITY PLANNING ENTITLEMENT SET #1
2	10/20/2023	PZA. SUBMITTAL #1
3	05/23/2024	PZA. SUBMITTAL #2
4	10/28/2024	CITY PLANNING CORRECTION #1
5	12/05/2024	PLAN CHECK SUBMITTAL SET
6	04/11/2025	CITY PLANNING SET #2

CONSTRUCTION REVISIONS

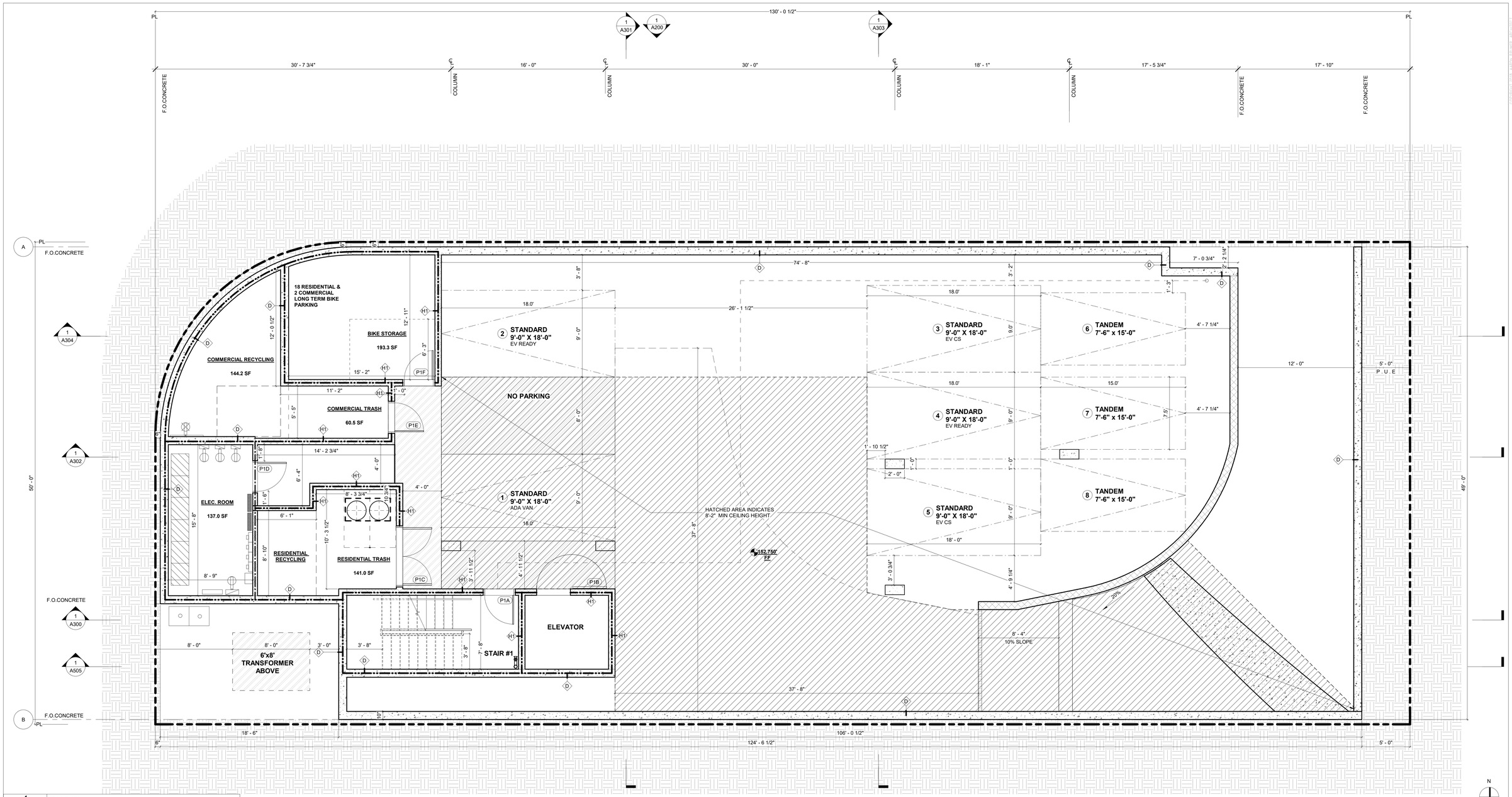
ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA
STAMP

SITE PLAN
SHEET NAME

A000
SHEET NUMBER

8620 W 3RD ST



1 P1 LEVEL
1/4" = 1'-0"

KEYNOTES

01 THIS PARKING AREA PROVIDES ATTENDANTS TO PARK VEHICLES AT ALL TIMES. THE PARKING AREA IS OPEN FOR USE.

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
- 2 X 3 5/8" METAL STUD FURRING WALL- SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION
- 2-HR RATED CONSTRUCTION
- PATH OF TRAVEL
- "ENERGY STAR" COMPLIANT EXHAUST FAN CONTROLLED BY HUMIDISTAT; MIN 50 CFM HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
- SMOKE DETECTOR PHOTOELECTRIC SMOKE DETECTOR WHICH COMPLY WITH 907.2.11.2 AND 907.2.11.8
- CARBON MONOXIDE DETECTOR
- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- EXIT SIGN
- STANDPIPE
- CATCH BASIN SEE CIVIL FOR DETAILS
- DOWNSPOUT
- 2% MAX SLOPE IN ALL DIRECTIONS

SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF FRAMING, CENTERLINE OF STRUCTURAL POST, OR EDGE OF SLAB U.O.N.
2. ALL DIMENSIONS TO BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPENCIES BETWEEN THESE PLANS AND ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" GWB BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
4. SEE STRUCTURAL DRAWINGS FOR ALL FRAMING AND FOUNDATION INFORMATION.
5. ALL DOORS TO BE FRAMED 6" FROM THE ADJACENT PERPENDICULAR WALL TO THE THROAT OF THE HINGE SIDE OF THE DOOR, U.O.N.
6. ALL EXTERIOR DOORS SHALL OPEN ONTO A LANDING IN THE DIRECTION OF THE DOORSWING THAT IS NO MORE THAN 1/2" BELOW THE DOOR THRESHOLD ELEVATION.
7. SEE INTERIORS PACKAGE FOR ALL INTERIOR MATERIALS, FIXTURES, AND FINISHES.

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PROJECT:
18-UNIT MIXED USE BUILDING
8618-8620 W 3RD ST
LOS ANGELES, CA 90048

DRAWING ISSUANCES

ISSUE	DATE	DESCRIPTION
1	01/12/2023	CITY PLANNING ENTITLEMENT SET #1
2	10/20/2023	PZA SUBMITTAL #1
3	05/23/2024	PZA SUBMITTAL #2
4	10/28/2024	CITY PLANNING CORRECTION #1
5	12/05/2024	PLAN CHECK SUBMITTAL SET
6	04/11/2025	CITY PLANNING SET #2

CONSTRUCTION REVISIONS

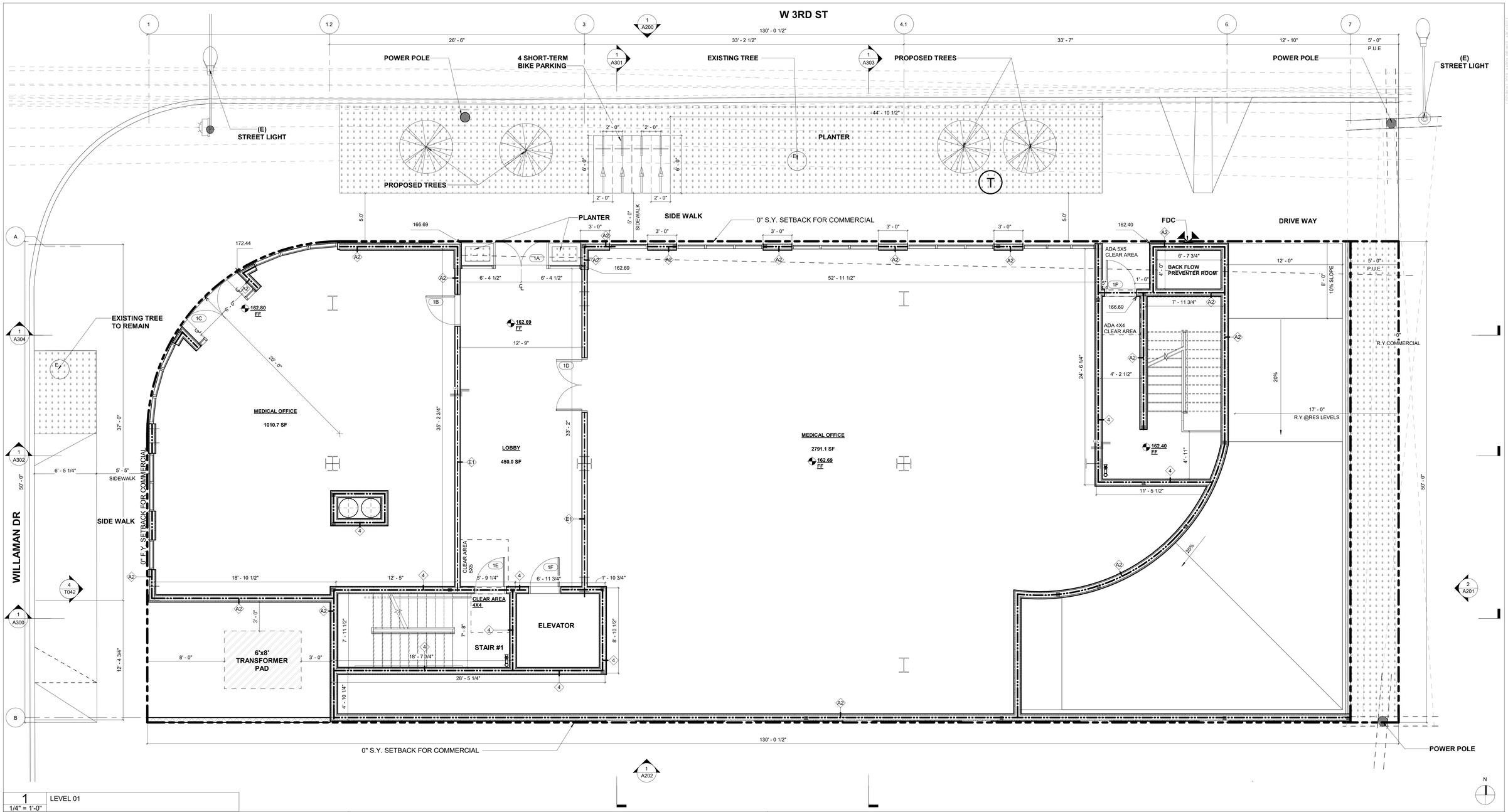
ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN. 11-30-2025 — STATE OF CALIFORNIA
STAMP

PARKING PLAN
SHEET NAME

A110
SHEET NUMBER

8620 W 3RD ST



1 LEVEL 01
1/4" = 1'-0"

KEYNOTES

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
- 2 X 3 5/8" METAL STUD FURRING WALL- SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION
- 2-HR RATED CONSTRUCTION
- PATH OF TRAVEL
- "ENERGY STAR" COMPLIANT EXHAUST FAN CONTROLLED BY HUMIDISTAT; MIN 50 CFM HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
- SMOKE DETECTOR PHOTOELECTRIC SMOKE DETECTOR WHICH COMPLY WITH 907.2.11.2 AND 907.2.11.8
- CM CARBON MONOXIDE DETECTOR
- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- EXIT SIGN
- STANDPIPE
- CATCH BASIN SEE CIVIL FOR DETAILS
- DOWNSPOUT
- 2% MAX SLOPE IN ALL DIRECTIONS

SHEET NOTES

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CONSTRUCTION REVISIONS

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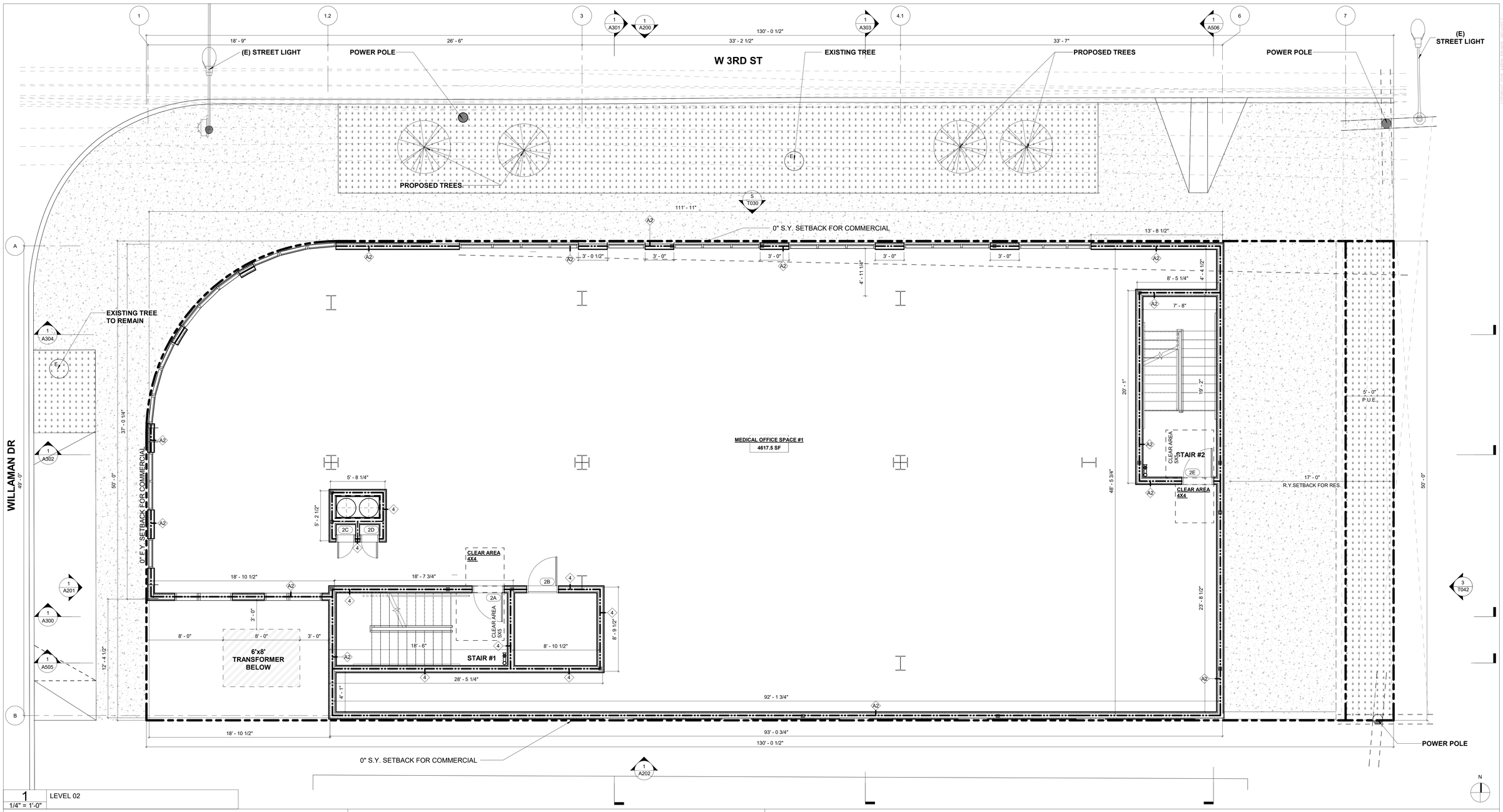
LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN.11-30-2025
STATE OF CALIFORNIA
STAMP

1ST FLOOR PLAN
SHEET NAME

A111
SHEET NUMBER

8620 W 3RD ST



1 LEVEL 02
1/4" = 1'-0"

KEYNOTES

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
- 2 X 3 5/8" METAL STUD FURRING WALL- SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION
- 2-HR RATED CONSTRUCTION
- PATH OF TRAVEL
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- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- EXIT SIGN
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CONSTRUCTION REVISIONS

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AARON BRUMER
No. C-30005
REN.11-30-2025
STATE OF CALIFORNIA
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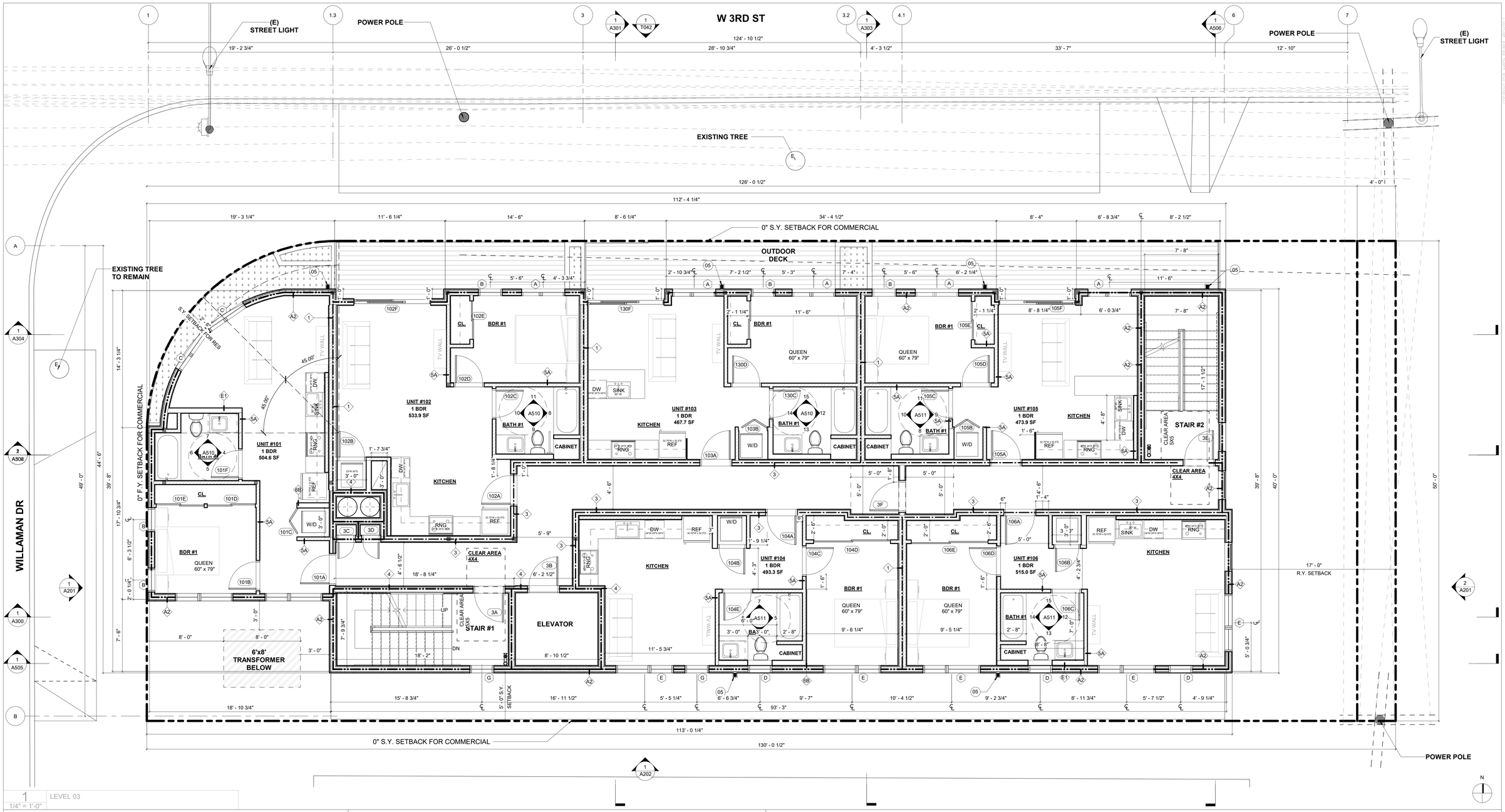
2ND FLOOR PLAN
SHEET NAME

A112
SHEET NUMBER

8620 W 3RD ST



1 LEVEL 03
1/4" = 1'-0"

KEYNOTES

01 STANDPIPE

02 ROOFING TO BE CARLISLE SPECTRO-WELD WHITE TPO
'CLASS A' ESR-1463
MIN 3-YR AGED SOLAR REFLECTANCE: 0.75
THERMAL EMITTANCE: 0.89
INITIAL SRI: 111
3-YR SRI: 93
COOL ROOF CRRC PRODUCT ID: 0628-0011
SEE SHEET T.23 FOR SPECIFICATIONS

05 DOWNSPOUT

06 GUTTER

07 THRU WALL SCUPPER

08 OVERFLOW SCUPPER

09 BISON SCREW JACK PEDESTAL SYSTEM
COLOR: BLUESTONE
SRI: 34
SEE #3 SHEET T.23 FOR SPECS

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
- 2 X 3 5/8" METAL STUD FURRING WALL- SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION
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- PATH OF TRAVEL
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- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- EXIT SIGN
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SHEET NOTES

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CONSTRUCTION REVISIONS

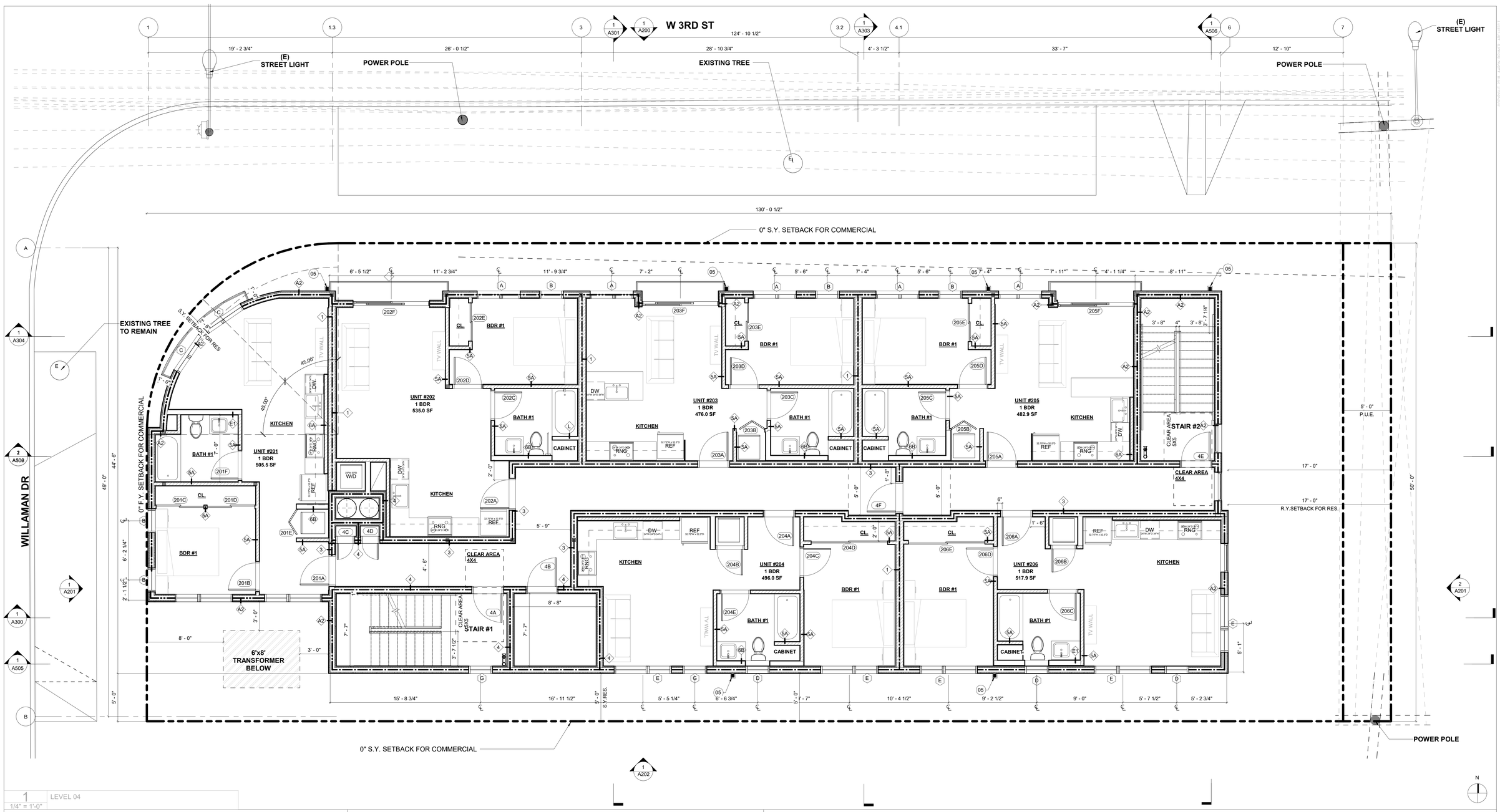
ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN. 11-30-2025 — STATE OF CALIFORNIA
STAMP

3RD FLOOR PLAN
SHEET NAME

A113
SHEET NUMBER

8620 W 3RD ST



1 LEVEL 04
1/4" = 1'-0"

KEYNOTES

01 STANDPIPE

02 ROOFING TO BE CARLISLE SPECTRO-WELD WHITE TPO
'CLASS A' ESR-1463
MIN 3-YR AGED SOLAR REFLECTANCE: 0.75
THERMAL EMITTANCE: 0.89
INITIAL SRI: 111
3-YR SRI: 93
COOL ROOF CRRC PRODUCT ID: 0628-0011
SEE SHEET T.23 FOR SPECIFICATIONS

05 DOWNSPOUT

06 GUTTER

07 THRU WALL SCUPPER

08 OVERFLOW SCUPPER

09 BISON SCREW JACK PEDESTAL SYSTEM
COLOR: BLUESTONE
SRI: 34
SEE #3 SHEET T.23 FOR SPECS

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
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- (S) SMOKE DETECTOR PHOTOELECTRIC SMOKE DETECTOR WHICH COMPLY WITH 907.2.11.2 AND 907.2.11.8
- (CM) CARBON MONOXIDE DETECTOR
- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- EXIT SIGN
- STANDPIPE
- CATCH BASIN SEE CIVIL FOR DETAILS
- DOWNSPOUT
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CONSTRUCTION REVISIONS

ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN.11-30-2025 — STATE OF CALIFORNIA
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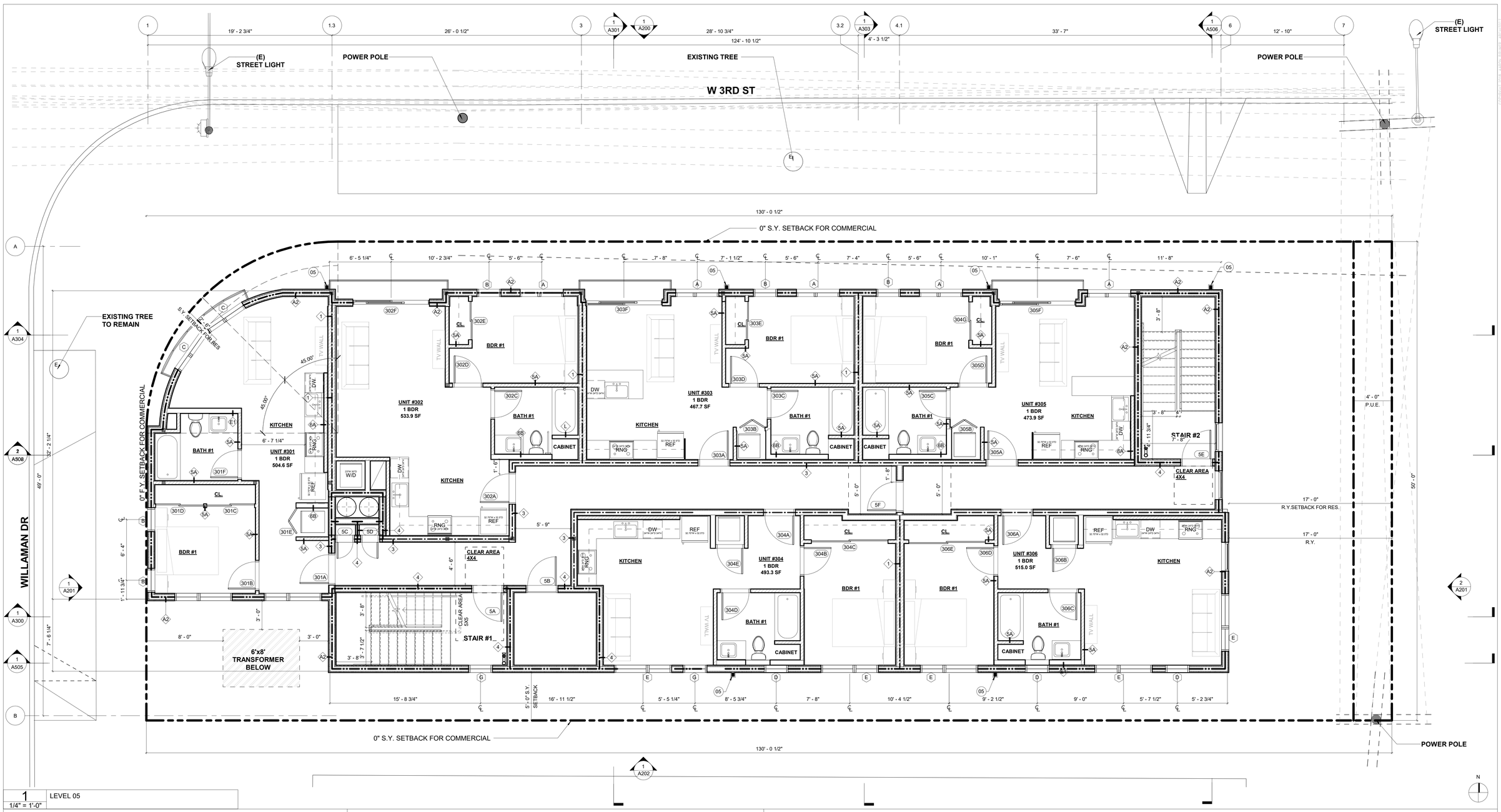
4TH FLOOR PLAN
SHEET NAME

A114
SHEET NUMBER

8620 W 3RD ST



1 LEVEL 05
1/4" = 1'-0"

KEYNOTES

01 STANDPIPE

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MIN 3-YR AGED SOLAR REFLECTANCE: 0.75
THERMAL EMITTANCE: 0.89
INITIAL SRI: 111
3-YR SRI: 93
COOL ROOF CRRC PRODUCT ID: 0628-0011
SEE SHEET T.23 FOR SPECIFICATIONS

05 DOWNSPOUT

06 GUTTER

07 THRU WALL SCUPPER

08 OVERFLOW SCUPPER

09 BISON SCREW JACK PEDESTAL SYSTEM
COLOR: BLUESTONE
SRI: 34
SEE #3 SHEET T.23 FOR SPECS

LEGEND

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CONSTRUCTION REVISIONS

ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA
STAMP

5TH FLOOR PLAN
SHEET NAME

A115
SHEET NUMBER

8620 W 3RD ST

W 3RD ST

(E) STREET LIGHT

POWER PLOE

EXISTING TREE

POWER POLE

(E) STREET LIGHT

19' - 2 3/4" | 26' - 0 1/2" | 28' - 10 3/4" | 3' - 3 1/2" | 33' - 7" | 12' - 10"

130' - 0 1/2"

0" S.Y. SETBACK FOR COMMERCIAL

2' - 6" S.Y. FOR RES.

2' - 6" S-Y SETBACK FOR RES

EXISTING TREE TO REMAIN

WILLAMAN DR

49' - 0"

0" F-Y. SETBACK FOR COMMERCIAL

78' - 1 1/2"

3 3/4"

45.00°

45.00°

2%

ROOF DECK COMMON OPEN SPACE
2042.6 SF

27' - 8"

CLEAR AREA 4X4

CLEAR AREA 5X5

STAIR #2

7' - 8"

4' - 10 1/4"

RE

RC

RD

4' - 5 1/2"

9' - 4"

RB

RA

STAIR #1

CLEAR AREA 5X5

ELEVATOR

DN

3' - 0"

8' - 0"

6'x8' TRANSFORMER BELOW

OVERFLOW

WALL SCUPPE& DOWNSPOUT

OVERFLOW

WALL SCUPPE& DOWNSPOUT

5' - 0" S.Y. SETBACK FOR RES.

5' - 0" P.U.E.

39' - 8"

50' - 0"

0" S.Y. SETBACK FOR COMMERCIAL

130' - 0 1/2"

POWER POLE

N

1 ROOF
1/4" = 1'-0"

KEYNOTES

01 STANDPIPE

02 ROOFING TO BE CARLISLE SPECTRO-WELD WHITE TPO
'CLASS A' ESR-1463
MIN 3-YR AGED SOLAR REFLECTANCE: 0.75
THERMAL EMITTANCE: 0.89
INITIAL SRI: 111
3-YR SRI: 93
COOL ROOF CRRC PRODUCT ID: 0628-0011
SEE SHEET T.23 FOR SPECIFICATIONS

05 DOWNSPOUT

06 GUTTER

07 THRU WALL SCUPPER

08 OVERFLOW SCUPPER

09 BISON SCREW JACK PEDESTAL SYSTEM
COLOR: BLUESTONE
SRI: 34
SEE #3 SHEET T.23 FOR SPECS

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
- 2 X 3 5/8" METAL STUD FURRING WALL- SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION
- 2-HR RATED CONSTRUCTION
- PATH OF TRAVEL
- "ENERGY STAR" COMPLIANT EXHAUST FAN CONTROLLED BY HUMIDISTAT; MIN 50 CFM HUMIDISTAT CONTROLLED EXHAUST FAN DUCTED TO EXTERIOR
- S — SMOKE DETECTOR PHOTOELECTRIC SMOKE DETECTOR WHICH COMPLY WITH 907.2.11.2 AND 907.2.11.8
- CM — CARBON MONOXIDE DETECTOR
- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- EXIT SIGN
- STANDPIPE
- CATCH BASIN SEE CIVIL FOR DETAILS
- DOWNSPOUT
- 2% MAX SLOPE IN ALL DIRECTIONS

SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF FRAMING, CENTERLINE OF STRUCTURAL POST, OR EDGE OF SLAB U.O.N.
2. ALL DIMENSIONS TO BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPENCIES BETWEEN THESE PLANS AND ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" GWB BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
4. SEE STRUCTURAL DRAWINGS FOR ALL FRAMING AND FOUNDATION INFORMATION.
5. ALL DOORS TO BE FRAMED 6" FROM THE ADJACENT PERPENDICULAR WALL TO THE THROAT OF THE HINGE SIDE OF THE DOOR, U.O.N.
6. ALL EXTERIOR DOORS SHALL OPEN ONTO A LANDING IN THE DIRECTION OF THE DOORSWING THAT IS NO MORE THAN 1/2" BELOW THE DOOR THRESHOLD ELEVATION.
7. SEE INTERIORS PACKAGE FOR ALL INTERIOR MATERIALS, FIXTURES, AND FINISHES.
8. SOLAR READY EXCEPTION WILL BE USE INSTEAD OF PROVIDING SOLAR READY AREA ON ROOF PLAN.

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PROJECT:
18-UNIT MIXED USE BUILDING
8618-8620 W 3RD ST
LOS ANGELES, CA 90048

DRAWING ISSUANCES

ISSUE	DATE	DESCRIPTION
1	01/12/2023	CITY PLANNING ENTITLEMENT SET #1
2	10/20/2023	PZA. SUBMITTAL #1
3	05/23/2024	PZA. SUBMITTAL #2
4	10/28/2024	CITY PLANNING CORRECTION #1
5	12/05/2024	PLAN CHECK SUBMITTAL SET
6	04/11/2025	CITY PLANNING SET #2

CONSTRUCTION REVISIONS

ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN.11-30-2025 — STATE OF CALIFORNIA
STAMP

ROOF PLAN — SHEET NAME

A116 — SHEET NUMBER

8620 W 3RD ST

ELEVATION FINISHES

NO	TYPE	SAMPLE	DESCRIPTION	COLOR	(SR)	% SUN LIGHT REFLECTED
1	STU-2		STUCCO, SMOOTHE FINISH COAT	GRAY	0.45	45%
2	STU-1		STUCCO, SMOOTHE FINISH COAT	BONE WHITE	0.80	80%
3	GLASS RAILING		CLEAR, REFLECTIVE	CLEAR	0.10	10%
4	ALUMINUM RAILING		PTD MTL RAILING TO MATCH WITH WINDOWS	GRAY	0.3	30%
5	ALUMINUM WINDOW FRAME		ALUMINUM	GRAY	0.3	30%

* (SR) SOLAR REFLECTANCE

1 NORTH EXTERIOR ELEVATION
1/4" = 1'-0"

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EXTERIOR ELEVATIONS
SHEET NAME

A200
SHEET NUMBER

8620 W 3RD ST

ELEVATION FINISHES

NO	TYPE	SAMPLE	DESCRIPTION	COLOR	(SR)	% SUN LIGHT REFLECTED
1	STU-2		STUCCO, SMOOTHE FINISH COAT	GRAY	0.45	45%
2	STU-1		STUCCO, SMOOTHE FINISH COAT	BONE WHITE	0.80	80%
3	GLASS RAILING		CLEAR, REFLECTIVE	CLEAR	0.10	10%
4	ALUMINUM RAILING		PTD MTL RAILING TO MATCH WITH WINDOWS	GRAY	0.3	30%
5	ALUMINUM WINDOW FRAME		ALUMINUM	GRAY	0.3	30%

* (SR) SOLAR REFLECTANCE

2 EAST EXTERIOR ELEVATION
1/4" = 1'-0"

1 WEST EXTERIOR ELEVATION
1/4" = 1'-0"

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EXTERIOR ELEVATIONS
SHEET NAME

A201
SHEET NUMBER

8620 W 3RD ST

ELEVATION FINISHES

NO	TYPE	SAMPLE	DESCRIPTION	COLOR	(SR)	% SUN LIGHT REFLECTED
1	STU-2		STUCCO, SMOOTHE FINISH COAT	GRAY	0.45	45%
2	STU-1		STUCCO, SMOOTHE FINISH COAT	BONE WHITE	0.80	80%
3	GLASS RAILING		CLEAR, REFLECTIVE	CLEAR	0.10	10%
4	ALUMINUM RAILING		PTD MTL RAILING TO MATCH WITH WINDOWS	GRAY	0.3	30%
5	ALUMINUM WINDOW FRAME		ALUMINUM	GRAY	0.3	30%

* (SR) SOLAR REFLECTANCE

1 SOUTH EXTERIOR ELEVATION
1/4" = 1'-0"

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AARON BRUMER
No. C-30005
REN.11-30-2025
STATE OF CALIFORNIA
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EXTERIOR ELEVATIONS
SHEET NAME

A202
SHEET NUMBER

8620 W 3RD ST

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AARON BRUMER
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RENDERING
SHEET NAME

A800
SHEET NUMBER

8620 W 3RD ST

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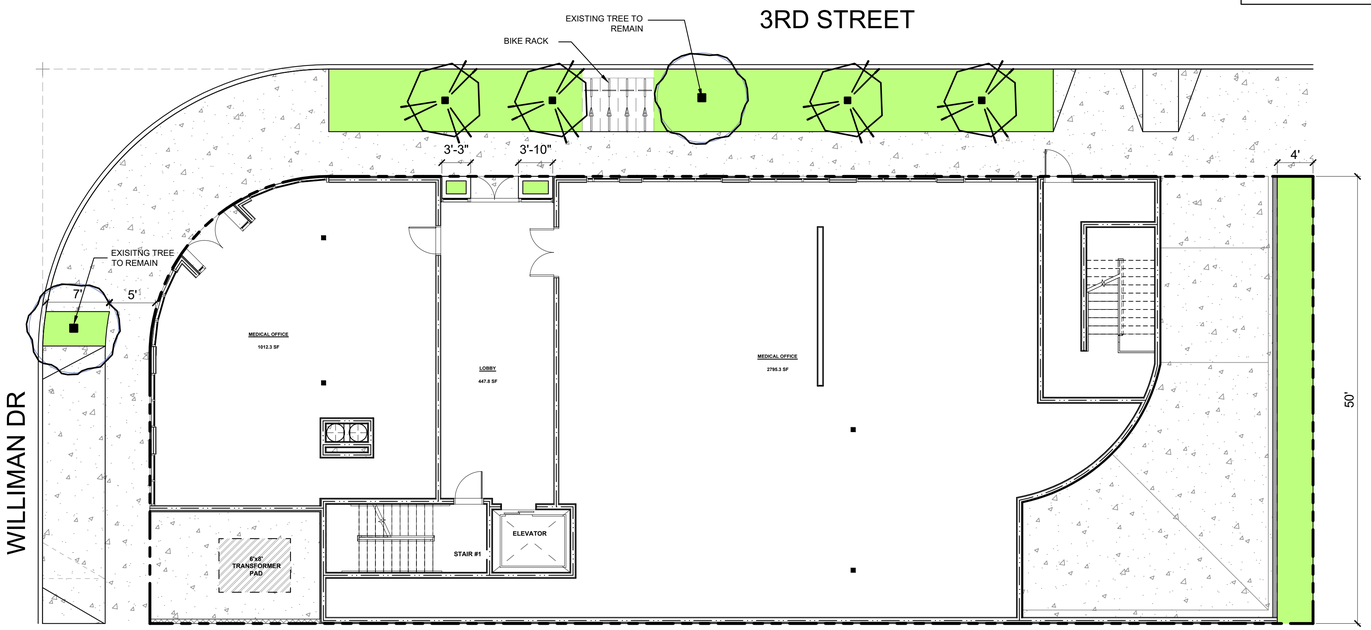
RENDERING
SHEET NAME

A801
SHEET NUMBER

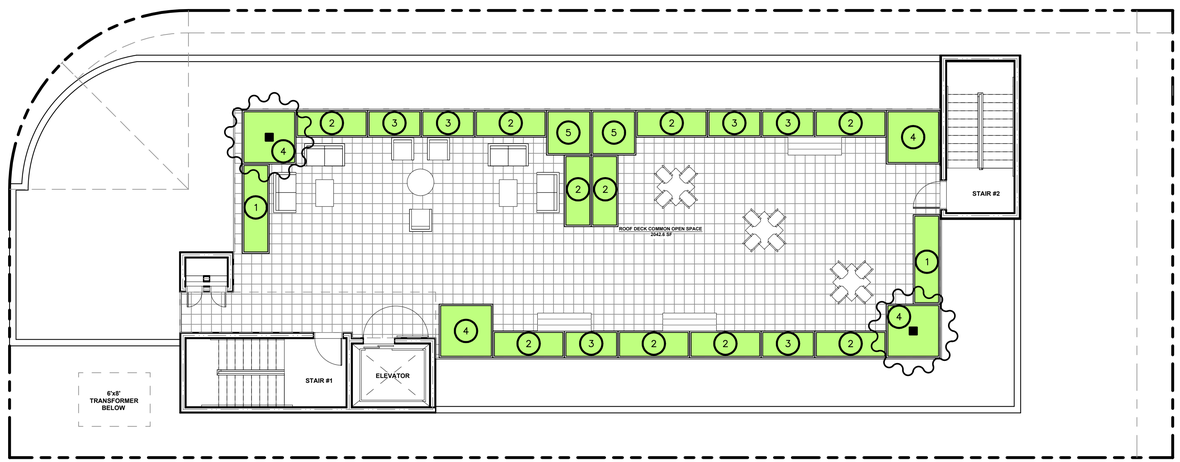
8620 W 3RD ST

TREE LEGEND

SYMBOL	DESCRIPTION		SIZE/SPACING	QTY.	WUCOLS	MATURE SIZE (HXW)	TIME TO MATURITY	HYDROZN.
	(EXISTING) MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA		2	M			B
	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	DWARF MAGNOLIA	24" BOX	4	M	20-25' X 10-15'	10-15 YRS	B
	RHAPHIOLEPIS X 'MONTIC'	MAJESTIC BEAUTY INDIAN HAWTHORNE	24" BOX	2	M	15-25' X 8-10'	8-12 YRS	B



GROUND FLOOR PLAN



ROOFTOP PLAN

GROUND PLANTING LEGEND

DESCRIPTION		SIZE/SPACING	CITY OF LA NATIVE	WUCOLS IV REGION 3	MATURE SIZE (HXW)	TIME TO MATURITY	HYDROZN.
SHRUBS							
SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL @ 12" O.C.	NO	LOW 0.3	1' X 2-3'	1-3 YRS	A
DIETES BICOLOR	FORTNIGHT LILY	1 GAL @ 30" O.C.	NO	LOW 0.3	2-3' X 2-3'	1-3 YRS	A
EVOLVULUS GLOMERATUS	BRAZILIAN DWARF MORNING GLORY	1 GAL @ 18" O.C.	NO	LOW 0.3	1-2' X 1-2'	1-3 YRS	A
LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL @ 3' O.C.	NO	LOW 0.3	2-3' X 2-4'	2-4 YRS	A
ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL @ 3' O.C.	NO	LOW 0.3	4-6' X 4-6'	2-4 YRS	A

AREA SQUARE FOOTAGE

TOTAL LANDSCAPE:	1,264.2
LANDSCAPE:	207.4 SF
PARKWAY LANDSCAPE:	538.1 SF
ROOF LANDSCAPE:	518.7 SF
IMPERMEABLE HARDSCAPE (CONCRETE):	1,089.4 SF
BUILDING FOOTPRINT:	5,251.8 SF

TREE CALCULATIONS

(1) 24" BOX TREE PER 4 DWELLING UNITS

NUMBER OF DWELLING UNITS:	18
TREES REQUIRED:	5
TREES PROVIDED:	6
STREET TREES:	4
ROOFTOP TREES:	2

COMMON OPEN SPACE CALCULATIONS

REQUIRED COMMON OPEN SPACE
1-BEDROOM UNITS 100 X 18: 1800 SF

PROVIDED COMMON OPEN SPACE:	2,042.6 SF
ROOF DECK COMMON OPEN SPACE:	2,042.6 SF

MINIMUM REQUIRED COMMON OPEN SPACE
LANDSCAPE AREA: 25% OF COMMON OPEN SPACE

COMMON OPEN SPACE AREA:	2,042.6 SF
LANDSCAPE AREA REQUIRED:	510.65 SF
LANDSCAPE AREA PROVIDED:	518.7 SF

PLANTER LEGEND

ITEM NO.	DESCRIPTION
1	PREFABRICATED RECTANGULAR PLANTER - 120"L X 36"W X 30"H
2	PREFABRICATED RECTANGULAR PLANTER - 96"L X 36"W X 30"H
3	PREFABRICATED RECTANGULAR PLANTER - 72"L X 30"W X 30"H
4	PREFABRICATED SQUARE PLANTER - 72"SQ X 42"H
5	PREFABRICATED SQUARE PLANTER - 60"SQ X 42"H

ROOF PLANTING LEGEND

DESCRIPTION		SIZE/SPACING	CITY OF LA NATIVE	WUCOLS IV REGION 3	MATURE SIZE (HXW)	TIME TO MATURITY	HYDROZN.
SHRUBS							
ECHEVERIA 'BLUE CURLS'	BLUE CURLS ECHEVERIA	1 GAL @ 12" O.C.	NO	LOW 0.3	6-12" X 10-12"	1-3 YRS	A
CRASSULA CAPITELLA 'CAMPFIRE'	CAMPFIRE CRASSULA	1 GAL @ 12" O.C.	NO	LOW 0.3	6-12" X 2-3'	1-3 YRS	A
ALOE STRIATA	CORAL ALOE	1 GAL @ 2' O.C.	NO	LOW 0.3	18" X 1-2'	1-3 YRS	A
AGAVE 'BLUE GLOW"	BLUE GLOW AGAVE	1 GAL @ 2' O.C.	NO	LOW 0.3	1-2' X 2-3'	1-3 YRS	A
PHORMIUM 'GOLDEN RAY'	GOLDEN RAY NEW ZEALAND FLAX	5 GAL @ 3' O.C.	NO	LOW 0.3	3-4' X 3-4'	2-4 YRS	A
AGAVE DESMETTIANA 'VARIEGATA'	VARIEGATED SMOOTH AGAVE	5 GAL @ 3' O.C.	NO	LOW 0.3	2-3' X 2-4'	2-4 YRS	A

NORTH

0 4' 8' 16'
SCALE: 1/8"=1'-0"

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18-UNIT MIXED USE BUILDING

8620 W 3RD ST
LOS ANGELES, CA 90048

No.	Revision / Issue	Date

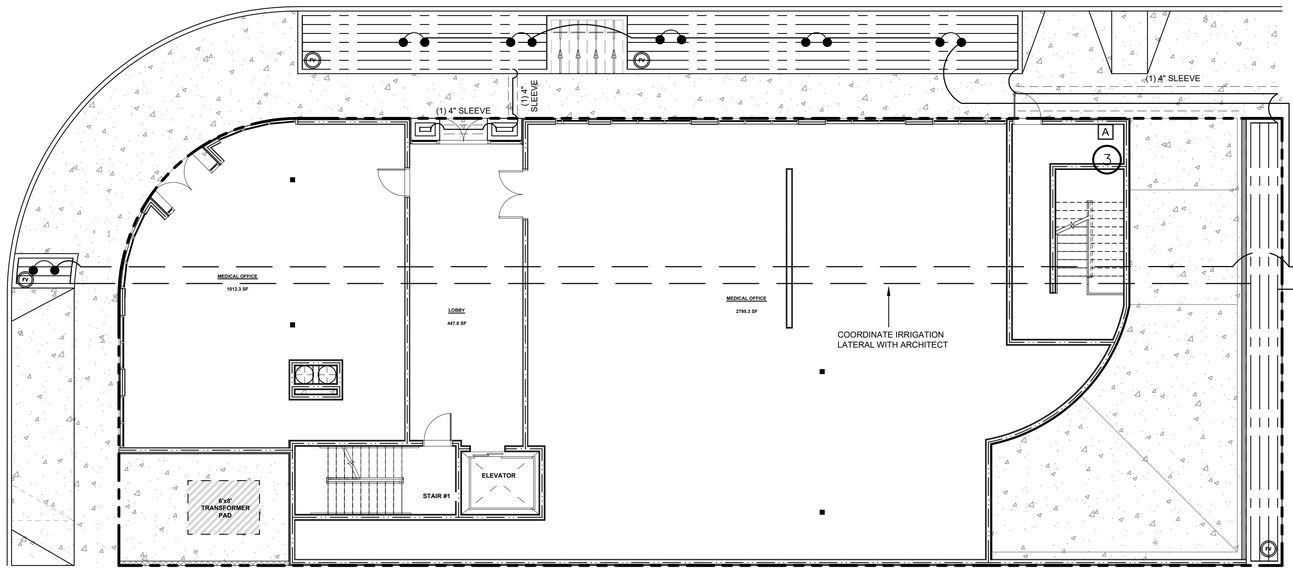
LICENSED LANDSCAPE ARCHITECT
Michael Savage, Lic. No. 4397
Signature
04-09-25
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

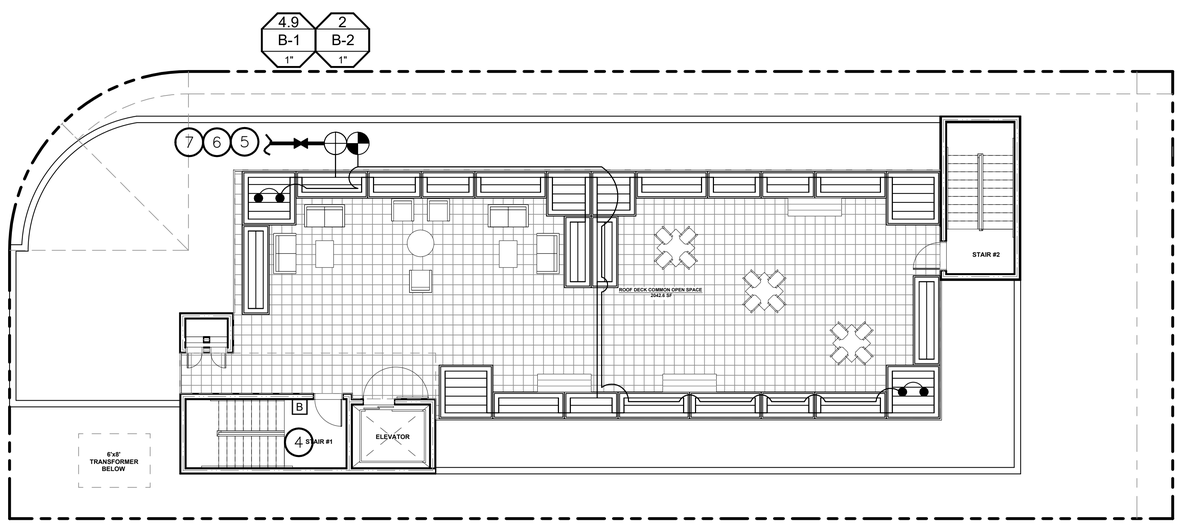
Date: 04-09-25
Scale: 1/8"=1'-0"
Sheet: 1 of 2
Sheet: PLP-1

IRRIGATION SYSTEM

SITE WILL USE AN AUTOMATIC DRIPLINE SYSTEM AND
POP-UP BUBBLERS IN ALL PROPOSED LANDSCAPE AREAS.



GROUND FLOOR PLAN



ROOFTOP PLAN

IRRIGATION LEGEND

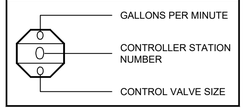
SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION	RAD.	P.S.I.	G.P.M.
●	RAINBIRD	1806-SAM-PRS-PA80-1402	POP-UP BUBBLER	2'	25	.50
	HUNTER	HLD-06-12-CV	ON SURFACE DRIPLINE - INLET PRESSURE 30 PSI			
	APPROVED	PVC SCH 40	IRRIGATION SLEEVE (SEE NOTES FOR SIZE)			
	APPROVED	PVD CLASS 200	LATERAL LINE PIPE			
	APPROVED	PVC SCH 40	MAIN LINE PIPE (1")			
	HUNTER	PGV-101-ASV	1" ANTI-SIPHON VALVE W/ FLOW CONTROL			
	HUNTER	ACZ-101-40	1" ACZ GLOBE VALVE W/ 1" H1100 FILTER SYSTEM			
	HUNTER	PCZ-101-40	1" PCZ VALVE W/ 1" H1100 FILTER SYSTEM			
	HUNTER	PGV-101G	1" GLOBE VALVE W/ FLOW CONTROL			
A	HUNTER	CONTROLLER ASSEMBLY	REFER TO IRRIGATION NOTES FOR INFORMATION			
B	HUNTER	CONTROLLER ASSEMBLY	REFER TO IRRIGATION NOTES FOR INFORMATION			
	NIBCO	T-113-K	ISOLATION GATE VALVE (LINE SIZE)			
FV		FLUSH VALVE ASSEMBLY	SEE DETAIL C, SHEET LI-4			
DW	NEW	3/4" DOMESTIC	WATER METER FOR LANDSCAPE USE ONLY			
	FEBCO	825YA	3/4" REDUCED PRESSURE BACKFLOW ASSEMBLY IN LOCKING ENCLOSURE			
	RAINBIRD	100-PEB	1" MASTER VALVE			
F	RAINBIRD	FS100P	FLOW SENSOR			
	NELSON	7642	QUICK COUPLER VALVE (LINE SIZE)			
PR	ZURN WILKINS	1-70XL	1" WATER PRESSURE REDUCING VALVE (FNPT) - 45 PSI			

3
4

IRRIGATION NOTES

1. DESIGN PRESSURE: 30 PSI
   ACTUAL STATIC PRESSURE: 97 / 82 PSI
2. CONTRACTOR SHALL PROVIDE BALL VALVE BETWEEN POINT OF CONNECTION AND CONTROL VALVE MANIFOLD. PRESSURIZED MAINLINE FROM POINT OF CONNECTION TO CONTROL VALVE SHALL BE PVC SCHEDULE 80.
3. CONTRACTOR SHALL PROVIDE (1) I-CORE IC-600-SS 6 STATION OUTDOOR CONTROLLER WITH (1) ICM-600 EXPANSION MODULES AND (1) WSS-SEN WIRELESS SOLAR SYNC SENSOR. INSTALL PER MANUFACTURE'S INSTRUCTIONS.
4. CONTRACTOR SHALL PROVIDE (1) HUNTER PC-400-STATION OUTDOOR CONTROLLER. CONTRACTOR SHALL PROVIDE (1) WSS-SEN WIRELESS SOLAR SYNC SENSOR. INSTALL PER MANUFACTURE'S INSTRUCTIONS.
5. CONTRACTOR SHALL PROVIDE 3/4" COPPER MAIN LINE WITH BALL VALVE.
6. FOR ROOF TOP LANDSCAPE, ALL LATERAL LINES SHALL BE 3/4" COPPER.
7. CONTRACTOR SHALL PROVIDE DRAIN CONNECTIONS FROM PLANTERS TO ROOF DRAIN SYSTEM.

CONTROLLER VALVE CALL-OUT



CONSTRUCTION NOTES

1. THIS PROJECT WILL COMPLY WITH: 2007 CBC, CPC, AND 2007 CEC AND 2008 TITLE 24 ENERGY REGULATIONS AND ALL CITY ORDINANCES.
2. THE HOUSE STREET NUMBER WILL BE VISABLE FROM THE STREET.
3. THE DISCHARGE OF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATES, CONSTRUCTION WASTE MATERIALS, OR WASTE WATER GERNERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED CONVEYED OR DISCHARGED INTO THE STREET, GUTTER, OR STORM DRAIN SYSTEMS.

NORTH

0 4' 8' 16'
SCALE: 1/8"=1'-0"

SAVAGE LAND DESIGN
Landscape Architecture • Land Planning • Design
680 Langsdorf Drive, Suite 202B, Fullerton, CA 92831
PHONE: 714-878-0335
EMAIL: michael@savagelanddesign.com

18-UNIT MIXED USE BUILDING

8620 W 3RD ST
LOS ANGELES, CA 90048

No.	Revision / Issue	Date

LICENSED LANDSCAPE ARCHITECT
Michael Savage, Lic. No. 4397
Signature
04-09-25
Date
Exp. Date: 5/31/25
STATE OF CALIFORNIA

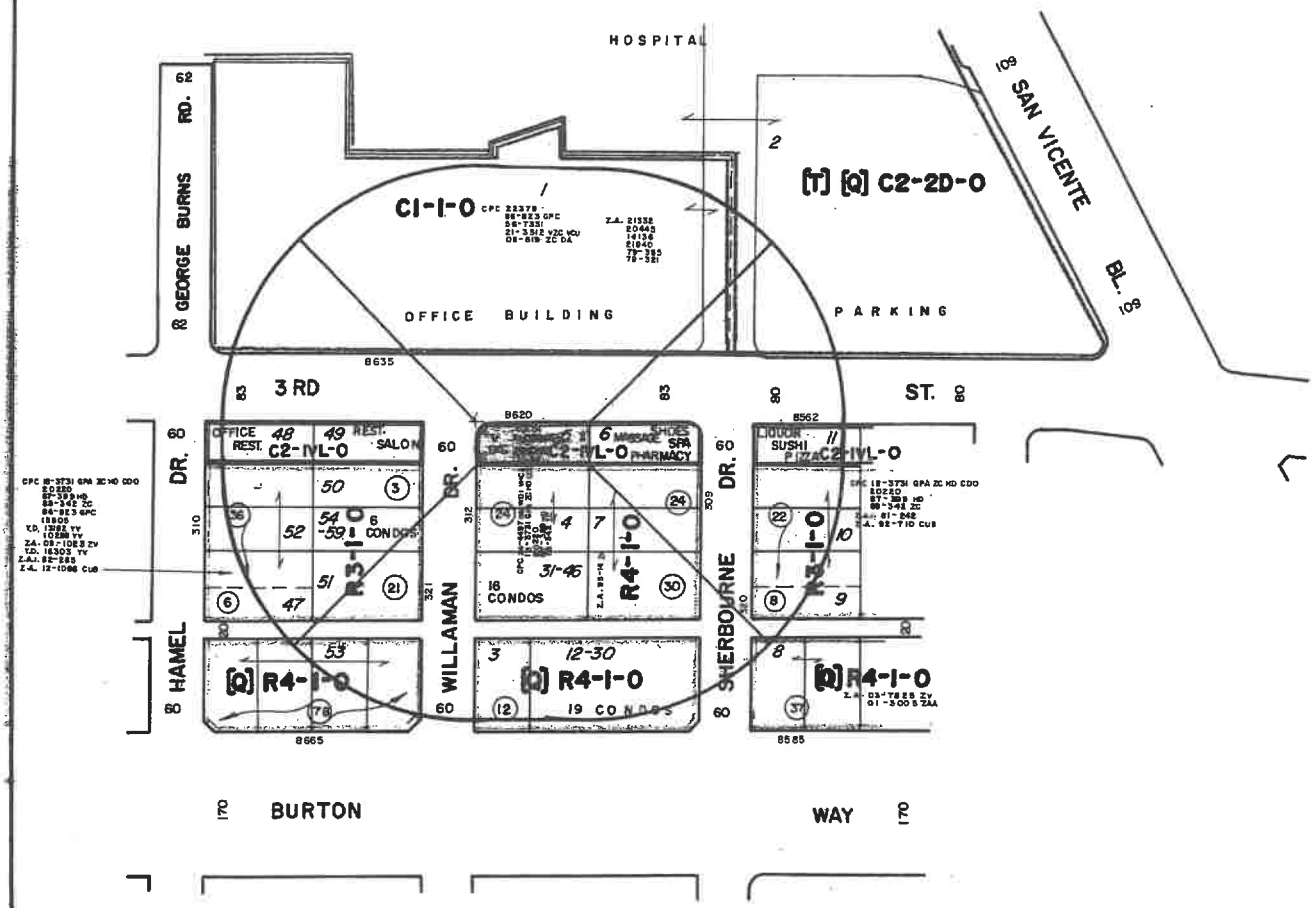
PRELIMINARY IRRIGATION PLAN

Date 04-09-25	Sheet PLP-2
Scale 1/8"=1'-0"	
Sheet 2 of 2	

Exhibit B

Maps

Radius Map, Zoning Map and Vicinity Map



LEGAL : TRACT 7616, LOT 147
SEE APPLICATION

CONTACT : HEATHER LEE
(310) 906-6880

NET AC. = 0.15

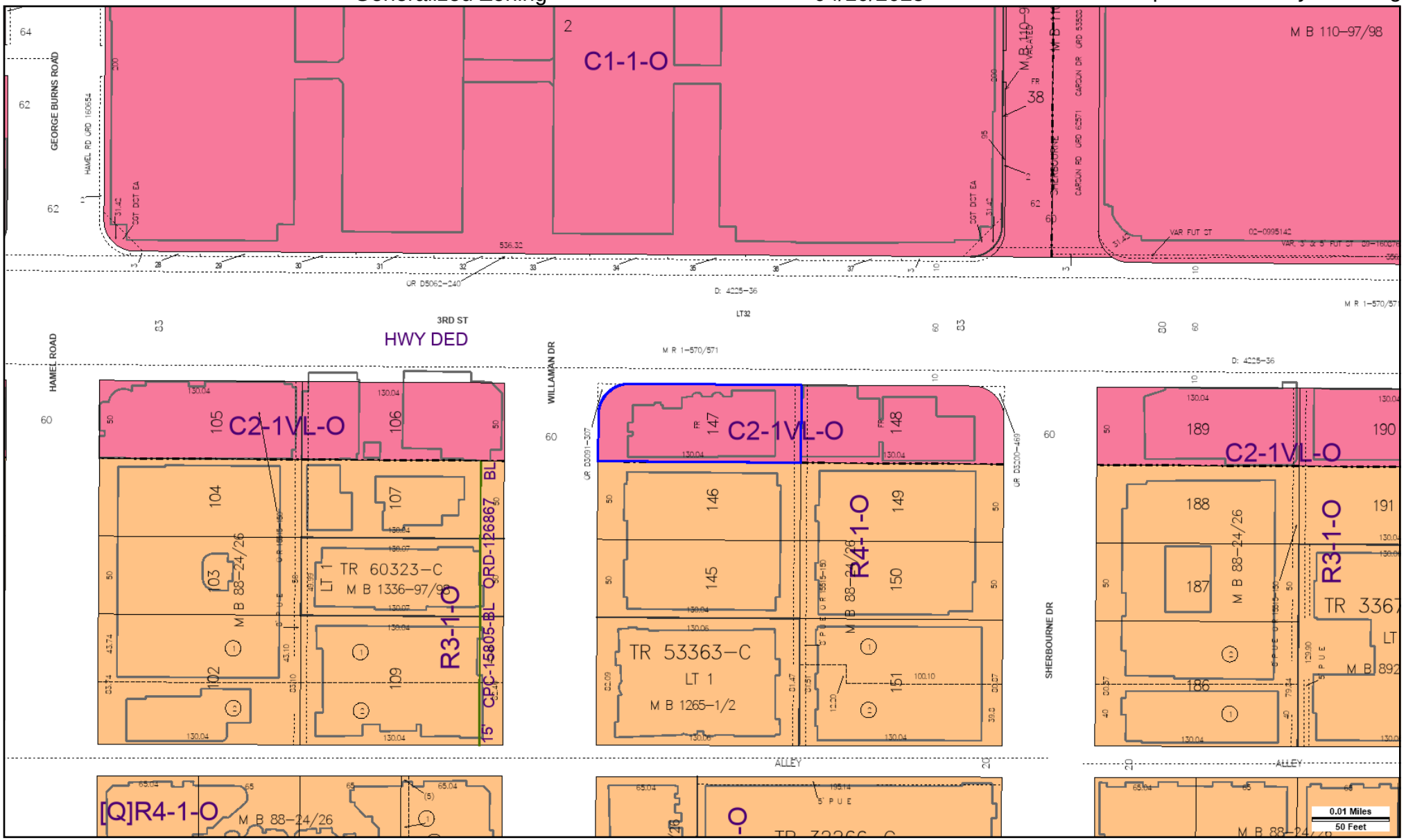
THOMAS BROS. PAGE: 632 , GRID: I/J C.D. 5 C.T. 2149.02 P.A. 060	DENSITY BONUS CONTINENTAL MAPPING SERVICE 21220 Devonshire Street #205, Chatsworth, CA 91311 (818) 787-1663	CASE NO.: DATE: 10-4-24 SCALE: 1" = 100' USES: FIELD D.M.: 138B169 W.O. CMS 24-8465

ZIMAS INTRANET

Generalized Zoning

04/10/2025

City of Los Angeles
Department of City Planning

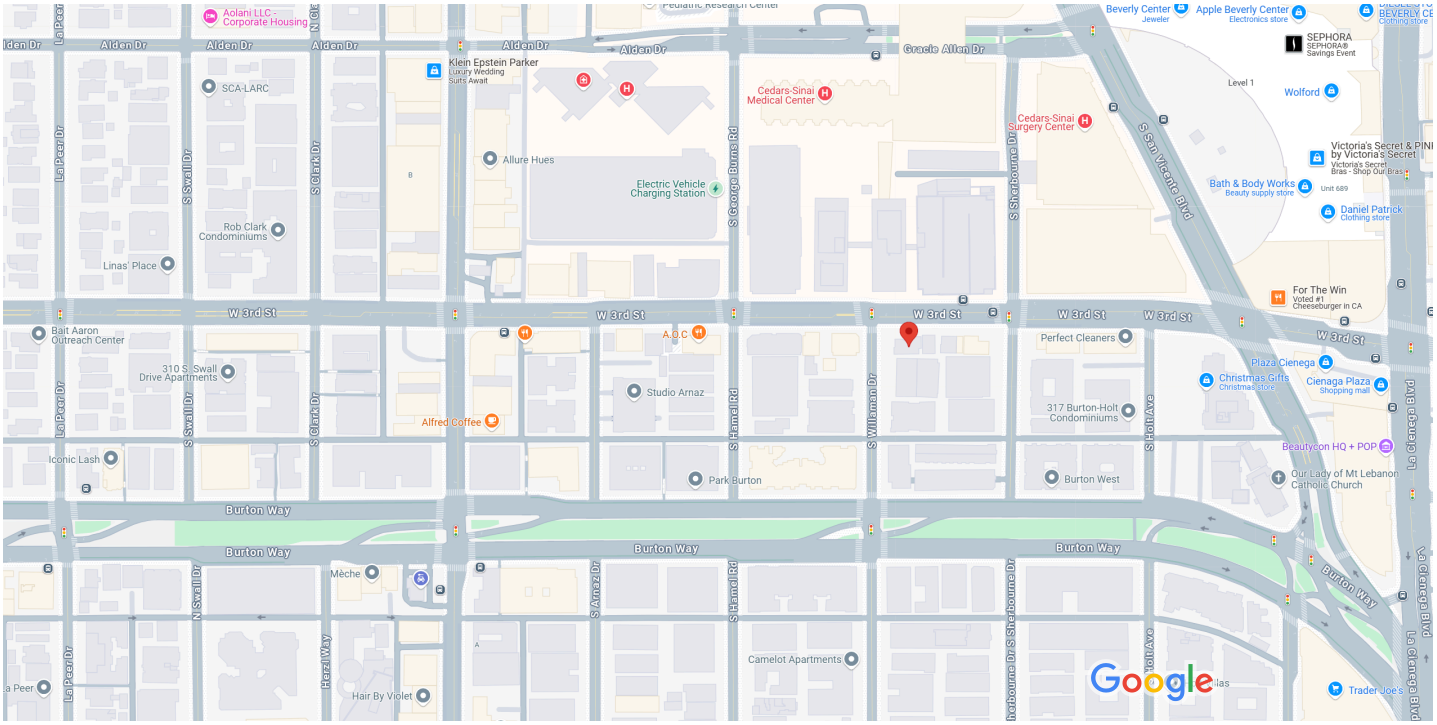


Address: 8620 W 3RD ST
APN: 4334009017
PIN #: 138B169 566

Tract: TR 7616
Block: None
Lot: FR 147
Arb: None

Zoning: C2-1VL-O
General Plan: Neighborhood Office Commercial

8620 W 3rd St



Map data ©2025 Google 100 ft

Exhibit C
Environmental

ENV-2024-4498-CE

Appendices

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

CATEGORICAL EXEMPTION – CLASS 32

8620 West 3rd Street Project

Case Number: ENV-2024-4498-CE
Related Case Number: CPC-2024-4497-DB-VHCA

Project Location: 8620 West 3rd Street; 8618 - 8620 West 3rd Street; 300 - 302 South Willaman Drive

Community Plan Area: Wilshire Community Plan

Council District: 5 - Young Yaroslavsky

Project Description: The project includes demolition of the existing uses and the construction, use, and maintenance of a new five-story 20,495-square-foot mixed-use building. The project includes 18 dwelling units including three (3) units set aside for Very Low Income Households and 8,550 square feet of medical office space, with a maximum building height of 56 feet over one (1) subterranean level of parking. The project includes eight (8) vehicle parking spaces and a total of 24 bicycle parking spaces (20 long-term spaces and four [4] short-term spaces) and 2,042 square feet of open space. Site preparation and grading would involve approximately 2,943 cubic yards of cut and fill.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
The City of Los Angeles
Department of City Planning

APPLICANT:
Peyman Banooni
December 2024

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-4498-CE

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

The project includes demolition of the existing uses and the construction, use, and maintenance of a new five-story 20,495-square-foot mixed-use building. The project includes 18 dwelling units including three (3) units set aside for Very Low Income Households and 8,550 square feet of medical office space, with a maximum building height of 56 feet over one (1) subterranean level of parking. The project includes eight (8) vehicle parking spaces and a total of 24 bicycle parking spaces (20 long-term spaces and four [4] short-term spaces) and 2,042 square feet of open space. As a housing development project and a project which is characterized as in-fill development, the Project qualifies for the Class 32 Categorical Exemption.

The Project requires the following:

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22. A.25., a Density Bonus Compliance Review to permit a housing development project consisting of a total of 18 residential units, of which a minimum of three (3) dwelling units will be set aside for Very Low Income households, and with the following three (3) Off-Menu Incentives and one (1) Waiver of Development Standards:

    A. An Off-Menu Incentive to permit an increase in the Floor Area Ratio (FAR) to allow a 3.19:1 FAR in lieu of the maximum 1.5:1 FAR;
    B. An Off-Menu Incentive to permit an increase in height to allow five (5) stories and 56 feet in lieu of the maximum two (2) stories and 45 feet in the C2-1VL-O Zone;
    C. An Off-Menu Incentive to permit a reduction in the side yard to allow a northerly side yard of five (5) feet in lieu of the otherwise required eight (8) foot northerly side yard; and
    D. A Waiver of Development Standards to allow a reduction in the side yard to allow a southerly side yard of five (5) feet.

Implementation of the California Environmental Quality Act

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

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

Conditions for a Class 32 Exemption

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

1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
3) The project site has no value as habitat for endangered, rare, or threatened species;
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
5) The site can be adequately served by all required utilities and public services.

The Project is located within the Wilshire Community Plan which designates the subject property for Neighborhood Office Commercial land uses with corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3, and RAS4. The subject property is located in the C2-1VL-O Zone. The Project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The Project site is wholly within the City of Los Angeles, on a site that is approximately 6,426.7 square feet, or 0.15 acres, in size. Surrounding properties are developed with a mix of residential, commercial retail/office and medical uses. To the west of the project site, across Willaman Drive, land uses include commercial and residential uses. The north across 3rd Street land uses include commercial/medical office uses. The abutting property to the east, includes commercial uses. The abutting property to the south of the project site, land uses include residential uses. The subject property is currently developed with a one-story commercial building and a two-story commercial building constructed in 1937, that was originally a mixed-use building, but the residential units on the second floor were subsequently converted into offices and is surrounded by urban development and therefore is not, and has no value as a habitat for endangered, rare or threatened species. No street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171.

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

- The Project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

- A Noise Impact Analysis dated August 28, 2024, was prepared by MD Acoustics, LLC (MD), for the proposed project indicating that construction and operation activities associated with the development of the proposed Project will result in less than significant impacts.

- An Air Quality, Greenhouse Gas, and Energy Impact Evaluation dated August 28, 2024, was prepared by MD Acoustics, LLC (MD), for the proposed Project indicating construction

and operation emissions associated with the proposed Project will not result in significant impacts.

- The proposed Project would not result in significant impacts to water quality.

- The proposed Project will not result in the removal of any protected trees.

The Project site will be adequately served by all public utilities and services given that the construction of the 18-unit mixed-use development will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the Project meets all the Criteria for the Class 32.

Exceptions to Categorical Exemptions

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

The Project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. The Project would not reasonably result in a significant effect on the environment due to unusual circumstances. The Project is not located near a State Scenic Highway. Furthermore, according to Envirostor and GeoTracker, the State of California's database of Hazardous Waste Sites and Water Resources Control Board, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. The Project site 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 or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

MD ACOUSTICS
Sound Solutions for Planning and Design

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4960 S. Gilbert Road, Ste 1-461
Chandler, AZ 85249
p. (602) 774-1950

CA Office
1197 Los Angeles Avenue, Ste C-256
Simi Valley, CA 93065
p. (805) 426-4477

www.mdacoustics.com

August 28, 2024

Mr. Peyman Banooni
8616 3rd LLC
269 S. Beverly Blvd #468
Beverly Hills, CA 90212

C/O Mr. Aaron Brumer
Aaron Brumer and Assoc. Architects
10999 Riverside Drive, Suite #302
North Hollywood, CA 91602

Subject:
18-Unit Mixed-Use Multi-Family Development – Focused Air Quality, Greenhouse Gas, and Energy Impact Study, City of Los Angeles, CA

Dear Mr. Banooni:

MD Acoustics, LLC (MD) has completed a focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation for the proposed multi-family development located at 8618 and 8620 W. 3rd Street in the City of Los Angeles, CA. The purpose of this focused study is to evaluate the air quality, greenhouse gas, and energy construction and operational emissions generated by the proposed project and to compare the project emissions to South Coast Air Quality Management District's (SCAQMD) thresholds of significance as it relates to residential and commercial uses and consistency to the City's General Plan. A list of definitions and terminology is located in Appendix A.

1.0 Project Description

The Project Site is on approximately 0.15 acres. The Project includes the construction of a new mixed-used 5-story buildings containing 18 residential dwelling units, 8,549 square feet of medical office space, and underground parking. The proposed project site plan is in Appendix B.

Land uses surrounding the site include commercial uses to the east, residential uses to the south, 3rd Street to the north with a medical center further, and Willaman Drive to the west with commercial and residential uses further.

2.0 AQ/GHG Thresholds of Significance

2.1 AQ Significance Thresholds

Project emissions were compared to both regional and localized SCAQMD's thresholds of significance for construction and operational emissions[1,2].

2.2 GHG Significance Thresholds

The project emissions were compared to the SCAQMD's 3,000 $MTCO_2e$ draft threshold for all land uses[3].

[1] https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf
[2] https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

3.0 Evaluation Procedure/Methodology

MD utilized the latest version of CalEEMod (2022.1.1.26) to calculate both the construction and operational emissions from the project site[4]. Project construction is modeled to commence no earlier than January 2025 and be completed by June 2025. Construction assumes demolition, grading, building construction, paving, and architectural coating. CalEEmod defaults were utilized. Assumptions and output calculations are provided in Appendix C.

4.0 Local Ambient Conditions

The project site is located in South Coast Air Basin (SCAB) in the Northwest Coastal LA Source Receptor Area (SRA) 2[5]. The nearest air monitoring station to the project site is the Los Angeles VA Hospital Air Monitoring Station. Historical air quality data for the vicinity can be found both at CARB and SCAQMD's websites[6,7]. Temperature and historical precipitation data can be found at the WRCC[8].

5.0 Findings

The following outlines the emissions for the project:

5.1 Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as indicated in Table 1, and therefore the impact would be considered less than significant.

<Table 1, next page>

[3] https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2
[4] https://www.caleemod.com/
[5] https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf?sfvrsn=6
[6] https://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year
[7] https://www.arb.ca.gov/adam/
[8] https://www.wrcc.dri.edu/summary/Climsmsca.html

Table 1: Regional Significance – Construction Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition						
On-Site[2]	0.47	4.33	5.65	0.01	0.43	0.18
Off-Site[3]	0.04	0.48	0.75	0.00	0.23	0.06
Total	**0.51**	**4.81**	**6.40**	**0.01**	**0.66**	**0.24**
Grading						
On-Site[2]	1.09	10.10	10.00	0.02	2.59	1.44
Off-Site[3]	0.35	27.64	10.84	0.14	6.17	1.88
Total	**1.44**	**37.74**	**20.84**	**0.16**	**8.76**	**3.32**
Building Construction						
On-Site[2]	0.52	5.14	6.94	0.01	0.22	0.20
Off-Site[3]	0.08	0.23	1.30	0.00	0.27	0.06
Total	**0.60**	**5.37**	**8.24**	**0.01**	**0.49**	**0.26**
Paving						
On-Site[2]	0.59	4.37	5.31	0.01	0.19	0.18
Off-Site[3]	0.08	0.08	1.22	0.00	0.23	0.05
Total	**0.67**	**4.45**	**6.53**	**0.01**	**0.42**	**0.23**
Architectural Coating						
On-Site[2]	31.23	0.88	1.14	0.00	0.03	0.03
Off-Site[3]	0.02	0.02	0.25	0.00	0.05	0.01
Total	**31.25**	**0.90**	**1.39**	**0.00**	**0.08**	**0.04**
Total of overlapping phases[4]	**31.92**	**5.35**	**7.92**	**0.01**	**0.50**	**0.27**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.26
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Architectural coatings and paving phases may overlap.

5.2 Localized Construction Emissions

Utilizing the construction equipment list and associated acreages per 8-hour day provided in the SCAQMD "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b), the maximum number of acres disturbed in a day would be 1.0 acres during grading (as shown in Table 2 below); however, as the project is less than one acre, the project emissions have been compared to the 1-acre per day localized significance threshold.

Table 2: Maximum Number of Acres Disturbed Per Day[1]

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
Total Per Phase				**1.0**

Notes:
[1] Source: CalEEMod output and South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2

None of the analyzed criteria pollutants would exceed the LST emission thresholds at the nearest sensitive receptors as shown in Table 3. Therefore, the impact would be less than significant from construction.

Table 3: Localized Significance – Construction Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Demolition	4.33	5.65	0.43	0.18
Grading	10.10	10.00	2.59	1.44
Building Construction	5.14	6.94	0.22	0.20
Paving	4.37	5.31	0.19	0.18
Architectural Coating	0.88	1.14	0.03	0.03
Total for overlapping construction phases	10.39	13.39	0.44	0.41
SCAQMD Threshold[2]	**103**	**562**	**4**	**3**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one-acre (see Table 2), in the Northwest Coastal LA Source Receptor Area (SRA 6).
[2] The nearest sensitive receptors are the multi-family residential uses located adjacent to the south of the project site; therefore, the 25-meter threshold was utilized.

5.3 Regional Operational Emissions

The operating emissions were based on year 2025, which is the anticipated opening year for the project. The CalEEMod default project trips and vehicle miles traveled (VMTs) were used.

The summer and winter emissions created by the proposed project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 4. The data in Table 3 shows that the operational emissions for the project would not exceed the SCAQMD's regional significance thresholds.

Table 4: Regional Significance – Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	0.72	0.01	1.59	0.00	0.00	0.00
Energy Usage[3]	0.01	0.09	0.06	0.00	0.01	0.01
Mobile Sources[4]	1.32	1.04	10.70	0.02	2.16	0.56
Total Emissions	**2.05**	**1.14**	**12.35**	**0.02**	**2.17**	**0.57**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.26
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

5.4 Localized Operational Emissions

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is a mixed-use project and does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

5.5 GHG Emissions

Table 5 outlines the construction and operational GHG emissions for the project. The project's emissions are below (452.36 $MTCO_2e$) the SCAQMD's draft screening threshold of 3,000 $MTCO_2e$ for all land uses and; therefore, the impact is less than significant.

Table 5: Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[2]	0.00	0.58	0.58	0.00	0.00	0.58
Energy Usage[3]	0.00	83.80	83.80	0.01	0.00	84.10
Mobile Sources[4]	0.00	319.00	319.00	0.02	0.01	325.00
Solid Waste[6]	9.42	0.00	9.42	0.94	0.00	33.00
Water[7]	0.55	3.72	4.27	0.06	0.00	6.11
Construction[8]	0.00	3.53	3.53	0.00	0.00	3.57
Total Emissions	9.97	410.63	420.60	1.03	0.01	**452.36**
SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Source: CalEEMod Version 2022.1.1.26
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30-year amortization rate.

5.6 Consistency with Applicable Plans

Consistency with the City's General Plan

The project site is located in the City of Los Angeles. The project site has a current land use classification of Neighborhood Office Commercial according to the Zone Information and Map Access Systen (ZIMAS). As the proposed project is a mixed-used project, the proposed project would be consistent with the land use and zoning designations of the City's General Plan and Community Plan.

The project will be subject to the policies and ordinances pertaining to air quality and climate change in the City's General Plan. Although the project would generate greenhouse gas emissions, either directly or indirectly, these emissions are short-term and not considered to have a significant impact on the environment. Furthermore, project emissions have demonstrated that they will be below any significant thresholds as outlined by SCAQMD.

In addition, as shown below, the project's GHG impacts have been evaluated by assessing the project's consistency with applicable statewide, regional, and local GHG reduction plans and strategies.

Consistency with the City of Los Angeles' Sustainable City pLAn and Green New Deal

The proposed project could have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The applicable plan for the proposed project is the L.A. Green New Deal Sustainable city pLAn 2019, which is an update to the City of Los Angeles' Sustainable City pLAn (Plan) adopted by the City in April 2015. The Green New Deal Sustainable City pLAn establishes visions for the City in thirteen topic areas including environmental justice, renewable energy, local water, clean and healthy buildings, housing and development, mobility and public transit, zero emission vehicles, industrial emissions and air quality monitoring, waste and resource recovery, food systems, urban ecosystems and resilience, prosperity and green jobs, and lead by example.

Project consistency with all of the applicable targets within the Green New Deal Sustainable City pLAn are assessed in Table 6. As shown in Table 6, the project is consistent with the applicable targets within the Green New Deal Sustainable City Plan.

Table 6: Project Consistency with the City of Los Angeles Green New Deal[1]

Targets	Consistency Analysis
Environment	
Renewable Energy	
LADWP will supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045.	Not Applicable. This target calls for LADWP to utilize renewable energy in their supply. However, the proposed project is to follow the California Green Building Standards Code (proposed Part 11, Title 24) adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development which includes energy efficiency (in excess of the California Energy Code requirements). The project will be required to include these mandatory standards.
Increase cumulative MW by 2025; 2035; and 2050 of: -Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW -Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW -Demand response (DR) programs to 234 MW (2025) and 600 MW (2035)	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.

Local Water	
Source 70% of L.A.'s water locally and capture 150,000 acre ft/yr of stormwater by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Recycle 100% of all wastewater for beneficial reuse by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
Clean and Healthy Buildings	
All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce building energy use per sq.ft. for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.

Mobility and Public Transit	
Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050	Consistent. The proposed project in close proximity to existing transit and development. The project is a mixed-use and is surrounded by other residential and commercial uses.
Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	Consistent. The proposed project is in close proximity to existing transit and development. The project is a mixed-use and is surrounded by other residential and commercial uses.
Zero Emission Vehicles	
Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.	Consistent. The City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Waste and Resource Recovery	
Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Eliminate organic waste going to landfill by 2028.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Increase proportion of waste products and recyclables productively reused and/or repurposed within L.A. County to at least 25% by 2025; and 50% by 2035.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).

Notes:
[1] Source: City of Los Angeles Green New Deal Sustainable City pLAn, 2019.

Additional relevant plans and polices that govern climate change include:
Executive Orders S-305 and B-30-15;
AB 32 Scoping Plan;
SCAG's Regional Transportation Plan/Sustainable Communities Strategy;
City of Los Angeles Climate LA Implementation Plan; and
City of Los Angeles Building Ordinance

Consistency with Executive Orders S-03-05 and B-30-15

Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The project includes elements of smart land use as it is well-served by transportation infrastructure and near public transit.

Although the project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the project's emissions profile to decline as the regulatory initiatives identified by ARB in the First Update are implemented, and other technological innovations occur. As such, given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the

Executive Order's horizon-year goal. Therefore, the project is consistent with Executive Orders S-3-05 and B-30-15.

Consistency with AB32 Scoping Plan

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. In May 2014, the CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. In November 2017, the CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. The 2020 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets.

As the latest, 2020 Scoping Plan builds upon previous versions, project consistency with applicable strategies of the 2008, 2017, and 2020 Plan are assessed in Table 7. As shown in Table 7, the project is consistent with the applicable strategies within the Scoping Plan.

Table 7: Project Consistency with CARB Scoping Plan Policies and Measures[1]

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.

Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	**Project Compliance with Recommended Action**
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.

Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
2022 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	**Project Compliance with Recommended Action**
Deploy ZEVs and reduce driving demand	Consistent. The project will be in an urbanized area within a quarter mile of transit.
Coordinate supply of liquid fossil fuels with declining California fuel demand	Consistent. The project will be compliant with the current Title 24 standards.
Generate clean electricity	Consistent. The project will be compliant with the current Title 24 standards and would not interfere with clean energy generation.
Decarbonize industrial energy supply	Consistent. The project will be compliant with the current Title 24 standards and would be commercial, therefore would not interfere with this goal.
Decarbonize buildings	Consistent. The project will be compliant with the current Title 24 standards.
Reduce non-combustion emissions	Consistent. The project will be compliant with the current Title 24 standards.
Notes: [1]Source: CARB Scoping Plan (2008, 2017, and 2022)	

Consistency with SCAG's 2020-2045 RTP/SCS

At the regional level, the 2020-2045 RTP and Sustainable Communities Strategy represent the region's Climate Action Plan that defines strategies for reducing GHGs. In order to assess the project's potential to conflict with the RTP/SCS, this section analyzes the project's land use profile for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 8 demonstrates the project's consistency with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. As shown in Table 8, the project would be consistent with the GHG reduction related actions and strategies contained in the 2020-2045 RTP/SCS.

Table 8: Project Consistency with SCAG 2020-2045 RTP/SCS[1]

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local Jurisdictions	Consistent. The proposed project is a mixed-use development and would be taking over an existing commercial site; therefore, it will not displace existing housing.

Focus new growth around transit.	Local Jurisdictions	Consistent. The proposed project is a mixed-use development that would be consistent with the 2020 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The proposed project is a mixed-use development that would be consistent with the 2020 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	Consistent. The proposed project would help further jobs/housing balance objectives. The proposed project is also consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. This strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. The proposed project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farmlands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The proposed project is a mixed-use development in an existing community that would help reduce demand for growth in urbanizing areas that threaten green fields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls on investing in the maintenance of our existing transportation system. The proposed project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	Consistent. The proposed project is a mixed-use development that will minimize congestion impacts on the region because of its proximity to public transit and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy aims to improve the safety of the transportation system and protect users from security threats. The proposed project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The proposed project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the

		proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Implement shared mobility programs.	SCAG, Local Jurisdictions	Not Applicable. This strategy is designed to integrate new technologies for last-mile and alternative transportation programs. The proposed project would not interfere with these emerging programs.

Notes:
[1] Source: Southern California Association of Governments; 2020–2045 RTP/SCS, May 2020.

Consistency with the City of Los Angeles ClimateLA Implementation Plan

The "ClimateLA" plan focuses on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions. The project is required to comply with CALGreen and the City's Green Building Code, as well as solid waste diversion policies administered by CalRecycle, and has immediate access to significant public transit, pedestrian, and bicycle facilities. Therefore, the project is consistent with the "ClimateLA" plan.

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2014 comply with the current Los Angeles Green Building Code as amended to comply with the 2016 and 2022 CALGreen Codes. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include short- and long-term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The project provides short-term and long-term bicycle parking spaces and on-site electric automobile charging stations as well as EV capable spaces in the parking garage as required per the City's Building Code. The Green Building Ordinance also includes measures that would increase energy efficiency on the project site, including installing Energy Star rated appliances and installation of water conserving fixtures, that the project is required to comply with. Therefore, the project is consistent with the Los Angeles Green Building Ordinance.

5.7 Energy Analysis

Information from the CalEEMod 2022.1.1.26 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses above was utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demand

Construction Equipment Electricity Usage Estimates

Electrical service will be provided by the Los Angeles Department of Water and Power (LADWP). Based on the 2017 National Construction Estimator, Richard Pray (2017)[9], the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. The project plans to develop the site with 27,120 square feet of residential and commercial development over the course of approximately 6 months. Based on Table 9, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately $377.51. As shown in Table 9, the total electricity usage from Project construction related activities is estimated to be approximately 6,864 kWh.[10]

Table 9: Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)[1]	Construction Duration (months)	Total Project Construction Power Cost
$2.32	27.120	6	$377.51

Cost per kWh	Total Project Construction Electricity Usage (kWh)
$0.06	6,864

*Assumes the project will be under the A-1 Small Commercial & Multi-Family Service rate under LADWP. https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-financesandreports/a-fr-electricrates/a-fr-er-stcommindrates?_adf.ctrl-state=4uqberzct_4&_afrLoop=958662023680086

Construction Equipment Fuel Estimates

Using the CalEEMod data input, the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal.[11] As presented in Table 10 below, project construction activities would consume an estimated 6,710 gallons of diesel fuel.

<Table 10, next page>

[9] Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.
[10] LADWP's Small Commercial & Multi-Family Service (A-1) is approximately $0.06 per kWh of electricity Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf
[11] Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf).

Table 10: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)[1]
Demolition	10	Concrete/Industrial Saws	1	8	33	0.73	193	104
	10	Rubber Tired Dozers	1	1	367	0.4	147	79
	10	Tractors/Loaders/Backhoes	1	6	84	0.37	186	101
Grading	2	Graders	1	6	148	0.41	364	39
	2	Rubber Tired Dozers	1	6	367	0.4	881	95
	2	Tractors/Loaders/Backhoes	1	7	84	0.37	218	24
Building Construction	100	Cranes	1	4	367	0.29	426	2,301
	100	Forklifts	2	6	82	0.2	197	1,064
	100	Tractors/Loaders/Backhoes	2	8	84	0.37	497	2,688
Paving	5	Cement and Mortar Mixers	4	6	10	0.56	134	36
	5	Pavers	1	7	81	0.42	238	64
	5	Rollers	1	7	36	0.38	96	26
	5	Tractors/Loaders/Backhoes	1	7	84	0.37	218	59
Architectural Coating	5	Air Compressors	1	6	37	0.48	107	29
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								**6,710**

Notes:
[1]Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
(Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 36,632 VMT. Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis using information generated using CARB's EMFAC model (see Appendix C for details). Table 11 shows that an estimated 1,184 gallons of fuel would be consumed for construction worker trips.

Table 11: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	10.00	18.5	1,850	30.95	59.8
Grading	2	7.50	18.5	278	30.95	9.0
Building Construction	100	17.60	18.5	32,560	30.95	1,052.0
Paving	5	17.50	18.5	1,619	30.95	52.3
Architectural Coating	5	3.52	18.5	326	30.95	10.5
Total Construction Worker Fuel Consumption						**1,183.6**

Notes:
[1]Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.26 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 12 and 13 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips

would generate an estimated 17,906 VMT. For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles.[12] Tables 12 and 13 show that an estimated 2,481 gallons of fuel would be consumed for vendor and hauling trips.

Table 12: Construction Vendor Fuel Consumption Estimates (MHD Trucks)[1]

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	0.00	10.2	0	9.22	0
Grading	2	0.00	10.2	0	9.22	0
Building Construction	100	4.07	10.2	4,151	9.22	450
Paving	5	5.00	10.2	255	9.22	28
Architectural Coating	5	0.00	10.2	0	9.22	0
Total Vendor Fuel Consumption						**478**

Notes:
[1] Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.26 defaults.

Table 13: Construction Hauling Fuel Consumption Estimates (HHD Trucks)[1]

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	4.9	20	980	6.74	145
Grading	2	313.0	20	12,520	6.74	1,858
Building Construction	100	0	20	0	6.74	0
Paving	5	0	20	0	6.74	0
Architectural Coating	5	0	20	0	6.74	0
Total Construction Hauling Fuel Consumption						**2,003**

Notes:
[1]Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.26 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 6-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the project has been designed in compliance with California's Energy Efficiency Standards and 2022 CALGreen Standards.

[12] Vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 9.22 mpg for medium heavy-duty trucks and 6.74 mpg for heavy heavy-duty trucks (see Appendix C for details).

Construction of the proposed mixed-use development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Operational Energy Demand

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area just in close proximity to downtown Los Angeles.

Using the defaults VMT estimates from CalEEMod, it is assumed that the average vehicle miles traveled was 7.777 miles for all vehicle categories. As the proposed project is a mixed-use project, it was assumed that vehicles would operate 365 days per year. Table 14 shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.[13] Table 14 shows that an estimated 46,878 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 14: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	201.6	7.777	1,568	31.82	49.27	17,985
Light Truck	Automobile	21.7	7.777	169	27.16	6.22	2,270
Light Truck	Automobile	71.2	7.777	554	25.6	21.64	7,900
Medium Truck	Automobile	67.6	7.777	525	20.81	25.24	9,214
Light Heavy Truck	2-Axle Truck	14.4	7.777	112	13.81	8.08	2,950
Light Heavy Truck 10,000 lbs +	2-Axle Truck	3.6	7.777	28	14.18	1.97	720
Medium Heavy Truck	3-Axle Truck	4.4	7.777	34	9.58	3.59	1,310
Heavy Heavy Truck	4-Axle Truck	11.4	7.777	89	7.14	12.41	4,529
Total		395.9	-	3,079	--	128.43	--
Total Annual Fuel Consumption							**46,878**

Notes:
[1]Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the proposed project are consistent with other similar mixed-uses of similar scale and configuration. That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and

[13] Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2023). See Appendix A for EMFAC output.

wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in Table 15.

Table 15: Project Mitigated Annual Operational Energy Demand Summary[1]

Natural Gas Demand	kBTU/year
Apartments Mid Rise	178,656
Medical Office Building	171,765
Total	350,421

Electricity Demand	kWh/year
Apartments High Rise	59,103
Medical Office Building	136,175
Parking Structure	12,825
Total	208,103

Notes:
[1]Taken from the CalEEMod 2022.1.1.26 annual output.

As shown in Table 15, the estimated electricity demand for the proposed project is approximately 208,103 kWh per year. In 2022, the residential sector of the County of Los Angeles consumed approximately 23,255 million kWh of electricity.[14] In addition, the estimated natural gas consumption for the proposed project is approximately 350,421 kBTU per year. In 2022, the residential sector of the County of Los Angeles consumed approximately 1,122 million therms of gas.[15] Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2022 demand.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11

[14] California Energy Commission, Electricity Consumption by County. https://ecdms.energy.ca.gov/elecbycounty.aspx
[15] California Energy Commission, Gas Consumption by County. http://ecdms.energy.ca.gov/gasbycounty.aspx

(CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

6.0 Conclusions

Construction and operational project emissions were evaluated and compared to both regional and localized SCAQMD's thresholds of significance. In addition, project GHG emissions were evaluated and compared to SCAQMD's draft threshold of 3,000 MTCO2e per year for all land uses. Project emissions are anticipated to be below SCAQMD's thresholds of significance with no mitigation. Therefore, the impact is less than significant.

Furthermore, neither construction nor operation of the project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities and is a mixed-use project that is not proposing any additional features that would require a larger energy demand than other mixed-use projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. The Project has been designed in compliance with California's Energy Efficiency Standards and 2022 CalGreen Standards. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant.

MD is pleased to provide this focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation. If you have any questions regarding this analysis, please don't hesitate to call us at (805) 426-4477.

Sincerely,
MD Acoustics, LLC

Tyler Klassen, EIT
Air Quality Specialist

Appendix A

Glossary of Terms

AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

Appendix B

Site Plan

TOPOGRAPHIC SURVEY

RETAIL-RESIDENTIAL PROPERTY
8620 W 3RD ST, LOS ANGELES, CA 90048

MONUMENT NOTES	
MON.#	DESCRIPTION
M4	FD. NAIL, TACK & TAG "L.S. 2925", NO REFERENCE, ACCEPTED AS 1' OFFSET FROM PROPERTY CORNER
M9	FD. NAIL, TACK & TAG "P.L.S. 415", NO REFERENCE, ACCEPTED AS 3' OFFSET FROM PROPERTY CORNER
M54	FD. 4 CONC. NAIL AROUND MANHOLE PER CITY OF LOS ANGELES F.B. 138-169, PG. 99A
M2087	FD. 4 CONC. NAIL AROUND MANHOLE PER CITY OF LOS ANGELES F.B. 138-169, PG. 99A
M2096	FD. PUNCHED MARKS ON MANHOLE RIM, NO REFERENCE, ACCEPTED AS CENTERLINE INTERSECTION

CONTROL POINTS				
CP#	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP5	1849333.64'	6446451.52'	162.84'	SET MAGNETIC NAIL
CP8	1849342.14'	6446552.07'	162.09'	SET MAGNETIC NAIL
CP11	1849291.02'	6446523.85'	162.51'	SET SCRIBED X

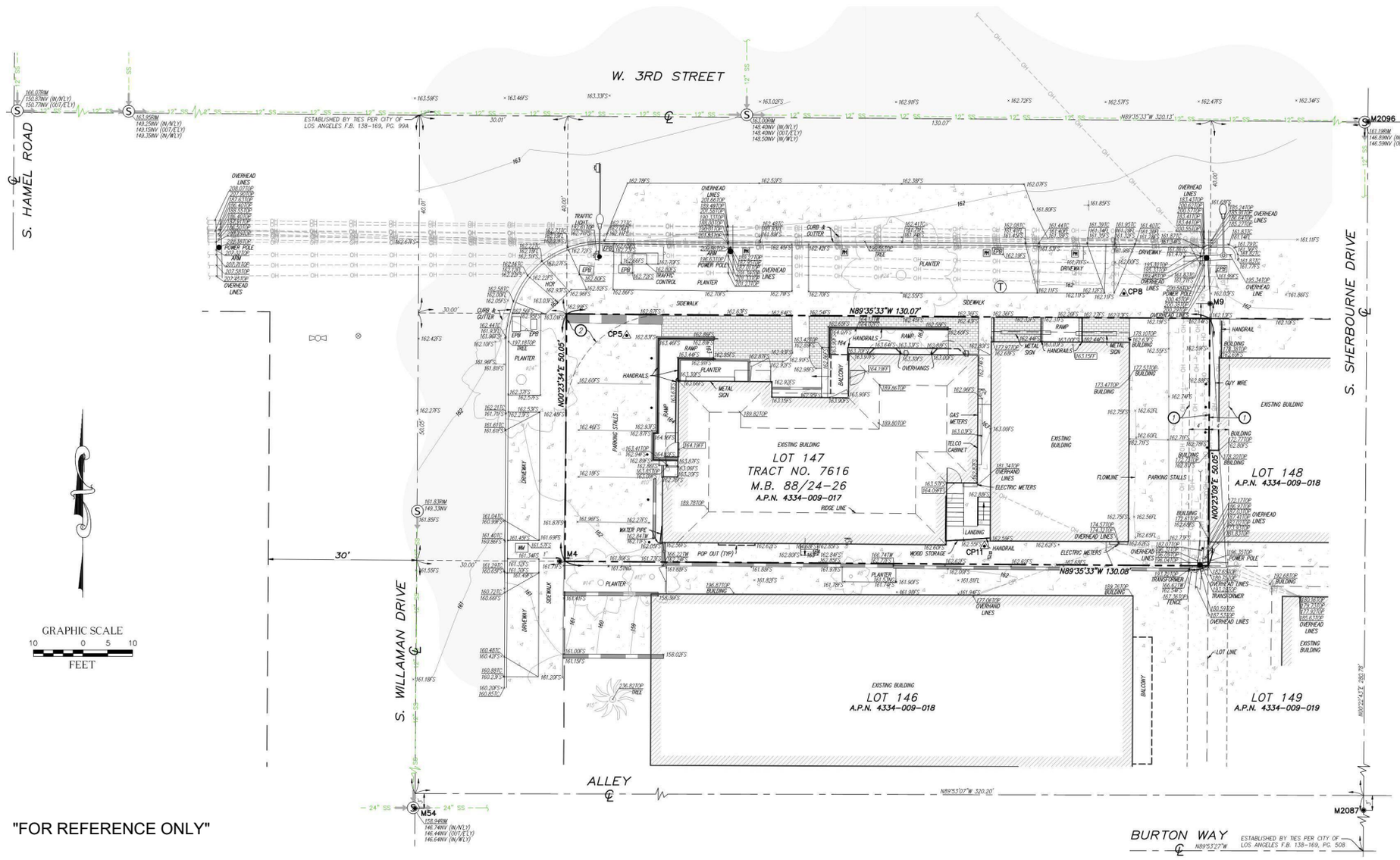
VICINITY MAP

LEGAL DESCRIPTION

LOT 147 OF TRACT 7616, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 24 THRU 26 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EASEMENTS

1. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED JUNE 07, 1926 AS BOOK 6021, PAGE 62 OF OFFICIAL RECORDS. **(PLOTTED HEREON)**
2. AN OFFER OF DEDICATION TO CITY OF LOS ANGELES FOR PUBLIC STREET AND INCIDENTAL PURPOSES, RECORDED JUNE 28, 1965 AS INSTRUMENT NO. 1965-4800 OF OFFICIAL RECORDS. **(PLOTTED HEREON)**



GRAPHIC SCALE
10 0 5 10
FEET

"FOR REFERENCE ONLY"

LEGEND

- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONTROL POINT
- DECORATIVE BRICK
- DOOR
- ELECTRIC OUTLET
- FIRE HYDRANT
- FLOW DIRECTION
- FOUND MONUMENT AS NOTED
- GATE
- GUARD POST
- GUY WIRE
- PALM TREE
- PARKING METER
- PINE TREE
- POWER POLE
- POWER POLE W/TRANSFORMER
- SEWER MANHOLE
- SIGN
- STAIRS SHOWING DOWNWARD DIRECTION
- STREET LIGHT
- TELECOM MANHOLE
- TRAFFIC LIGHT
- TREE (TYPICAL)
- WATER FAUCET
- WATER VALVE
- APN ASSESSOR'S PARCEL NUMBER
- ℄ CENTERLINE
- # DIAMETER OF EXISTING TREE
- DI DRAIN INLET
- EPB ELECTRIC PULL BOX
- FF FINISH FLOOR
- FS FINISH SURFACE
- HCR HANDICAP RAMP
- INV INVERT
- NG NATURAL GROUND
- TC TOP OF CURB
- TW TOP OF WALL
- TYP TYPICAL
- WM WATER METER
- BLOCK WALL
- CENTERLINE
- EASEMENT LINE
- INTERIOR LOT LINE
- OVERHANG
- OH OVERHEAD LINE
- PROPERTY LINE
- RIDGE LINE
- RIGHT-OF-WAY
- SS SANITARY SEWER LINE
- WOOD FENCE
- WROUGHT IRON FENCE

REVISIONS			
NO.	DATE	REVISIONS	BY
0	05/23/23	SUBMITTAL	VG

UTILITY STATEMENT

BURIED UTILITIES AND/OR PIPELINES SHOWN HEREON ARE PER VISIBLE AND APPARENT SURFACE EVIDENCE, RECORD DRAWINGS OF THE CONSTRUCTED UTILITY LINES OBTAINED FROM RELIABLE AND RESPONSIBLE SOURCES NOT CONNECTED WITH CALVADA SURVEYING, INC. OR MARKINGS PROVIDED BY AN INDEPENDENT LOCATING CONTRACTOR. NO GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF SUCH INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES OR PIPE LINES ARE REQUIRED, THE UTILITY OR PIPELINE WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. CALVADA SURVEYING, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE HELD LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES OR PIPELINES.

Underground Service Alert
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

PREPARED FOR

8616 3RD LLC
269 S. BEVERLY DRIVE #468
BEVERLY HILLS, CA 90212
PHONE: (310) 625-4643

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE 5, (2018.00) IN ACCORDANCE TO THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. SAID BEARINGS ARE DETERMINED LOCALLY UPON FIELD-OBSERVED TIES TO THE FOLLOWING LEICA SMARTNET NORTH AMERICA (S.N.N.A.) CONTINUOUSLY OPERATING REFERENCE STATIONS (C.O.R.S.):

S.N.N.A. CAGD:
NORTHING = 1869157.31' EASTING = 6614019.00'

S.N.N.A. CASC:
NORTHING = 1973005.81' EASTING = 6394684.65'

BENCHMARK

THE ELEVATIONS SHOWN HEREON ARE BASED UPON THE SMARTNET NORTH AMERICA C.O.R.S. CAGD, ELEVATION 929.81 FEET (NAVD 88).

SITE INFORMATION

SITE NAME: RETAIL-RESIDENTIAL PROPERTY
SITE ADDRESS: 8620 W 3RD ST, LOS ANGELES, CA 90048

ASSESSOR'S PARCEL NO.: 4334-009-017

SURVEYOR OF RECORD

FIELD COMPLETION DATE: MAY 11, 2023

LICENSED LAND SURVEYOR — ARMANDO D. DUPONT — L.S. 7780 — Date Signed: 05/23/2023 — STATE OF CALIFORNIA

Armando D. DuPont
Registration No. 7780

CALVADA SURVEYING, INC.
411 Jenks Circle, Suite 205, Corona, CA 92878
Phone: 951-280-9960 Fax: 951-280-9746
Toll Free: 800-CALVADA www.calvada.com

EST. 1989 JOB NO. 23288

SHEET 1 OF 1

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 302
North Hollywood, CA 91602
(310) 422-9234

PROJECT:
18-UNIT MIXED USE BUILDING
8618-8620 W 3RD ST
LOS ANGELES, CA 90048

DRAWING ISSUANCES

ISSUE	DATE	DESCRIPTION
1	01/12/2023	CITY PLANNING ENTITLEMENT SET #1
2	10/20/2023	PZA. SUBMITTAL #1
3	05/23/2024	PZA. SUBMITTAL #2

CONSTRUCTION REVISIONS

ISSUE	DATE	DESCRIPTION

LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN.11-30-2025 — STATE OF CALIFORNIA
STAMP

SURVEY
"FOR REFERENCE ONLY"
SHEET NAME

T010
SHEET NUMBER

8620 W 3RD ST

Appendix C

CalEEMod Output & EMFAC2017 Data

8618-8620 W 3rd Street Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	8618-8620 W 3rd Street
Construction Start Date	1/1/2025
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	8618 W 3rd St, Los Angeles, CA 90048, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4342
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	18.0	Dwelling Unit	0.00	14,020	0.00	—	53.0	—

Medical Office Building	8.55	1000sqft	0.00	8,549	0.00	—	—	—
Unenclosed Parking with Elevator	4.55	1000sqft	0.15	4,551	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.2	5.36	8.24	0.01	0.22	0.26	0.48	0.20	0.06	0.26	—	1,677	1,677	0.07	0.04	1.24	1,691
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.44	37.7	20.9	0.16	0.74	8.02	8.76	0.70	2.62	3.32	—	23,470	23,470	1.25	3.41	1.31	24,520
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.66	1.89	2.62	< 0.005	0.07	0.13	0.20	0.07	0.03	0.10	—	639	639	0.03	0.03	0.29	649
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.34	0.48	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	106	106	< 0.005	0.01	0.05	107

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	34.2	5.36	8.24	0.01	0.22	0.26	0.48	0.20	0.06	0.26	—	1,677	1,677	0.07	0.04	1.24	1,691
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.44	37.7	20.9	0.16	0.74	8.02	8.76	0.70	2.62	3.32	—	23,470	23,470	1.25	3.41	1.31	24,520
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.66	1.89	2.62	< 0.005	0.07	0.13	0.20	0.07	0.03	0.10	—	639	639	0.03	0.03	0.29	649
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.12	0.34	0.48	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	106	106	< 0.005	0.01	0.05	107

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.04	1.05	12.3	0.02	0.02	2.15	2.17	0.02	0.55	0.57	60.2	2,975	3,036	6.19	0.11	9.28	3,233
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.84	1.13	9.94	0.02	0.02	2.15	2.17	0.02	0.55	0.57	60.2	2,868	2,928	6.20	0.12	0.55	3,119
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.71	0.95	9.37	0.02	0.02	1.73	1.75	0.02	0.44	0.46	60.2	2,461	2,521	6.17	0.10	3.47	2,708
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.31	0.17	1.71	< 0.005	< 0.005	0.32	0.32	< 0.005	0.08	0.08	9.97	407	417	1.02	0.02	0.58	448

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.32	0.95	10.7	0.02	0.02	2.15	2.16	0.01	0.55	0.56	—	2,442	2,442	0.13	0.10	8.96	2,484
Area	0.72	0.01	1.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.07	5.07	< 0.005	< 0.005	—	5.09
Energy	0.01	0.09	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	506	506	0.04	< 0.005	—	508
Water	—	—	—	—	—	—	—	—	—	—	3.34	22.5	25.8	0.34	0.01	—	36.9
Waste	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	2.04	1.05	12.3	0.02	0.02	2.15	2.17	0.02	0.55	0.57	60.2	2,975	3,036	6.19	0.11	9.28	3,233
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.30	1.04	9.88	0.02	0.02	2.15	2.16	0.01	0.55	0.56	—	2,340	2,340	0.13	0.10	0.23	2,374
Area	0.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.09	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	506	506	0.04	< 0.005	—	508
Water	—	—	—	—	—	—	—	—	—	—	3.34	22.5	25.8	0.34	0.01	—	36.9
Waste	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	1.84	1.13	9.94	0.02	0.02	2.15	2.17	0.02	0.55	0.57	60.2	2,868	2,928	6.20	0.12	0.55	3,119
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.04	0.85	8.23	0.02	0.01	1.73	1.74	0.01	0.44	0.45	—	1,929	1,929	0.11	0.09	3.15	1,961
Area	0.66	0.01	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.47	3.47	< 0.005	< 0.005	—	3.49
Energy	0.01	0.09	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	506	506	0.04	< 0.005	—	508

Water	—	—	—	—	—	—	—	—	—	—	3.34	22.5	25.8	0.34	0.01	—	36.9
Waste	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Total	1.71	0.95	9.37	0.02	0.02	1.73	1.75	0.02	0.44	0.46	60.2	2,461	2,521	6.17	0.10	3.47	2,708
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.16	1.50	< 0.005	< 0.005	0.32	0.32	< 0.005	0.08	0.08	—	319	319	0.02	0.01	0.52	325
Area	0.12	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	83.8	83.8	0.01	< 0.005	—	84.1
Water	—	—	—	—	—	—	—	—	—	—	0.55	3.72	4.27	0.06	< 0.005	—	6.11
Waste	—	—	—	—	—	—	—	—	—	—	9.42	0.00	9.42	0.94	0.00	—	33.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	0.31	0.17	1.71	< 0.005	< 0.005	0.32	0.32	< 0.005	0.08	0.08	9.97	407	417	1.02	0.02	0.58	448

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	0.27	0.27	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
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	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
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	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.43	0.16	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	—	340	340	0.02	0.05	0.02	356
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.64	3.64	< 0.005	< 0.005	0.01	3.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.30	9.30	< 0.005	< 0.005	0.01	9.76
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.62

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	—	2.13	2.13	—	1.01	1.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56

Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.32	27.6	10.4	0.14	0.28	5.79	6.07	0.28	1.59	1.86	—	21,658	21,658	1.18	3.40	1.30	22,700
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.15	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	119	119	0.01	0.02	0.12	124
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.6	19.6	< 0.005	< 0.005	0.02	20.6

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.41	1.90	< 0.005	0.06	—	0.06	0.05	—	0.05	—	357	357	0.01	< 0.005	—	359
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.2	59.2	< 0.005	< 0.005	—	59.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.23	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	243	243	0.01	0.01	0.89	247
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.35	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.07	0.08	1.04	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	231	231	0.01	0.01	0.02	234
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.01	135
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.30	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	64.2	64.2	< 0.005	< 0.005	0.11	65.0
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.4	35.4	< 0.005	< 0.005	0.04	37.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	10.8
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.86	5.86	< 0.005	< 0.005	0.01	6.12
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.22	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.89	246
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	3.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	34.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.7	48.7	< 0.005	< 0.005	0.18	49.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.64	0.64	< 0.005	< 0.005	< 0.005	0.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	0.34	0.27	3.14	0.01	< 0.005	0.66	0.67	< 0.005	0.17	0.17	—	747	747	0.04	0.03	2.75	759
Medical Office Building	0.98	0.67	7.52	0.02	0.01	1.49	1.50	0.01	0.38	0.39	—	1,695	1,695	0.09	0.07	6.21	1,725
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.32	0.95	10.7	0.02	0.02	2.15	2.16	0.01	0.55	0.56	—	2,442	2,442	0.13	0.10	8.96	2,484
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.34	0.30	2.87	0.01	< 0.005	0.66	0.67	< 0.005	0.17	0.17	—	715	715	0.04	0.03	0.07	725
Medical Office Building	0.97	0.74	7.01	0.02	0.01	1.49	1.50	0.01	0.38	0.39	—	1,625	1,625	0.10	0.07	0.16	1,649
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.30	1.04	9.88	0.02	0.02	2.15	2.16	0.01	0.55	0.56	—	2,340	2,340	0.13	0.10	0.23	2,374
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.06	0.05	0.51	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	114	114	0.01	< 0.005	0.19	116
Medical Office Building	0.13	0.10	0.99	< 0.005	< 0.005	0.20	0.20	< 0.005	0.05	0.05	—	206	206	0.01	0.01	0.34	209
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.19	0.16	1.50	< 0.005	< 0.005	0.32	0.32	< 0.005	0.08	0.08	—	319	319	0.02	0.01	0.52	325

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	112	112	0.01	< 0.005	—	112
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	258	258	0.02	< 0.005	—	259
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Total	—	—	—	—	—	—	—	—	—	—	—	394	394	0.03	< 0.005	—	395
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	112	112	0.01	< 0.005	—	112
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	258	258	0.02	< 0.005	—	259

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Total	—	—	—	—	—	—	—	—	—	—	—	394	394	0.03	< 0.005	—	395
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	18.5	18.5	< 0.005	< 0.005	—	18.6
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	42.6	42.6	< 0.005	< 0.005	—	42.8
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Total	—	—	—	—	—	—	—	—	—	—	—	65.2	65.2	< 0.005	< 0.005	—	65.5

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.3	57.3	0.01	< 0.005	—	57.4
Medical Office Building	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.0	55.0	< 0.005	< 0.005	—	55.2

Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.09	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	112	112	0.01	< 0.005	—	113
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.3	57.3	0.01	< 0.005	—	57.4
Medical Office Building	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.0	55.0	< 0.005	< 0.005	—	55.2
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.09	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	112	112	0.01	< 0.005	—	113
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.48	9.48	< 0.005	< 0.005	—	9.51
Medical Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.11	9.11	< 0.005	< 0.005	—	9.14
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.6	18.6	< 0.005	< 0.005	—	18.6

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.19	0.01	1.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.07	5.07	< 0.005	< 0.005	—	5.09
Total	0.72	0.01	1.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.07	5.07	< 0.005	< 0.005	—	5.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.02	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Total	0.12	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.29	8.64	9.92	0.13	< 0.005	—	14.2
Medical Office Building	—	—	—	—	—	—	—	—	—	—	2.06	13.8	15.9	0.21	0.01	—	22.7
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	3.34	22.5	25.8	0.34	0.01	—	36.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.29	8.64	9.92	0.13	< 0.005	—	14.2
Medical Office Building	—	—	—	—	—	—	—	—	—	—	2.06	13.8	15.9	0.21	0.01	—	22.7

Unenclosed	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	3.34	22.5	25.8	0.34	0.01	—	36.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	0.21	1.43	1.64	0.02	< 0.005	—	2.35
Medical Office Building	—	—	—	—	—	—	—	—	—	—	0.34	2.29	2.63	0.04	< 0.005	—	3.76
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.55	3.72	4.27	0.06	< 0.005	—	6.11

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	7.14	0.00	7.14	0.71	0.00	—	25.0
Medical Office Building	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.97	0.00	—	174

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	7.14	0.00	7.14	0.71	0.00	—	25.0
Medical Office Building	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.97	0.00	—	174
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.18	0.00	1.18	0.12	0.00	—	4.13
Medical Office Building	—	—	—	—	—	—	—	—	—	—	8.24	0.00	8.24	0.82	0.00	—	28.8
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	9.42	0.00	9.42	0.94	0.00	—	33.0

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/15/2025	5.00	10.0	—
Grading	Grading	1/18/2025	1/20/2025	5.00	2.00	—
Building Construction	Building Construction	1/21/2025	6/10/2025	5.00	100	—
Paving	Paving	6/11/2025	6/18/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	6/19/2025	6/26/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37

Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

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	4.90	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	313	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	17.6	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	4.07	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.52	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

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	28,390	9,463	13,113	4,307	386

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 (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	4,200	—
Grading	—	5,000	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.15

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%
Medical Office Building	0.00	0%
Unenclosed Parking with Elevator	0.15	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

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	97.9	88.4	73.6	33,976	932	841	701	323,321
Medical Office Building	298	73.3	12.1	82,019	2,099	517	85.7	578,727
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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)
28390.094999999998	9,463	13,113	4,307	386

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	59,103	690	0.0489	0.0069	178,656
Medical Office Building	136,175	690	0.0489	0.0069	171,765
Unenclosed Parking with Elevator	12,825	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	670,928	0.00
Medical Office Building	1,072,758	0.00
Unenclosed 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	13.2	—
Medical Office Building	92.3	—
Unenclosed 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
Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical 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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.73	annual days of extreme heat
Extreme Precipitation	7.05	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.30	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	57.0
AQ-PM	66.4

AQ-DPM	62.1
Drinking Water	94.3
Lead Risk Housing	33.1
Pesticides	0.00
Toxic Releases	74.4
Traffic	72.7
Effect Indicators	—
CleanUp Sites	17.6
Groundwater	79.7
Haz Waste Facilities/Generators	84.7
Impaired Water Bodies	0.00
Solid Waste	52.9
Sensitive Population	—
Asthma	19.3
Cardio-vascular	51.5
Low Birth Weights	12.6
Socioeconomic Factor Indicators	—
Education	12.0
Housing	76.3
Linguistic	55.1
Poverty	19.9
Unemployment	47.0

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	77.78775824

Employed	92.3649429
Median HI	56.28127807
Education	—
Bachelor's or higher	93.95611446
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	21.39099192
Active commuting	92.94238419
Social	—
2-parent households	27.69151803
Voting	48.0816117
Neighborhood	—
Alcohol availability	9.226228667
Park access	81.35506224
Retail density	99.28140639
Supermarket access	94.25125112
Tree canopy	10.48376748
Housing	—
Homeownership	8.777107661
Housing habitability	26.63929167
Low-inc homeowner severe housing cost burden	66.68805338
Low-inc renter severe housing cost burden	58.03926601
Uncrowded housing	58.74502759
Health Outcomes	—
Insured adults	80.68779674
Arthritis	57.9
Asthma ER Admissions	67.2

High Blood Pressure	59.9
Cancer (excluding skin)	12.2
Asthma	83.3
Coronary Heart Disease	57.7
Chronic Obstructive Pulmonary Disease	84.0
Diagnosed Diabetes	92.6
Life Expectancy at Birth	85.7
Cognitively Disabled	41.3
Physically Disabled	78.7
Heart Attack ER Admissions	40.9
Mental Health Not Good	90.0
Chronic Kidney Disease	73.0
Obesity	88.4
Pedestrian Injuries	98.7
Physical Health Not Good	89.8
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	32.5
Current Smoker	90.9
No Leisure Time for Physical Activity	93.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	76.4
Elderly	49.5
English Speaking	38.8
Foreign-born	73.1
Outdoor Workers	84.9

Climate Change Adaptive Capacity	—
Impervious Surface Cover	3.0
Traffic Density	70.5
Traffic Access	87.4
Other Indices	—
Hardship	7.9
Other Decision Support	—
2016 Voting	27.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	84.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Land Use	Per site plan
Construction: Construction Phases	No site preparation required
Operations: Hearths	No hearths

Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: Air District
Region: South Coast AQMD
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Y	Vehicle Cat	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coas	2023	HHDT	Aggregate	Aggregate	Gasoline	75.10442936	8265.097	1502.689	1.936286145	1936.286145	1913466.474	8265.097	13656273.03	7.14	**HHD**
South Coas	2023	HHDT	Aggregate	Aggregate	Diesel	109818.6753	13648008	1133618	1911.530188	1911530.188		13648008			
South Coas	2023	LDA	Aggregate	Aggregate	Gasoline	6635002.295	2.53E+08	31352477	7971.24403	7971244.03	8020635.698	2.53E+08	255180358.3	31.82	**LDA**
South Coas	2023	LDA	Aggregate	Aggregate	Diesel	62492.97958	2469816	297086.6	49.3916685	49391.6685		2469816			
South Coas	2023	LDA	Aggregate	Aggregate	Electricity	150700.3971	6237106	751566	0	0		6237106			
South Coas	2023	LDT1	Aggregate	Aggregate	Gasoline	758467.6481	27812996	3504563	1023.913006	1023913.006	1024279.466	27812996	27821405.09	27.16	**LDT1**
South Coas	2023	LDT1	Aggregate	Aggregate	Diesel	360.7799144	8408.618	1256.88	0.366459477	366.4594769		8408.618			
South Coas	2023	LDT1	Aggregate	Aggregate	Electricity	7122.93373	303507.5	35798.19	0	0		303507.5			
South Coas	2023	LDT2	Aggregate	Aggregate	Gasoline	2285150.139	85272416	10723315	3338.798312	3338798.312	3356536.438	85272416	85922778.34	25.60	**LDT2**
South Coas	2023	LDT2	Aggregate	Aggregate	Diesel	15594.68309	650362.8	76635.83	17.73812611	17738.12611		650362.8			
South Coas	2023	LDT2	Aggregate	Aggregate	Electricity	28809.63735	917592.8	145405.4	0	0		917592.8			
South Coas	2023	LHDT1	Aggregate	Aggregate	Gasoline	174910.3847	6216643	2605904	583.3851736	583385.1736	811563.1022	6216643	11211395.79	13.81	**LHDT1**
South Coas	2023	LHDT1	Aggregate	Aggregate	Diesel	125545.0822	4994753	1579199	228.1779285	228177.9285		4994753			
South Coas	2023	LHDT2	Aggregate	Aggregate	Gasoline	30102.75324	1034569	448486.2	111.5753864	111575.3864	209423.5025	1034569	2969599.008	14.18	**LHDT2**
South Coas	2023	LHDT2	Aggregate	Aggregate	Diesel	50003.13116	1935030	628976.5	97.84811618	97848.11618		1935030			
South Coas	2023	MCY	Aggregate	Aggregate	Gasoline	305044.5141	2104624	610089	57.849018	57849.018	57849.018	2104624	2104623.657	36.38	**MCY**
South Coas	2023	MDV	Aggregate	Aggregate	Gasoline	1589862.703	55684188	7354860	2693.883526	2693883.526	2744536.341	55684188	57109879.73	20.81	**MDV**
South Coas	2023	MDV	Aggregate	Aggregate	Diesel	36128.1019	1425691	176566.9	50.65281491	50652.81491		1425691			
South Coas	2023	MDV	Aggregate	Aggregate	Electricity	16376.67653	537591.7	83475.95	0	0		537591.7			
South Coas	2023	MH	Aggregate	Aggregate	Gasoline	34679.50542	330042.9	3469.338	63.26295123	63262.95123	74893.26955	330042.9	454344.9436	6.07	**MH**
South Coas	2023	MH	Aggregate	Aggregate	Diesel	13122.69387	124302	1312.269	11.63031832	11630.31832		124302			
South Coas	2023	MHDT	Aggregate	Aggregate	Gasoline	25624.3151	1363694	512691.3	265.2060557	265206.0557	989975.6425	1363694	9484317.768	9.58	**MHDT**
South Coas	2023	MHDT	Aggregate	Aggregate	Diesel	122124.488	8120623	1221858	724.7695868	724769.5868		8120623			
South Coas	2023	OBUS	Aggregate	Aggregate	Gasoline	5955.291639	245774	119153.5	48.07750689	48077.50689	86265.88761	245774	579743.8353	6.72	**OBUS**
South Coas	2023	OBUS	Aggregate	Aggregate	Diesel	4286.940093	333969.8	41558.29	38.18838072	38188.38072		333969.8			
South Coas	2023	SBUS	Aggregate	Aggregate	Gasoline	2783.643068	112189.6	11134.57	12.19474692	12194.74692	39638.85935	112189.6	323043.5203	8.15	**SBUS**
South Coas	2023	SBUS	Aggregate	Aggregate	Diesel	6671.825716	210853.9	76991.94	27.44411242	27444.11242		210853.9			
South Coas	2023	UBUS	Aggregate	Aggregate	Gasoline	957.7686184	89782.63	3831.074	17.62416327	17624.16327	17863.66378	89782.63	91199.2533	5.11	**UBUS**
South Coas	2023	UBUS	Aggregate	Aggregate	Diesel	13.00046095	1416.622	52.00184	0.239500509	239.5005093		1416.622			
South Coas	2023	UBUS	Aggregate	Aggregate	Electricity	16.11693886	1320.163	64.46776	0			1320.163			

MD ACOUSTICS
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August 28, 2024

Mr. Peyman Banooni
8616 3rd LLC
269 S. Beverly Blvd #468
Beverly Hills, CA 90212

C/O Mr. Aaron Brumer
Aaron Brumer and Assoc. Architects
10999 Riverside Drive, Suite #302
North Hollywood, CA 91602

Subject: 8620 W 3rd Street Multi-Family Residential – Cat32 Exemption Noise Impact Assessment – Los Angeles, CA

Dear Mr. Banooni:

MD Acoustics, LLC (MD) has completed a noise impact assessment for the proposed Multi-Family Residential Development project located at 8620 W 3rd Street in the City of Los Angeles, CA. The Project has filed for a Categorical 32 Exemption (Cat32) in which an "Infill" Categorical Exemption (CEQA Guideline Section 15332) exempts infill development within urbanized areas if it meets certain criteria. The class consists of environmentally benign infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. It may apply to residential, commercial, industrial, and/or mixed-use projects.

This noise assessment intends to demonstrate the Project's compliance with applicable noise regulations and lack of significant noise impacts. A list of definitions and terminology is located in Appendix A.

1.0 Project Description and Assessment Overview

The Project site is approximately 6,427 square feet. The Project includes the construction of a new 5-story mixed-use building containing two floors of medical offices and three floors of residential units with 18 total dwelling units. The Project would include 9 parking spaces in the basement of the building. The Project includes a roof deck. The proposed project site plan is in Exhibit B.

Land uses surrounding the site include commercial uses to the north, east, and west, and multifamily residential uses to the south. The Project is not within 2 miles of a public airport. The proposed project location is in Exhibit A.

2.0 Local Acoustical Requirements and CEQA Guidelines

The City of Los Angeles has outlined the following within the Los Angeles Municipal Code as it relates to noise regulation:

Per Section 111.03, the minimum ambient level for all residential zones is 50 dBA from 7AM to 10PM and 40 dBA from 10PM to 7AM.

Per Section 112.02, air conditioning, refrigeration, and heating equipment cannot cause a noise level to exceed the ambient noise level on the premises of another occupied property by more than 5 dB. Per Section 112.05(A), construction machinery must not exceed 75 dBA at 50 feet.

Per Section 41.40, construction must occur between the hours of 7 AM and 9 PM on Monday through Friday and 8 AM to 6 PM on Saturday. Construction may not occur on Sundays or national holidays.

Per Section 112.05, construction equipment 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 must be 75 dBA Lmax at 50 feet.

According to CEQA guidelines, the Project would have a potential impact if it resulted in:

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?

b) Generation of excessive groundborne vibration or groundborne noise levels?

c) 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?

3.0 Study Method and Procedure

3.1 Ambient Noise Measurements

One (1) 1-hour ambient noise measurement was conducted at the project site on August 23, 2024. The sound level meter measured the Leq, Lmin, Lmax, and other statistical data (e.g., L2, L8…). The noise measurement was taken to determine the existing ambient noise levels. Noise data indicates that traffic and pedestrian noise are the primary sources of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

The results of the short-term noise data are presented in Table 1.

Table 1: Short-Term Measurement Summary, dBA

Location	Start Time	Stop Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1	10:53 AM	11:53 AM	59.4	75.5	52.7	65.8	62.2	59.5	57.5	54.7

Notes:
1. Short-term noise monitoring locations are illustrated in Appendix B.

Noise data indicates the ambient noise level is 59 dBA Leq near the project site and surrounding area. Additional field notes and photographs are provided in Appendix B.

For this evaluation, MD has compared the Project's projected noise levels to the existing ambient level.

3.2 FHWA Traffic Noise Model

The traffic noise analysis utilizes the Federal Highway Administration (FHWA) Traffic Noise Model, together with several key construction parameters. Key input speed, site conditions, average daily traffic (ADT), and vehicle mix data. The modeling does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Traffic counts were taken from a 2010 traffic report prepared by the City of Los Angeles Department of Transportation. A 2% per year traffic increase was assumed to determine the existing traffic count data on W 3rd Street at Willaman Drive.

The traffic noise model indicated that the existing noise level due to W 3rd Street traffic is 61 dBA CNEL at the nearest residences to the south of the Project site. The nighttime level is projected to be 52 dBA Leq. See Appendix C.

3.3 FHWA Construction Noise Model

The construction noise analysis utilizes the FHWA Roadway Construction Noise Model methodology, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site. The Project was analyzed based on the different construction phases. The FHWA has compiled data regarding the noise-generated characteristics of typical construction activities, which is presented in Table 2.

Table 2: RCNM Measured Noise Emission Reference Levels[1]

Type	Typical Noise Level at 50 Feet (dBA)
Concrete Saw	90
Dozer	82
Grader	85
Tractor	84
Roller	80
Crane	81
Man Lift	75
Concrete Mixer Truck	79
Air Compressor	78

Notes:
[1] Referenced Noise Levels from the FHWA RCNM.

3.3 Construction Vibration Model

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a

bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is likely perceptible but below any risk of architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (25/D_{rec})^n$$

Where: PPV_{ref} = reference PPV at 25ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual provide general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

4.0 Traffic Noise Level Projections

Traffic noise along W 3rd Street will be the main source of noise impacting the project site and the surrounding area. The 2024 ADT on W 3rd St was estimated to be 30,273. The Project projects 396 daily trips per CalEEMod.

It takes a change of 3 dB or more to hear an audible difference, which would occur with a doubling of traffic. The Project is anticipated to increase the existing CNEL at the project site by 0.1 dBA. Therefore, the impact is less than significant.

5.0 Project Operational Noise Level Projections

On-site operational noise includes a transformer and HVAC. All HVAC equipment is assumed to be located on the rooftops of the buildings, with one unit per household. Equipment will be at least 25 feet away from the nearest residences. The maximum sound power level from a single unit is 75 dBA. At 25 feet away, the sound pressure level is estimated to be 46 dBA. Assuming all units are running simultaneously, the sound level is 59 dBA. The Project will have a 2' parapet, which will provide a 15 dB reduction, resulting in a level of 44 dBA. According to Section 112.02 in the City's Municipal Code, noise due to air conditioning equipment is prohibited if it exceeds the ambient noise level by 5 dBA. The minimum hourly nighttime ambient noise level of the surrounding residential properties is estimated to be 52 dBA. The noise due to the HVAC units operating simultaneously will increase the nighttime ambient noise level by 1 dBA and thus meets the City's code. See Appendix D.

Per ANSI and NEPA requirements for transformer noise, transformers must be no louder than 67 dBA at 1 foot. At 3 feet away from the nearest residential property, the sound pressure level is 52 dBA, which will increase the nighttime ambient noise level by 3 dBA.

The cumulative noise level of all project stationary noise would be 53 dBA, which will increase the nighttime ambient noise level by a maximum of 4 dBA. Operational noise complies with Section 112.02 of the Los Angeles Municipal Code. The impact is, therefore, less than significant.

6.0 Construction Noise Impact

6.1 Construction Noise Projections

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. Per Section 112.05 of the Los Angeles Municipal Code, all construction equipment must be a maximum of 75 dBA Lmax at 50 feet. Table 3 presents the construction noise levels at sensitive receptors with all equipment following this standard. This model assumes up to 2 pieces of equipment operating simultaneously on the project site. A likely worst-case construction noise scenario assumes equipment is operating as close as 10 feet from the nearest sensitive receptor and an average of 25 feet from the nearest sensitive receptor through an hour time period. See Appendix E for calculations.

Table 3: Projected Construction Noise Levels (dBA, Leq)[1]

Location	Phase	Construction Noise Level (Lmax)	Construction Noise Level (Leq)
Residential Property to the South	Demo	89	83
	Grade	89	82
	Build	89	82
	Pave	89	85
	Arch Coat	89	77

The project construction activities must follow the Municipal Code restriction of using equipment which has a maximum sound level of 75 dBA Lmax at 50 feet and occur within the permitted times. Construction noise will, therefore, comply with the local ordinances, and the impact will, therefore, be less than significant when abiding by the policies listed in Section 6.3.

6.2 Construction Vibration Projections

Large vibratory rollers are not anticipated during construction. Large equipment should not get closer than 10 feet to the nearest residential buildings surrounding the project site. Large vibratory rollers should not be used. At a distance of 10 feet, a large bulldozer would yield a worst-case 0.244 PPV (in/sec), which will be perceptible but below any risk of damage (0.3 in/sec PPV is the threshold of old residential structures). The impact is less than significant if the noise reduction policies in Section 6.3 are taken. See Appendix E for calculations.

6.3 Construction Noise and Vibration Reduction Policies

Construction operations must follow the City's Noise Ordinance, which states that construction, repair, or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt the adjacent land uses, the following measures should be taken:

1. Construction shall occur during the hours of 7AM to 9PM on weekdays and 8AM to 6PM on Saturdays.
2. All construction equipment shall be equipped with mufflers to ensure compliance with 75 dBA Lmax levels at 50 feet.

3. The contractor shall locate equipment staging areas as far as possible, away from the sensitive receptors.
4. Heavy equipment shall not come closer than 10' to existing buildings.
5. Idling equipment shall be turned off when not in use.
6. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

7.0 Conclusions

The Project will be compliant with the City's noise ordinance and CEQA guidelines with the implementation of the noise reduction measures listed in Section 6.3. In addition, the Project will not generate a noise impact during operation. The Project is outside of the 65 dBA CNEL contour for the Santa Monica Airport. MD is pleased to provide this noise assessment for the proposed Project. If you have any questions regarding this analysis, please call our office at (805) 426-4477.

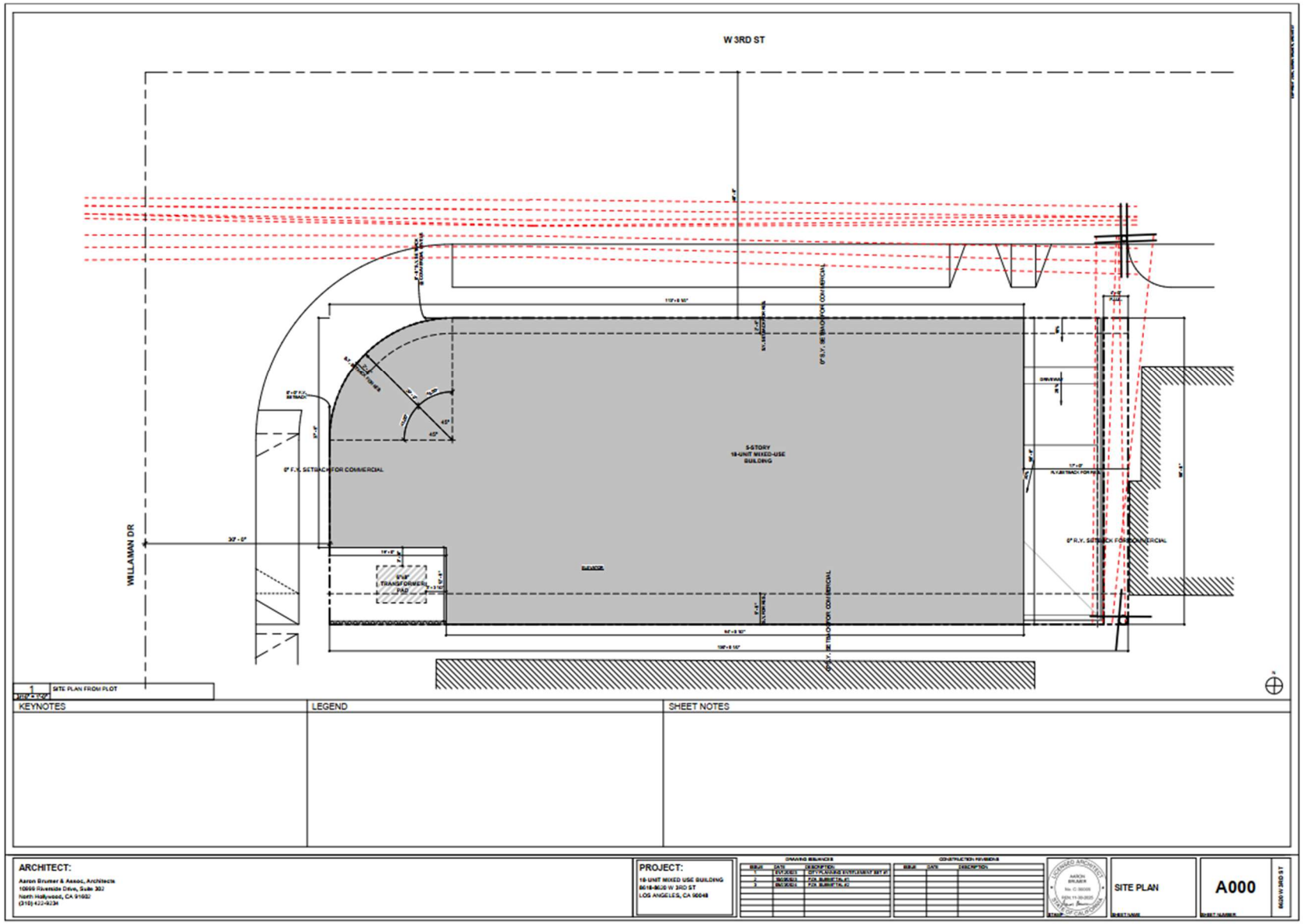
Sincerely,
MD Acoustics, LLC

Naomi Jensen
Acoustical Consultant

Claire Pincock, INCE-USA
Acoustical Consultant

Exhibit A
Location Map

Exhibit B
Site Plan



Appendix A

Glossary of Acoustical Terms

Glossary of Terms

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Noise Criteria (NC) Method: This metric plots octave band sound levels against a family of reference curves, with the number rating equal to the highest tangent line value as demonstrated in Figure 1.

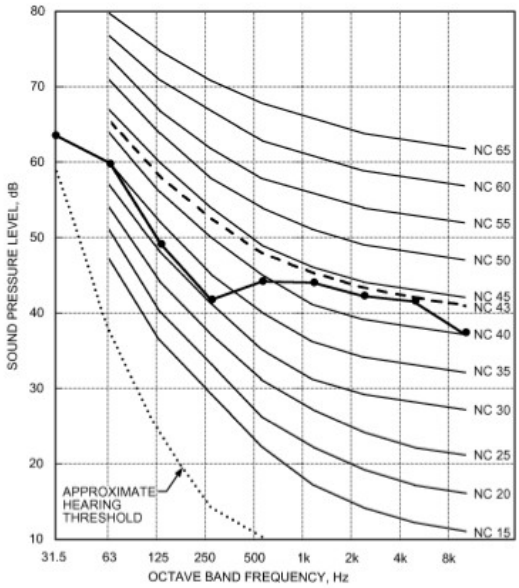
Percent Noise Levels: See L(n).

Room Criterion (RC) Method: When sound quality in the space is important, the RC metric provides a diagnostic tool to quantify both the speech interference level and spectral imbalance.

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

FIGURE 1: Sample NC Curves and Sample Spectrum Levels



Sound Transmission Class (STC): To quantify STC, a Transmission Loss (TL) measurement is performed in a laboratory over a range of 16 third-octave bands between 125 – 4,000 Hertz (Hz). The average human voice creates sound within the 125 – 4,000 Hz 1/3rd octave bands.

STC is a single-number rating given to a particular material or assembly. The STC rating measures the ability of a material or an assembly to resist airborne sound transfer over the specified frequencies (see ASTM International Classification E413 and E90). In general, a higher STC rating corresponds with a greater reduction of noise transmitting through a partition.

STC is highly dependent on the construction of the partition. The STC of a partition can be increased by: adding mass, increasing or adding air space, and adding absorptive materials within the assembly. The STC rating does not assess low-frequency sound transfer (e.g. sounds less than 125 Hz). Special consideration must be given to spaces where the noise transfer concern has lower frequencies than speech, such as mechanical equipment and or/or music. The STC rating is a lab test that does not take into consideration weak points, penetrations, or flanking paths.

Even with a high STC rating, any penetration, air-gap, or “flanking path can seriously degrade the isolation quality of a wall. Flanking paths are the means for sound to transfer from one space to another other than through the wall. Sound can flank over, under, or around a wall. Sound can also travel through common ductwork, plumbing, or corridors. Noise will travel between spaces at the weakest points. Typically, there is no reason to spend money or effort to improve the walls until all weak points are controlled first.

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Appendix B
Field Sheet

1-Hour Noise Measurement Datasheet

Project Name:	8616 3rd Street CatEx Noise
Project: #/Name:	1175-2024-003
Site Address/Location:	8616 3rd Street
Date:	08/23/2024
Field Tech/Engineer:	Jason Schuyler / Naomi Jensen

Site Observations:

It was 75F Sunny, with some marine layer burning off as the day progressed. The primary noise sources are traffic and pedestrians walking to the hospital.

Sound Meter:	XL2, NTI	**SN:**	A2A-08562-E0
Settings:	A-weighted, slow, 1-sec, 1-hour interval		
Site Id:	NM1		

1-Hour Noise Measurement Datasheet - Cont.

Project Name: 8616 3rd Street CatEx Noise

Site Address/Location: 8616 3rd Street

Site Id: NM1

Figure 1: NM1

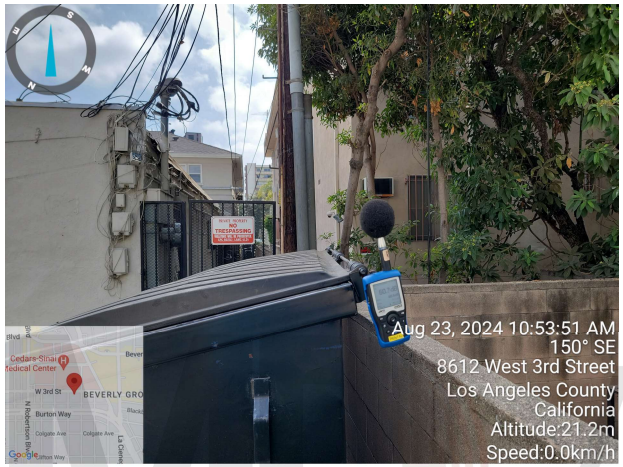


Figure 2: NM1

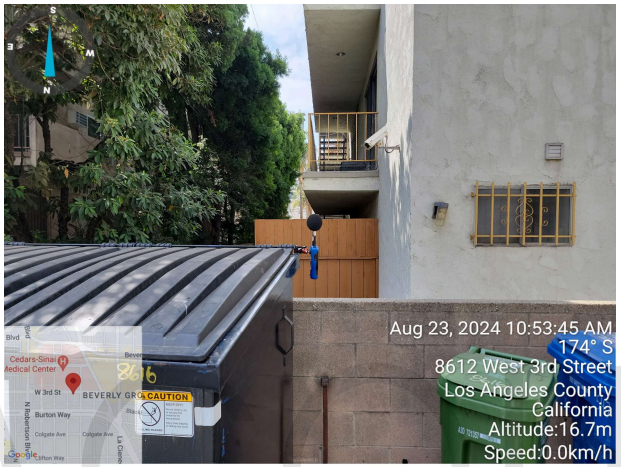


Figure 3: NM1

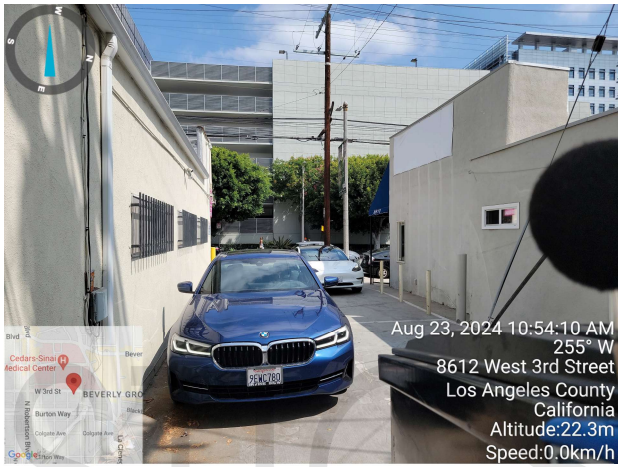
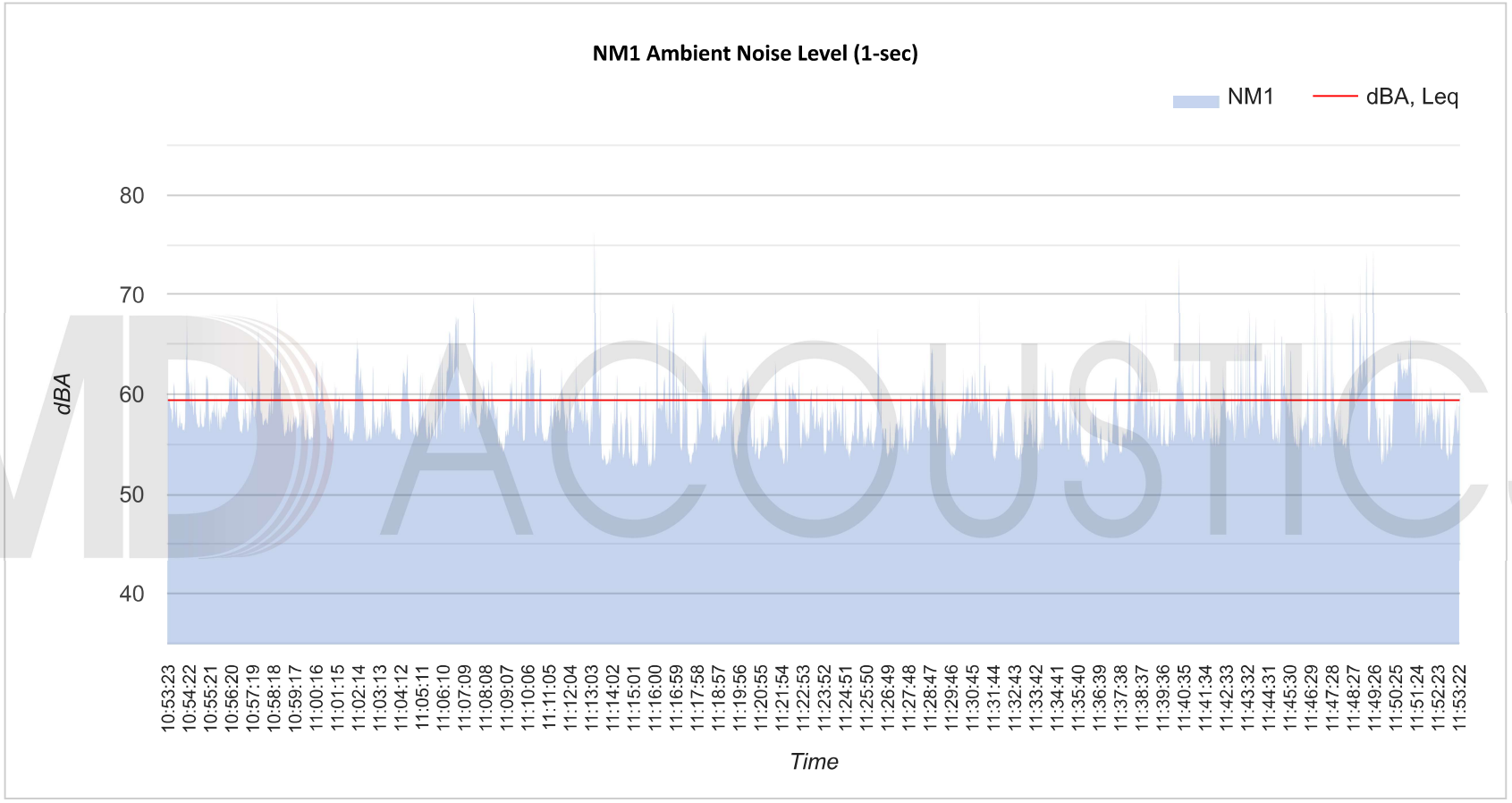


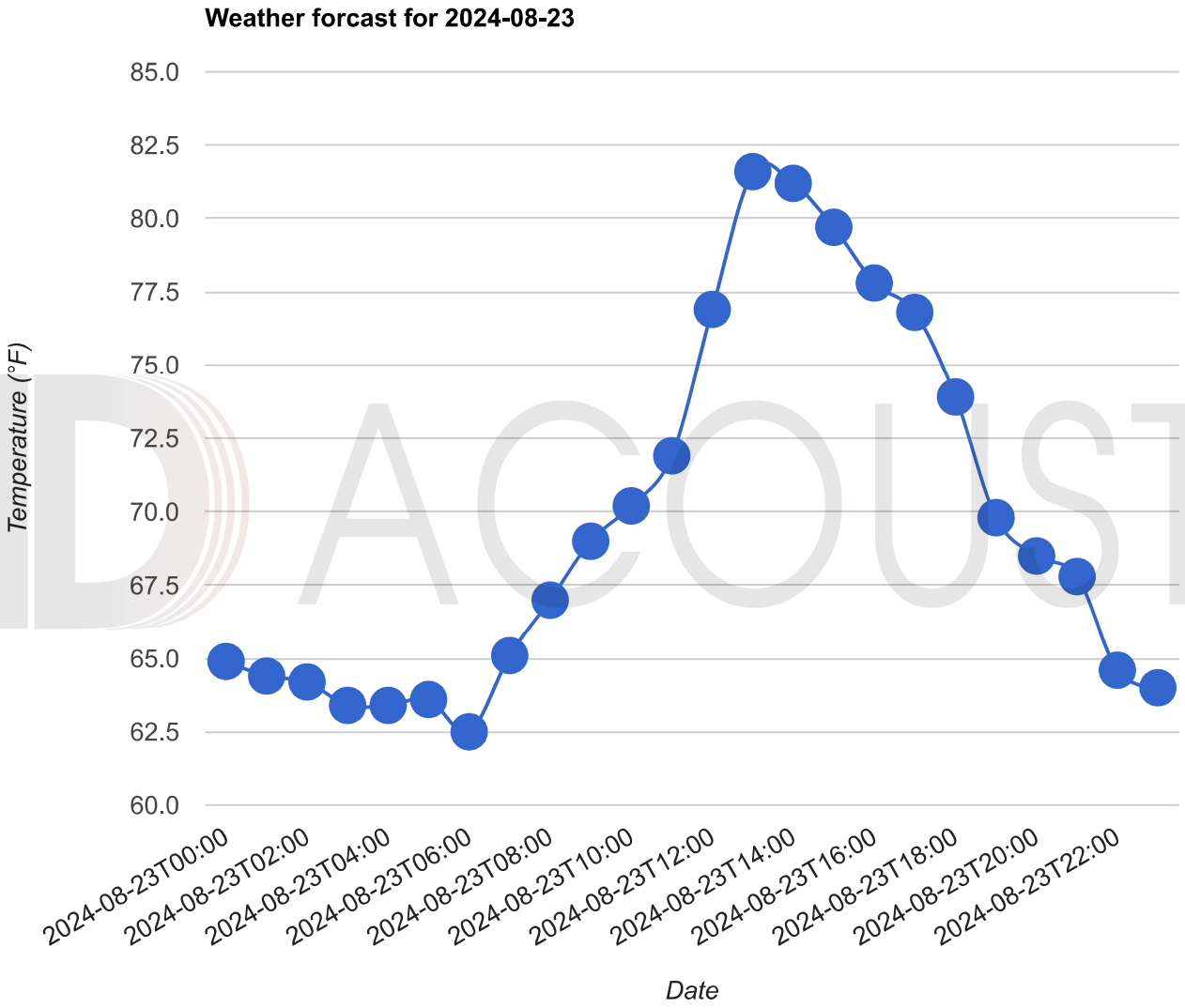
Table 1: Baseline Noise Measurement Summary

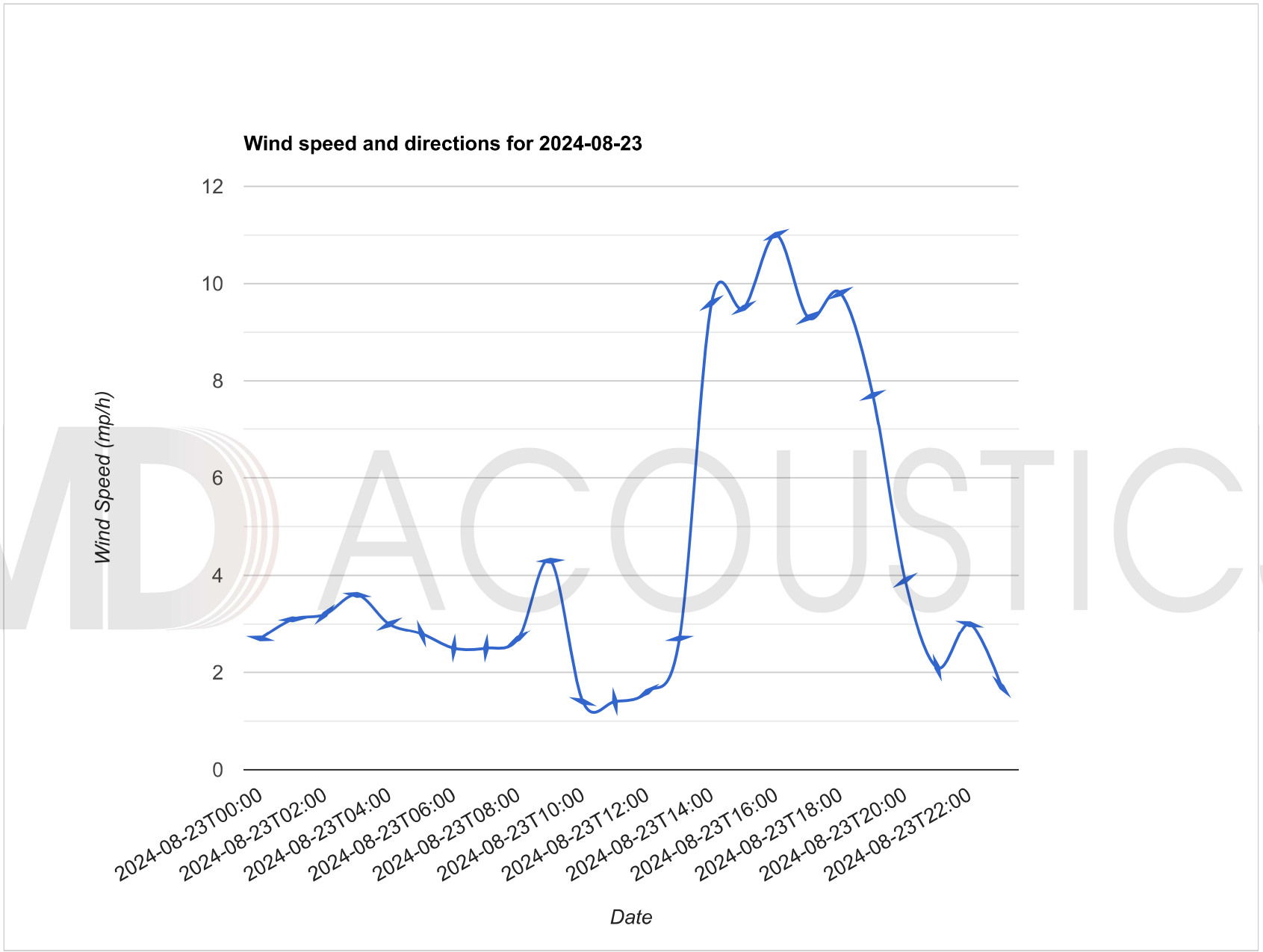
Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM1	10:53 AM	11:53 AM	59.4	75.5	52.7	65.8	62.2	59.5	57.5	54.7

1-Hour Noise Measurement Datasheet - Cont.

Project Name:	8616 3rd Street CatEx Noise	**Site Topo:**	Buildings 1-5 stories tall	**Noise Source(s) w/ Distance:**	
Site Address/Location:	8616 3rd Street	**Meteorological Cond.:**	75F Sunny winds 0-7MPH	Road and commercial noise	
Site Id:	NM1	**Ground Type:**	buildings and asphalt		







Source: Global Forecast System (GFS) weather forcast model

Appendix C
Traffic

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

Counter	ARMANDO
Date	08/31/10
Start Time	12 AM

Location	**3RD ST AT WILLAMAN DR**	**Day of Week**	TUESDAY	**Prepared**	09/02/10
Direction	E/W STREET	**DOT District**	WESTERN	**Counter Mode**	Classifier
Serial Number	RD97626 D	**Weather**	CLEAR		

	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					
Time	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	**TOTAL**
12 AM	23	19	26	20	88	28	29	31	14	102	190
1 AM	14	10	15	16	55	12	10	9	11	42	97
2 AM	12	6	4	6	28	8	9	10	10	37	65
3 AM	4	6	11	11	32	5	5	6	12	28	60
4 AM	14	17	15	26	72	6	5	13	18	42	114
5 AM	35	36	45	95	211	15	14	19	32	80	291
6 AM	84	92	132	129	437	25	47	40	54	166	603
7 AM	152	188	222	233	795	69	89	119	128	405	1200
8 AM	271	277	309	297	1154	137	143	143	135	558	1712
9 AM	297	220	264	225	1006	167	135	122	142	566	1572
10 AM	225	182	208	189	804	142	137	136	121	536	1340
11 AM	196	194	166	179	735	143	161	148	145	597	1332
12 NN	180	167	177	164	688	153	158	146	162	619	1307
1 PM	164	157	216	228	765	175	158	154	158	645	1410
2 PM	199	186	205	217	807	141	150	163	131	585	1392
3 PM	180	187	181	213	761	176	159	164	167	666	1427
4 PM	177	159	213	200	749	204	180	226	202	812	1561
5 PM	191	195	175	163	724	253	261	298	264	1076	1800
6 PM	175	165	167	183	690	225	241	249	217	932	1622
7 PM	158	142	154	121	575	186	171	190	182	729	1304
8 PM	134	121	98	96	449	146	104	103	80	433	882
9 PM	100	102	112	76	390	87	87	84	73	331	721
10 PM	80	76	82	56	294	66	63	79	60	268	562
11 PM	41	39	42	35	157	42	56	71	53	222	379

FIRST 12-HOURS PEAK QUARTER COUNT	**309**	8 AM	3RD	**167**	9 AM	1ST
LAST 12-HOURS PEAK QUARTER COUNT	**228**	1 PM	4TH	**298**	5 PM	3RD
24 HOUR VEHICLES TOTAL		12,466			10,477	**22,943**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	328.27		[+,-]	298.34	592.65

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	1,154	11 AM	597	8 AM	**1,712**
Last 12H Peak	2 PM	807	5 PM	1,076	5 PM	**1,800**
First 12H Peak STD		[+,-] 405.21		[+,-] 234.14	[+,-]	632.30
Last 12H Peak STD		[+,-] 205.13		[+,-] 251.26	[+,-]	431.54

Compound Growth Factor

Street Name: **W 3rd St**

Job Number: **1175-2024-03**

Prepared By: **N. Jensen**

Current Volume
22,943

Growth Factor %
2.0%

Over How Many Years
14

Compounded Volume
30273

Period	
1	23,402
2	23,870
3	24,347
4	24,834
5	25,331
6	25,838
7	26,354
8	26,881
9	27,419
10	27,967
11	28,527
12	29,097
13	29,679
14	30,273
15	30,878
16	31,496
17	32,126
18	32,768
19	33,424
20	34,092
21	34,774
22	35,469
23	36,179
24	36,902
25	37,640
26	38,393
27	39,161
28	39,944
29	40,743
30	41,558
31	42,389
32	43,237
33	44,102
34	44,984
35	45,883
36	46,801
37	47,737
38	48,692
39	49,666
40	50,659
41	51,672
42	52,706
43	53,760
44	54,835
45	55,932
46	57,050
47	58,191
18	59,355
49	60,542
50	61,753

Current Ye
Buildout Ye

8/28/2024

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: 8620 W 3rd St
ROADWAY: W 3rd STREET
LOCATION: 3RD FLOOR FAÇADE

JOB #: 1175-2024-03
DATE: ########
ENGINEER: N. Jensen

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	30,273	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DI	20	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	3,027	

RECEIVER INPUT DATA

RECEIVER DISTANCE =	95	
DIST C/L TO WALL =	95	
RECEIVER HEIGHT =	25.0	
WALL DISTANCE FROM RECEIVER	0	
PAD ELEVATION =	0.0	
ROADWAY VIEW: LF ANGLE=	-45	
RT ANGLE=	0	
DF ANGLE=	45	

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	97.23	- -
MEDIUM TRUCKS	4.0	96.78	- -
HEAVY TRUCKS	8.0	95.99	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.0	59.6
MEDIUM TRUCKS	52.6	51.1	44.7	43.2	51.6	51.9
HEAVY TRUCKS	53.9	52.5	43.4	44.7	53.0	53.2
NOISE LEVELS (dBA)	61.6	59.8	56.9	52.0	60.6	61.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.0	59.6
MEDIUM TRUCKS	52.6	51.1	44.7	43.2	51.6	51.9
HEAVY TRUCKS	53.9	52.5	43.4	44.7	53.0	53.2
NOISE LEVELS (dBA)	61.6	59.8	56.9	52.0	60.6	61.0

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	12	38	121	382
LDN	11	34	108	342

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: 8620 W 3rd St
ROADWAY: W 3rd STREET
LOCATION: 3RD FLOOR FAÇADE

JOB #: 1175-2024-03
DATE: ########
ENGINEER: N. Jensen

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	30,669	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DI	20	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	3,067	

RECEIVER INPUT DATA

RECEIVER DISTANCE =	95	
DIST C/L TO WALL =	95	
RECEIVER HEIGHT =	25.0	
WALL DISTANCE FROM RECEIVER	0	
PAD ELEVATION =	0.0	
ROADWAY VIEW: LF ANGLE=	-45	
RT ANGLE=	0	
DF ANGLE=	45	

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	97.23	- -
MEDIUM TRUCKS	4.0	96.78	- -
HEAVY TRUCKS	8.0	95.99	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.1	58.2	56.5	50.4	59.0	59.6
MEDIUM TRUCKS	52.6	51.1	44.8	43.2	51.7	51.9
HEAVY TRUCKS	53.9	52.5	43.5	44.7	53.1	53.2
NOISE LEVELS (dBA)	61.7	59.9	57.0	52.1	60.6	61.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.1	58.2	56.5	50.4	59.0	59.6
MEDIUM TRUCKS	52.6	51.1	44.8	43.2	51.7	51.9
HEAVY TRUCKS	53.9	52.5	43.5	44.7	53.1	53.2
NOISE LEVELS (dBA)	61.7	59.9	57.0	52.1	60.6	61.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	12	39	122	387
LDN	11	35	110	346

Appendix D
Stationary Equipment

50PG03–14
Ultra High Efficiency Single Package Electric Cooling with Optional Electric Heat Commercial Rooftop Units with Puron® (R–410A) Refrigerant, Optional EnergyX™ (Energy Recovery Ventilator)
2 to 12.5 Nominal Tons

Carrier
turn to the experts

Not equipment being used, but a similar assumption

Product Data

CENTURION

DEALER DESIGN AWARDS
the NEWS | GOLD

BUILDINGS magazine
Editors' Choice
TOP 100 PRODUCTS
2005

Puron
the environmentally sound refrigerant

AHRI* CAPACITY RATINGS

50PG03-14

UNIT 50PG	NOMINAL CAPACITY (Tons)	NET COOLING CAPACITY (Btuh)	TOTAL POWER (kW)	SEER	EER†	SOUND RATING (dB)	IEER
03	2.0	24,000	2.1	14.1	11.5	75	—
04	3.0	35,800	3.1	14.1	11.7	73	—
05	4.0	47,500	4.0	15.0	12.2	72	—
06	5.0	58,500	4.9	14.8	12.2	78	—
07	6.0	69,000	5.8	—	12.2	78	13.0
08	7.5	88,000	7.0	—	12.7	80	13.5
09	8.5	102,000	8.4	—	12.4	80	13.4
12	10.0	119,000	9.9	—	12.2	80	13.0
14	12.5	150,000	13.2	—	11.5	83	11.6

LEGEND
EER – Energy Efficiency Ratio
SEER – Seasonal Energy Efficiency Ratio

*Air Conditioning, Heating and Refrigeration Institute.
† AHRI does not require EER ratings for units with capacity below 65,000 Btuh.

Assuming 1 3-ton unit per condo unit or single -family home

NOTES:
1. Tested in accordance with AHRI Standards 210–94 (sizes 03–12), 360–93 (size 14).
2. Ratings are net values, reflecting the effects of circulating fan heat.
3. Ratings are based on:
Cooling Standard: 80°F db, 67°F wb indoor entering–air temperature and 95°F db air entering outdoor unit.
IPLV Standard: 80°F db, 67°F wb indoor entering–air temperature and 80°F db outdoor entering–air temperature.
4. All 50PG units are in compliance with Energy Star® and ASHRAE 90.1 2010 Energy Standard for minimum SEER and EER requirements.
5. Units are rated in accordance with AHRI sound standards 270 or 370.
6. Per AHRI, Integrated Energy Efficiency Ratio (IEER) became effective beginning January 1, 2010. Integrated Part–Load Value (IPLV) was superseded by IEER on January 1, 2010. IEER is intended to be a measure of merit for the part load performance of the unit. Each building may have different part load performance due to local occupancy schedules, building construction, building location and ventilation requirements. For specific building energy analysis, an hour–by–hour analysis program should be used.

AHRI CERTIFIED™ www.ahridirectory.org

Use of the AHRI Certified TM Mark indicates a manufacturer's participation in the program For verification of certification for individual products, go to www.ahridirectory.org.

Barrier Insertion Loss for 2' Parapet

Receiver - North P/L

Enter variables here:

Source Height H_s(ft)	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Receiver Height H_R(ft)	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
Barrier Height H_B(ft)	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
Distance Source to barrier (ft)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Distance Receiver to Barrier (ft)	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Soft Ground = 1; Hard Ground = 0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Calculations

A	10.198039	10.440307	10.77032961	11.18034	11.661904	12.206556	12.806248	13.453624	14.142136	14.866069	15.620499	16.401219	17.204651	18.027756	18.867962	19.723083
B	26.07681	26.925824	27.78488798	28.653098	29.529646	30.413813	31.304952	32.202484	33.105891	34.014703	34.928498	35.846897	36.769553	37.696154	38.626416	39.560081
C	31.240999	31.240999	31.2409987	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999	31.240999
P	5.0338499	6.1251318	7.31421889	8.5924387	9.9505512	11.37937	12.870201	14.41511	16.007028	17.639773	19.307999	21.007117	22.733204	24.482911	26.253379	28.042165
Ground type H_{eff}(with barrier)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ground type H_{eff}(no barrier)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H_{eff} (with barrier)	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113
H_{eff} no barrier	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
G_B	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
G_{NB}	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$A_{barrier}$	20.012477	20.864629	21.63515396	22.334639	22.971946	23.554656	24.089328	24.581654	25.036581	25.458404	25.850847	26.217139	26.560081	26.882105	27.185327	27.47159
$IL_{barrier}$	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**	**15.0**

Barrier Height (ft)	IL (dBA)
55	15
56	15
57	15
58	15
59	15
60	15
61	15
62	15
63	15
64	15
65	15
66	15
67	15
68	15
69	15
70	15

Appendix E

Construction Noise and Vibration Calculations

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/15/2025	5.00	10.0	—
Grading	Grading	1/18/2025	1/20/2025	5.00	2.00	—
Building Construction	Building Construction	1/21/2025	6/10/2025	5.00	100	—
Paving	Paving	6/11/2025	6/18/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	6/19/2025	6/26/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37

Receptor - Residential Property to the South

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent[1]	Ground Factor[2]	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA
DEMO									
Dozer	1	75	10	25	40	0	0.4	89.0	77.0
Tractor	2	75	10	25	40	0	0.4	89.0	77.0
Concrete Saw	1	75	10	25	20	0	0.2	89.0	74.0
								89.0	82.5
GRADE									
Dozer	1	75	10	25	40	0	0.40	89.0	77.0
Grader	1	75	10	25	40	0	0.40	89.0	77.0
Tractor	1	75	10	25	40	0	0.40	89.0	77.0
								89.0	81.8
BUILD									
Crane	1	75	10	25	16	0	0.16	89.0	73.1
Man lift	2	75	10	25	20	0	0.20	89.0	74.0
Tractor	2	75	10	25	40	0	0.40	89.0	77.0
								89.0	82.4
PAVE									
Paver	1	75	10	25	50	0	0.50	89.0	78.0
Tractor	1	75	10	25	40	0	0.40	89.0	77.0
Concrete Mixer Truck	4	75	10	25	40	0	0.40	89.0	77.0
Roller	1	75	10	25	20	0	0.20	89.0	74.0
								89.0	85.3
ARCH COAT									
Compressor (air)	1	75	10	25	40	0	0.40	89.0	77.0
								89.0	77.0

[1]FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

VIBRATION LEVEL IMPACT

Project:	8620 W 3rd St Cat32 Noise	Date: 8/28/24
Source:	Large Bulldozer	
Scenario:	Unmitigated	
Location:	Adjacent residences	
Address:	Los Angeles, CA	

PPV = PPVref(25/D)^n (in/sec)

DATA INPUT

Equipment = Type	2	Large Bulldozer	INPUT SECTION IN BLUE
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	10.00	Distance from Equipment to Receiver (ft)	
n =	1.10	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV =	**0.244**	IN/SEC	OUTPUT IN RED

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor Los Angeles, CA 90012	7166 W. Manchester Blvd Los Angeles, CA 90045	6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: 8620 W. 3rd Street

Project Description: Construction of a mixed use medical office 8,486 SF and 18 unit apartment building

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

Applicant Name: Peyman Banooni

Applicant E-mail: 8616 3rd Street Applicant Phone: (310) 652-9347

Planning Staff Initials: _____ **Date:** _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Medical Office	8,486 sq.ft.	
	18 one bedroom apartment units	553 sq.ft./unit	
		Total trips[1]*:*	

a. Does the proposed project involve a discretionary action? **Yes** ☐ **No** ☑

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☐ **No** ☑

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

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

Verified by: Planning Staff Name:_____ Phone:_____

Signature: _____ Date:_____

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '**+**' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Medical Office	8,486 sq.ft.	
	18 one bedroom apartment units	553 sq.ft./unit	
	Total new trips:		+286
Existing	Two commercial office building	5,101 sq.ft.	
	Total existing trips:		-43
	Net Increase / Decrease (+ or -)		+243

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☑
b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☑
c. Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☑
d. Would the project result in a net increase in daily VMT? **Yes** ☑ **No** ☐
e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☑

f. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☑

g. Project size:
- **i.** Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☑
- **ii.** Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☑
- **iii.** Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☑

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i**., **g.ii**., or **g.iii**., an access assessment may be required.

LADOT Comments:

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

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

Fee Calculation Estimate: _____

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

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

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

Prepared by DOT Staff Name: Alessandro Mercuri Phone: _____

Signature: _____ Date: 11/01/23