DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 8, 2025
Time: After 8:30 a.m.
Place: Los Angeles City Hall,
200 N. Spring Street, Room 350
Los Angeles, CA 90012

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

Public Hearing: Initial public hearing completed on February 5, 2025

Appeal Status: The Off-Menu Density Bonus / Affordable Housing Incentive Program Review is not appealable to City Council. The Density Bonus On-Menu Incentives and Specific Plan Project Compliance are appealable to City Council.

Expiration Date: May 31, 2025
Multiple Approval: Yes

Case No.:	CPC-2024-914-DB-SPPC-VHCA
CEQA Nos.:	ENV-2024-915-CE
Incidental Cases:	None
Related Case:	None
Council No.:	13 – Soto-Martinez
Plan Area:	Hollywood
Specific Plan:	Vermont/Western Station Neighborhood Area Plan (SNAP); Subarea A (Neighborhood Conservation)
Certified NC:	East Hollywood
GPLU:	High Density Residential
Zone:	[Q]R4-2
Applicant:	Maria Flores, 5430 Carlton LLC
Representative:	Gary Benjamin, Alchemy Planning + Land Use

PROJECT LOCATION: **5416-5418, 5420, 5424-5428, and 5430 West Carlton Way, Los Angeles CA 90027**

PROPOSED PROJECT: The project includes the demolition of seven (7) existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, and a duplex building, and the construction, use and maintenance of a new 131-unit apartment building with 15 units restricted to Very Low Income Households and an existing eight (8)-unit apartment building, for a total of 139 units, on an approximately 37,688.3 square-foot (0.87 acre) site within Subarea A of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The proposed project includes the removal of two (2) street trees, three (3) on-site protected trees, and 12 on-site non-protected trees. The proposed project is comprised of an eight (8)-story, 105-foot, 4-inch in height residential building, with one (1) at-grade parking level and two (2) and one-half (½) subterranean parking levels, and a total of 144,851 square feet of floor area resulting in a floor area ratio (FAR) of 4.8:1. The project will provide 148 vehicular parking spaces, 70 long term and 2 short term bicycle parking spaces, 3,405 square feet of usable open space, and 35 on-site and 10 street trees. The project will require the export of approximately 26,100 cubic yards of soil.

REQUESTED ACTIONS:

1. Pursuant to California Exemption Quality Act (CEQA) Guidelines Section, Article 19, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence

demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Pursuant to Chapter 1 of the LAMC Section 12.22 A.25(g)(3), a **Density Bonus / Affordable Housing Incentives Program Review** to permit the following Off-Menu Incentives and Waivers of Development Standards for a Housing Development Project totaling 139 dwelling units, reserving 15 units for Very Low Income Household occupancy for a period of 55 years:

    a. An Off-Menu Incentive to permit a 12-foot, 6-inch minimum building setback along Carlton Way, in lieu of a 14-foot, 11.28-inch minimum building setback, as otherwise required by SNAP Section 7-E.

    b. An Off-Menu Incentive to permit an 18-foot, 3-inch maximum building setback along Carlton Way, in lieu of a 14-foot, 11.88-inch maximum building setback, as otherwise required by SNAP Section 7-E.

    c. An Off-Menu Incentive to permit roof lines of up to 169-feet, 1-inch without breaks, in lieu of the minimum 40-foot roof line breaks, as otherwise required by SNAP Development Standards Section IV-13.

    d. A Waiver of Development Standard for a 66-foot, 6-inch height increase to permit a maximum building height of 105-feet, 4-inches, in lieu of the 38-foot, 10-inch maximum height, as otherwise required by SNAP Section 7-D.

    e. A Waiver of Development Standard to permit four lots with a total combined area of 37,688 square feet to be tied together to form a single building site in lieu two lots with a total combined area of 15,000 square feet, as otherwise required by SNAP Section 7-A.

    f. A Waiver of Development Standard for a 70% rear yard reduction to permit 6 feet, in lieu of 20 feet, as otherwise required by LAMC Section 12.11-C,3.

    g. A Waiver of Development Standard for a 54.6% west side yard reduction to permit 5 feet, in lieu of 11 feet, as otherwise required by LAMC Section 12.11-C,2.

    h. A Waiver of Development Standard for a 58.4% reduction of the space between buildings width requirement, to permit 9-foot, 2-inch width between buildings, in lieu of the minimum width of 22 feet, as otherwise required by LAMC Section 12.21-C,2(a).

    i. A Waiver of Development Standard for a 72.8% passageway width reduction, to permit a 6-foot passageway in lieu of the minimum passageway width of 22 feet, as otherwise required by LAMC Section 12.21-C,2(b).

    j. A Waiver of Development Standard for a 74.4% reduction in required open space to permit a minimum of 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

3. Pursuant to Chapter 1A of the Los Angeles Municipal Code Section 13.B.4.2, a **Specific Plan Project Compliance** to allow the demolition of seven (7) existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, a detached garage, and a duplex building, the construction, use and maintenance of a new 8-story, 131-unit residential building and the maintenance of an existing two-story, eight (8)-unit residential building, for a total of 139 units, within Subarea A (Neighborhood Conservation) of the Vermont/Western SNAP Specific Plan.

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**, pursuant to Chapter 1 of the LAMC Section 12.22 A.25(g)(3), a **Density Bonus / Affordable Housing Incentives Program Review** to permit the following Off-Menu Incentives for a Housing Development Project totaling 139 dwelling units, reserving 15 units for Very Low Income Household occupancy for a period of 55 years:

    a. An **Off-Menu Incentive** to permit a 12-foot, 6-inch minimum building setback along Carlton Way, in lieu of a 14-foot, 11.28-inch minimum building setback, as otherwise required by SNAP Section 7-E.

    b. An **Off-Menu Incentive** to permit an 18-foot, 3-inch maximum building setback along Carlton Way, in lieu of a 14-foot, 11.88-inch maximum building setback, as otherwise required by SNAP Section 7-E.

    c. An **Off-Menu Incentive** to permit roof lines of up to 169-feet, 1-inch without breaks, in lieu of the minimum 40-foot roof line breaks, as otherwise required by SNAP Development Standards Section IV-13.

    d. A **Waiver of Development Standard** for a 66-foot, 6-inch height increase to permit a maximum building height of 105-feet, 4-inches, in lieu of the 38-foot, 10-inch maximum height, as otherwise required by SNAP Section 7-D.

    e. A **Waiver of Development Standard** to permit four lots with a total combined area of 37,688 square feet to be tied together to form a single building site in lieu two lots with a total combined area of 15,000 square feet, as otherwise required by SNAP Section 7-A.

    f. A **Waiver of Development Standard** for a 70% rear yard reduction to permit 6 feet, in lieu of 20 feet, as otherwise required by LAMC 12.11-C,3.

    g. A **Waiver of Development Standard** for a 54.6% west side yard reduction to permit 5 feet, in lieu of 11 feet, as otherwise required by LAMC 12.11-C,2.

    h. A **Waiver of Development Standard** for a 58.4% reduction of the space between buildings width requirement, to permit a 9-foot, 2-inch width between buildings, in lieu of the minimum width of 22 feet, as otherwise mandated by LAMC 12.21-C,2(a).

    i. A **Waiver of Development Standard** for a 72.8% passageway width reduction, to permit a 6-foot passageway in lieu of the minimum passageway width of 22 feet, as otherwise required by LAMC 12.21-C,2(b).

    j. A **Waiver of Development Standard** for a 74.4% reduction in required open space to permit 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

3. **Approve,** pursuant to Chapter 1A of the Los Angeles Municipal Code Section 13.B.4.2, a **Specific Plan Project Compliance** for the demolition of seven (7) existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, a detached garage, and a duplex building and the construction, use and maintenance of eight

(8)-story, 131-unit residential building and the maintenance of an existing 2-story, eight (8)-unit residential building, for a total of 139 units, within Subarea A of the Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP) Specific Plan;

4. **Adopt** the attached Conditions of Approval; and

5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

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Deborah Kahen, AICP, Senior 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) or emailed to cpc@lacity.org. While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission 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 no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213-978-1299.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project includes the demolition of seven existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, and a duplex building and the construction, use, and maintenance of a 131-unit apartment building with 15 units restricted to Very Low Income Households. The proposed project includes the maintenance of an existing 2-story apartment building with eight (8) dwelling units for a total of 139 units at the project site.

Figure 1. Rendering of the proposed project.

Height and FAR

The proposed project includes an eight (8)-story, 105-foot and four (4)-inch in height, residential building, as measured from grade to the highest point of the roof parapet, with two (2) and one-half (½) subterranean parking levels and one (1) at grade parking level. The new building will contain a total of 138,894 square feet of floor area or a Floor Area Ratio (FAR) of 4.62:1. The floor area on-site including the existing building will total 144,851 square feet or a FAR of 4.82:1.

Automobile Parking

Pursuant to Assembly Bill (AB) 2097, the Applicant is proposing no minimum required automobile parking spaces. As the proposed project includes the construction of a residential building and the site is located within half a mile of a major transit stop, the project qualifies for the parking reduction under the provisions of AB 2097. However, the proposed project includes 148 voluntary parking spaces within two (2) and one-half (½) subterranean parking levels and one (1) at-grade parking level, which would be accessed from the Carlton Way frontage. The proposed project also includes 70 long term bicycle parking spaces and two (2) short term bicycle parking spaces within the at-grade level parking area.

Open Space and Landscaping

In conjunction with Density Bonus, the proposed project includes 3,405 square-feet of required usable open space. The proposed project also includes an additional 1,200 square-feet of common open space area (fitness rooms and gymnasiums) and 4,499 square feet of private open space areas (private balconies) that are not designed in accordance with LAMC requirements and cannot count towards the required amount of provided open space area. All of the proposed outdoor open space areas will be landscaped to meet the minimum 25% required by the Los Angeles Municipal Code (LAMC).

On-Site Trees and Street Trees

According to the Tree Report prepared for the project by Consulting Arborist, Gregory W. Applegate, Certification Number #WE-0180A, there are two (2) protected California Live Oak (*Quercus agrifolia*) trees on-site, one (1) protected Western Sycamore (*Platanus racemosa*) tree, and 12 non-protected trees on-site. All of the on-site trees will be removed and replaced. The protected trees will be replaced at a 4:1 ratio and the non-protected trees will be replaced at a 1:1 ratio. The Applicant proposes a total of 35 on-site trees.

Adjacent to the site along the public parkway, there are five (5) street trees, three (3) of which are protected California Live Oak (*Quercus agrifolia*) trees. The two (2) non-protected street trees will be removed and replaced at a 2:1 ratio. Furthermore, the Vermont/Western SNAP Specific Plan requires 10, 24-inch box street trees. The Applicant proposes 10 street trees adjacent to the project site.

As conditioned, at least 33 trees will be planted on-site, and 10 street trees are required in the public parkway adjacent to the site, subject to the Bureau of Street Services, Urban Forestry Division requirements.

Building Design

The elevation diagrams provide a visual reference for the proposed building design. The building massing is angled from east to west from the spring point center on each elevation. In addition, the façade articulation throughout the building is shown through private balconies. The materials include a white color, painted cement plaster with white window vinyl frames and wire mesh railings.

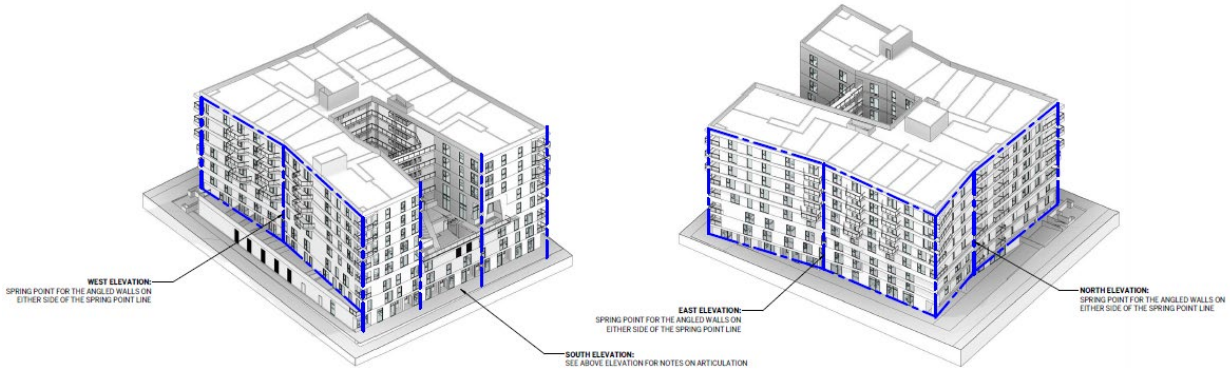

Figure 2. Elevation analysis of the proposed project.

BACKGROUND

Site Description

The subject site is a level, rectangular-shaped property that consists of four (4) contiguous parcels fronting Carlton Way to the north of the site. The subject property comprises approximately 37,688.3 square feet of lot area with an approximate width of 200 feet and length of 188 feet prior to any required street dedications.

The site is currently improved with eight (8) existing residential buildings and accessory uses, inclusive of an eight (8)-unit apartment building, a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, and a duplex building. The existing eight (8)-unit apartment building will be maintained as part of the proposed project while the 25 dwelling units and an accessory garage structure will be demolished. Pursuant to the Los Angeles Housing Department Determination Letter, dated June 3, 2024, there are 33 existing units on the project site including 25 dwelling units which will be demolished. As such, the proposed project will result in a net increase in 106 dwelling units on-site.

According to the Historic Resources Assessment Report prepared by Chronicle Heritage and dated June 3, 2024 (Exhibit D), these buildings are not historical resources as defined by CEQA. On September 5, 2024, the Department of City Planning, Office of Historic Resources, accepted and concurred with the findings of the Historic Resources Assessment Report. The 25 existing units proposed for demolition are, however, subject to the Rent Stabilization Ordinance (RSO). However, the existing apartment building at 5428 West Carlton Way has one (1) unit that is occupied by a manager whose contract mandates that they live on-site. Therefore, one (1) unit is exempt from affordable replacement requirements. As such, on June 3, 2024, the Los Angeles Housing Department (LAHD) determined that these units are subject to replacement under Senate Bill 8 (SB 8) along with the 25 existing units that will be demolished (Exhibit E).

Figure 3. Aerial view of the project site.

General Plan Land Use Designation, Zoning and Specific Plan

The project site is located within the Hollywood Community Plan. An updated Hollywood Community Plan was adopted by City Council on May 9, 2023, and became operative on February 11, 2025. The project application was filed before February 11, 2025, as a Vesting Housing Crisis Act project. Therefore, the project is vested to the local planning and zoning rules that were in place at the time the Vesting Housing Crisis application was completed, or on October 12, 2023. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay.

The project site is designated for High Density Residential land uses, which correspond to the R4 and R5 Zones. The site is zoned [Q]R4-2, and therefore is consistent with the General Plan Land Use Designation (Exhibit B). Ordinance Number 165,668 established the Qualified [Q] designating properties within the [Q]R4-2 Zone to be limited to residential uses permitted in the R3 Zone.

The project is located within the Vermont/Western Station Neighborhood Area Plan Specific Plan (SNAP), which designates the project site as within Subarea A, Neighborhood Conservation (Exhibit B). Subarea A allows residential uses permitted in the underlying zone and imposes transitional height limitations. The use and floor area are regulated by the underlying [Q]R4-2 Zones pursuant to LAMC Sections 12.11 and 12.21.1 and Ordinance Number 165,668 which allow for residential uses as allowed in the R3 Zone.

The site is in the Hollywood Redevelopment Project Area, City's Transit Priority Area, Transit Oriented Communities (TOC) Tier 4, Adaptive Reuse Incentive Area, Los Angeles State Enterprise Zone, Promise Zone, Opportunity Zone and Historically Underutilized Business Zone (HUBZone). The site is located over 1.67 kilometers from the Upper Elysian Park. The site is not within a designated hillside, airport hazard, coastal zone, farmland, very high fire hazard severity zone, flood zone, hazardous waste site, special grading area, the Alquist-Priolo Fault Zone, or a landslide, liquefaction, fault rupture, or tsunami inundation zone.

Figure 4. Zone Information and Mapping Access System (ZIMAS) map of project site.

Surrounding Properties

The project site is located in an urbanized area and surrounded primarily by multi-family residential buildings. Properties to the north, across Carlton Way, are designated for High Density Residential land uses, zoned [Q]R4-2, and are developed with three- to four-story apartment buildings. These properties to the north of the project site are located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan area. Properties to the south, east and west are designated for High Density Residential land uses, zoned [Q]R4-2, and developed with two- to three- story apartment structures. The surrounding properties to the south, east and west are located within Subarea A (Neighborhood Conservation) of the Vermont / Western SNAP Specific Plan area.

Streets and Circulation

Carlton Way, adjoining the subject property to the east, is a Local Street-Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet and is improved with curb, sidewalk and gutter.

The Bureau of Engineering is not requiring any dedications along Carlton Way; however, requires the repair of any damaged sidewalk and driveway fronting lot.

Public Transit

The project site is located approximately 420 feet (0.08 miles) from the Los Angeles County Metropolitan Transit Authority (Metro) B (Red) Line Hollywood/Western Station at the corner of Hollywood Boulevard and Western Avenue.

Relevant Cases and Building Permits

Subject Property:

Ordinance No. 165,668 – On March 21, 1990, the City Council adopted Qualified "Q" conditions for the subject property which limits the density as allowed in the R3 zone and allows a maximum building height of 45-feet.

Surrounding Properties within a 500-Foot Radius:

Case No. CPC-2019-4639-CU-DB-SPE-SPP-SPR-DD-MCUP-PHP – On August 13, 2020, the City Planning Commission approved a Conditional Use Permit, Density Bonus, Specific Plan Exception, Specific Plan Project Permit Compliance Review, Site Plan Review, Director's Determination, Main Conditional Use Permit for a Priority Housing Project. The approved project included the demolition of an existing commercial building and the construction, use, and maintenance of an eight-story, mixed-use building with 412 residential units and 33,569 square feet of commercial floor area located at 5525 West Sunset Boulevard.

Case No. DIR-2016-23-SPP-SPPA-DB-SPR – On April 3, 2017, the Director of Planning approved a Project Permit Compliance Review, Project Permit Adjustment, Density Bonus, and Site Plan Review for the demolition of a surface parking lot, single-family residence and duplex, and the construction, use and maintenance of a six-story mixed use development with approximately 15,300 square feet of commercial use and 91 residential dwelling units, with 14 units restricted for Low Income Households within Subarea C (Community Center) of the Vermont/Western SNAP on a property located at 1657-1683 N. Western Avenue, 5517-5519½ W. Carlton Way, and 5500-5510 W. Hollywood Boulevard.

REQUESTED ENTITLEMENTS

Density Bonus/Affordable Housing Incentives 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

In accordance with State Density Bonus Law (Government Code Section 65915 and Assembly Bill 2334), the Applicant is obtaining the base density allowance from the maximum allowable residential density permitted under the Zone, Specific Plan, or General Plan Land Use Designation. The project site is within the Hollywood Community Plan, Hollywood Redevelopment Plan and Vermont/Western SNAP Specific Plan. In accordance with the Hollywood Community Plan, the project site has a Land Use Designation of High Density Residential which establishes the maximum allowable density at a rate of 1 unit for every 400 square feet of lot area. This permits a base density of 95 dwelling units on-site (37,688.3 of lot area divided by 400 square feet and rounded up). The Applicant seeks a Density Bonus increase of 46 percent to permit 139 residential units on-site, inclusive of the maintenance of the existing eight (8) units, with 15 units reserved for Very Low Income Household occupancy, in lieu of the otherwise permitted 95 base units. By setting aside at least 14% of the base density units (or at least 14 dwelling units) for Very Low Income Units, Government Code Section 65915 allows a 46.25% increase to density.

Very Low Income Units (Percentage of Base Density)	*Maximum Density Bonus Permitted (Based on Base Density)*
5%	*20%*
6%	*22.5%*
7%	*25%*
8%	*27.5%*
9%	*30%*
10%	*32.5%*
11%	*35%*
12%	*38.75%*
13%	*42.5%*
14%	*46.25%*
15%	*50%*

Table 1: Density Bonus Percentages under Government Code Section 65915 (f)(2)

Automobile Parking

The project site is located approximately 420 feet (0.08 miles) from the Los Angeles County Metropolitan Transit Authority (Metro) B (Red) Line Hollywood/Western Station at the corner of Hollywood Boulevard and Western Avenue. In accordance with the provisions of Assembly Bill 2097 (AB 2097) for a residential project located one-half (0.5) mile of a transit stop, a project is allowed no minimum automobile parking space requirements. The proposed project includes 148 voluntary automobile parking spaces within the at grade parking level and two (2) and one-half (½) subterranean parking levels.

Under the SNAP Subarea A, the project has a maximum parking standard of one (1) parking space for each unit having fewer than three (3) habitable rooms, one and a half (1.5) spaces for units with three (3) habitable rooms, and two (2) spaces for units with more than three (3) habitable

rooms. In addition, SNAP Subarea A allows a maximum one-half (0.25) parking space for each dwelling unit as guest parking for a total of 33 guest spaces. The 131-unit project includes 74 units with less than three (3) habitable rooms, 49 units with three (3) habitable rooms, and eight (8) units with more than three (3) habitable rooms. This results in a maximum allowed 172 total vehicular parking spaces, inclusive of 33 maximum guest parking spaces. The proposed project includes a total of 148 automobile parking spaces with three (3) spaces designated for guest parking which is consistent with the required parking for a 131-unit project using AB 2097 located in the SNAP Subarea A within one-half mile of a transit stop.

Off-Menu Incentives

In accordance with the State Density Bonus Law (Government Code Section 65915) and the City's Density Bonus Ordinance codified in LAMC Section 12.22 A.25, the project is eligible for up to three (3) On and/or Off-Menu Incentives in exchange for setting aside the minimum requisite percentage of affordable housing, which is at least 15 percent, or 15 units, of the 95 base density units for Very Low Income Households. The Applicant proposes to set aside 15 units, that is 15-percent of the 95 base density units, for Very Low Income Households. As such, the project is eligible for three (3) On and/or Off-Menu Incentives.

The Applicant requests three (3) Off-Menu Incentives that are not listed on the Menu of Incentives, as follows:

a) **Off-Menu Incentive for Minimum Building Setback.** Subarea A of the SNAP requires that the exterior wall of the proposed building frontage be located no closer to the street than the exterior wall of the adjacent building closest to the street. The adjacent building setback that is closest to the street is 14 feet, 11.28-inches (14.94 feet) away from Carlton Way. The Applicant requests a 12-foot, six (6)-inch minimum building setback along Carlton Way.

b) **Off-Menu Incentive for Maximum Building Setback.** Subarea A of the SNAP requires the exterior wall of the proposed building frontage be located no further from the street than the exterior wall of the adjacent building farthest from the street. The adjacent building setback that is farthest from the street is 14 feet and 11.88 inches (14.99 feet) away from Carlton Way. The Applicant requests an 18-foot, 3-inch maximum building setback along Carlton Way.

c) **Off-Menu Incentive for Roof Line Breaks.** Subarea A of the SNAP states that all roof lines in excess of 40 feet must be broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. The Applicant requests roof lines that extend up to 169 feet, 1-inch without breaks in lieu of the 40-foot roof line breaks otherwise required in Section IV.13 of the SNAP Development Standards and Design Guidelines.

Waiver of Development Standards

Pursuant to California Government Code Section 65915(e)(1) and Section 12.22 A.25(g) of the LAMC, a Housing Development Project may also request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the Density Bonus Incentives, the Applicant is requesting seven (7) Waivers of Developments Standards, as follows:

a) **Waiver of Development Standard for SNAP Height.** Section 7.D. of the SNAP states that the maximum height of the proposed building shall not exceed 15 feet of the height of

the shortest building on any adjacent lot. The Applicant is requesting a waiver of development standard to allow a 66-foot, 6-inch height increase to permit a maximum building height of 105 feet, four (4)-inches.

b) **Waiver of Development Standard – SNAP Building Lot Combination.** Section 7.A. of the SNAP states that the uses allowed by the existing residential zoning classification of any lot located within Subarea A, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. The Applicant is requesting a waiver from this development standard to construct a new eight (8)-story, 131-unit residential building on the project site which consists of four (4) contiguous parcels totaling 37,688.3 square feet of lot area.

c) **Waiver of Development Standard – Rear Yard Setback.** The subject property is zoned [Q]R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.11-C,3, the proposed project is required to provide a minimum rear yard setback of 20 feet. The Applicant is proposing a 70-percent reduction to the minimum rear yard setback to allow a six (6)-foot rear yard setback.

d) **Waiver of Development Standard – Side Yard Setback.** The subject property is zoned [Q]R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.11-C,3, the proposed project is required to provide a minimum westerly side yard setback of 11 feet. The Applicant is proposing a 54.6-percent reduction to the minimum side yard setback to allow a five (5)-foot westerly side yard setback.

e) **Waiver of Development Standard – Space Between Buildings.** The subject property is zoned [Q[R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.21-C,2(a), the proposed project is required to provide a minimum space between buildings width of 22 feet. The Applicant is proposing a 58.4-percent reduction to the minimum space between buildings width to allow a nine (9)-foot, two (2)-inch space between buildings on the project site.

f) **Waiver of Development Standard – Passageway Width.** The subject property is zoned [Q]R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.21-C,2(b), the proposed project is required to provide a minimum passageway width requirement of 22 feet. The Applicant is proposing a 72.8-percent reduction to the minimum passageway width to allow a six (6)-foot passageway.

g) **Waiver of Development Standard – Open Space.** Section 7.F of the SNAP states that projects containing two or more residential units, shall contain usable open space in accordance with the standards of the Los Angeles Municipal Code, Chapter 1, Section 12.21 G.2. The Applicant is proposing a 74.4-percent reduction in the required amount to allow 3,405 square feet of required open space.

Specific Plan Project Compliance

The proposed project is located within Subarea A (Neighborhood Conservation) of the Vermont/Western SNAP Specific Plan, originally adopted under Ordinance No. 173,749. The Vermont/Western SNAP provides for regulatory controls and incentives for development within its boundaries. The regulations set forth in the Specific Plan take precedence over those in the LAMC wherever the Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses or parking or other controls on development.

Pursuant to Section 5.A of the SNAP, no demolition, grading or building permit shall be issued for any Project unless a Specific Plan Project Compliance determination has been issued. No demolition permits have been issued by LADBS pursuant to the SNAP.

HOUSING REPLACEMENT

The Los Angeles Housing Department (LAHD) reviewed all of the existing structures at the subject site and determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated June 3, 2024, that 11 units are subject to the replacement pursuant to the requirements of the HCA, including seven (7) units set aside for habitation by Very Low Income Households and four (4) units set aside for habitation by Low Income Households. Fifteen units are being set aside for habitation by Very Low Income Households proposed through Density Bonus and the project will be required to comply with all of the applicable regulations set forth by LAHD. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

PROFESSIONAL VOLUNTEER PROGRAM (PVP)

The project was presented to the Professional Volunteer Program on August 20, 2024. The following comments were made on the project design and the Applicant responses:

Pedestrian First

- The plans show a good-sized lobby and lounge space that appears to be well connected to the outdoors.
- Individual entries to ground floor units are an intriguing feature but consider defensible space and how access into the site will be controlled, minimizing security issues for people walking to all units.

360 Degree Design:

- PVP participants expressed major concerns about the lack of natural light and ventilation, due to the design of the fenestration for these apartments. On Sheet A2.2 Level 02 – floor plan, the two units below the courtyard are prime examples of living spaces that do not have appropriate fenestration. Similarly, apartment 1B on A2.1 Level 01 – floor plan is another example of a living space with insufficient natural light. Please refer to Code Section 1202.5 requirements for natural ventilation:
    - 1202.5 *Natural Ventilation*: Natural ventilation of an occupied space shall be through windows, doors, louvers, or other openings to the outdoors. The operating mechanism for such openings shall be provided with ready access so that the openings are readily controllable by the building occupants.
    - 1202.5.1 *Ventilation Area Required*: The openable area of the openings to the outdoors shall be not less than 4 percent of the floor area being ventilated.
    - 12.02.5.1.1 *Adjoining Spaces*: Where rooms and spaces without openings to the outdoors are ventilated through an adjoining room, the opening to the adjoining room shall be unobstructed and shall have an area of not less than 8 percent of the floor area of the interior room or space, but not less than 25 square feet (2.3 m²). The openable area of the openings to the outdoors shall be based on the total floor area being ventilated.
- On Sheet A2.1, please correct note about balconies, where hatched areas are marked as ‘typical balcony clear dimensions.’
- Provide more detail of the existing building’s interior to better understand how the proposed and existing buildings relate to one another.

- Note that the lots with the new development must be tied to the lot with the existing building, in order for the open space at its rear to count toward the 12.21 G requirements.

Climate-Adapted

- Please add information to landscape plan for all proposed materials in order to constitute a complete submittal, including clarification of paving materials, planting schedule with species, water use factors, etc. in compliance with the Landscape Ordinance.
- Landscape plan indicates compliance with SNAP's tree requirements, this appears not to meet UFD's spacing guidelines (min. 25') see LAMC 62.177 for Tree Guaranteed Fee.

On November 1, 2024, the Applicant submitted revised project plans incorporating some of the design comments from and in response to PVP (Exhibit A) including a new security gate in front of the passageway between the new 131-unit building and the existing eight (8)-unit building, an updated landscape plan with additional details regarding the proposed materials, planting schedule and water use. Lastly, the revised project plans reflect an updated 'Typical Clear Balcony Dimensions' diagram to reflect compliance with the six (6)-foot accessible minimum clearance for private open space areas as required under the LAMC.

PUBLIC HEARING AND COMMUNICATION

A public hearing on this matter was held by the Hearing Officer virtually on February 5, 2025, at 11:00 a.m. Six (6) members of the community provided public testimony at the public hearing.

Issues raised during the Public Hearing included the following: tenant displacement, construction timelines, and number of affordable units proposed.

- Doug Haines – In opposition to the project. Stated that the Neighborhood Council has not reviewed the proposed project. He opposes the removal of existing affordable housing units and stated that the proposed building height is not compatible with the structures in the surrounding neighborhood.

- Dustin Valdez, Resident at 5414 W. Carlton Way – Agrees with points mentioned by Doug Haines, has concerns regarding construction timelines and impacts, requested information regarding contingency plans that would be in place to mitigate construction impacts.

- Carlos Rodriguez, Resident at 5416 W. Carlton Way – Stated concerns about removing existing low-income dwelling units and replacement with a fewer amount of low-income dwelling units. He requested information regarding construction timelines.

- Rosemary La Grua, Neighbor on Harold Way – In opposition to the project and all the requested incentives and waivers. Stated that the proposed project design is not adequate, and the size of structure is not compatible to the structures in the surrounding neighborhood.

- Dory, Resident at 5416 W. Carlton Way – Stated that the Applicant team has not communicated with the existing tenants and has concerns regarding the number of low-income units that will be removed. She requested information regarding construction timelines.

- Adan Reese, Resident at 5430 W. Carlton Way – In opposition of the number of affordable units that area proposed. Stated concerns regarding the lack of affordable housing units

offered in the face of a housing crisis and recent Los Angeles fires. Stated that residents are struggling to afford rent and will now be displaced so the proposed project should include at least double the number of affordable units.

A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

CONCLUSION

Based on the information submitted to the record, the surrounding uses, and good planning and zoning practices, the project would redevelop the underutilized site with 131 new dwelling units and the maintenance of eight (8) dwelling units, including 15 units reserved for Very Low Income Households, located within 420 feet (0.08 miles) from the Los Angeles County Metropolitan Transit Authority (Metro) B (Red) Line Hollywood/Western Station at the corner of Hollywood Boulevard and Western Avenue in the Hollywood Community Plan area. As proposed, the project would be consistent with a number of goals, objectives, and policies of the Plan Area. The proposed project includes needed housing as well as needed affordable housing with 3,405 square feet of open space and on-site amenities such as a fitness room, co-working space, and pool deck. Staff recommends that the City Planning Commission approve the requested three (3) Off-Menu Incentives, seven (7) Waivers of Development Standards and approve a Specific Plan Project Compliance for the demolition of the existing structures, the maintenance of an existing eight (8)-unit apartment building, and the construction of the 131-unit residential building with 15 units restricted to Very Low Income Households within Subarea A of the Vermont/Western SNAP Specific Plan; and adopt the attached Conditions of Approval and Findings.

CONDITIONS OF APPROVAL

Pursuant to Section 12.22 A.25 of Chapter 1 of the Los Angeles Municipal Code and Section 13.B.4.2 of Chapter 1A of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

Density Bonus Conditions

1. **Residential Density**. The project shall be limited to a maximum density of 139 residential dwelling units, including On-Site Restricted Affordable Units and the maintenance of eight (8) existing residential units.

2. **On-Site Restricted Affordable Units.** The project shall provide a minimum of 15 On-Site Restricted Affordable units, consisting of 15 units for Very Low Income Households, as defined in the California Health and Safety Code to the satisfaction of the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

3. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated June 3, 2024, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

4. **Changes in On-Site Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.

5. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 15 units available to Very Low Income Households or equal to 15 percent of the project's total base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

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

7. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 4.8:1, or 144,851 square feet. The new eight (8)-story, 131-unit residential building shall be limited to 138,894 square feet or 4.6:1, as shown in Exhibit A.

8. **Off-Menu Incentives and Waivers of Development Standards**

   a. **Minimum Building Setback (Off-Menu Incentive).** The exterior walls of the subject project shall have a minimum building setback of 12 feet and six (6) inches, as measured from the front property line to the exterior building wall.

   b. **Maximum Building Setback (Off-Menu Incentive).** The exterior walls of the subject project shall have a maximum building setback of 18 feet and three (3) inches, as measured from the front property line to the exterior building wall.

   c. **Roof Lines (Off-Menu Incentive).** As illustrated in 'Exhibit A', all roof lines greater than 169 feet and 1-inch in length shall be broken up with the use of gables, formers, plant-ons, cutouts, or other appropriate means.

   d. **Height. (Waiver of Development Standard)** The project shall be limited to a maximum building height of 105 feet and four (4)-inches, as measured from grade to the highest point of the structure. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.

   e. **Building Lot Combination (Waiver of Development Standard).** As illustrated in 'Exhibit A', up to four (4) contiguous parcels totaling 37,688.3 square feet of lot area may be tied together to form a single building site.

   f. **Rear Yard Setback (Waiver of Development Standard).** As illustrated in 'Exhibit A', the project shall provide a minimum rear yard setback of six (6) feet.

   g. **Side Yard Setback (Waiver of Development Standard).** As illustrated in 'Exhibit A', the project shall provide a minimum westerly side yard setback of five (5) feet.

   h. **Space Between Buildings Width (Waiver of Development Standard).** As illustrated in 'Exhibit A', the project shall provide a minimum space between building width of nine (9) feet and two (2) inches.

   i. **Passageway Width (Waiver of Development Standard).** As illustrated in 'Exhibit A', the project shall provide a minimum passageway width of six (6) feet.

   j. **Open Space (Waiver of Development Standard).** The project shall provide a minimum of 3,405 square feet of usable open space. At least 1,702.5 square feet must be located at grade or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of ten feet. Common open space areas or balconies not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square footage allocated towards meeting the overall usable open space requirement.

9. **Automobile Parking.** Automobile parking shall be provided consistent with Assembly Bill (AB) 2097, which permits no residential and no commercial parking for a mixed-use project located within half a mile of a major transit stop and no more than 139 residential parking spaces and 33 residential guest parking spaces, for a total of 172 maximum parking spaces per the SNAP.

10. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10 percent more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

11. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit “A”. There shall be a minimum of 33, 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit “A” shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.

SNAP Conditions

12. **Site Plan.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit “A,” and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

13. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:

    a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.

    b. Make a payment of $445,800 to the Parks First Trust Fund for the net increase of 106 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.

    c. In the event there are remaining Parks First Trust Fund Fees to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or Melinda.Gejer@lacity.org. Christie Hwang may be reached at (213) 562-9575 or Christie.Hwang@lacity.org. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.

d. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.

14. **Use.** The proposed residential use shall be permitted on the subject property as shown on the Exhibit "A." The project is allowed R4 uses on the subject property. Any change of use within the project site is required to obtain a Specific Plan Project Compliance approval before any permit clearance is given.

15. **Bicycle Parking.** The project shall provide a minimum of 65 bicycle parking space on-site.

16. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.

    a. Ten (10), 24-inch box shade trees shall be provided in the public right-of-way along the Carlton Avenue, subject to the Bureau of Street Services, Urban Forestry Division requirements.

    b. The project site currently includes existing trees within the frontages along the project site. Whether the street trees should remain or should be replaced is subject to the Bureau of Street Services, Urban Forestry Division. However, existing Palm trees shall be maintained and are not requested to be removed in order to plant new street trees.

    c. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.

    d. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.

    e. An automatic irrigation system shall be provided.

    Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

17. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.

18. **Curb Cuts.** Only one curb cut that is 20 feet in width for every 100 feet of street frontage is allowed, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety. Approval by the Departments of Public Works, Transportation, or Building and Safety for a curb cut exceeding 20 feet in width must be provided to the Department of City Planning once received.

19. **Driveways.** The first 25 feet in length of the driveway shall be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.

20. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.

21. **Rooftop Appurtenances**. All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.

22. **Privacy.** As illustrated in 'Exhibit A', the façade shall avoid placing windows facing windows across property lines or facing private outdoor space of other residential units.

23. **Façade Relief.** As illustrated in 'Exhibit A', all exterior elevations shall provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length.

24. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.

25. **Irrigation Plan.** A final irrigation plan shall be prepared and included.

Environmental Conditions

26. **Implementation.** The Applicant shall be responsible for implementing each Project Design Feature (PDF) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF. Such records shall be made available to the City upon request.

27. **PDF-TRAF-1: Construction Management Plan.** A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan shall be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan shall formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements:
    - Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
    - Prohibition of construction worker or equipment parking on adjacent streets.
    - Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW.
    - Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
    - Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways.
    - Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible.
    - Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
    - Containment of construction activity within the Project Site boundaries.

28. **PDF-TRAN-2: Transportation Demand Management (TDM) Measures:** The proposed project shall incorporate the following TDM strategies:

    - Reduced parking supply (148 spaces) compared to the Los Angeles Municipal Code (LAMC) baseline requirements (197 spaces), in accordance with AB 2097.
    - Unbundled cost of parking from residential leases, in accordance with AB 1317.
    - Bicycle parking per the Los Angeles Municipal Code.

Administrative Conditions

29. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Plans Approved”. A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

30. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

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

33. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

35. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

36. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to

the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

37. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:

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

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS FINDINGS

The Applicant requests three (3) Off-Menu Incentives, as listed below:

a. An Off-Menu Incentive to permit a 12-foot, 6-inch minimum building setback along Carlton Way, in lieu of a 14-foot, 11.28-inch minimum building setback, as otherwise required by SNAP Section 7-E;

b. An Off-Menu Incentive to permit an 18-foot, 3-inch maximum building setback along Carlton Way, in lieu of a 14-foot, 11.88-inch maximum building setback, as otherwise required by SNAP Section 7-E; and

a. An Off-Menu Incentive to permit roof lines of up to 169 feet, 1-inch without breaks, in lieu of 40-foot roof line breaks, as otherwise required by SNAP Development Standards and Design Guidelines Section IV-13.

Based upon the required set-aside of at least 15 percent, of the 95 base density units for Very Low Income Households, or 15 units, the Applicant is entitled to three (3) Incentives under both Government Code and LAMC. The project is providing 15 units for Very Low Income Households, or 15-percent of the base units. Therefore, the three (3) Off-Menu requests qualify as the proposed development's Incentives.

The following is a delineation of the findings related to the request for three (3) Off-Menu Incentives, pursuant to LAMC 12.22. A.25(g) and Government Code Section 65915. By law, the Commission shall approve a Density Bonus and requested Incentives unless the Commission makes a finding based on substantial evidence that:

1. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs for rents for the affordable units.

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

Off-Menu Incentive - Minimum Building Setback: Section 7.E. of the SNAP states that the exterior wall of the proposed building frontage be located no closer to the street than the exterior wall of the adjacent building closest to the street. The adjacent building setback that is closest to the street is 14 feet, 11.28 inches (14.94 feet) away from Carlton Way. The Applicant requests a 12-foot, six (6)-inch minimum building setback along Carlton Way. The incentive provides for affordable housing cost reductions as without the incentive, the project would need to recapture the lost units by increasing the height of the building, resulting in greater cost of affordable units. The incentive would enable the Applicant to build the market rate and affordable units by expanding the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality.

Off-Menu Incentive - Maximum Building Setback: Section 7.E. of the SNAP states that the exterior wall of the proposed building frontage be located no further from the street

than the exterior wall of the adjacent building farthest from the street. The adjacent building setback that is farthest from the street is 14 feet and 11.88 inches (14.99 feet) away from Carlton Way. The Applicant requests a Density Bonus Off-Menu incentive to permit an up to 18-foot, 3-inch maximum building setback along Carlton Way. Granting of the off-menu incentive would result in a building design and construction efficiencies that provide for affordable housing costs. The incentive would enable the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the incentive is necessary to provide for affordable housing costs.

Off-Menu Incentive - Roof Line Breaks: Subarea A of the SNAP states that all roof lines in excess of 40 feet must be broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. The Applicant requests a Density Bonus Off-Menu incentive to permit roof lines that extend up to 169 feet, 1-inch without breaks in lieu of the 40-foot roof line breaks otherwise required in Section IV.13 of the SNAP Development Standards and Design Guidelines. Granting of the off-menu incentive would result in a building design and construction efficiencies that provide for affordable housing costs. The incentive would enable 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. Thus, the incentive is necessary to provide for affordable housing costs.

The requested incentives allow the developer to utilize more floor area on the ground floor for uses accessory elements for the residential units and provide for design efficiencies. These incentives support the Applicant’s decision to set aside 15-percent of the 95 base units, that is 15 units, restricted to Very Low Income Households for 55 years.

2. The incentive(s) 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. 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 incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project, including the existing buildings proposed for demolition and the existing eight (8)-unit apartment building that will be maintained, are not contributing structures in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Additionally, the Historic Resources Assessment prepared by Chronical Heritage for the Class 32 Categorical Exemption, Case Number ENV-2024-915-CE, was accepted by the Los Angeles Office of Historic Resources in an email dated September 5, 2024. The project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

3. The incentives are contrary to state or federal law.

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

4. 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).

Waiver of Development Standard – SNAP Height: Section 7.D. of the SNAP states that the maximum height of the proposed building shall not exceed 15 feet of the height of the shortest building on any adjacent lot. In addition, roofs and roof structures for the purposes specified in the Los Angeles Municipal Code (LAMC), Chapter 1, Section 12.21.1 B 3 of the Code, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. The height of the shortest building adjacent to the project site is 23-foot, 10-inches, resulting in a maximum height allowance of 38-feet, 10-inches (23'-10" + 15') on the project site. The Applicant is requesting a waiver of development standard to allow a 66-foot, 6-inch height increase to permit a maximum building height of 105 feet, four (4)-inches. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – SNAP Building Lot Combination: Section 7.A. of the SNAP states that the uses allowed by the existing residential zoning classification of any lot located within Subarea A, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. The Applicant is proposing to construct a new eight (8)-story, 131-unit residential building on the project site which consists of four (4) contiguous parcels fronting Carlton Way. The project site comprises approximately 37,688.3 square feet of lot area with an approximate width of 200 feet and length of 188 feet prior to any required street dedications. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Rear Yard Setback: The subject property is zoned [Q]R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.11-C,3, the proposed project is required to provide a minimum rear yard setback of 20 feet. The Applicant is proposing a 70-percent reduction to the minimum rear yard setback to allow

a six (6)-foot rear yard setback. As proposed, the granting of this waiver will allow 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. Without the rear yard setback waiver, the total unit count would be reduced. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Side Yard Setback: The subject property is zoned [Q]R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.11-C,3, the proposed project is required to provide a minimum westerly side yard setback of 11 feet. The Applicant is proposing a 54.6-percent reduction to the minimum side yard setback to allow a five (5)-foot westerly side yard setback. As proposed, the granting of this waiver will allow 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. Without the rear yard setback waiver, the total unit count would be reduced. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Space Between Buildings: The subject property is zoned [Q[R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.21-C,2(a), the proposed project is required to provide a minimum space between buildings width of 22 feet. The Applicant is proposing a 58.4-percent reduction to the minimum space between buildings width to allow a nine (9)-foot, two (2)-inch space between buildings on the project site. As proposed, the granting of this waiver will allow 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. Without the rear yard setback waiver, the total unit count would be reduced. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Passageway Width: The subject property is zoned [Q]R4-2. According to the Los Angeles Municipal Code (LAMC) Section 12.21-C,2(b), the proposed project is required to provide a minimum passageway width requirement of 22 feet. The Applicant is proposing a 72.8-percent reduction to the minimum passageway width to allow a six (6)-foot passageway. As proposed, the granting of this waiver will allow 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. Without the rear yard setback waiver, the total unit count would be reduced. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Open Space: Section 7.F of the SNAP states that projects containing two or more residential units, shall contain usable open space in accordance with the standards of the Los Angeles Municipal Code, Chapter 1, Section 12.21 G.2. The proposed project includes the construction of 131 new dwelling units comprised of 74 studio units, 49 one-bedroom units, and eight two-bedroom units, yielding a minimum required amount of 13,300 square feet of open space required. The Applicant is proposing a 74.4-percent reduction in the required amount to allow 3,405 square feet of required open space. As proposed, the granting of this waiver will allow 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. Without the rear yard setback waiver, the total unit count would be reduced. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

SPECIFIC PLAN PROJECT COMPLIANCE (SPPC) FINDINGS

5. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

a. Parks First. Section 6.F of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan requires the applicant to pay a Parks First Trust Fund of $4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The includes the demolition and removal of seven existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, a detached garage structure, and a duplex building. The proposed project also includes the construction, use and maintenance of an eight (8)-story, 131-unit apartment building with two (2) and one-half (½) subterranean parking levels and one (1) at-grade parking level. An existing eight (8)-unit apartment building will be maintained as onsite. Pursuant to the Los Angeles Housing Department Determination Letter, dated June 3, 2024, there are 25 existing units on the project site. As such, resulting net increase in number of units for the project is 106 units. The project is therefore required to pay a total of $445,800 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be offset by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.

b. Residentially Zoned Properties. Section 7.A of the Vermont/Western Specific Plan states that residential uses allowed by the existing residential zoning classification of any lot located within Subarea A shall be permitted, provided that no more than two (2) lots have a total combined lot area of 15,000 square feet may be tied together to form a single building site. Furthermore, parking shall be prohibited in the required front yard areas. The proposed project is located within the [Q]R4 Zone, which permits one dwelling unit for every 800 square feet of lot area per Ordinance No. 165,668. However, on September 28, 2022, Governor Newsom signed Assembly Bill 2334, which amended the Maximum Allowable Residential Density definition under the State Density Bonus Law (Gov't Code §65915). The subject site is composed of four (4) lots measuring 37,688.3 square feet in size and the applicant is proposing a base density of one dwelling unit for every 400 square feet of lot area, or 95 units, which is consistent with the Hollywood Community Plan and High Residential Land Use Designation. Furthermore, the applicant seeks a Density Bonus increase of 46 percent to permit 139 residential units on-site, inclusive of the maintenance of the existing eight (8) units, with 15 units reserved for Very Low Income Household occupancy, in lieu of the otherwise permitted 95 base units. Therefore, as conditioned and in conjunction with Density Bonus, the project complies with Section 7.A of the Specific Plan.

c. Commercially Zoned Properties. Section 7.B of the Vermont/Western Specific Plan states that commercial uses on commercially zoned properties are limited to those uses defined as “Neighborhood Retail” and “Neighborhood Serving” in LAMC Section 13.07 and limited to the ground floor only. The project site is not commercially zoned and does not propose commercial uses. Therefore, Section 7.B of the Specific Plan does not apply.

d. Schools, Child Care and Community Facilities. Section 7.C of the Vermont/Western Specific Plan states that public or private schools, child care facilities, parks, community gardens, community facilities, shall be permitted on any lot or lots provided that the building site for those uses has no more than two (2) acres of combined lot area. The

project does not include any school, child care or community facilities uses. Therefore, Section 7.C of the Specific Plan does not apply.

e. Maximum Height. Section 7.D of the Vermont/Western Specific Plan states that the maximum height of any new building within Subarea A shall not exceed a height that is within 15 feet of the height of the shortest adjacent building on any adjacent lot within the same Subarea. The Specific Plan further stipulates that roofs and roof structures for the purposes specified in the Los Angeles Municipal Code (LAMC) Section 12.21.1 B.3 of the Code and architectural rooftop features may be erected up to 10 feet above the maximum height limit, if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.

As seen in Sheet G1.4, the shortest adjacent building at 5414 W. Carlton Way, measures up to 23 feet and 3 inches in height. However, the applicant is seeking a Density Bonus Off-Menu Incentive of up to 66-feet and six (6)-inch increase in height to permit 105 feet and four (4) inches of maximum building height. The applicant is proposing to reserve 15 units for Very Low Income Household occupancy.

Height Increase			
	SNAP Maximum Height Limit	**With DB Incentive**	**Proposed Height**
Overall Height	23’-3” + 15’ = **38’ 10”**	38’ 10” + 66’ 6” = 105’-4” **(169.5% Increase)**	**105’ 4”**

Therefore, as conditioned and in conjunction with the Density Bonus Waiver of Development Standard, the project complies with Section 7.D of the Specific Plan.

f. Building Setback. Section 7.E of the Vermont/Western Specific Plan states that all buildings shall face a public street. The proposed development fronts along Carlton Way with a main pedestrian entrance located along the street frontage. Section 7.E. of the Vermont/Western Specific Plan also states that the exterior wall of the building frontage shall be located no closer to the street and no farther from the street than the exterior walls of the adjacent buildings within the same Subarea. The adjacent property to the west (5424 West Carlton Way and 5436 West Carlton Way) is located approximately 14 feet and 11.88 inches (14.99 feet) from the front property line and the adjacent property to the east (5412 West Carlton Way) is located 14 feet, 11.28 inches (14.94 feet) from the front property line. The Applicant is proposing two (2) Density Bonus Off-Menu Incentives to allow a building setback that ranges between 12 feet and six (6) inches and 18-feet and 3-inches from the front property line. As described in Finding No. 1, the record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. Therefore, as conditioned and in conjunction with the Density Bonus Off-Menu Incentives, the project complies with Section 7.E of the Specific Plan.

g. Usable Open Space. Section 7.F of the Vermont/Western Specific Plan states that residential Projects with two (2) or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2. The Specific Plan further stipulates that 50 percent of the total open space must be provided at ground level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units

containing more than three (3) habitable rooms require 175 square feet of open space per unit. The project consists of 123 units with less than three (3) habitable rooms and eight (8) units with three (3) habitable rooms, thereby requiring a total of 13,300 square feet of required usable open space of which 6,650 square feet must be located at grade or first habitable room level. The minimum Usable Open Space requirement is shown in the table below:

Minimum Usable Open Space			
	Units	**SF Required**	**Usable Open Space (SF)**
Dwelling Units with Less than 3 Habitable Rooms	123	100	12,300
Dwelling Units with 3 Habitable Rooms	8	125	1,000
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Usable Open Space			**13,300**
50% located at grade or first habitable room level			**6,650**

The applicant seeks a Density Bonus Waiver of Development Standard to provide a 74.4% reduction in required open space to permit 3,405 square feet of open space of which 1,702.5 square feet would be located at the first habitable level or grade level. The first habitable level is located on the second floor as the proposed project includes at grade parking.

The Applicant is providing 3,405 square feet of common outdoor open space. However, the proposed project includes additional voluntary open space areas through the use of private balconies, fitness rooms, and gymnasiums, as shown in the table below:

Provided Open Space	
Private	
Balconies Level 2-8	4,498
Total	**4,498**
Common – Indoor	
Fitness Room Level 4	635
Gym Level 5	635
Total	**1,270**
Common – Outdoor	
Outdoor Patio Level 1	1,702.5
Pool Deck Level 4	1,702.5
Total	**3,405**
Total Required Open Space	**3,405**
50% of Open Space at the First Habitable Room Level Required	1,702.5
Total Required Open Space Provided	**3,405**
50% of Open Space at the First Habitable Room Provided	1,702.5
Required planting area	851.25

25% of Common Open Space	
Total Provided Planted Area	**852.5**

Using a Density Bonus Waiver of Development Standard, the proposed project includes 3,405 square-feet of required usable open space. The proposed project also includes an additional 1,200 square feet of common open space area and 4,499 square feet of private open space area that are not designed in accordance with LAMC requirements and cannot count towards the required amount of provided open space area. The project has been conditioned to construct the open space as illustrated in Exhibit 'A'. Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with Section 7.F of the Specific Plan.

h. Project Parking Requirements.

i. **Automobile Parking.** Section 7.G.1 of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	74	74
Dwelling Units with 3 Habitable Rooms	1	49	49
Dwelling Units with More than 3 Habitable Rooms	1.5	8	12
Total <u>Residential</u> Required Spaces			**135**
Guest	.25	131	33
Total Minimum Required Spaces (inclusive of guest parking)			**168**

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	74	74
Dwelling Units with 3 Habitable Rooms	1.5	49	73
Dwelling Units with More than 3 Habitable Rooms	2	8	16
Total <u>Residential</u> Allowed Spaces			**163**
Guest	.25	131	33
Total Maximum Allowed Spaces (inclusive of guest parking)			**198**

The Applicant proposes to utilize Assembly Bill (AB) 2097, which is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. As the proposed project is a residential project and the site is located within half a mile of a major transit stop, the project qualifies for the parking reduction under the provisions of AB 2097. However, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of

automobile parking spaces to 198, inclusive of guest parking spaces. AB 2097 replaces the parking requirement in the Density Bonus and SNAP Parking requirements for residential projects. The Applicant is providing 148 residential parking spaces and zero guest parking spaces, thereby satisfying the maximum SNAP parking requirements. Additionally, the Project is conditioned to meet the Electric Vehicle charging spaces (EV Spaces) and Electric Vehicle Charging Stations (EVCS) regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety. Any vehicular parking spaces that are provided above the LAMC requirement are conditioned to be provided with EV chargers to immediately accommodate electric vehicles within the parking areas. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per AB 2097, the project complies with Section 7.G.1 of the Specific Plan.

ii. **Bicycles.** Section 7.G.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 131 residential units, thus, requiring 65 bicycle parking spaces. The Applicant is proposing 70 long-term bicycle parking spaces and two (2) short-term bicycle parking spaces, which meets the minimum spaces required. Therefore, as proposed and conditioned, the project complies with Sections 7.G.1 and 7.G.2 of the Specific Plan.

i. Conversion Requirements. Section 7.H of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The Applicant proposes the demolition of seven existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, and a duplex building; and the construction, use and maintenance of an eight (8)-story, 131-unit apartment building with two (2) and one-half (½) subterranean parking levels and one (1) at-grade parking level. The project does not include the conversion of existing structures to residential condominium uses. Therefore, Section 7.H of the Specific Plan does not apply.

j. Development Standards. Section 7.I of the Vermont/Western Specific Plan requires that all Projects be in substantial conformance with the following Development Standards and Design Guidelines.

Development Standards

(1) Landscaped Focal Point. This Development Standard requires all new development projects to be designed around a landscaped focal point or courtyard. The applicant has submitted a Landscape Plan showing landscaped areas within surrounding the project site. The front yard and rear yard will be landscaped with trees such as Western Red Bud tree, Swan Hill Olive tree, Coast Live Oak tree, and California Sycamore trees. The shrubs proposed include Deer grass, Foothill sedge, and Lavender. Therefore, the project complies with this Development Standard.

(2) Landscape Plan. This Development Standard requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings. The applicant has submitted a Landscape Plan which includes a landscaped front yard and rear yard as described above. In addition, a Condition of Approval has been included requiring the applicant to provide a final landscape plan prepared

by a licensed landscape architect. Therefore, as conditioned, the project complies with this Development Standard.

(3) Usable Open Space. The Development Standards for common usable open space stipulate that no portion of the required common usable open space can have a dimension less than 20 feet and an overall minimum area less than 600 square feet for more than ten (10) dwelling units. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six (6) feet, may reduce the required usable open space directly commensurate with the amount of private open space provided. As shown in the open space plans, the common open space areas provide more than the minimum area of 600 square feet and the minimum dimension of 20 feet.

In conjunction with the Density Bonus Waiver of Development Standard for reduced open space, the project is required to include 3,405 square feet of usable open space. The Applicant is providing 3,405 square feet of common outdoor open space. However, the proposed project includes additional voluntary open space areas through the use of private balconies, fitness rooms, and gymnasiums, as shown in the table below:

Provided Open Space	
Private	
Balconies Level 2-8	4,498
Total	**4,498**
Common – Indoor	
Fitness Room Level 4	635
Gym Level 5	635
Total	**1,270**
Common – Outdoor	
Outdoor Patio Level 1	1,702.5
Pool Deck Level 4	1,702.5
Total	**3,405**
Total Required Common Open Space	**3,405**
50% of Open Space at the First Habitable Room Level Required	1,702.5
Total Required Open Space Provided	**3,405**
50% of Open Space at the First Habitable Room Provided	1,702.5
Required planting area 25% of Common Open Space	851.25
Total Provided Planted Area	**852.5**

The proposed project includes 3,405 square-feet of required usable open space that meets the minimum dimension of 20 feet and the minimum area of 600 square feet as required by this Development Standard. The proposed project also includes an additional 1,200 square feet of common open space area and 4,499 square feet of private open space area that are not designed in accordance with LAMC requirements and are not counted towards the required amount of

provided open space area. As designed, the required open space areas comply with this Development Standard.

(4) Street Trees. This Development Standard requires one, 24-inch box shade tree to be planted and maintained in the public right-of-way for every 20 feet of street frontage. The subject site occupies approximately 200 feet of street frontage along the southerly side of Carlton Way. As such, 10 street trees are required along the project site's public right-of-way. The Specific Plan requires the preservation of any existing Palm trees in the right of way and the project will be permitted to count any existing Palm trees towards the Specific Plan street tree requirement. As seen in Exhibit A Sheet L1.10, the proposed project includes two (2) existing street trees which will be removed, one (1) existing street tree which will remain and nine (9) new street trees for a total of 10 street trees along Carlton Way. The Development Standard further requires that an automatic irrigation system be provided within the tree well. The project is conditioned herein to provide a total of 10 street trees and an automatic irrigation system to the satisfaction of Bureau of Street Services, Urban Forestry Division. Therefore, as conditioned, the project complies with this Development Standard.

(5) Utilities. The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The Conditions of Approval require all proposed utilities on the project site to be placed underground. If underground service is not currently available, then provisions shall be made for future underground service. As conditioned, the project complies with this Development Standard.

(6) Pedestrian Access. This Development Standard requires that pedestrian access shall be in the form of walks provided from the public street to the main building entrance and that they provide a view into any existing interior courtyard or landscaped open area. The proposed development offers pedestrian access via a direct path to the building entrance along Carlton Way. The front yard and pathway are landscaped with shrubbery, trees, and groundcover. Therefore, the project complies with this Development Standard.

(7) Alley Access. This Development Standard requires vehicle and pedestrian access from existing alleys or side streets to be preserved and enhanced. The subject site is not accessible via an alley. Therefore, this Development Standard does not apply.

(8) Curb Cuts. This Development Standard allows no more than one curb cut per lot or 100 feet of lot frontage and further requires curb cuts to be a maximum of 20 feet in width unless more is required by the Department of Transportation (DOT) or the Department of Building and Safety (DBS). The subject site occupies approximately 200 feet of street frontage along the southerly side of Carlton Way. The Applicant is proposing the removal of two (2) existing curb cuts and the construction of one (1) new 20-foot curb cut for ingress and egress purposes. A Condition of Approval has been included to require only one curb cut that is 20 feet in width for every 100 feet of street frontage is allowed, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety. Therefore, the project complies with this Development Standard.

(9) Driveways. This Development Standard requires that the first 25 feet in length of driveways to be constructed of Portland cement concrete, pervious cement,

grass-crete, or any other porous surface that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The proposed development is accessible from Carlton Way. A Condition of Approval has been included requiring the first 25 feet in length of the driveway to be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. Therefore, as conditioned, the project complies with this Development Standard.

(10) Parking Lots and Structures. This Development Standard requires surface parking lots, structures, garages and carports to be located at the rear of buildings. Furthermore, surface parking lots shall be paved with Portland cement concrete, pervious cement, grass-crete, or any other porous surface that will reduce the heat radiation and/or increase the surface absorption. The proposed project includes its residential parking spaces within an at grade-level and two (2) and one-half (½) subterranean parking levels. The proposed parking spaces are not located within the front yard setback area. Therefore, the project complies with this Development Standard.

(11) Trash, Service Equipment and Satellite Dishes. This Development Standard requires that trash, service equipment and satellite dishes to be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Additionally, the trash area shall be enclosed by a minimum six (6)-foot high decorative masonry wall. The Applicant proposes a recycling and trash located at ground-level parking area. The plans submitted as part of this application do not indicate the location of service equipment and satellite dishes. In the event that any service equipment or satellite dishes are installed in the future, a Condition of Approval has been included requiring that they be located away from Carlton Way. Therefore, as conditioned, the project complies with this Development Standard.

(12) Roofs and Rooftop Appurtenances. This Development Standard requires that all rooftop equipment be screened from public view or architecturally integrated into the design of the building. In the event that additional rooftop mechanical equipment is proposed in the future, a Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way, or adjacent property and the screening wall be solid and match the exterior materials, design, and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

(13) Roof Lines. This Development Standard requires that all roof lines in excess of 40 feet in horizontal length must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means. In conjunction with the Density Bonus Off-Menu Incentive, the Applicant is allowed to provide a roof line break all at every 169-foot and 1-inch segment with the use of gables, formers, plant-ons, cutouts, or other appropriate means. Therefore, as conditioned and in conjunction with Density Bonus/Affordable Housing Incentives Program, the project complies with this Development Standard.

(14) Privacy. This Development Standard requires that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. As seen in Exhibit A, Sheet G1.4, the project abuts residential uses to the west and east of the project site. The Applicant has provided elevations which depict the windows of existing adjacent structures to

the east and west superimposed onto the proposed project. The elevations show that some of the windows of adjacent residential properties will be marginally affected by the new construction. Given the constraints as an infill development located in an urbanized area, the Applicant has demonstrated efforts to arrange windows to avoid directly facing windows across property lines or private open space of other residential units. Therefore, the project complies with this Development Standard.

(15) Façade Relief. This Development Standard requires that all exterior building elevations, walls, or fences provide a break in the plane for every 20 feet in horizontal length, and every 15 feet in vertical length created by an architectural detail or a change in material. The Specific Plan further requires architectural treatments on the building front elevation to be continued on the sides and back of buildings. All facades of the proposed building comply with the requirement by providing breaks in the plane through the use of varied building material, recessed windows, façade line treatments, and modulation along the elevations as seen in Exhibit A, Sheets A3.2 and A3.3. Therefore, the project complies with this Development Standard

Design Guidelines

(16) General Building Design. This Design Guideline recommends that buildings should be compatible in form with the existing neighborhood atmosphere. The surrounding area is currently developed with one- to four-story residential buildings. Through Density Bonus, the proposed project includes the construction of an eight (8)-story, 105-foot and four (4)-inch in height, 131-unit residential building. The proposed project includes total of 15 units set aside for Very Low-Income Household occupancy. The building massing of multiple existing buildings along the block has a lot of coverage that takes up the majority of their subject lot(s). The proposed project will have a similar lot coverage as those found in the vicinity. Therefore, as conditioned and in conjunction with the Density Bonus, the project satisfies this Design Guideline.

(17) Architectural Features. The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms are encouraged in new construction. The proposed project provides balconies and other architectural features similar to the nearby single-family and multi-family dwellings surrounding the site. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of changes in building plane and materials. Therefore, the project complies with this Design Guideline.

(18) Shade. This Design Guideline recommends that canopies, building overhangs and arbors be incorporated into the design of new structures to provide shade. The building includes projections along the facades such as overhangs, thus providing shade. Therefore, the project satisfies this Design Guideline.

(19) Building Color. The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The Applicant proposes white as its dominant color and aluminum finishes as its grace note. Therefore, the project satisfies this Design Guideline.

6. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would

mitigate the negative environmental effects of the project, to the extent physically feasible.

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32, In-Fill Development Project), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

See Justification for Categorical Exemption Case No. ENV-2024-915-CE in the case file for the narrative demonstrating that exceptions do not apply.

Environmental Findings

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32, In-Fill Development Project), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

See Justification for Categorical Exemption Case No. ENV-2024-915-CE in the case file for the narrative demonstrating that exceptions do not apply.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on February 5, 2025, at approximately 10:00 a.m. telephonically via Zoom. The hearing was conducted by the Hearing Officer, Danalynn Dominguez, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2024-914-DB-SPPC-VHCA. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to hearing. The environmental determination was among the matters considered at the hearing.

The public hearing was attended by the applicant's representative team and approximately 10 members from the community. Six (6) members of the public spoke at the hearing.

Applicant Presentation:
The applicant's representative described the site location, project description, requested entitlements, and project history.

Public Comment:
As mentioned, six (6) members of the community provided public testimony at the public hearing. Several members of the public had concerns regarding tenant displacement, construction timelines, and number of affordable units proposed.

- Doug Haines – In opposition to the project. Stated that the Neighborhood Council has not reviewed the proposed project. He opposes the removal of existing affordable housing units and stated that the proposed building height is not compatible with the structures in the surrounding neighborhood.

- Dustin Valdez, Resident at 5414 W. Carlton Way – Agrees with points mentioned by Doug Haines, has concerns regarding construction timelines and impacts, requested information regarding contingency plans that would be in place to mitigate construction impacts.

- Carlos Rodriguez, Resident at 5416 W. Carlton Way – Stated concerns about removing existing low-income dwelling units and replacement with a fewer amount of low-income dwelling units. He requested information regarding construction timelines.

- Rosemary La Grua, Neighbor on Harold Way – In opposition to the project and all the requested incentives and waivers. Stated that the proposed project design is not adequate, and the size of structure is not compatible to the structures in the surrounding neighborhood.

- Dory, Resident at 5416 W. Carlton Way – Stated that the Applicant team has not communicated with the existing tenants and has concerns regarding the number of low-income units that will be removed. She requested information regarding construction timelines.

- Adan Reese, Resident at 5430 W. Carlton Way – In opposition of the number of affordable

units that area proposed. Stated concerns regarding the lack of affordable housing units offered in the face of a housing crisis and recent Los Angeles fires. Stated that residents are struggling to afford rent and will now be displaced so the proposed project should include at least double the number of affordable units.

The Applicant's Representative responded to the concerns regarding the tenant displacement, construction impact and timelines, and neighborhood council outreach. The Representative clarified that the building at 5416 W. Carlton Way will be maintained and will not be demolished. He clarified that there are 33-units on-site, eight (8) of which would remain and 25 dwelling units that would be demolished. There are currently 16 occupied units that would be demolished, however, all of the tenants in those units have right of return. The number of affordable units proposed is consistent with Density Bonus requirements. The new 131-units will be subject to the Rent Stabilization Ordinance (RSO) and the existing eight (8) units that will be maintained will also keep RSO designation. With regards to construction timelines, it is still uncertain, but they may begin construction in either late 2026 or late 2027. In response to construction impact concerns, the Representative clarified that air quality and noise studies were submitted to the case file which analyzed any construction impacts and included measures that would minimize impact. Lastly, the Representative stated that they planned to meet with the East Hollywood Neighborhood Council.

WRITTEN COMMUNICATION

A copy of all written communications listed below can be found in Exhibit F.

On January 26, 2025, Planning Staff received an email from Christopher B. Gumabon, who is a resident at 1562 North Serrano Avenue. Christopher stated concerns regarding construction impacts such as the spread of any contamination of hazardous material. He stated that proper mitigation needs to be enforced to eliminate exposure to dangerous chemicals. He clarified that he does not completely oppose the proposed project but requests that the proposed project include any necessary mitigations to avoid health and safety impacts.

On January 29, 2025, Planning Staff received a letter in opposition to the proposed CEQA Class 32 Categorical Exemption from Madeline Dawson on behalf of Supporters Alliance for Environmental Responsibility ("SAFER").

On February 17, 2025, Planning Staff received an email from Justin Maurer, a member of the public, opposing the proposed project. Justin stated concerns regarding displacement, construction noise impacts, lack of affordable units proposed, historic preservation, and economic impacts to the surrounding community.

On February 23, 2025, and February 24, 2025, Planning Staff received emails from Justin Gradin, Colin Dana, Vanessa Gonzales, Yachne Serrano, Andrew Zappin, and Zache Davis, members of the public, opposing the proposed project. They stated concerns regarding displacement, traffic congestion, lack of on-site parking and construction impacts.

On April 7, 2025, Planning Staff received a letter in opposition to the proposed project from the East Hollywood Neighborhood Council.

EXHIBIT A – PLANS

(ARCHITECTURAL PLANS, LANDSCAPE PLANS, AND IRRIGATION PLANS)

CARLTON WAY HOUSING

5416-5430 CARLTON WAY
HOLLYWOOD, CA

SNAP & PZA CORRECTIONS 6

11.20.2024

LADBS APPROVAL STAMP

CLIENT
5430 Carlton, LLC
9454 Wilshire Blvd., Suite 850
Beverly Hills, CA 90212

steinberg hart

ARCHITECT
Steinberg Hart
818 W 7th St, Suite 1100
Los Angeles, CA 90017

NOT FOR CONSTRUCTION

CARLTON WAY HOUSING

5416-5430 CARLTON WAY
LOS ANGELES, CA 90027

REV	DATE	ISSUE
10	11/20/24	SNAP & PZA CORRECTIONS 7
9	10/11/24	SNAP & PZA CORRECTIONS 6
8	08/07/24	SNAP & PZA CORRECTIONS 5
7	05/29/24	ENTITLEMENT UPDATES
6	04/05/23	SNAP & PZA CORRECTIONS 3
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

COVER SHEET

PROJECT #: 23049.000
DATE: 04.05.2024
DRAWN BY: LC
CHECKED BY: AA

ENTITLEMENT SET SUBMITTAL

G0.0

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11/20/2024 11:49:43 AM Autodesk Docs://23049 Carlton Way Housing/23049_Carlton Way Housing_AR_2023.rvt

TRASH AND RECYCLING NOTE

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

1.TO ENCOURAGE ACTIVE PARTICIPATION IN RECYCLING TO THE MAXIMUM EXTENT POSSIBLE, EACH PROPERTY OWNER, MANAGER, OR LESSEE SHALL INFORM ALL TENANTS AND/OR EMPLOYEES LIVING OR WORKING ON THE PROPERTY OF THE AVAILABILITY AND LOCATION OF THE RECYCLING AREA(S) OR ROOM(S), THE TYPES OF MATERIALS THAT ARE COLLECTED FOR RECYCLING, THAT THE RECYCLING COLLECTION FACILITIES ARE LOCATED ON THE PROPERTY PURSUANT TO STATE LAW REQUIRING THE DIVERSION OF A SUBSTANTIAL PORTION OF SOLID WASTE;

2. EACH PROPERTY OWNER OR LESSEE SHALL CONTRACT WITH A RECYCLER OR HAULER FOR THE PICK-UP OF RECYCLABLE MATERIALS, SEPARATE FROM TRASH COLLECTION, WHEN RECEPTACLES ARE FULL OR EVERY WEEK, WHICHEVER OCCURS FIRST;

3. NO TOXIC OR HAZARDOUS MATERIAL SHALL BE STORED IN RECYCLING AREAS OR ROOMS RECYCLING OR RECEPTACLES;

4. ALL RECYCLABLE MATERIALS SHALL BE PLACED OR STORED IN RECYCLING RECEPTACLES. PAPER PRODUCTS AND OTHER LIGHTWEIGHT MATERIALS SHALL BE IMMEDIATELY PLACED INTO COVERED RECYCLING RECEPTACLES WHEN THEY ARE DROPPED OFF;

5. ON A DAILY BASIS THE RECYCLING AREA OR ROOM SHALL BE KEPT FREE OF LITTER, DEBRIS, SPILLAGE, BUGS, RODENTS, ODORS, AND OTHER SIMILAR UNDESIRABLE HAZARDS;

6. THE RECYCLING AREA OR ROOM SHALL BE CLEARLY IDENTIFIED BY ONE OR MORE SIGNS DESIGNATING IT FOR RECYCLING COLLECTION AND LOADING;

7. THE RECYCLING AREA OR ROOM SHALL BE AVAILABLE FOR USE BY PERSONS RESIDING OR EMPLOYED ON THE PROPERTY, BUT SHALL BE KEPT SECURED FROM UNAUTHORIZED ENTRY BY THE GENERAL PUBLIC;

8. RECYCLING AREAS OR ROOMS SHALL NOT DIMINISH THE REQUIRED NUMBER OF PARKING SPACES OR IMPAIR TRAFFIC FLOW;

9. RECYCLING AREAS OR ROOMS SHALL BE PLACED ALONGSIDE OF TRASH AREAS OR ROOMS WHEREVER POSSIBLE AND SHALL COMPLY WITH THE FOLLOWING: (AMENDED BY ORD. NO. 181,227, EFF. 9/1/10.)

A. RECYCLING ROOMS SHALL COMPLY WITH SECTION 91.6102 OF THIS CODE AND MUST BE EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM PURSUANT TO SECTION 57.304.2.2 OF THIS CODE.

B. OUTDOOR RECYCLING AREAS IN COMMERCIAL, INDUSTRIAL, OR PUBLIC FACILITIES, OR RESIDENTIAL BUILDINGS HAVING FOUR OR MORE LIVING UNITS SHALL BE CONFINED TO THE REAR ONE-HALF OF THE LOT AND SHALL NOT EXCEED AN AREA OF 300 SQUARE FEET.

C. OUTDOOR RECYCLING AREAS SHALL BE COMPLETELY ENCLOSED BY AN EIGHT-FOOT WALL OR CHAIN LINK FENCE WITH WOODEN SLATES, CONCRETE BLOCK, OR SIMILAR CONSTRUCTION (ENCLOSURE) WITH GATES OF THE SAME HEIGHT. NO MATERIAL SHALL EXCEED THE HEIGHT OF THE WALL OR FENCE. THE ENCLOSURE SHALL BE CONSTRUCTED WITH A CONCRETE FLOOR SLOPED TO DRAIN, AND A WATER FAUCET FOR HOSE ATTACHMENT SHALL BE LOCATED ADJACENT TO OR WITHIN THE ENCLOSURE. THE ENCLOSURE SHALL BE SECURED BY A LOCKING GATE.

D. PURSUANT TO SECTION 57.304.2.2 OF THE CODE, OUTDOOR RECYCLING AREAS SHALL BE LOCATED A MINIMUM OF 10 FEET FROM ANY BUILDING OR BUILDING OPENING EXCEPT WHEN LOCATED ADJACENT TO A MINIMUM ONE HOUR WALL AND A MINIMUM OF 10 FEET FROM ANY BUILDING OPENING.

HEIGHT

HEIGHT: ALLOWABLE: 38'-10" SNAP TRANSITION HEIGHT REQUIREMENT
PROPOSED: 84'-11 TO ROOF 85'-0" MAX PER CBC
89'-10" T.O. PARAPET
105'-4" T.O. ELEVATOR OVERRUN

OPEN SPACE

REQUIRED OPEN SPACE

OPEN SPACE — REQUIRED (PER [Q] R4-2)

UNIT TYPE	COUNT	FACTOR	TOTAL REQ'D
<3 HABITABLE ROOMS	123	100 SF/DU	12,300 SF
=3 HABITABLE ROOMS	8	125 SF/DU	1,000 SF
>3 HABITABLE ROOMS	0	175 SF/DU	0 SF
TOTAL REQUIRED OPEN SPACE			**13,300 SF**
MIN. REQUIRED COMMON OPEN SPACE (50% OF TOTAL)			6,650 SF
MAX. INDOOR OPEN SPACE (25% OF TOTAL)			3,325 SF

74.4% OPEN SPACE REDUCTION CALCULATION PER SNAP SECTION 7-F

13,300 SF X 74.4% = 9,895 SF REDUCTION IN OPEN SPACE
REQUIRED OPEN SPACE X 74.4% = REDUCTION SF

13,300 - 9,895SF = 3,405 SF MIN .PROVIDED
REQUIRED OPEN SPACE - REDUCTION SF = MIN. PROVIDED OPEN SPACE

PROVIDED OPEN SPACE: REFER TO SHEET G1.3 OPEN SPACE ANALYSIS.

COMMON INDOOR OPEN SPACE:	1,270 SF
COMMON OUTDOOR OPEN SPACE:	3,405 SF
PRIVATE OPEN SPACE:	4,499 SF
TOTAL:	9,223 SF

PROVIDED OUTDOOR OPEN SPACE PER SNAP SECTION 7-F
REQUIRED 3,405 SF MIN.
PROVIDED 3,405 SF

PROVIDED OUTDOOR OPEN SPACE AT FIRST HABITABLE LEVEL (LEVEL 01)
REQUIRED 3,405SF X 50% = 1,702.5 SF MIN.
PROVIDED **1,702.5 SF**

PARKING : AUTO

AUTO PARKING REQUIRED PER VERMONT./WESTERN SNAP SECTION 7G:

UNITS	QUANTITY	MIN. RATIOS	MIN. REQUIRED
S (2 HABIT. RM.)	74	1.0 STALL X UNITS	74 STALLS
1BR (3 HABIT. RM.)	49	1.0 STALL X UNITS	49 STALLS
2BR (4 HABIT. RM.)	8	1.5 STALL X UNITS	12 STALLS
GUEST	131	0.25 STALL X UNITS	33 STALLS
TOTAL REQUIRED			**168 STALLS**

UNITS	QUANTITY	MAX. RATIOS	MAX. ALLOWED
S (2 HABIT. RM.)	74	1.0 STALL X UNITS	74 STALLS
1BR (3 HABIT. RM.)	49	1.0 STALL X UNITS	49 STALLS
2BR (4 HABIT. RM.)	8	2.0 STALL X UNITS	16 STALLS
GUEST	131	0.25 STALL X UNITS	33 STALLS
TOTAL ALLOWED			**172 STALLS**

AUTO PARKING PROVIDED: **REQUIRED:** **0 STALLS** (PER AB-2097)
PROPOSED: **148 TOTAL STALLS**
3 STALLS ON LEVEL 01 TO BE DESIGNATED AS GUEST PARKING

EV PER LAMC
EV SUPPLY EQUIPMENT (EVSE) (30%) **45 STALLS** (1 ADA VAN STALL , AND 1 ADA STANDARD STALL INCLUDED)
EV CHARGING STATIONS (EVCS) (10%) **15 STALLS :** (NO AMBULATORY STALL)

ACCESSIBLE PARKING
UNASSIGNED ACCESSIBLE 5 STALLS

PARKING STALLS SUMMARY

Stall Type	Count
Accessible - 9'-0" x 18'-0"	7
Accessible Van - 12'-0" x 18'-0"	1
Compact - 7'-6" x 15'	7
Compact - 8'-0" x 18'-0"	14
Compact - 8'-6" x 15'	29
Compact - 8'-6" x 18'-0"	4
Standard - 8'-6" x 18'-0"	74
Standard - 9'-0" x 18'-0"	8
Standard - 9'-4"x 18'-0"	4
TOTAL: 148	

PARKING: BICYCLE

LONG TERM BICYCLE PARKING:	REQUIRED:	0.5/UNIT	65 SPACES	PER SNAP SEC. 7.G.2
	PROPOSED:	0.5/UNIT	70 SPACES	
SHORT TERM BICYCLE	REQUIRED :		2 SPACES	
	PROPOSED:		2 SPACES	

TREE PLANTING SUMMARY

TREE CALCULATIONS:

(1) TREE REQUIRED FOR EVERY (4) UNITS. 131 UNITS PROPOSED: 33 TREES REQUIRED.

GROUND FLOOR SITE TREES PROVIDED: 31 TREES
2ND FLOOR ON SITE TREES PROVIDED: 4 TREES
TOTAL TREES PROPOSED ON SITE: 35 TREES

TREES TO BE REMOVED: (2) STREET TREE TO BE REMOVED AND REPLACED AT A 2:1 RATIO
(3) ON SITE PROTECTED TREES TO BE REMOVED AND REPLACED AT A 4:1 RATIO
(12) ON SITE NON-PROTECTED TREES TO BE REMOVED AND REPLACED AT A 1:1 RATIO

TREES TO REMAIN: (1) STREET TREES TO REMAIN

APPLICABLE CODES

THE INTENT OF THE DRAWINGS AND SPECIFICATIONS IS TO CONSTRUCT REFERENCED IN ACCORDANCE WITH RELATED, APPLICABLE PUBLISHED AND REFERENCED CODES. SHOULD A CONDITION DEVELOP NOT COVERED BY THE CONTRACT DOCUMENTS WHEREIN THE FINISHED WORK WILL NOT COMPLY WITH SAID CALIFORNIA CODE OF REGULATIONS TITLE 24 AND OR CITY OF LOS ANGELES BUILDING CODE, A CHANGE ORDER DETAILING AND SPECIFYING THE REQUIRED WORK SHALL BE SUBMITTED TO AND APPROVED BY THE AGENCY HAVING THE JURISDICTION BEFORE PROCEEDING THE WORK.

2023 CITY OF LOS ANGELES BUILDING CODE
2022 LOS ANGELES ELECTRICAL CODE
2022 LOS ANGELES MECHANICAL CODE
2022 LOS ANGELES PLUMBING CODE
2022 LOS ANGELES GREEN BUILDING STANDARDS CODE
2020 LOS ANGELES FIRE CODE

NFPA 10, STANDARDS FOR PORTABLE FIRE EXTINGUISHERS, 2021 EDITION
NFPA 14, INSTALLATION OF STANDPIPE AND HOSE SYSTEMS, 2019 EDITION
NFPA 20, INSTALLATION OF STATIONARY PUMPS FOR FIRE PROTECTION, 2019 EDITION
NFPA 13R, STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2022 EDITION
NFPA 13, STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2022 EDITION
NFPA 72, NATIONAL FIRE ALARM CODE, 2022 EDITION
NFPA 80, STANDARD FOR FIRE DOORS AND OTHER OPENING PROTECTIVE, 2019 EDITION

CALIFORNIA CODE OF REGULATIONS (CCR)
2022 CALIFORNIA BUILDING STANDARDS CODE, PARTS 2-5, 7, 8, 10, AND 11
2022 CALIFORNIA BUILDING CODE - TITLE 24, PART 2, VOLUME 1, CHAPTER 11 (ACCESSIBILITY ONLY)

ASCE-SEI 7-16, MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES, 2016 EDITION

LIST OF ANTICIPATED APPROVALS

- VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN SPECIFIC PLAN PROJECT PERMIT COMPLIANCE.
- OFF-MENU DENSITY BONUS INCENTIVES & WAIVERS OF DEVELOPMENT STANDARDS.

ENTITLEMENT REQUESTS

A. PURSUANT TO AB 2334 AND AB 2345, THE APPLICANT PROPOSES TO UTILIZE A 46% DENSITY BONUS, AS PERMITTED WITHIN THE HOLLYWOOD REDEVELOPMENT PLAN AREA, TO INCREASE THE MAXIMUM ALLOWABLE DENSITY FROM 95 DWELLING UNITS TO 139 DWELLINGS, TO UTILIZE AB 2097 PARKING REDUCTIONS, AND TO REQUEST THE FOLLOWING OFF-MENU DENSITY BONUS INCENTIVES AND WAIVER OF DEVELOPMENT STANDARDS PURSUANT TO SECTIONS 12.22-A,25(G)(2) & (3) OF LAMC CHAPTER 1 AND SECTION 13B.2.5 OF LAMC CHAPTER 1A:

OFF-MENU INCENTIVES

1. OFF-MENU INCENTIVE TO PERMIT A 12'-6" MINIMUM BUILDING SETBACK ALONG CARLTON WAY, IN LIEU OF A 14.94' MINIMUM BUILDING SETBACK, AS OTHERWISE REQUIRED BY SNAP SECTION 7-E.
2. OFF-MENU INCENTIVE TO PERMIT A 18'-3" MAXIMUM BUILDING SETBACK ALONG CARLTON WAY, IN LIEU OF A 14.99' MAXIMUM BUILDING SETBACK, AS OTHERWISE REQUIRED BY SNAP SECTION 7-E.
3. OFF-MENU INCENTIVE TO PERMIT ROOF LINES OF UP TO 169'-1" WITHOUT BREAKS, IN LIEU OF 40', AS OTHERWISE REQUIRED BY SNAP DEVELOPMENT STANDARDS SECTION IV-13.

WAIVER OF DEVELOPMENT STANDARDS

1. WAIVER OF DEVELOPMENT STANDARD FOR A 66'-6" HEIGHT INCREASE TO PERMIT A TRANSITIONAL BUILDING HEIGHT OF 105'-4", IN LIEU OF 38'-10", AS OTHERWISE REQUIRED BY SNAP SECTION 7-D.
2. WAIVER OF DEVELOPMENT STANDARD TO PERMIT FOUR LOTS WITH A TOTAL COMBINED AREA OF 37,688 SQUARE FEET TO BE TIED TOGETHER TO FORM A SINGLE BUILDING SITE IN LIEU TWO LOTS WITH A TOTAL COMBINED AREA OF 15,000 SQUARE FEET, AS OTHERWISE REQUIRED BY SNAP SECTION 7-A.
3. WAIVER OF DEVELOPMENT STANDARD FOR A 70% REAR YARD REDUCTION TO PERMIT 6', IN LIEU OF 20', AS OTHERWISE REQUIRED BY LAMC 12.11-C.3.
4. WAIVER OF DEVELOPMENT STANDARD FOR A 54.6% WEST SIDE YARD REDUCTION TO PERMIT 5', IN LIEU OF 11', AS OTHERWISE REQUIRED BY LAMC 12.11-C.2.
5. WAIVER OF DEVELOPMENT STANDARD FOR A 58.4% REDUCTION OF THE SPACE BETWEEN BUILDINGS WIDTH REQUIREMENT, TO PERMIT 9'-2" IN LIEU OF 22', AS OTHERWISE MANDATED BY LAMC 12.21-C.2(A).
6. WAIVER OF DEVELOPMENT STANDARD FOR A 72.8% PASSAGEWAY WIDTH REDUCTION, TO PERMIT 6' IN LIEU OF 22', AS OTHERWISE REQUIRED BY LAMC 12.21-C.2(B).
7. WAIVER OF DEVELOPMENT STANDARD FOR A 74.4% REDUCTION IN REQUIRED OPEN SPACE TO PERMIT 3,405 SQUARE FEET OF OPEN SPACE, IN LIEU OF 13,300 SQUARE FEET, AS OTHERWISE REQUIRED BY SNAP SECTION 7-F.

B. PURSUANT TO LAMC CHAPTER 1A, SECTION 13B.4.2, THE APPLICANT REQUESTS A SPECIFIC PLAN PROJECT COMPLIANCE REVIEW TO DETERMINE COMPLIANCE WITH THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN.

PROJECT DIRECTORY

OWNER: 5430 CARLTON, LLC
9454 WILSHIRE BLVD., SUITE 850
BEVERLY HILLS, CA 90212

ARCHITECT: STEINBERG HART
818 W 7TH ST, SUITE 1100
LOS ANGELES, CA 90017

LANDSCAPE ARCHITECT: AGENCY ARTIFACT
5522 W PICO BLVD.
LOS ANGELES, CA 90019

LAND USE: ALCHEMY PLANNING + LAND USE

ZONING INFORMATION

SITE AREA: PER CIVIL SURVEY REFER TO GO.2
37,711 SQUARE FEET, 0.87 ACRES - GROSS (LOTS 15 THROUGH 18)

EXISTING USE: RESIDENTIAL 22,916 SF PER ASSESSOR
EXISTING TOTAL UNITS: 33 DUs

DEMO'D UNITS:
5544-022-007 (16) STUDIOS
5544-022-008 (5) UNITS: (1) THREE-BEDROOM + (4) ONE-BEDROOMS
5544-022-009 (4) UNITS: (3) TWO-BEDROOM + (1) STUDIO
TOTAL DEMO'D UNITS: 25 Dus

PROPOSED USE: RESIDENTIAL
FLOOR AREA FOR NEW STRUCTURE: 138,894 SF
TOTAL FLOOR AREA FOR SITE: 144,851 SF

COMMUNITY PLAN: HOLLYWOOD
COMMUNITY PLAN LANDUSE: HIGH DENSITY RESIDENTIAL (R4, [Q] R5)

SPECIFIC PLAN: VERMONT WESTERN STATION NEIGHBORHOOD AREA PLAN (SNAP)
SPECIFIC PLAN SUBAREA: "A" (NEIGHBORHOOD CONSERVATION)

REDEVELOPMENT PLAN: HOLLYWOOD

DENSITY BONUS: 50% MAX.

SETBACK YARDS

YARDS (PER [Q] R4-2):

YARD	REQ'D	PROVIDED	NOTES
FRONT:	15'	12'-6"	(INCENTIVE)
SIDE:	11' [5' + 1' EA. STORY OVER 2ND (16' MAX)]	5'	(WAIVER)
REAR:	20' [15' + 1' EA. STORY OVER 3RD (20' MAX)]	6'	(WAIVER)

DENSITY

RESIDENTIAL DENSITY: PARCEL AREA (ALL): 37,711 SF
DENSITY: 400 SF/DU PER COMMUNITY PLAN
BASE UNITS: 95 DUs ROUND UP FOR DB BASE
BONUS LEVEL: 46% STATE BONUS PER HOLLYWOOD REDEV PLAN
TOTAL UNITS ALLOWED: 139 DUs

TOTAL UNITS PROVIDED IS 139 DUS BROKEN DOWN AS SUCH:

EXISTING TO REMAIN (5416/5418 CARLTON WAY RESIDENTIAL BUILDING)

LEVEL	TOTAL DUs	STUDIOS	1-BR	2-BR
1&2	**8**	1	6	1

NEW RESIDENTIAL BUILDING

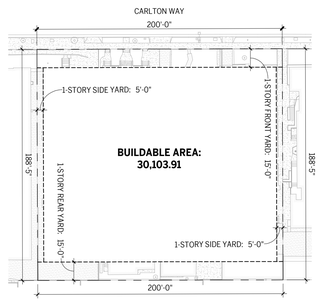
LEVEL	TOTAL DUs	STUDIOS	1-BR	2-BR
L8	**14**	6	7	1
L7	**15**	6	7	2
L6	**15**	6	7	2
L5	**14**	6	7	1
L4	**12**	6	5	1
L3	**23**	17	6	1
L2	**23**	17	6	0
L1	**15**	10	5	0
ALL	**131**	74	49	8

ALL BUILDINGS

LEVEL	TOTAL DUs	STUDIOS	1-BR	2-BR
ALL	**139**	75	55	9

AFFORDABLE UNITS: 15 VLI UNITS (15% VLI UNITS = 50% DENSITY BONUS)
2 LI UNITS
TOTAL: 17 AFFORDABLE UNITS

BUILDABLE AREA DIAGRAM



* SETBACKS BASED ON ONE STORY BUILDING FOR CALCULATIONS

FLOOR AREA

FLOOR AREA DEFINITION PER LAMC.

LOT AREA	37,711 SF
TOTAL YARD AREA (SEE ABOVE DIAGRAM)	7,584 SF
BUILDABLE SITE AREA FOR MEASURING BUILT AREA	30,103 SF
ALLOWABLE FAR (PER [Q]R4-2)	6 : 1
PROPOSED FAR FOR NEW STRUCTURE	4.6 : 1
PROPOSED FAR FOR SITE	4.8 : 1
ALLOWABLE FLOOR AREA	180,623 SF
PROPOSED FLOOR AREA FOR NEW STRUCTURE	138,894 SF
PROPOSED FLOOR AREA FOR SITE	144,851 SF

THE PROPOSED NEW BUILDING AREA IS 138,894 SF., REPRESENTING AN FAR OF 4.62, AND THE TOTAL BUILDING AREA IS 144,851 SF., REPRESENTING AN FAR OF 4.82.

VICINITY MAP

LEGAL DESCRIPTION & ADDRESSES

LEGAL DESCRIPTION: TRACT: PADEN
MAP BOOK: 16-190
BLOCK: NONE

LOT #	ADDRESS	APN
LOT 15	5430 CARLTON	5544-022-007
LOT 16	5424, 5426, 5428, 5426 1/2 & 5428 1/2 CARLTON	5544-022-008
LOT 17	5420, 5420 1/2, 5422 CARLTON	5544-022-009
LOT 18	5416 & 5418 CARLTON	5544-022-010

PROJECT DESCRIPTION

THE APPLICANT PROPOSES TO CONSTRUCT A NEW 138,894 SQUARE-FOOT, EIGHT-STORY, 105-FOOT, FOUR-INCH APARTMENT BUILDING WITH 131 DWELLING UNITS, INCLUDING 74 STUDIO UNITS, 49 ONE-BEDROOM UNITS, AND EIGHT TWO-BEDROOM UNITS, ABOVE TWO AND ONE-HALF SUBTERRANEAN PARKING LEVELS CONTAINING 148 RESIDENTIAL PARKING STALLS, AS WELL AS THE MAINTENANCE OF AN EXISTING 5,957 SQUARE-FOOT, TWO-STORY APARTMENT BUILDING WITH EIGHT DWELLING UNITS, INCLUDING ONE STUDIO UNIT, SIX ONE-BEDROOM UNITS, AND ONE TWO-BEDROOM UNIT, FOR A PROJECT TOTAL OF 144,851 SQUARE FEET OF FLOOR AREA (4.82 FAR) AND 139 DWELLING UNITS, INCLUDING 75 STUDIO UNITS, 55 ONE-BEDROOM UNITS, AND NINE TWO-BEDROOM UNITS, WITH 15 VERY LOW INCOME UNITS AND TWO LOW INCOME UNITS (THE "PROJECT").

THE PROJECT ALSO INVOLVES THE DEMOLITION OF SEVEN EXISTING RESIDENTIAL AND ACCESSORY STRUCTURES, INCLUDING A 6,822 SQUARE-FOOT, TWO-STORY APARTMENT BUILDING WITH 16 DWELLING UNITS, C. 1952 (APN: 5544-022-007), A 4,472 SQUARE-FOOT, TWO-STORY FOURPLEX, C. 1921, 1,437 SQUARE-FOOT, ONE-STORY SINGLE-FAMILY DWELLING, C. 1921, AND ONE-STORY GARAGE (APN: 5544-022-008), AND A 2,288 SQUARE-FOOT, TWO-STORY DUPLEX, C. 1917, 1,430 SQUARE-FOOT, TWO-STORY SINGLE-FAMILY DWELLING, C. 1916, AND 510 SQUARE-FOOT, ONE-STORY SINGLE-FAMILY DWELLING, C. 1926 (APN: 5544-022-009).

THE PROJECT COMPRISES FOUR LEGAL LOTS, TOTALING 37,688.3 SQUARE FEET OF LOT AREA (THE "PROPERTY") WITHIN THE [Q]R4-2 ZONE AND HIGH DENSITY RESIDENTIAL LAND USE AREA OF THE HOLLYWOOD COMMUNITY PLAN, THE HIGH RESIDENTIAL LAND USE AREA OF THE HOLLYWOOD REDEVELOPMENT PLAN, AND WITHIN SUBAREA A OF THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN (SNAP).

THE PROJECT SITE CONTAINS A TOTAL OF FIVE STREET TREES IN THE ADJACENT RIGHT-OF-WAY, INCLUDING THREE PROTECTED STREET TREES, OF WHICH TWO WILL BE REMOVED. THE PROJECT SITE ALSO HAS A TOTAL OF 16 TREES ON PRIVATE PROPERTY, INCLUDING THREE PROTECTED TREES, AND ALL 16 PRIVATE TREES ARE TO BE REMOVED.

SHEET INDEX

SHEET NO.	SHEET NAME	SB330 SUBMITTAL (5/8/23)	ENTITLEMENT & PZA SUBMITTAL	PZA CORRECTIONS 1	SNAP AND PZA CORRECTIONS 2	SNAP AND PZA CORRECTIONS 3	SNAP & PZA CORRECTIONS 4	SNAP & PZA CORRECTIONS 5	SNAP & PZA CORRECTIONS 6	SNAP & PZA CORRECTIONS 7
GENERAL										
G0.0	COVER SHEET	●	●	●	●	●	●	●	●	●
G0.1	PROJECT DATA	●	●	●	●	●	●	●	●	●
G0.2	SURVEY	●	●	●	●	●	●	●	●	●
G0.3	PARCEL PROFILE REPORT					●	●	●	●	●
G0.4	BICYCLE PARKING SYSTEM					●	●	●	●	●
G1.1	LAMC FLOOR AREA ANALYSIS	●	●	●	●	●	●	●	●	●
G1.2	HCA BUILDING AREA ANALYSIS	●	●	●	●	●	●	●	●	●
G1.3	OPEN SPACE ANALYSIS	●	●	●	●	●	●	●	●	●
G1.4	PRIVACY AND HEIGHT ELEVATION ANALYSIS		●	●	●	●	●	●	●	●
G1.5	ELEVATION ANALYSIS					●	●	●	●	●
G2.1	CONCEPT DIAGRAM		●	●	●	●	●	●	●	●
G2.2	STREET VIEW FROM CARLTON WAY		●	●	●	●	●	●	●	●
G2.3	AERIAL VIEW		●	●	●	●	●	●	●	●
G2.4	STREET VIEW FROM CARLTON WAY		●	●	●	●	●	●	●	●
G2.5	AMENITY COURTYARD VIEW		●	●	●	●	●	●	●	●
00-GENERAL: 15										
ARCHITECTURAL DEMOLITION										
D1.1	DEMOLITION PLAN	●	●	●	●	●	●	●	●	●
01-ARCHITECTURAL DEMOLITION: 1										
ARCHITECTURAL										
A1.1	PLOT PLAN	●	●	●	●	●	●	●	●	●
A2.B3	FLOOR PLAN - LEVEL B3	●	●	●	●	●	●	●	●	●
A2.B2	FLOOR PLAN - LEVEL B2	●	●	●	●	●	●	●	●	●
A2.B1	FLOOR PLAN - LEVEL B1	●	●	●	●	●	●	●	●	●
A2.1	FLOOR PLAN - LEVEL 1	●	●	●	●	●	●	●	●	●
A2.2	FLOOR PLAN - LEVEL 2	●	●	●	●	●	●	●	●	●
A2.3	FLOOR PLAN - LEVEL 3	●	●	●	●	●	●	●	●	●
A2.4	FLOOR PLAN - LEVEL 4	●	●	●	●	●	●	●	●	●
A2.5	FLOOR PLAN - LEVEL 5	●	●	●	●	●	●	●	●	●
A2.6	FLOOR PLAN - LEVEL 6	●	●	●	●	●	●	●	●	●
A2.7	FLOOR PLAN - LEVEL 7	●	●	●	●	●	●	●	●	●
A2.8	FLOOR PLAN - LEVEL 8	●	●	●	●	●	●	●	●	●
A2.9	FLOOR PLAN - LEVEL ROOF	●	●	●	●	●	●	●	●	●
A3.1	SECTIONS	●	●	●	●	●	●	●	●	●
A3.2	EXTERIOR ELEVATIONS	●	●	●	●	●	●	●	●	●
A3.3	EXTERIOR ELEVATIONS	●	●	●	●	●	●	●	●	●
A4.1	EXTERIOR DETAILS	●	●	●	●	●	●	●	●	●
A6.1	DOOR SCHEDULES & ELEVATIONS					●	●	●	●	●
A6.2	WINDOW & STOREFRONT SCHEDULE					●	●	●	●	●
04-ARCHITECTURAL: 19										
LANDSCAPE										
L1.10	GROUND FLOOR LANDSCAPE PLAN		●	●	●	●	●	●	●	●
L1.20	SECOND FLOOR LANDSCAPE PLAN		●	●	●	●	●	●	●	●
L1.40	FOURTH FLOOR LANDSCAPE PLAN		●	●	●	●	●	●	●	●
L2.01	PLANT PHOTOS		●	●	●	●	●	●	●	●
05-LANDSCAPE: 4										

LADBS APPROVAL STAMP

CLIENT
5430 Carlton, LLC
9454 Wilshire Blvd., Suite 850
Beverly Hills, CA 90212

steinberg hart

ARCHITECT
Steinberg Hart
818 W 7th St, Suite 1100
Los Angeles, CA 90017

NOT FOR CONSTRUCTION

CARLTON WAY HOUSING

5416-5430 CARLTON WAY
LOS ANGELES, CA 90027

REV	DATE	ISSUE
10	11/20/24	SNAP & PZA CORRECTIONS 7
9	10/11/24	SNAP & PZA CORRECTIONS 6
8	08/07/24	SNAP & PZA CORRECTIONS 5
7	06/29/24	ENTITLEMENT UPDATES
6	04/05/23	SNAP & PZA CORRECTIONS 3
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

PROJECT DATA

PROJECT #: 23049.000
DATE: 04.05.2024
DRAWN BY: LC
CHECKED BY: AA

ENTITLEMENT SET SUBMITTAL

G0.1

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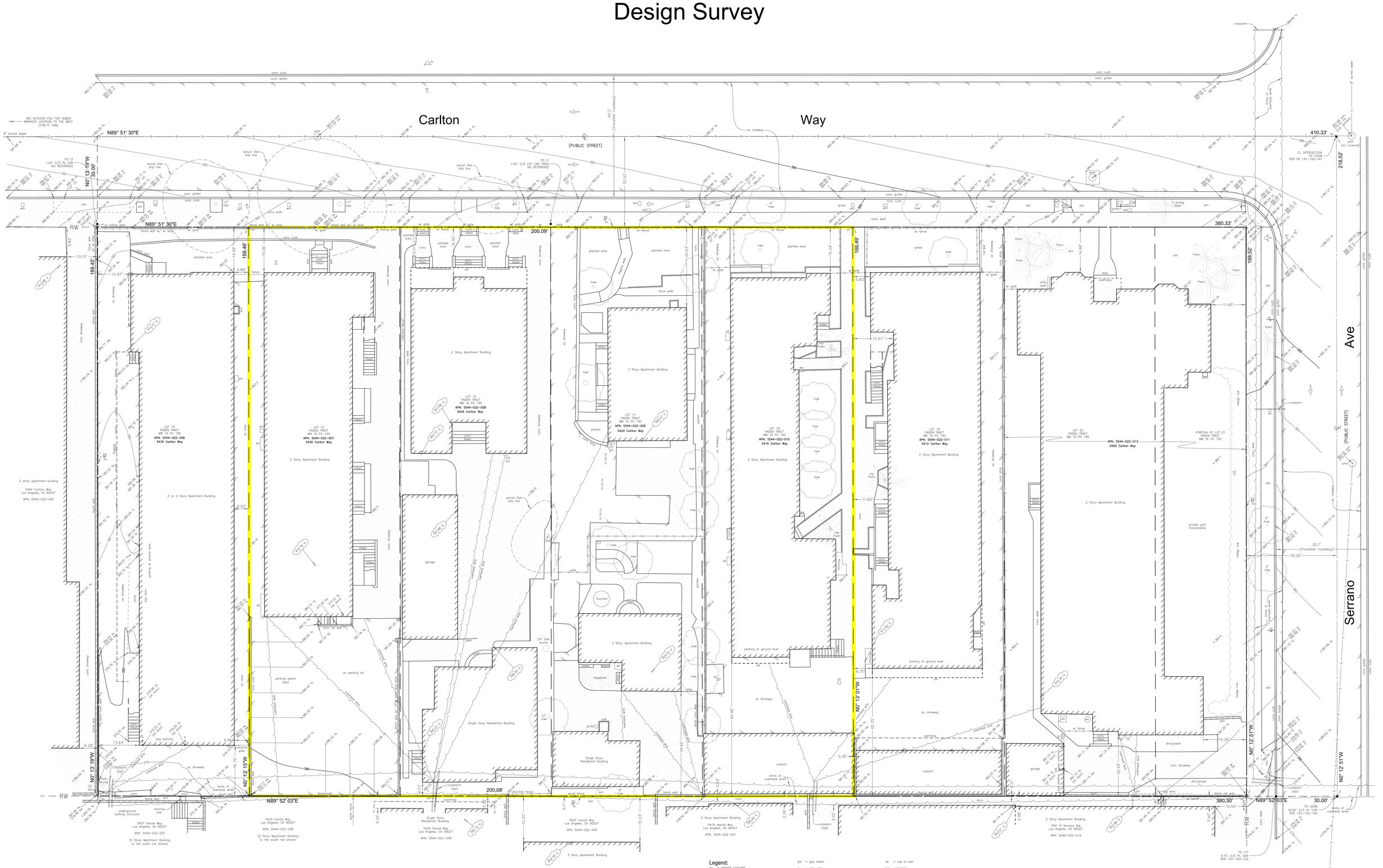
Design Survey



Date of Plan:
NOVEMBER 22, 2024 (UPDATE-ADD CLEARS, AREA, HATCH)
JUNE 1, 2024

Date of Field Survey:
MAY 24, 2024

Site Address:
5400 – 5434 CARLTON WAY, LOS ANGELES, CA 90027

Assessor's Parcel Number (APN):
5544-022-006, 007, 008, 009, 010, 011 AND 012

Basis of Bearings:
THE BEARING OF N89°51'30"E ALONG THE CENTERLINE OF CARLTON WAY AS SHOWN ON PADEN TRACT, MAP BOOK 7, PAGE 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

Boundary and Easements:
THE BOUNDARY SHOWN HEREON IS PER PADEN TRACT, M.B. 16, PG 190 ONLY USING THE TAX ASSESSOR MAP FOR REFERENCE. A TITLE POLICY HAS NOT BEEN SUPPLIED. THE LOT LINES, CENTERLINES AND RIGHT-OF-WAY LINES SHOWN HEREON ARE FOR REFERENCE ONLY AND CANNOT BE VERIFIED WITHOUT SAID TITLE POLICY. EASEMENTS MAY EXIST, NOT SHOWN HEREON, THAT MAY BE STATED IN SAID TITLE POLICY.

FOR ADDITIONAL BOUNDARY DETERMINATION INFORMATION REFER TO CORNER RECORD PREPARED AND FILED BY US.

Bench Mark:
THE ELEVATION OF 379.44 ON BENCH MARK NO. 12–21650 (CUT SPIKE IN W CURB WESTERN AVE 11FT N OF CARLTON WAY N END CB) NAVD 1988 DATUM, 2000 ADJUSTMENT, AS SHOWN IN CITY OF LOS ANGELES NAVIGATE L.A. DATABASE WAS USED AS ELEVATION DATUM FOR THIS SURVEY.

IT IS THE RESPONSIBILITY OF THE CONSTRUCTION SURVEYOR AND/OR CONTRACTOR TO VERIFY AND CONFIRM AN ELEVATION DATUM THAT IS CONSISTENT WITH THE ELEVATIONS SHOWN ON THIS SURVEY BEFORE ANY CONSTRUCTION STAKING IS PERFORMED. THIS BENCH MARK SHALL BE USED FOR REFERENCE ONLY.

Legal Description:
LOTS 14 TO 20 AND THE WEST 30.15 FEET OF LOT 21 OF PADEN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN BOOK 16, PAGE 190 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Area:
71,684 SQUARE FEET, 1.65 ACRES – GROSS (LOTS 14 THROUGH 21)
37,711 SQUARE FEET, 0.87 ACRES – GROSS (LOTS 15 THROUGH 18, HATCHED YELLOW)

Utilities:
IF UNDERGROUND PUBLIC UTILITIES, OTHER SUBSTRUCTURES OR ZONE, SETBACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM THE BEST AVAILABLE SOURCES BUT FROM OTHERS NOT CONNECTED WITH THIS COMPANY. THEREFORE, NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION. IT IS ADVISED TO CALL UNDERGROUND SERVICE ALERT, (800) 227-2600, BEFORE DIGGING ON THIS SITE.

BURIED UTILITIES SHOWN HEREON ARE PER SEWER WYE MAP 148-5A-193. INDIVIDUAL UTILITY COMPANIES HAVE NOT BEEN CONTACTED AS PART OF THIS SURVEY. BURIED UTILITIES THAT MAY EXIST ON-SITE HAVE NOT BEEN DETERMINED AS PART OF THIS SURVEY. BURIED UTILITY LOCATING COMPANY HAS NOT BEEN HIRED TO FIND OR TRACE BURIED UTILITIES WITHIN OR ADJOINING SUBJECT PROPERTY.

Legend:

ac = asphalt concrete	gm = gas meter	tw = top of wall	
bs = bottom step	gv = gas valve	typ = typical	
bw = bottom wall	lt = lead & tack	ub = utility box	
cb = catch basin	ltt = lead, tack, and tag	ubl = upper building line	
cdo = concrete driveway apron	mpt = multi-prong tree	uc = utility cabinet	
cf = curb face	pm = power meter	uv = utility vault	
co = clean out	pp = power pole	wh = water heater	
conc = concrete	sl = street light	wi = wrought iron	
cor = corner	slb = street light box	wm = water meter	
cpw = concrete planter wall	smh = sewer manhole	wv = water valve	
do = drain outlet	ss = street sign	ww = wing wall	
eb = electrical box	ssdm= standard survey disc monument	PL = property line	
emh = electrical manhole	tc = top of curb	CL = centerline	
fd = found	tol = top of lid	RW = right of way	
fh = fire hydrant	tom = top of manhole	S = buried sewer	
fl = flowline	tr = top of roof	= overhead wires	
fs = finish surface	ts = top of step	= existing point mark (indicating buried gas)	
		= refers to driving lane and direction of traffic	
		X = vegetated fence	
		= chainlink fence	
		= wood fence	
		= wrought iron fence	

Survey Prepared For:

LFA
319 Main Street
El Segundo, CA 90245
(213) 239-9700

Survey Prepared By:

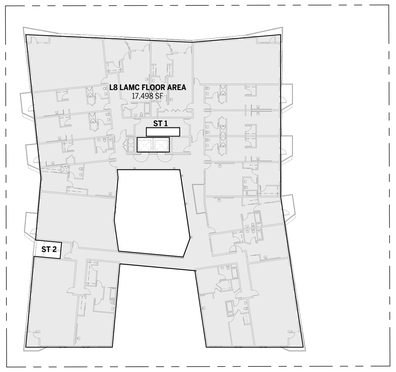
Hahn and Associates, Inc.
28368 Constellation Road, Suite 300
Santa Clarita, CA 91355
(661) 775-9500

LICENSED LAND SURVEYOR BRANDON M. HAHN NO. LS 7562 STATE OF CALIFORNIA

HAHN AND ASSOCIATES INC

DATE OF SIGNATURE: NOVEMBER 22, 2024

HAHN JOB NO.: 7001-24-50



LEVEL 8 — 11
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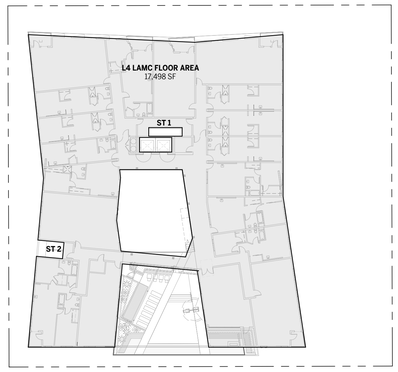

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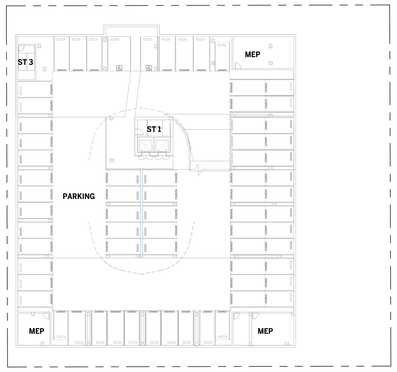

LEVEL B1 — 3
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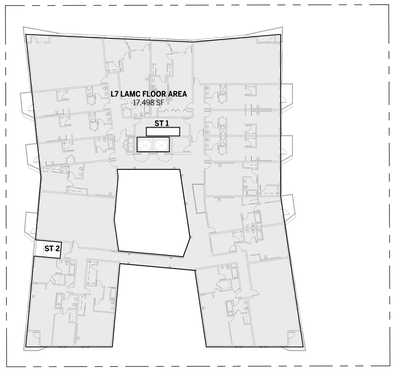

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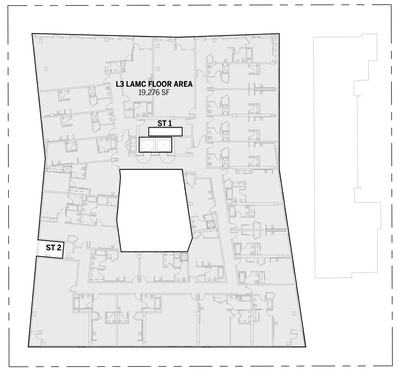

LEVEL 3 — 6
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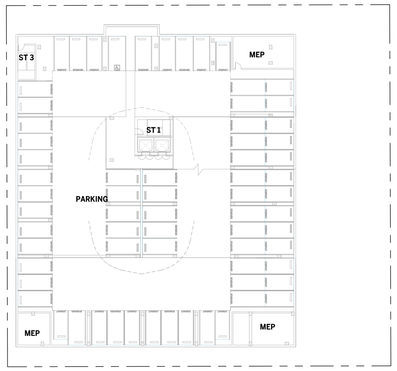

LEVEL B2 — 2
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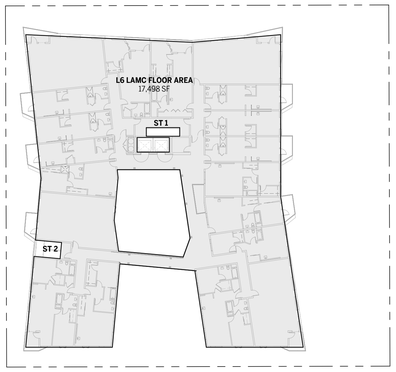
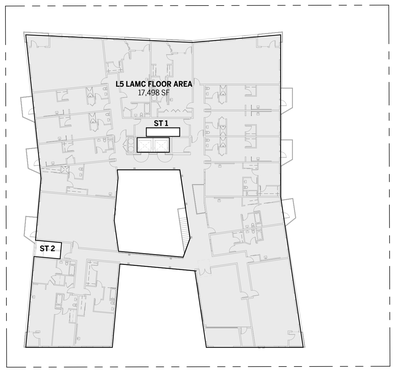


LEVEL 6 — 9
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 2 — 5
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL B3 — 1
SCALE: 1/32" = 1'-0" — REF: A3.1



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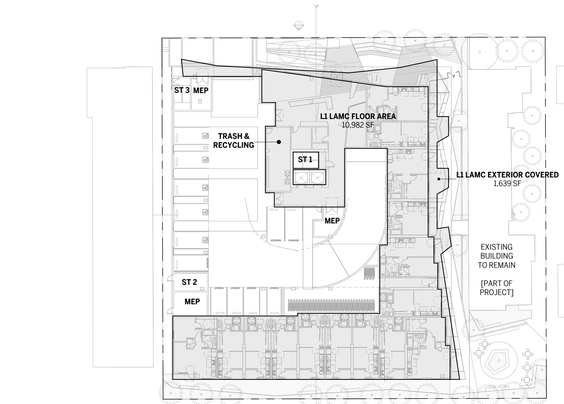

LEVEL 1 — 4
SCALE: 1/32" = 1'-0" — REF: A3.1

FLOOR AREA

FLOOR AREA DEFINITION PER LAMC SECTION 12.03.

LEVEL	FLOOR AREA
LEVEL 01	12,620 SF
LEVEL 02	19,509 SF
LEVEL 03	19,276 SF
LEVEL 04	17,498 SF
LEVEL 05	17,498 SF
LEVEL 06	17,498 SF
LEVEL 07	17,498 SF
LEVEL 08	17,498 SF
	138,894 SF

FLOOR AREA OF EXISTING BUILDING TO REMAIN (PER ASSESSOR): 5,957 SF
PROPOSED FLOOR AREA FOR SITE: 144,851 SF

LADBS APPROVAL STAMP

CLIENT
5430 Carlton, LLC
9454 Wilshire Blvd., Suite 850
Beverly Hills, CA 90212

steinberg hart

ARCHITECT
Steinberg Hart
818 W 7th St, Suite 1100
Los Angeles, CA 90017

NOT FOR CONSTRUCTION

CARLTON WAY HOUSING

5416-5430 CARLTON WAY
LOS ANGELES, CA 90027

REV	DATE	ISSUE
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

LAMC FLOOR AREA ANALYSIS

PROJECT #: 23049.000
DATE: 04.05.2024
DRAWN BY: LC
CHECKED BY: AA

ENTITLEMENT SET SUBMITTAL

G1.1

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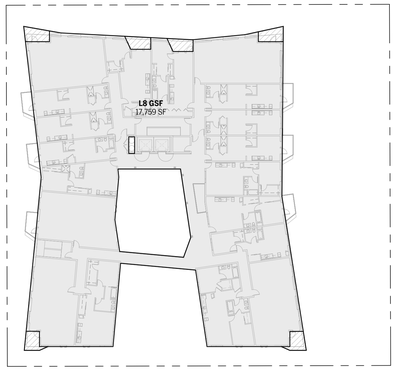

LEVEL 08 — 11
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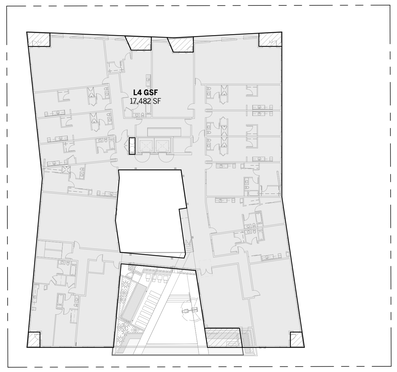

LEVEL 04 — 7
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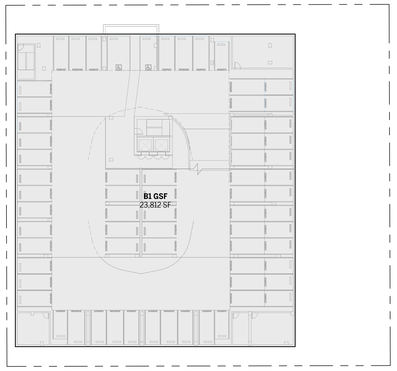

LEVEL B1 — 3
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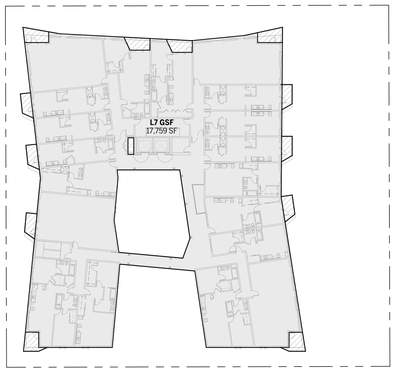

LEVEL 07 — 10
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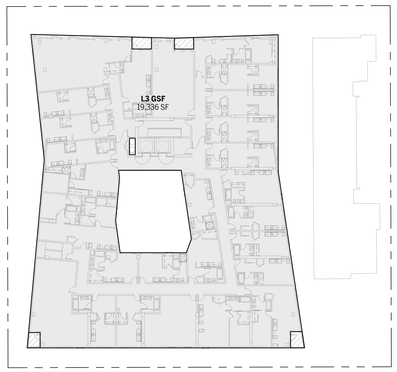

LEVEL 03 — 6
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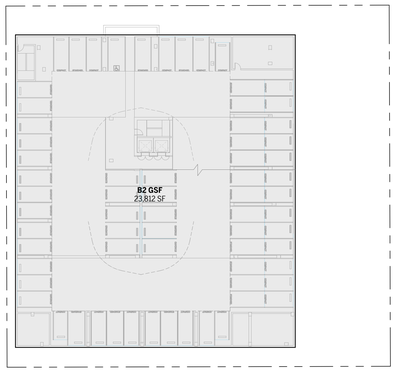
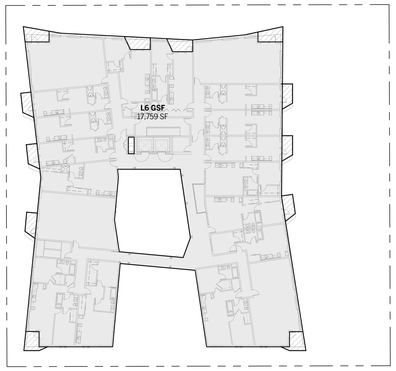


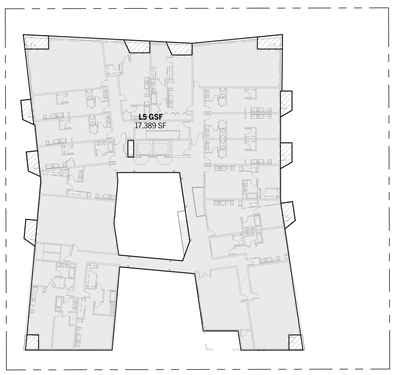
LEVEL B2 — 2
SCALE: 1/32" = 1'-0" — REF: A3.1



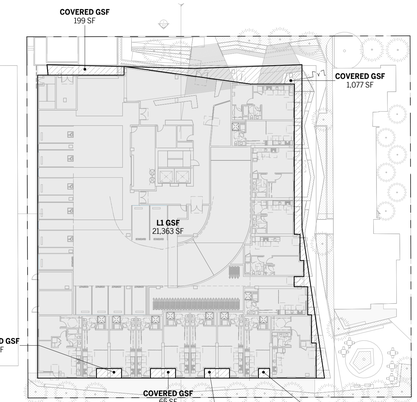
LEVEL 06 — 9
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 02 — 5
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL B3 — 1
SCALE: 1/32" = 1'-0" — REF: A3.1



LEVEL 05 — 8
SCALE: 1/32" = 1'-0" — REF: A3.1



LEVEL 01 — 4
SCALE: 1/32" = 1'-0" — REF: A3.1

Exterior Area
Gross Building Area

Building Area Definition
The area included within surrounding exterior walls (or exterior walls and fire walls) exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.
– California Government Code Section 65941.1(C)

AREA BREAKDOWN

HCA BUILDING AREA		
Level	Name	Area
LEVEL B3	B3 GSF	2,814 SF
LEVEL B3		2,814 SF
LEVEL B2	B2 GSF	23,812 SF
LEVEL B2		23,812 SF
LEVEL B1	B1 GSF	23,812 SF
LEVEL B1		23,812 SF
LEVEL 01	COVERED GSF	1,502 SF
LEVEL 01	L1 GSF	21,363 SF
LEVEL 01		22,864 SF
LEVEL 02	COVERED GSF	177 SF
LEVEL 02	L2 GSF	19,183 SF
LEVEL 02		19,359 SF
LEVEL 03	COVERED GSF	229 SF
LEVEL 03	L3 GSF	19,336 SF
LEVEL 03		19,565 SF

HCA BUILDING AREA		
Level	Name	Area
LEVEL 04	COVERED GSF	640 SF
LEVEL 04	L4 GSF	17,482 SF
LEVEL 04		18,122 SF
LEVEL 05	COVERED GSF	855 SF
LEVEL 05	L5 GSF	17,389 SF
LEVEL 05		18,244 SF
LEVEL 06	COVERED GSF	871 SF
LEVEL 06	L6 GSF	17,759 SF
LEVEL 06		18,630 SF
LEVEL 07	COVERED GSF	871 SF
LEVEL 07	L7 GSF	17,759 SF
LEVEL 07		18,630 SF
LEVEL 08	COVERED GSF	489 SF
LEVEL 08	L8 GSF	17,759 SF
LEVEL 08		18,249 SF
Grand total: 73		204,102 SF *

* (E) BUILDING TO REMAIN NOT INCLUDED ABOVE. PER ASSESSOR, 5957 SF

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1	5/8/23	SB330 SUBMITTAL

HCA BUILDING AREA ANALYSIS

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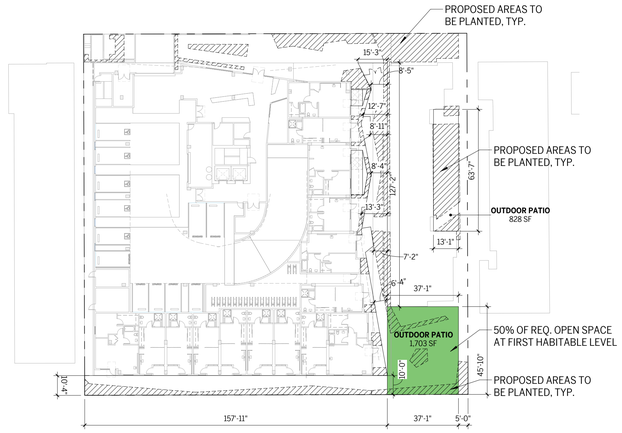
LEVEL 08 — 8
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 05 — 5
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 02 — 2
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 07 — 7
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 04 — 4
SCALE: 1/32" = 1'-0" — REF: A3.1



LEVEL 01 — 1
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 06 — 6
SCALE: 1/32" = 1'-0" — REF: A3.1

LEVEL 03 — 3
SCALE: 1/32" = 1'-0" — REF: A3.1

LANDSCAPE NOTES

- All EXTERIOR COMMON OPEN SPACES TO BE PLANTED MIN. 25% OF TOTAL COMMON AREA.

-LEVEL 1 OPEN SPACE:	1,705 SF TOTAL.	582.5 SF PLANTED.
-POOL DECK OPEN SPACE:	1,749 SF TOTAL.	270 SF PLANTED.
-TOTAL OUTDOOR OPEN SPACE:	3,454 SF	
-TOTAL QUALIFYING OPEN SPACE:	3,410 SF	852.5 SF PLANTED. (25% PROVIDED)

-TREE CALCULATIONS:

-(1) TREE REQUIRED FOR EVERY (4) UNITS. 131 UNITS PROPOSED - 33 TREES REQUIRED.

GROUND FLOOR SITE TREES PROVIDED: 31 TREES
2ND FLOOR ON SITE TREES PROVIDED: 4 TREES
TOTAL TREES PROPOSED ON SITE: 35 TREES

-TREES TO BE REMOVED: (2) STREET TREES TO BE REMOVED AND REPLACED AT A 2:1 RATIO
(3) ON SITE PROTECTED TREES TO BE REMOVED AND REPLACED AT A 4:1 RATIO
(12) ON SITE NON-PROTECTED TREES TO BE REMOVED AND REPLACED AT A 1:1 RATIO

-TREES TO REMAIN: (1) STREET TREE TO REMAIN

-REPLACEMENT TREES REQ.: (2) REPLACEMENT STREET TREES PER PLAN (100% PROVIDED)
(12) REPLACEMENT PROTECTED TREES (100% PROVIDED)

(12) REPLACEMENT ON-PROPERTY TREES (100% PROVIDED)

-ONE 24-INCH BOX TREE SHALL BE PLANTED IN THE PUBLIC ROW ON CENTER, OR IN A PATTERN SATISFACTORY TO BSS, FOR EVERY 20' STREET FRONTAGE:
200 LF OF STREET FRONTAGE = 10 TREES REQUIRED

1 (E) STREET TREE IN CURRENT PUBLIC ROW TO REMAIN
9 ADDITIONAL 24" BOX STREET TREES PROPOSED
= **10 TREES TOTAL PROVIDED IN PUBLIC ROW**

-STREET TREE PLACEMENT AND APPROVAL TO BE FINALIZED BY BUREAU OF STREET SERVICES AND URBAN FORESTRY

- THE MINIMUM ACCEPTABLE SIZE FOR STREET TREES AND ON-SITE TREES SHALL BE A 24" BOX. NEWLY PLANTED TREES SHALL BE SUPPORTED WITH STAKES OR GUY WIRE.

- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS. WHEN PLANTING AS A HEDGE OR SCREEN.

- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.

- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER, MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.

- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.

LEGEND

- INDOOR OPEN SPACE
- OUTDOOR OPEN SPACE - COURTYARD
- OUTDOOR OPEN SPACE - EXCLUDED
- OUTDOOR OPEN SPACE - EXTERIOR COVERED
- OUTDOOR OPEN SPACE - ROOF DECK
- PRIVATE OPEN SPACE
- PLANTED WITH GROUND COVER, SHRUBS OR TREES

OPEN SPACE AREAS BREAKDOWN

PROVIDED OUTDOOR COMMON OPEN SPACE

LEVEL	NAME	AREA
LEVEL 01	OUTDOOR PATIO	1,702.5 SF
LEVEL 04	POOL DECK	1,702.5 SF
TOTAL		3,405.0 SF

PROVIDED INDOOR COMMON OPEN SPACE

LEVEL	NAME	AREA
LEVEL 04	FITNESS	635 SF
LEVEL 05	GYM	635 SF
TOTAL		1,270 SF

PROVIDED PRIVATE OPEN SPACE

LEVEL	QTY	AREA
LEVEL 02	13	1,427 SF
LEVEL 03	4	195 SF
LEVEL 04	6	377 SF
LEVEL 05	12	718 SF
LEVEL 06	12	594 SF
LEVEL 07	12	594 SF
LEVEL 08	12	594 SF
TOTAL	71	4,498 SF

NOTE: ALL PRIVATE OPEN SPACE ARE A MINIMUM OF 6'X6'

REQUIRED OPEN SPACE

OPEN SPACE — REQUIRED (PER [Q] R4-2)

UNIT TYPE	COUNT	FACTOR	TOTAL REQ'D
<3 HABITABLE ROOMS	123	100 SF/DU	12,300 SF
=3 HABITABLE ROOMS	8	125 SF/DU	1,000 SF
>3 HABITABLE ROOMS	0	175 SF/DU	0 SF
TOTAL REQUIRED OPEN SPACE			**13,300 SF**
MIN. REQUIRED COMMON OPEN SPACE (50% OF TOTAL) LAPZ 12.21 G.2(a)(1)(iv)			6,650 SF
MAX. INDOOR OPEN SPACE (25% OF TOTAL) LAPZ 12.21 G.2(a)(4)(i)			3,325 SF

OPEN SPACE REDUCTION CALCULATION

74.4% OPEN SPACE REDUCTION CALCULATION PER SNAP SECTION 7-F

13,300 SF X 74.4% = 9,895 SF REDUCTION IN OPEN SPACE
REQUIRED OPEN SPACE X 74.4% = REDUCTION SF

13,300 - 9,895SF = 3,405 SF MIN .PROVIDED
REQUIRED OPEN SPACE - REDUCTION SF = MIN. PROVIDED OPEN SPACE

PROVIDED OPEN SPACE

COMMON OUTDOOR OPEN SPACE	3,405 SF
COMMON INDOOR OPEN SPACE	851.25 SF
PRIVATE OPEN SPACE	4,499 SF
TOTAL:	9,223 SF

PROVIDED OUTDOOR OPEN SPACE PER SNAP SECTION 7-F
REQUIRED 3,405 SF MIN.
PROVIDED 3,405 SF

PROVIDED OUTDOOR OPEN SPACE AT FIRST HABITABLE LEVEL (LEVEL 01)
REQUIRED 3,405SF X 50% = 1,702.5 SF MIN.
PROVIDED **1,702.5 SF**

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REV	DATE	ISSUE
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7	05/29/24	ENTITLEMENT UPDATES
6	04/05/23	SNAP & PZA CORRECTIONS 3
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

OPEN SPACE ANALYSIS

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EAST ELEVATION - PRIVACY ANALYSIS 3

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

WEST ELEVATION - PRIVACY ANALYSIS 2

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

CARLTON WAY ELEVATION - HEIGHT ANALYSIS 1

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

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PRIVACY AND HEIGHT ELEVATION ANALYSIS

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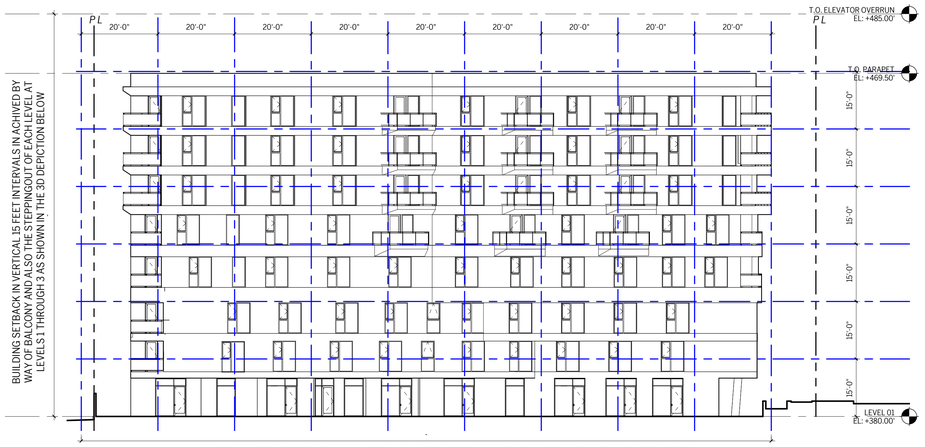
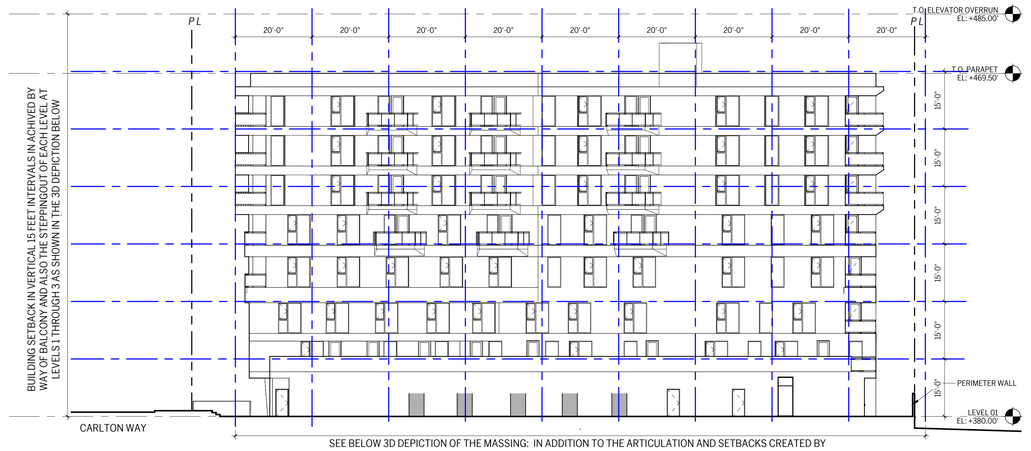


SEE BELOW 3D DEPICTION OF THE MASSING: IN ADDITION TO THE ARTICULATION AND SETBACKS CREATED BY BALCONIES, THE ANGLED VOLUME CREATES A CONTINUOUS SETBACK MOVEMENT EVERY 20 FEET BY ANGLING IN TOWARDS THE SPRING POINT AND ANGLING OUT TOWARDS THE SOUTH.

EAST ELEVATION - ANALYSIS 6

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



SEE BELOW 3D DEPICTION OF THE MASSING: IN ADDITION TO THE ARTICULATION AND SETBACKS CREATED BY BALCONIES, THE ANGLED VOLUME CREATES A CONTINUOUS SETBACK MOVEMENT EVERY 20 FEET BY ANGLING IN TOWARDS THE SPRING POINT AND ANGLING OUT TOWARDS THE SOUTH.

WEST ELEVATION - ANALYSIS 5

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

SEE BELOW 3D DEPICTION OF THE MASSING: IN ADDITION TO THE ARTICULATION AND SETBACKS CREATED BY BALCONIES, THE VGOLUM OF THE BUILDING BREAKS AND SETBACKS AT THE CENTER TO ACCOMODATE THE OPEN SPACE AT THE PODIUM AMENITY AREA.

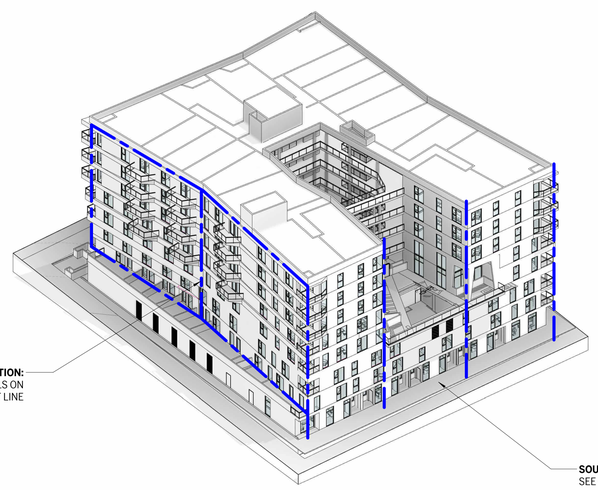
SOUTH ELEAVATION - ANALYSIS 4

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

SEE BELOW 3D DEPICTION OF THE MASSING: IN ADDITION TO THE ARTICULATION AND SETBACKS CREATED BY BALCONIES, THE ANGLED VOLUME CREATES A CONTINUOUS SETBACK MOVEMENT EVERY 20 FEET BY ANGLING OUT TOWARDS THE EAST AND WEST FROM THE SPRING POINT

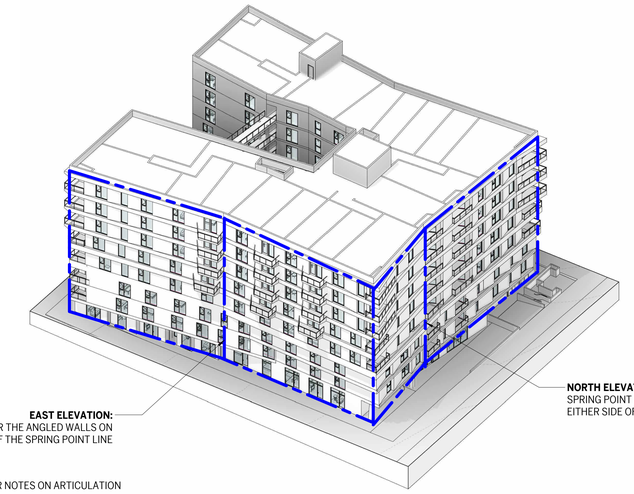
NORTH ELEVATION ANALYSIS 3

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



WEST ELEVATION:
SPRING POINT FOR THE ANGLED WALLS ON EITHER SIDE OF THE SPRING POINT LINE

SOUTH ELEVATION:
SEE ABOVE ELEVATION FOR NOTES ON ARTICULATION



EAST ELEVATION:
SPRING POINT FOR THE ANGLED WALLS ON EITHER SIDE OF THE SPRING POINT LINE

NORTH ELEVATION:
SPRING POINT FOR THE ANGLED WALLS ON EITHER SIDE OF THE SPRING POINT LINE

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ELEVATION ANALYSIS

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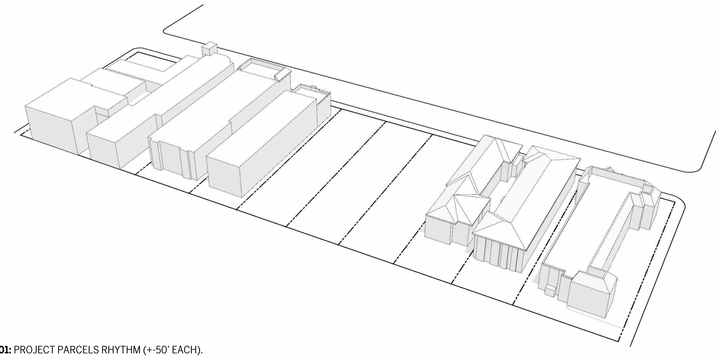
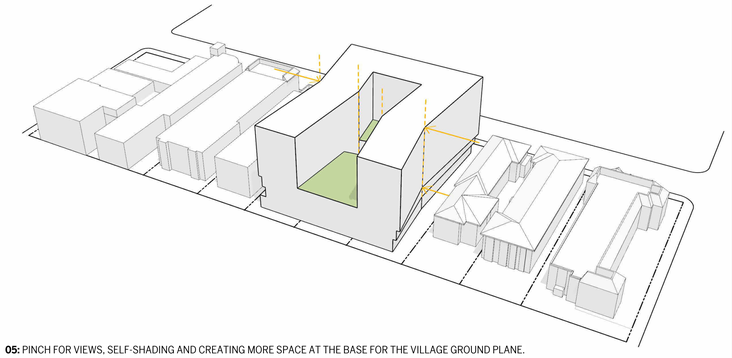
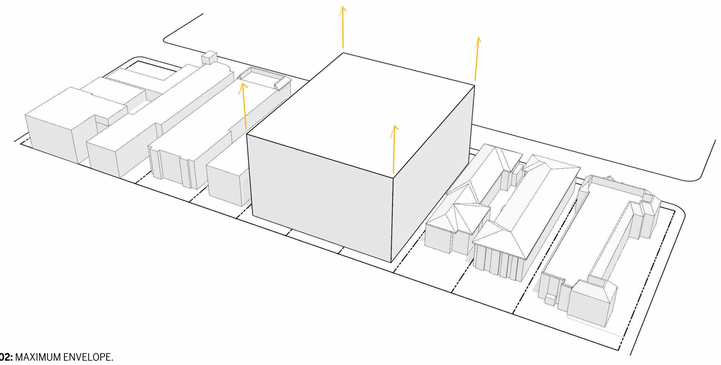


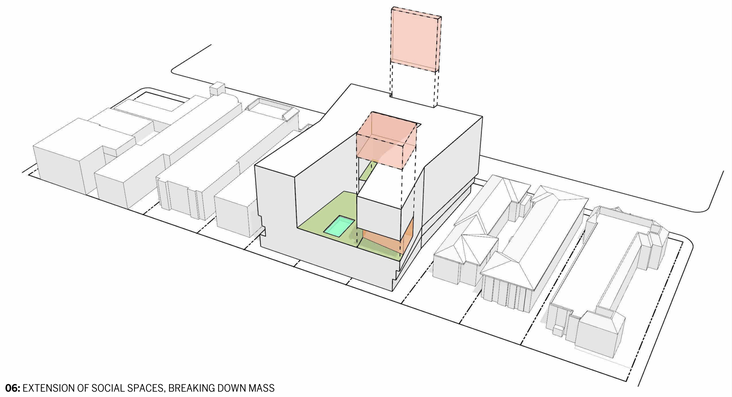
01: PROJECT PARCELS RHYTHM (+-50' EACH).



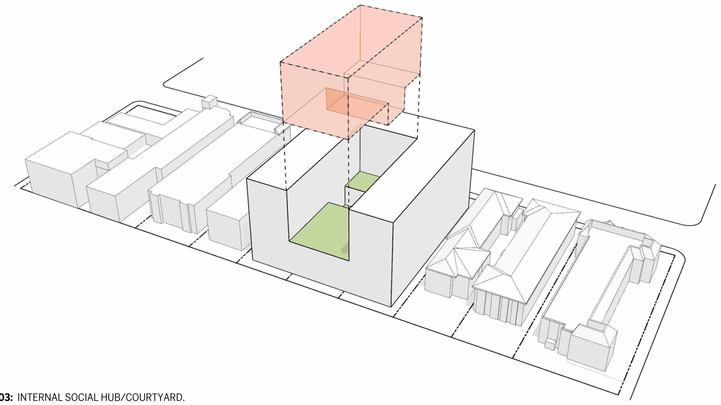
05: PINCH FOR VIEWS, SELF-SHADING AND CREATING MORE SPACE AT THE BASE FOR THE VILLAGE GROUND PLANE.



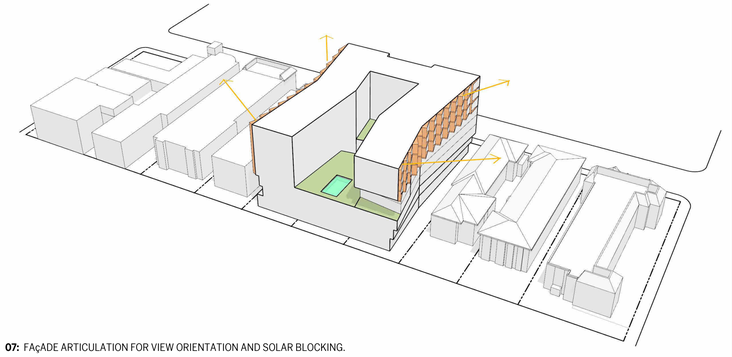
02: MAXIMUM ENVELOPE.



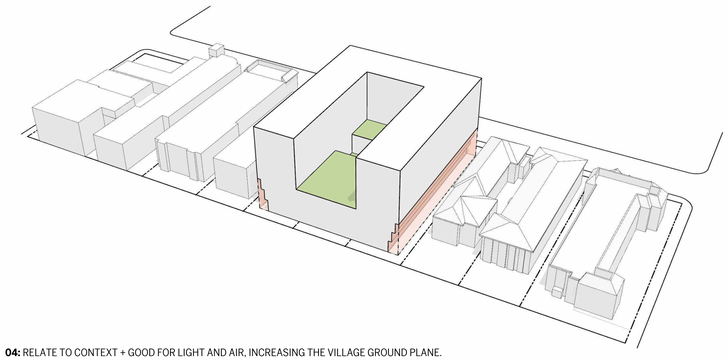
06: EXTENSION OF SOCIAL SPACES, BREAKING DOWN MASS



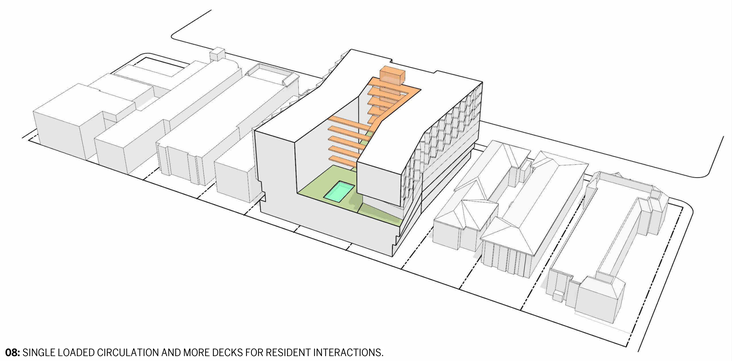
03: INTERNAL SOCIAL HUB/COURTYARD.



07: FAçADE ARTICULATION FOR VIEW ORIENTATION AND SOLAR BLOCKING.



04: RELATE TO CONTEXT + GOOD FOR LIGHT AND AIR, INCREASING THE VILLAGE GROUND PLANE.



08: SINGLE LOADED CIRCULATION AND MORE DECKS FOR RESIDENT INTERACTIONS.

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CONCEPT DIAGRAM

PROJECT #:	23049.000
DATE:	04.05.2024
DRAWN BY:	LC
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STREET VIEW - LOOKING SOUTHWEST AT CARLTON WAY

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STREET VIEW FROM CARLTON WAY

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AERIAL VIEW - LOOKING SOUTHEAST

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CARLTON WAY HOUSING

5416-5430 CARLTON WAY
LOS ANGELES, CA 90027

REV	DATE	ISSUE
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

AERIAL VIEW

PROJECT #:	23049.000
DATE:	04.05.2024
DRAWN BY:	LC
CHECKED BY:	AA

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STREET VIEW - LOOKING AT LOBBY ENTRY

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REV	DATE	ISSUE
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1	5/8/23	SB330 SUBMITTAL

STREET VIEW FROM CARLTON WAY

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AMENITY DECK VIEW - LOOKING NORTHEAST AT POOL AND GYM ROOM

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AMENITY COURTYARD VIEW

PROJECT #: 23049.000
DATE: 04.05.2024
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LEVEL 2 COURTYARD VIEW - LOOKING SOUTH TO POOL DECK ON LEVEL 4

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1	5/8/23	SB330 SUBMITTAL

AMENITY COURTYARD VIEW

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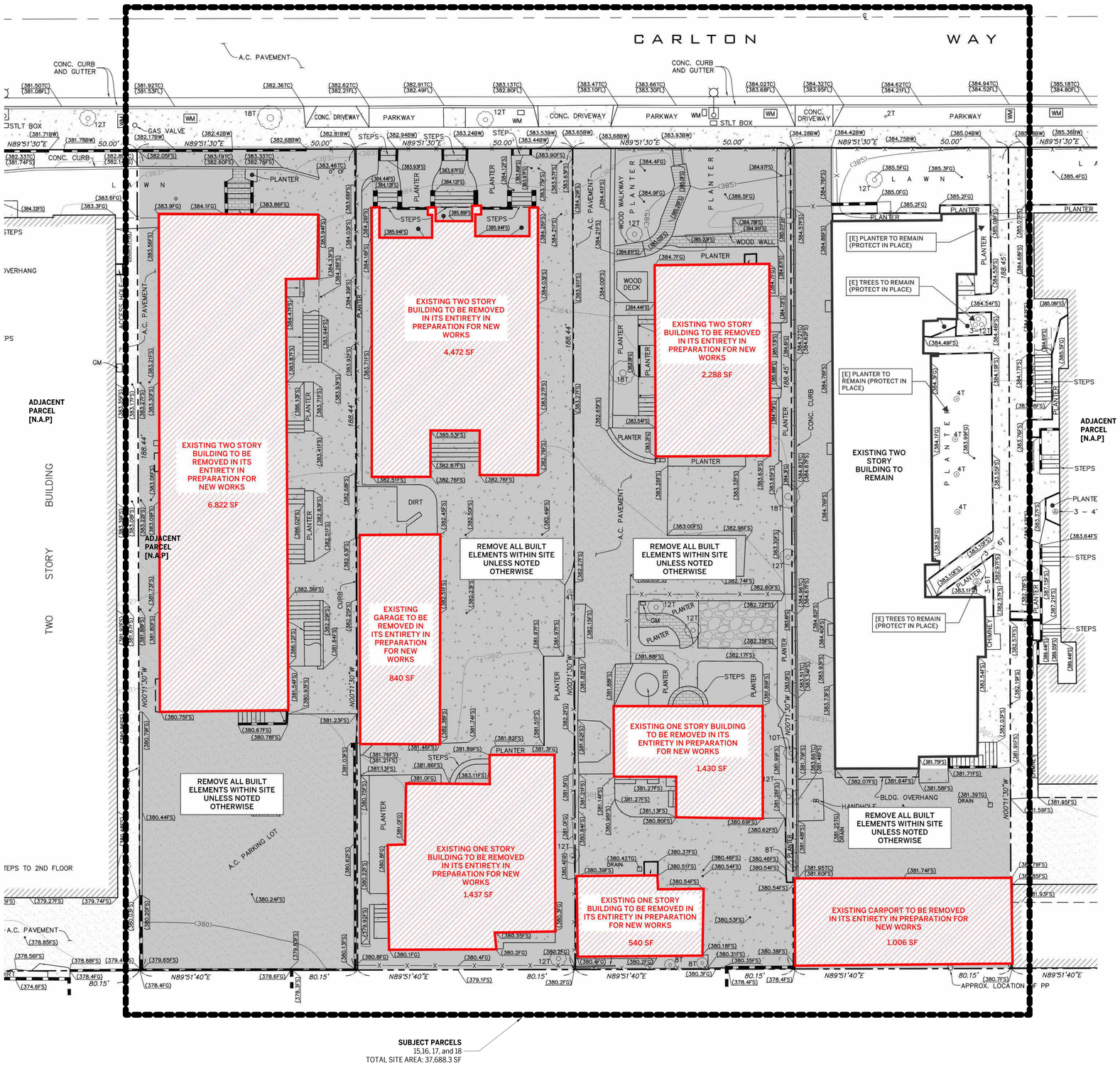

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3	11/03/23	PZA CORRECTIONS 1
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1	5/8/23	SB330 SUBMITTAL

DEMOLITION PLAN

PROJECT #: 23049.000
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DEVELOPMENT INFORMATION

SITE AREA:

APN	AREA [per ZIMAS]	
5544-022-007	9,421.8 SF	
5544-022-008	9,422.0 SF	
5544-022-009	9,422.2 SF	
5544-022-010	9,422.3 SF	
TOTAL	37,688.3 SF	[NO DEDICATION REQ'D]

EXISTING USE:

RESIDENTIAL	22,916 SF	PER ASSESSOR
EXISTING TOTAL UNITS:	33 DUs	

DEMO'D UNITS:

5544-022-007	(16) STUDIOS
5544-022-008	(5) UNITS: (1) THREE-BEDROOM + (4) ONE-BEDROOMS
5544-022-009	(4) UNITS: (3) TWO-BEDROOM + (1) STUDIO
TOTAL DEMO'D UNITS:	25 DUs

PROPOSED USE:

RESIDENTIAL	
EXISTING TO REMAIN:	5,957 GSF
NEW:	204,102 GSF
TOTAL:	210,059 GSF

COMMUNITY PLAN: HOLLYWOOD
COMMUNITY PLAN LANDUSE: HIGH DENSITY RESIDENTIAL (R4, [Q] R5)

SPECIFIC PLAN: VERMONT WESTERN STATION NEIGHBORHOOD AREA PLAN (SNAP)
SPECIFIC PLAN SUBAREA: "A" (NEIGHBORHOOD CONSERVATION)

REDEVELOPMENT PLAN: HOLLYWOOD

DENSITY BONUS: 50% MAX.

ENTITLEMENT REQUESTS
A. PURSUANT TO AB 2334 AND AB 2345, THE APPLICANT PROPOSES TO UTILIZE A 46% DENSITY BONUS, AS PERMITTED WITHIN THE HOLLYWOOD REDEVELOPMENT PLAN AREA, TO INCREASE THE MAXIMUM ALLOWABLE DENSITY FROM 95 DWELLING UNITS TO 139 DWELLINGS, TO UTILIZE AB 2097 PARKING REDUCTIONS, AND TO REQUEST THE FOLLOWING OFF-MENU DENSITY BONUS INCENTIVES AND WAIVER OF DEVELOPMENT STANDARDS PURSUANT TO LAMC 12.22-A.25(G)(3):

INCENTIVES

1. OFF-MENU INCENTIVE TO PERMIT A 12'-6" TO 18'-3" VARIABLE BUILDING SETBACK ALONG CARLTON WAY, IN LIEU OF 14.94' TO 14.99', AS OTHERWISE REQUIRED BY SNAP SECTION 7-E.
2. OFF-MENU INCENTIVE TO PERMIT ROOF LINES OF UP TO 169'-1" WITHOUT BREAKS, IN LIEU OF 40', AS OTHERWISE REQUIRED BY SNAP DEVELOPMENT STANDARDS SECTION IV-13.
3. OFF-MENU INCENTIVE FOR A 54.6% WEST SIDE YARD REDUCTION TO PERMIT 5', IN LIEU OF 11', AS OTHERWISE REQUIRED BY LAMC 12.11-C.2.

WAIVERS OF DEVELOPMENT STANDARDS

1. WAIVER OF DEVELOPMENT STANDARD FOR A 52'-0" HEIGHT INCREASE TO PERMIT A MAXIMUM BUILDING HEIGHT OF 97'-9", IN LIEU OF 45', AS REQUIRED BY ORDINANCE 165,668.
2. WAIVER OF DEVELOPMENT STANDARD FOR A 59'-6" HEIGHT INCREASE TO PERMIT A TRANSITIONAL BUILDING HEIGHT OF 97'-9", IN LIEU OF 38'-3", AS OTHERWISE REQUIRED BY SNAP SECTION 7-D.
3. WAIVER OF DEVELOPMENT STANDARD TO PERMIT FOUR LOTS WITH A TOTAL COMBINED AREA OF 37,688 SQUARE FEET TO BE TIED TOGETHER TO FORM A SINGLE BUILDING SITE IN LIEU TWO LOTS WITH A TOTAL COMBINED AREA OF 15,000 SQUARE FEET, AS OTHERWISE REQUIRED BY SNAP SECTION 7-A.
4. WAIVER OF DEVELOPMENT STANDARD FOR A 70% REAR YARD REDUCTION TO PERMIT 6', IN LIEU OF 20', AS OTHERWISE REQUIRED BY LAMC 12.11-C.3.
5. WAIVER OF DEVELOPMENT STANDARD FOR A 58.4% REDUCTION OF THE SPACE BETWEEN BUILDINGS WIDTH REQUIREMENT, TO PERMIT 9'-2" IN LIEU OF 22', AS OTHERWISE MANDATED BY LAMC 12.21-C.2(A).
6. WAIVER OF DEVELOPMENT STANDARD FOR A 72.8% PASSAGEWAY WIDTH REDUCTION, TO PERMIT 6' IN LIEU OF 22', AS OTHERWISE REQUIRED BY LAMC 12.21.C.2(B).
7. WAIVER OF DEVELOPMENT STANDARD TO PERMIT A 74.4% REDUCTION IN REQUIRED OPEN SPACE TO PERMIT 3,410 SQUARE FEET OF OPEN SPACE, IN LIEU OF 13,300 SQUARE FEET, AS OTHERWISE REQUIRED BY SNAP SECTION 7-F

RESIDENTIAL DENSITY:

PARCEL AREA (ALL):	37,688.3 SF	
DENSITY:	400 SF/DU	PER COMMUNITY PLAN
BASE UNITS:	95 DUs	ROUND UP FOR DB BASE
BONUS LEVEL:	46%	STATE BONUS PER HOLLYWOOD REDEV PLAN
TOTAL UNITS ALLOWED:	139 DUs	

TOTAL UNITS PROVIDED IS 139 DUS BROKEN DOWN AS SUCH:

EXISTING TO REMAIN (5416/5418 CARLTON WAY RESIDENTIAL BUILDING)

LEVEL	TOTAL DUs	STUDIOS	1-BR	2-BR
1&2	**8**	1	6	1

NEW RESIDENTIAL BUILDING

LEVEL	TOTAL DUs	STUDIOS	1-BR	2-BR
L8	**14**	6	7	1
L7	**15**	6	7	2
L6	**15**	6	7	2
L5	**14**	6	7	1
L4	**12**	6	5	1
L3	**23**	17	6	1
L2	**23**	17	6	0
L1	**14**	17	6	0
ALL	**131**	74	49	8

ALL BUILDINGS

LEVEL	TOTAL DUs	STUDIOS	1-BR	2-BR
ALL	**139**	75	55	9

AFFORDABLE UNITS:
14 VLI UNITS (15% VLI UNITS = 50% DENSITY BONUS)
3 LI UNITS

TOTAL: 17 AFFORDABLE UNITS
COUNT IS PENDING LAHD REPLACEMENT UNIT DETERMINATION

ALLOWABLE AREA:

LOT AREA:	37,688.3 SF
YARD AREA TOTAL (SEE ABOVE DIAGRAM) :	7,584.39 SF
BUILDABLE SITE AREA FOR MESURING BUILT AREA:	30,103.91 SF
FAR 6.0:1 PER [Q] R4-2	
ALLOWED LAMC FLOOR AREA:	180,623.46 SF
PROPOSED LAMC FLOOR AREA:	144,851 SF

YARDS (PER [Q] R4-2):

YARD	REQ'D	PROVIDED	NOTES
FRONT:	15'	12'-6"	(INCENTIVE)
SIDE:	11' [5' + 1' EA. STORY OVER 2ND (16' MAX)]	5'	(WAIVER)
REAR:	20' [15' + 1' EA. STORY OVER 3RD (20' MAX)]	6'	(WAIVER)

HEIGHT: ALLOWABLE: MAX. 45' [Q] CONDITION & SNAP TRANSITIONAL REQ'
PROPOSED: 97'-9" MAX. MEASURED PER LAMC

REQUIRED OPEN SPACE

OPEN SPACE — REQUIRED (PER [Q] R4-2)

UNIT TYPE	COUNT	FACTOR	TOTAL REQ'D
<3 HABITABLE ROOMS	123	100 SF/DU	12,300 SF
=3 HABITABLE ROOMS	8	125 SF/DU	1,000 SF
>3 HABITABLE ROOMS	0	175 SF/DU	0 SF
TOTAL REQUIRED OPEN SPACE			**13,300 SF**
MIN. REQUIRED COMMON OPEN SPACE (50% OF TOTAL)			6,650 SF
MAX. INDOOR OPEN SPACE (25% OF TOTAL)			3,325 SF

PROVIDED OPEN SPACE:

INDOOR OPEN SPACE	1,270 SF
OUTDOOR OPEN SPACE	3,454 SF
PRIVATE OPEN SPACE	4,499 SF
TOTAL :	**9,223 SF**
COUNTED PROVIDED OPEN SPACE ABOVE GRADE 50% =	1,705 SF
COUNTD PROVIDED OPEN SPACE PER SNAP SECTION 7-F.1 REQ:	3,410 SF

ADDITIONAL OPEN SPACE PROVIDED:
PRIVATE OPEN SPACE (13 X 50SF) 650 SF

LANDACPE NOTES

- All EXTERIOR COMMON OPEN SPACES TO BE PLANTED MIN. 25% OF TOTAL COMMON AREA.

-LEVEL 1 OPEN SPACE:	1,705 SF TOTAL.	582.5 SF PLANTED.
-POOL DECK OPEN SPACE:	1,749 SF TOTAL.	270 SF PLANTED.
- TOTAL OUTDOOR OPEN SPACE:	3,454 SF	
-TOTAL QUALIFYING OPEN SPACE:	3,410 SF	852.5 SF PLANTED. (25% PROVIDED)

-TREE CALCULATIONS:

-(1) TREE REQUIRED FOR EVERY (4) UNITS. 131 UNITS PROPOSED - 33 TREES REQUIRED.

GROUND FLOOR SITE TREES PROVIDED: 31 TREES
2ND FLOOR ON SITE TREES PROVIDED: 4 TREES
TOTAL TREES PROPOSED ON SITE: 35 TREES

-TREES TO BE REMOVED: (2) STREET TREES TO BE REMOVED AND REPLACED AT A 2:1 RATIO
(3) ON SITE PROTECTED TREES TO BE REMOVED AND REPLACED AT A 4:1 RATIO
(12) ON SITE NON-PROTECTED TREES TO BE REMOVED AND REPLACED AT A 1:1 RATIO

-TREES TO REMAIN: (1) STREET TREE TO REMAIN

-REPLACEMENT TREES REQ.: (2) REPLACEMENT STREET TREES PER PLAN (100% PROVIDED)
(12) REPLACEMENT PROTECTED TREES (100% PROVIDED)

(12) REPLACEMENT ON-PROPERTY TREES (100% PROVIDED)

-ONE 24-INCH BOX TREE SHALL BE PLANTED IN THE PUBLIC ROW ON CENTER, OR IN A PATTERN SATISFACTORY TO BSS, FOR EVERY 20' STREET FRONTAGE:
200 LF OF STREET FRONTAGE = 10 TREES REQUIRED

1 (E) STREET TREE IN CURRENT PUBLIC ROW TO REMAIN
9 ADDITIONAL 24" BOX STREET TREES PROPOSED
= **10 TREES TOTAL PROVIDED IN PUBLIC ROW**

-STREET TREE PLACEMENT AND APPROVAL TO BE FINALIZED BY BUREAU OF STREET SERVICES AND URBAN FORESTRY

- THE MINIMUM ACCEPTABLE SIZE FOR STREET TREES AND ON-SITE TREES SHALL BE A 24" BOX. NEWLY PLANTED TREES SHALL BE SUPPORTED WITH STAKES OR GUY WIRE.

- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS, WHEN PLANTING AS A HEDGE OR SCREEN.

- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.

- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER. MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.

- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.

DEVELOPMENT INFORMATION

AUTO PARKING REQUIRED PER VERMONT/WESTERN SNAP SECTION 7C:

UNITS	QUANTITY	MIN. RATIOS	MIN. REQUIRED
S (2 HABIT. RM.)	74	1.0 STALL X UNITS	74 STALLS
1BR (3 HABIT. RM.)	49	1.5 STALL X UNITS	74 STALLS
2BR (4 HABIT. RM.)	8	1.5 STALL X UNITS	12 STALLS
GUESS	131	0.25 STALL X UNITS	33 STALLS
TOTAL REQUIRED			**193 STALLS**

UNITS	QUANTITY	MAX. RATIOS	MAX. ALLOWED
S (2 HABIT. RM.)	74	1.0 STALL X UNITS	74 STALLS
1BR (3 HABIT. RM.)	49	1.5 STALL X UNITS	74 STALLS
2BR (4 HABIT. RM.)	8	2.0 STALL X UNITS	16 STALLS
GUESS	131	0.25 STALL X UNITS	33 STALLS
TOTAL ALLOWED			**197 STALLS**

AUTO PARKING PROVIDED: **REQUIRED:** **0 STALLS** (PER AB-2097)
PROPOSED: **148 TOTAL STALLS**

EV PER LAMC
EV SUPPLY EQUIPMENT (EVSE) (30%) 45 STALLS
EV CHARGING STATIONS (EVCS) (10%) 15 STALLS (1 ADA VAN STALL , AND 1 ADA STANDARD STALL INCLUDED) (NO AMBULATORY STALL)

ACCESSIBLE PARKING
UNASSIGNED ACCESSIBLE (5%) 8 STALLS

PARKING STALLS SUMMARY

Stall Type	Count
Accessible - 9'-0" x 18'-0"	7
Accessible Van - 12'-0" x 18'-0"	1
Compact - 7'-6" x 15'	7
Compact - 8'-0" x 18'-0"	14
Compact - 8'-6" x 15'	29
Compact - 8'-6" x 18'-0"	4
Standard - 8'-6" x 18'-0"	74
Standard - 9'-0" x 18'-0"	8
Standard - 9'-4" x 18'-0"	4
TOTAL: 148	

LONG TERM BICYCLE PARKING: REQUIRED: 0.5/UNIT 65 SPACES PER SNAP SEC. 7.G.2
PROPOSED: 0.5/UNIT 70 SPACES

SHORT TERM BICYCLE REQUIRED : 2 SPACES
PROPOSED: 2 SPACES

PLOT PLAN 1
SCALE: 3/32" = 1'-0"

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PLOT PLAN

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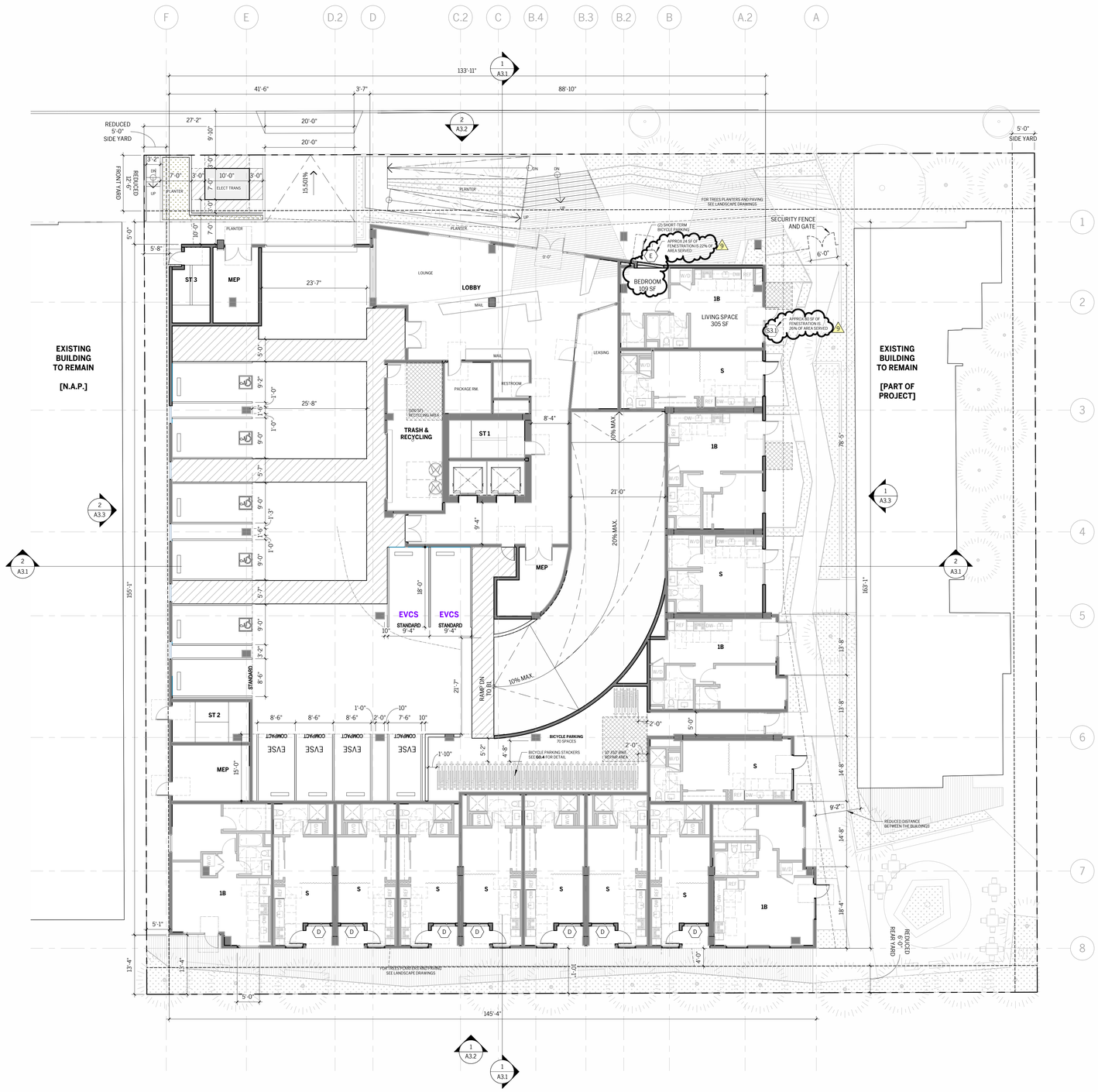
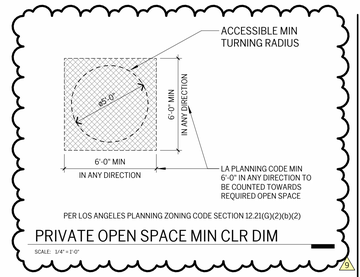


LEVEL 01 - FLOOR PLAN

SCALE: 3/32" = 1'-0"

1

REF: A3.1



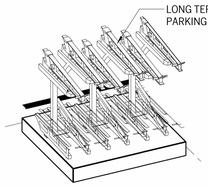
PER LOS ANGELES PLANNING ZONING CODE SECTION 12.21(G)(2)(b)(2)

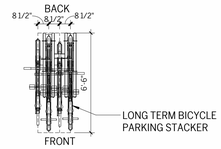
PRIVATE OPEN SPACE MIN CLR DIM

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

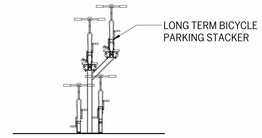
9

LONG TERM BICYCLE PARKING STACKER DETAIL

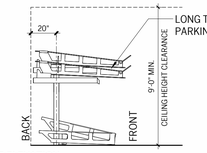




TYP. PLAN

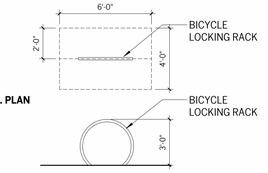


TYP. FRONT ELEVATION



TYP. SIDE ELEVATION

SHORT TERM BICYCLE PARKING DETAIL



TYP. PLAN

TYP. ELEVATION

BICYCLE PARKING DETAILS

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

NOTES:

- DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5
- WHEN A NEW DEVELOPMENT PROJECT PROVIDES A TRASH CHUTE OR AN EXISTING DEVELOPMENT PROJECT ADDS A TRASH CHUTE, A RECYCLING CHUTE SHALL ALSO BE PROVIDED IN BOTH CASES. RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY. LAMC 12.21.A19(C)

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FLOOR PLAN - LEVEL 1

PROJECT #: 23049.000
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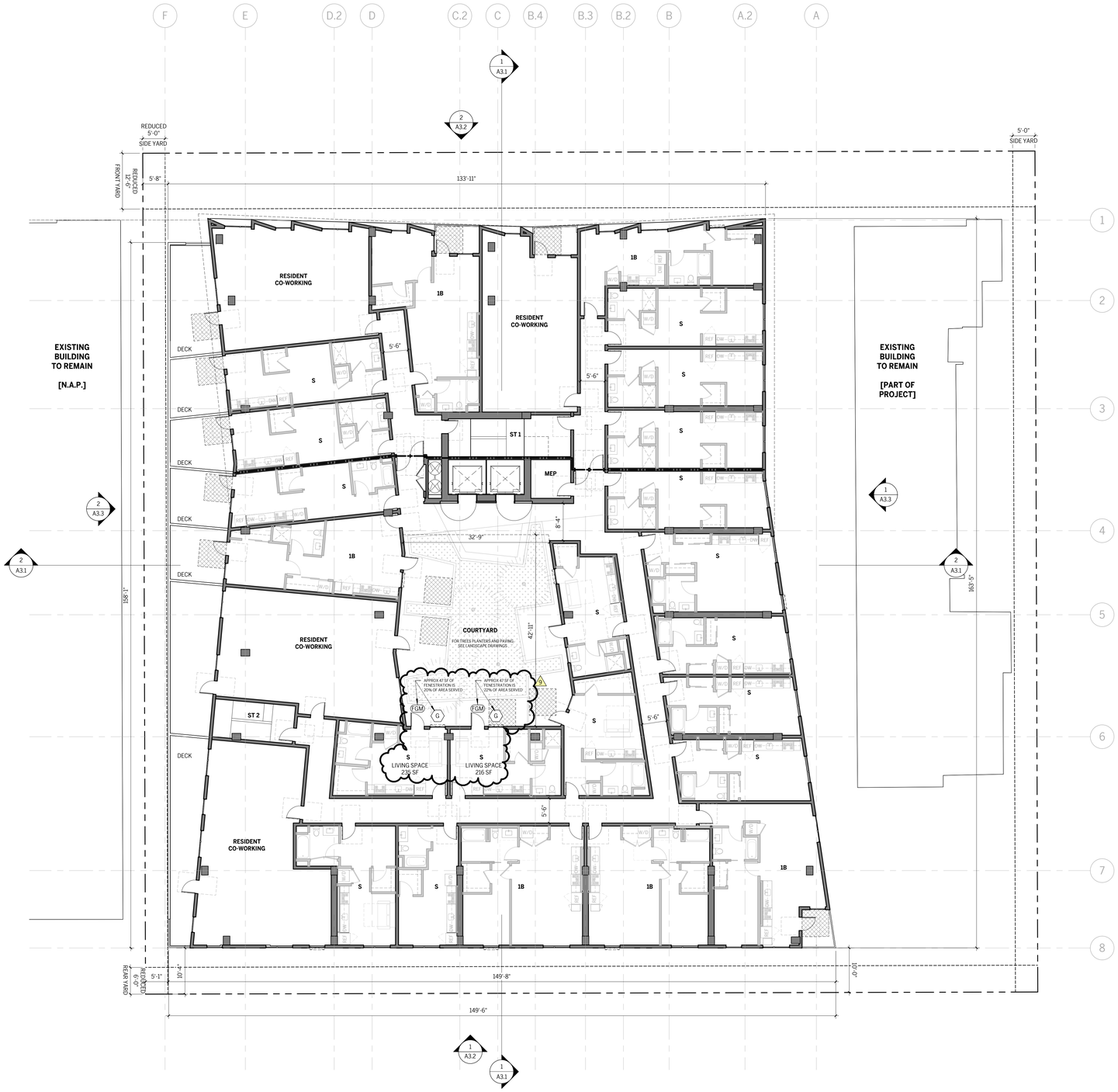

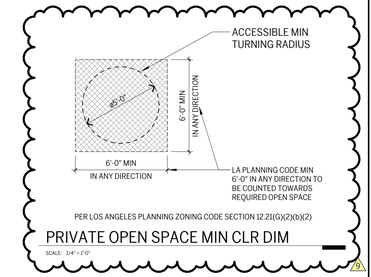

LEVEL 02 - FLOOR PLAN 1
SCALE: 3/32" = 1'-0" REF: A3.1

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5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

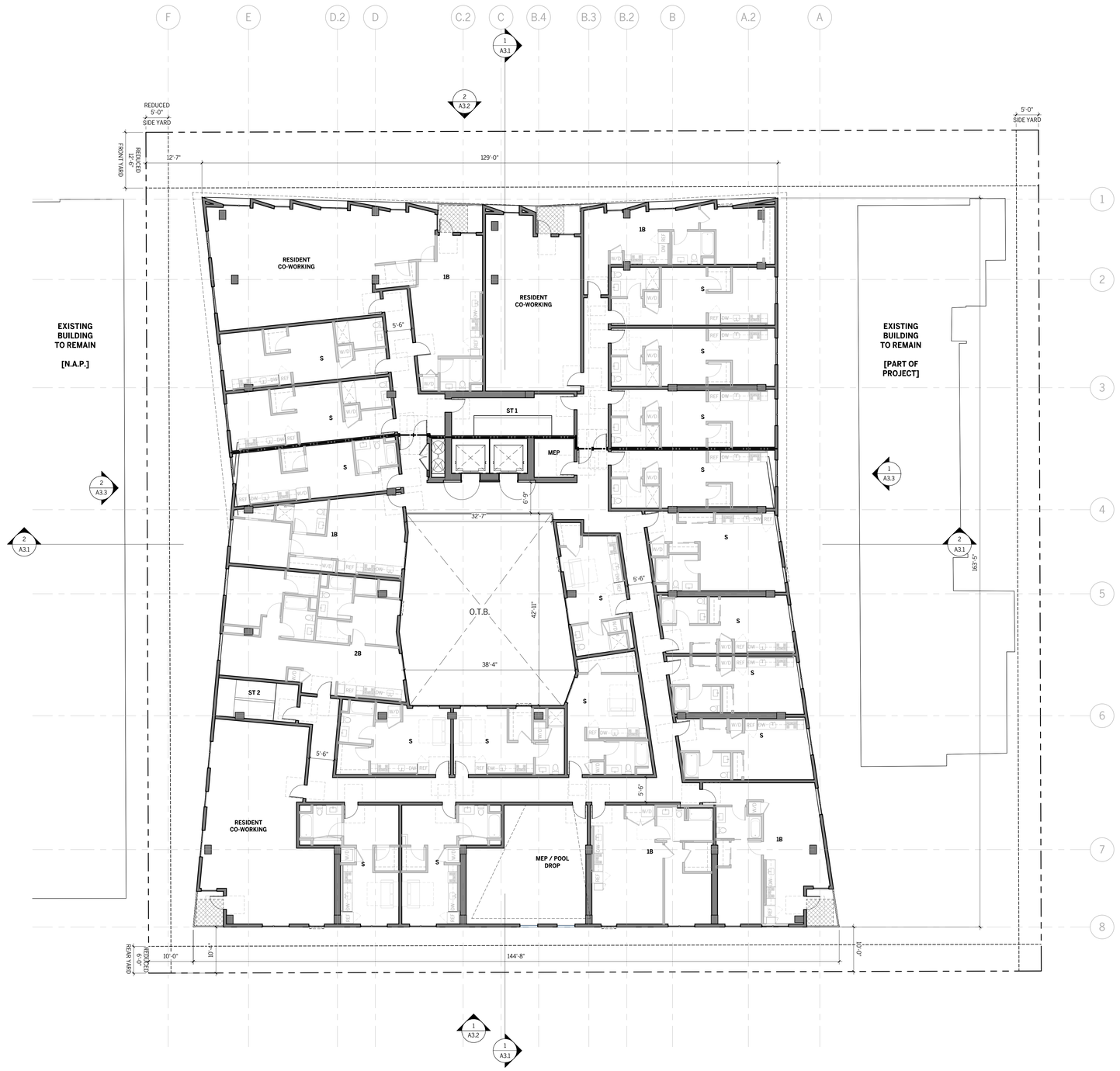
FLOOR PLAN - LEVEL 2

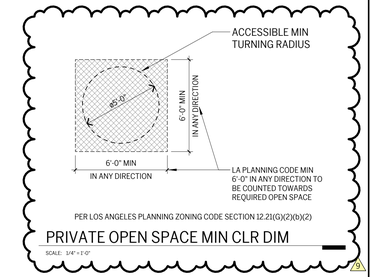
PROJECT #: 23049.000
DATE: 04.05.2024
DRAWN BY: LC
CHECKED BY: AA

ENTITLEMENT SET SUBMITTAL

LADBS APPROVAL STAMP

A2.2





LEVEL 03 - FLOOR PLAN 1

SCALE: 3/32" = 1'-0" REF: A3.1

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5	12/11/23	SNAP CORRECTIONS
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3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL 3

PROJECT #: 23049.000
DATE: 04.05.2024
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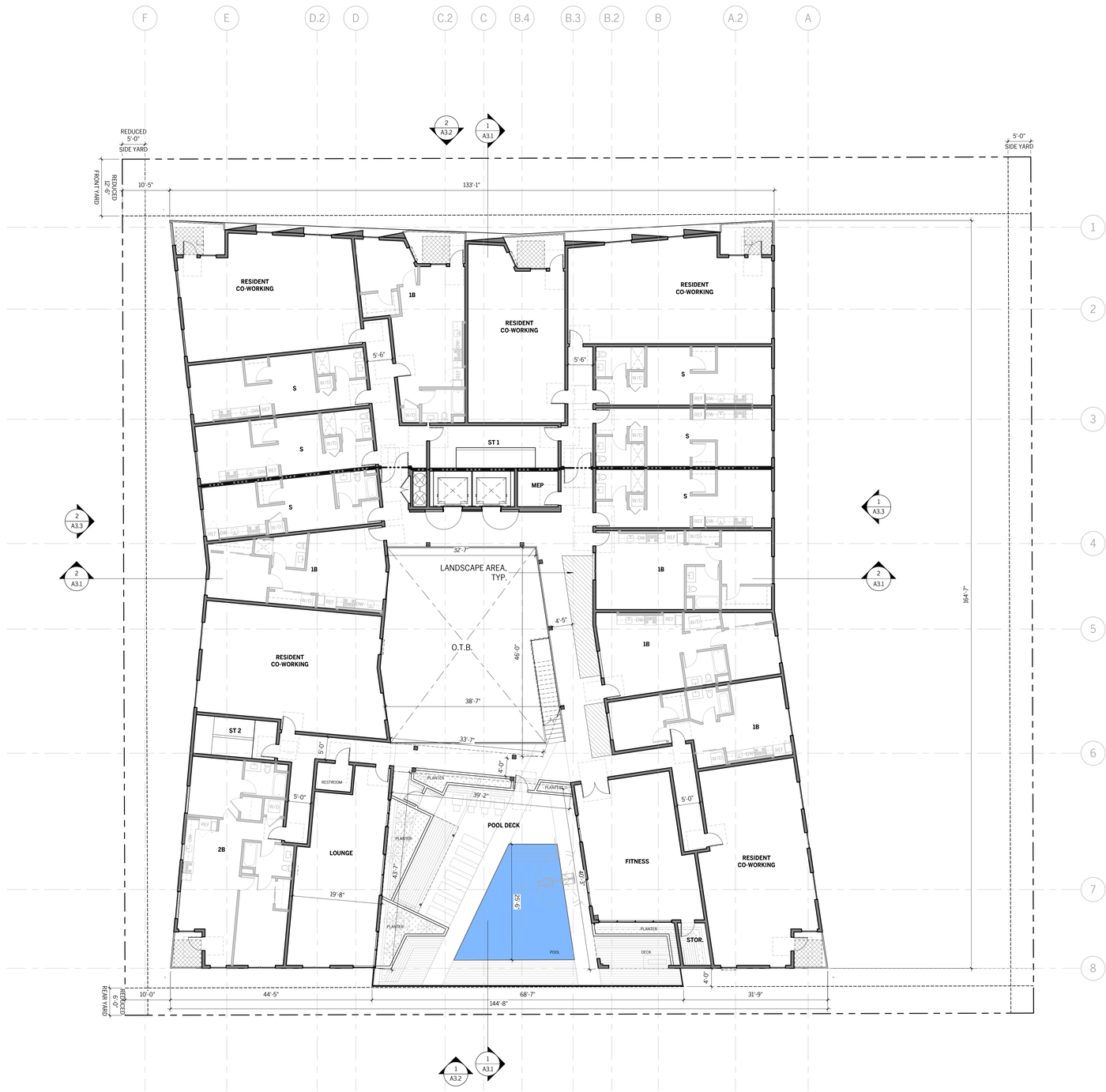
CHECKED BY: AA

ENTITLEMENT SET SUBMITTAL

LADBS APPROVAL STAMP

A2.3



LEVEL 04 - FLOOR PLAN

SCALE: 3/32" = 1'-0"

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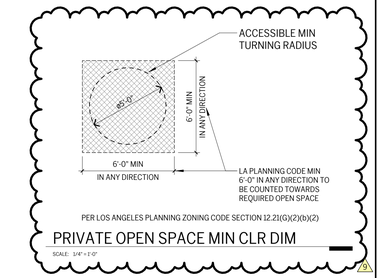
REF: A3.1



PER LOS ANGELES PLANNING ZONING CODE SECTION 12.21(G)(2)(b)(2)

PRIVATE OPEN SPACE MIN CLR DIM

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

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5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL 4

PROJECT #:	23049.000
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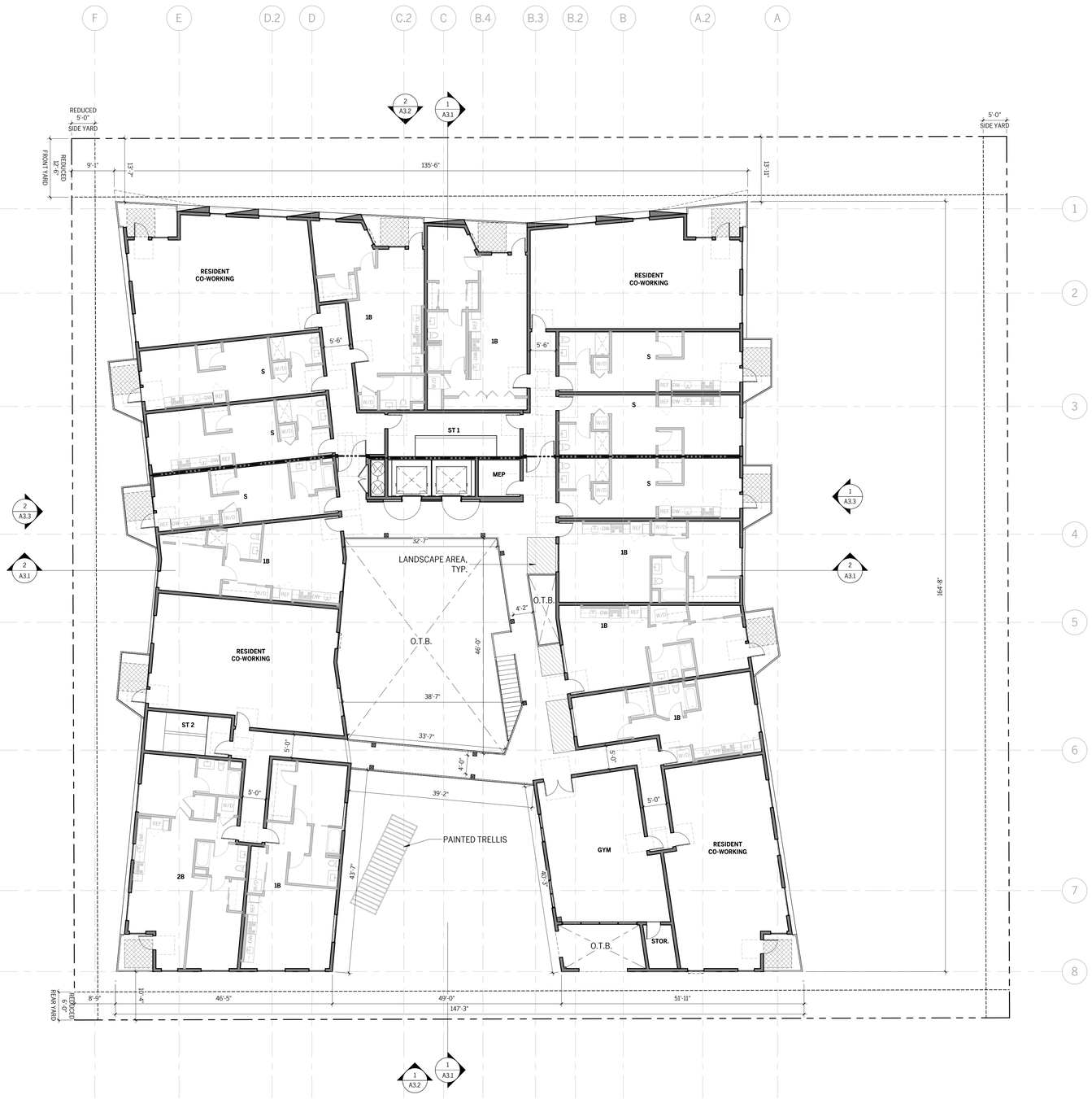
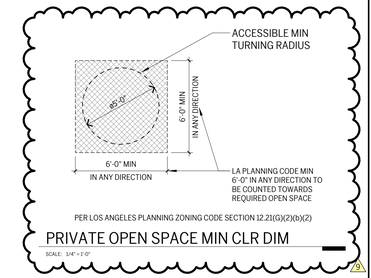


LEVEL 05 - FLOOR PLAN 1

SCALE: 1/32" = 1'-0" REF: A3.1



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PRIVATE OPEN SPACE MIN CLR DIM

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

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5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL 5

PROJECT #:	23049.000
DATE:	04.05.2024
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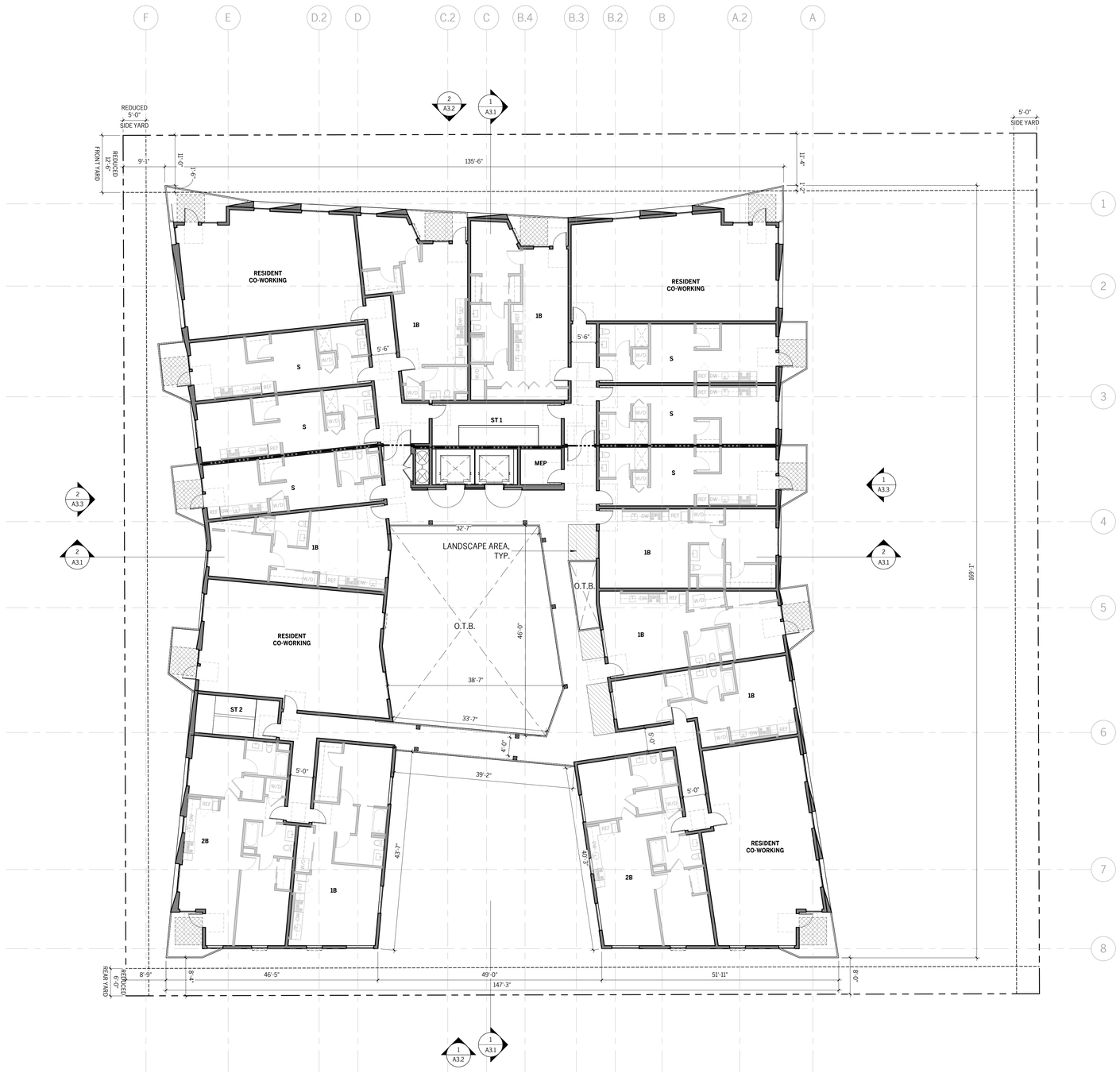
A2.5



LEVEL 06 - FLOOR PLAN

SCALE: 3/32" = 1'-0"

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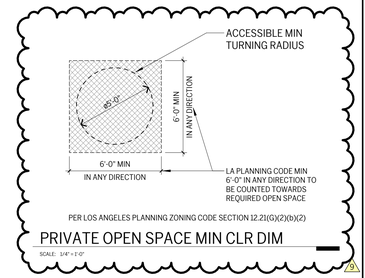
REF: A3.1



PER LOS ANGELES PLANNING ZONING CODE SECTION 12.21(G)(2)(b)(2)

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4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL 6

PROJECT #:	23049.000
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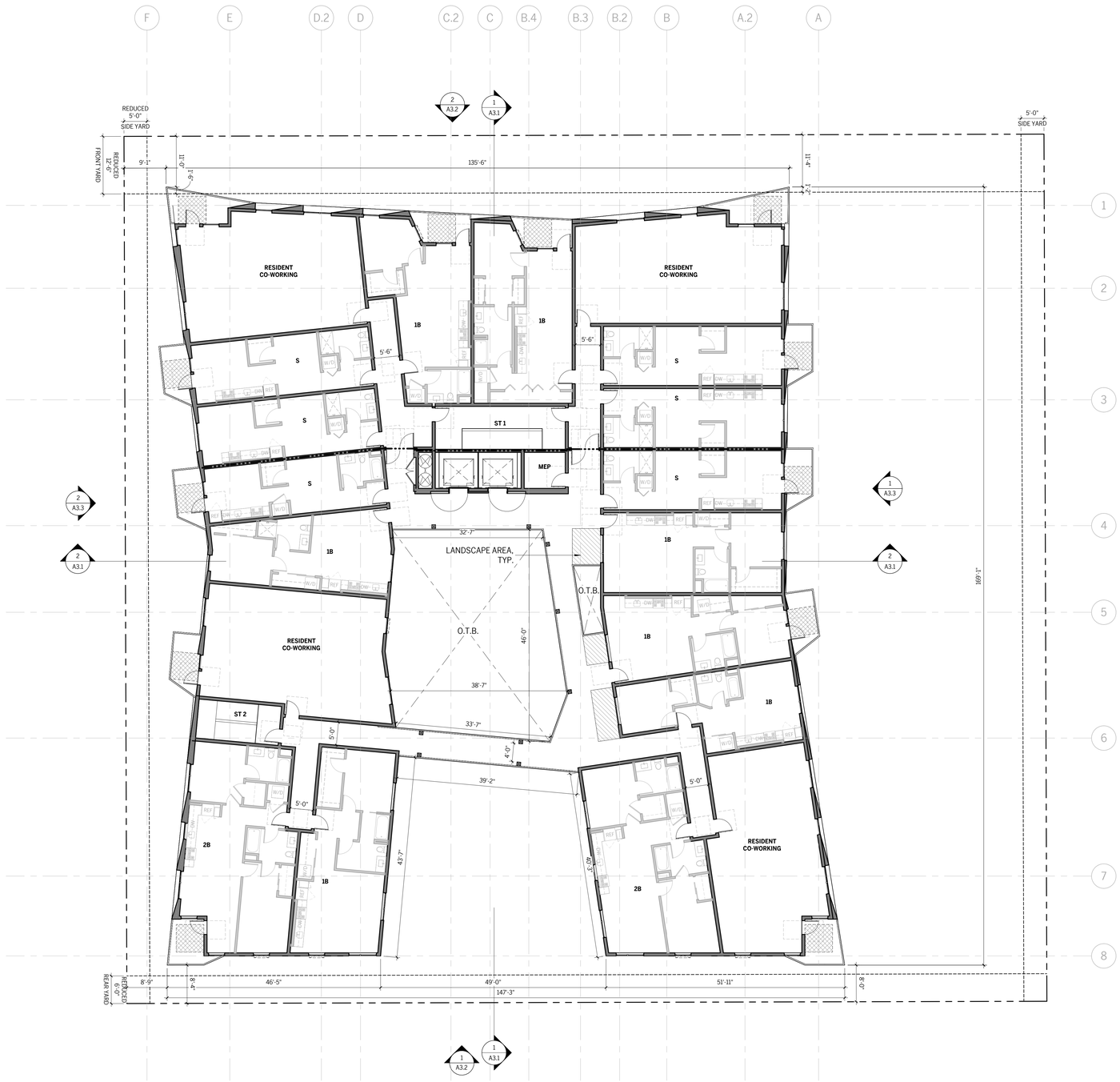

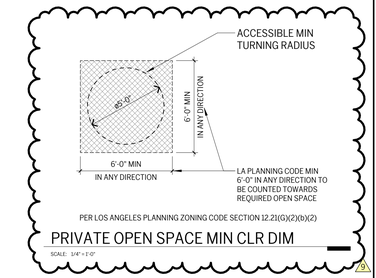

PER LOS ANGELES PLANNING ZONING CODE SECTION 12.21(G)(2)(b)(2)

PRIVATE OPEN SPACE MIN CLR DIM

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

LEVEL 07 - FLOOR PLAN

SCALE: 1/32" = 1'-0"

1

REF: A3.1

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4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL 7

PROJECT #:	23049.000
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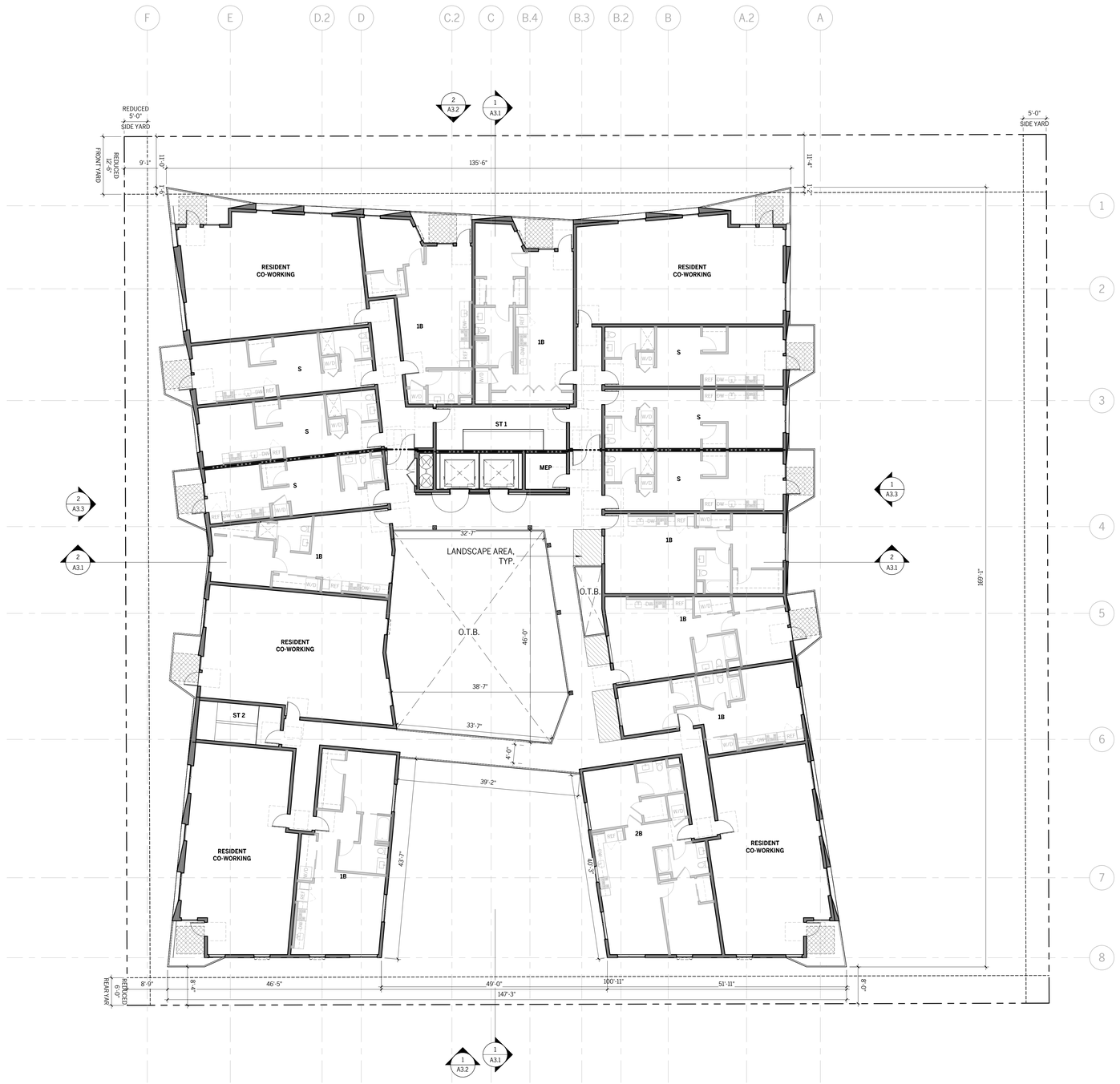

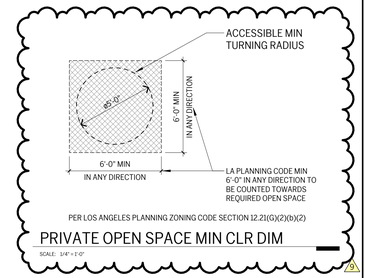

LEVEL 08 - FLOOR PLAN 1

SCALE: 3/32" = 1'-0" REF: A3.1

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5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL 8

PROJECT #:	23049.000
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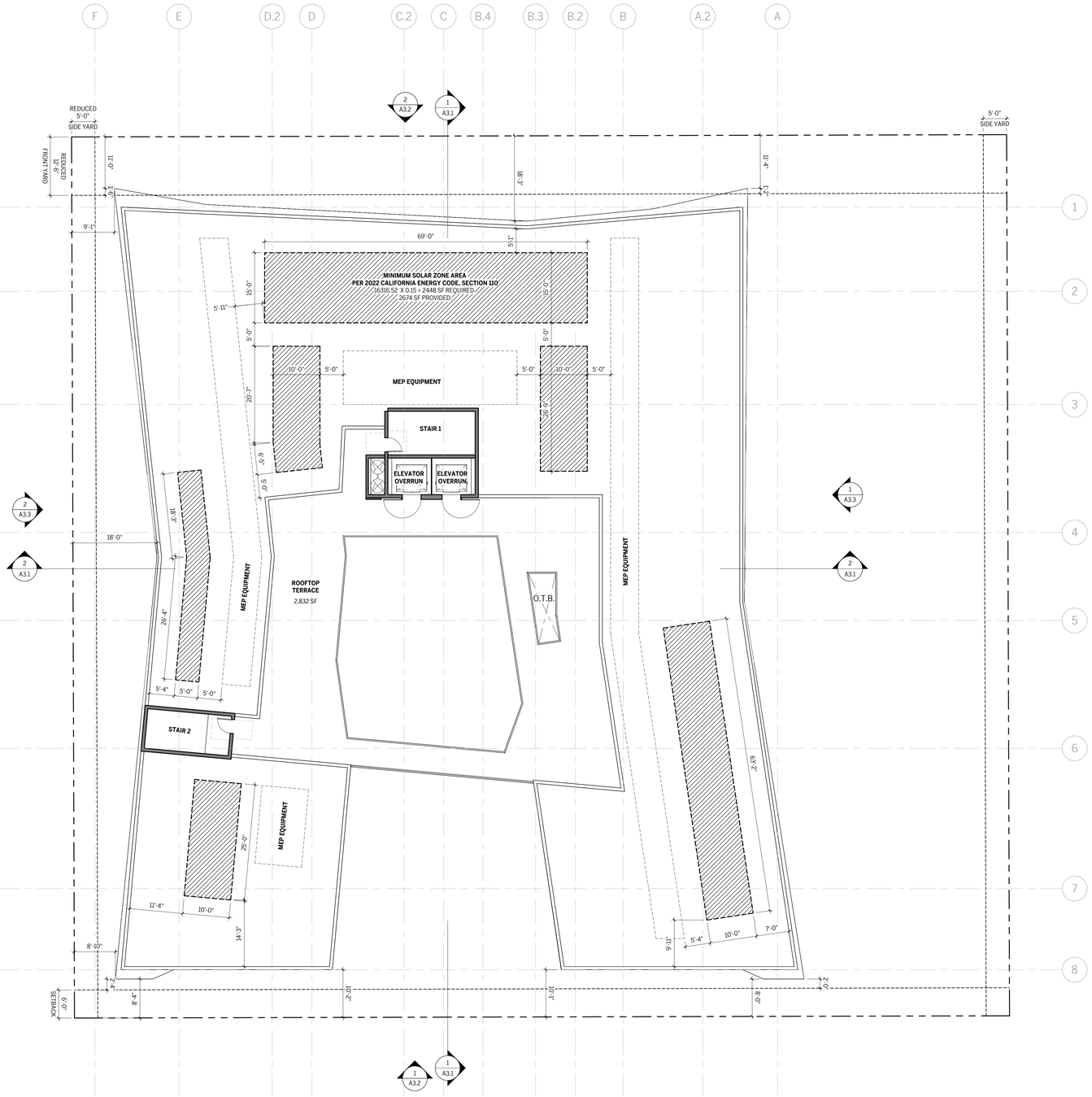

LEVEL ROOF - FLOOR PLAN 1

SCALE: 3/32" = 1'-0"

REF: A3.1

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7	05/29/24	ENTITLEMENT UPDATES
6	04/05/23	SNAP & PZA CORRECTIONS 3
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL ROOF

PROJECT #: 23049.000
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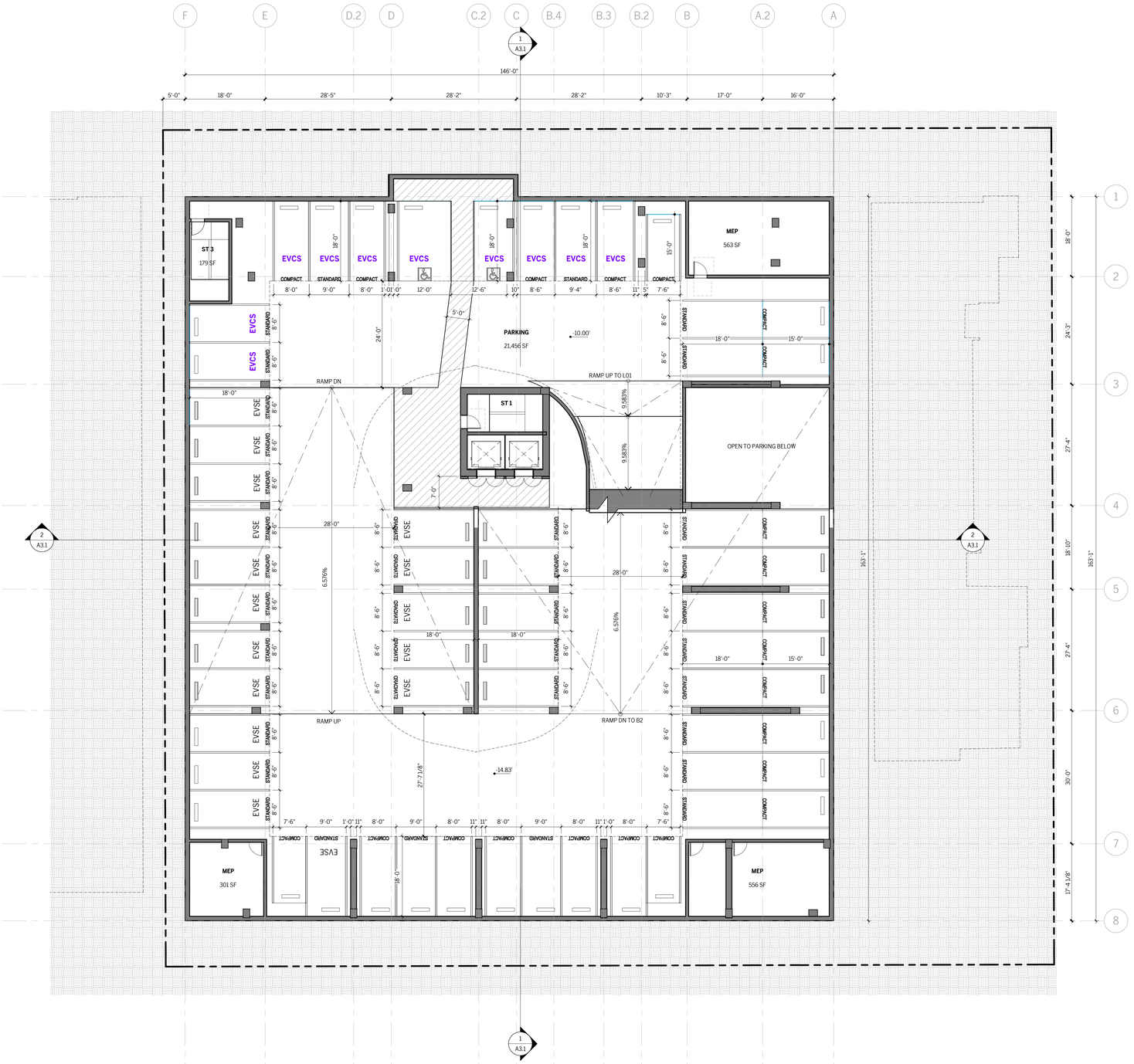

LEVEL B1 - FLOOR PLAN 1

SCALE: 3/32" = 1'-0" REF: A3.1

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

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FLOOR PLAN - LEVEL B1

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A2.B1

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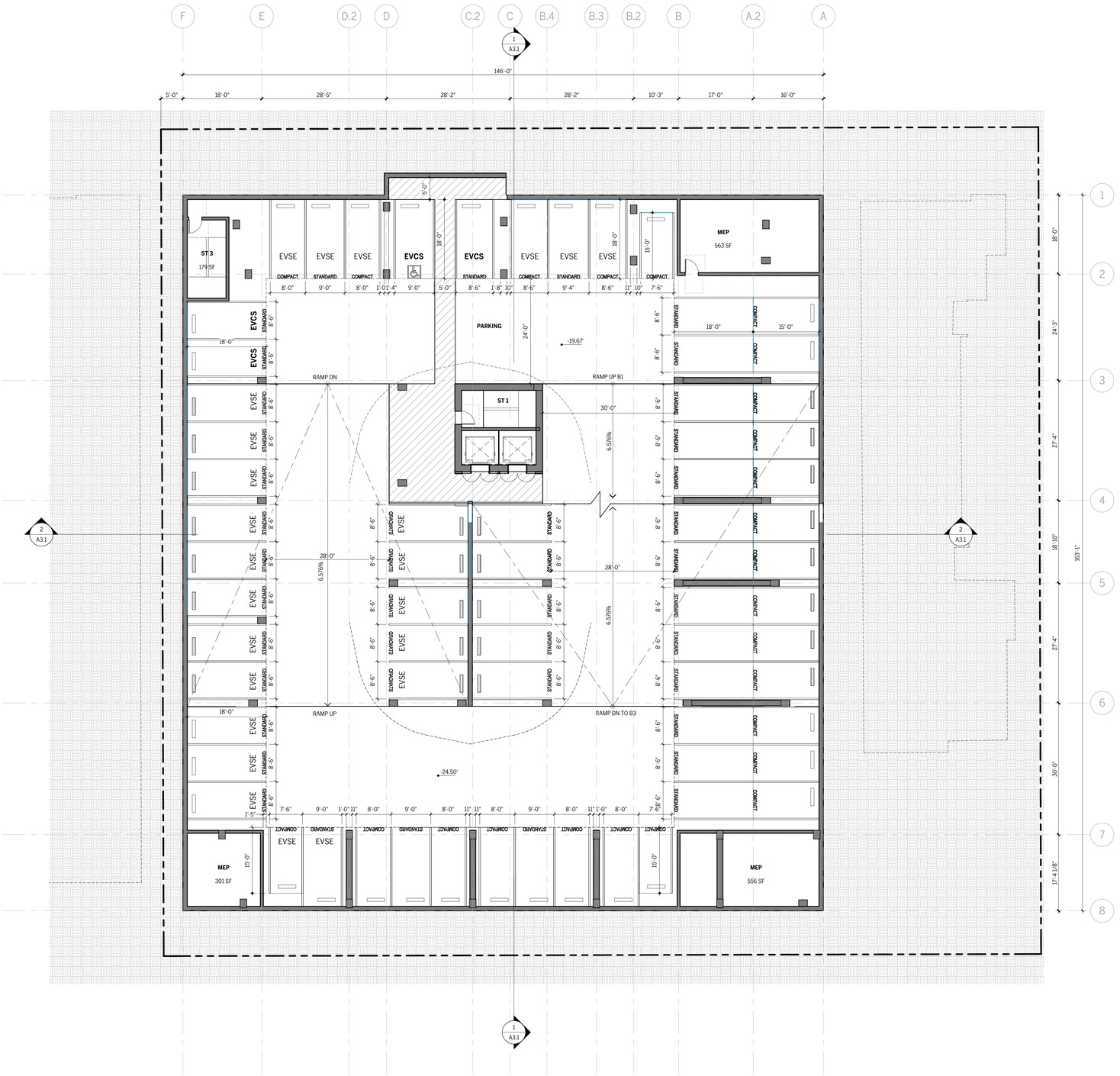

LEVEL B2 - FLOOR PLAN

SCALE: 3/32" = 1'-0"

1

REF: A3.1

NOTES:
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FLOOR PLAN - LEVEL B2

PROJECT #: 23049.000
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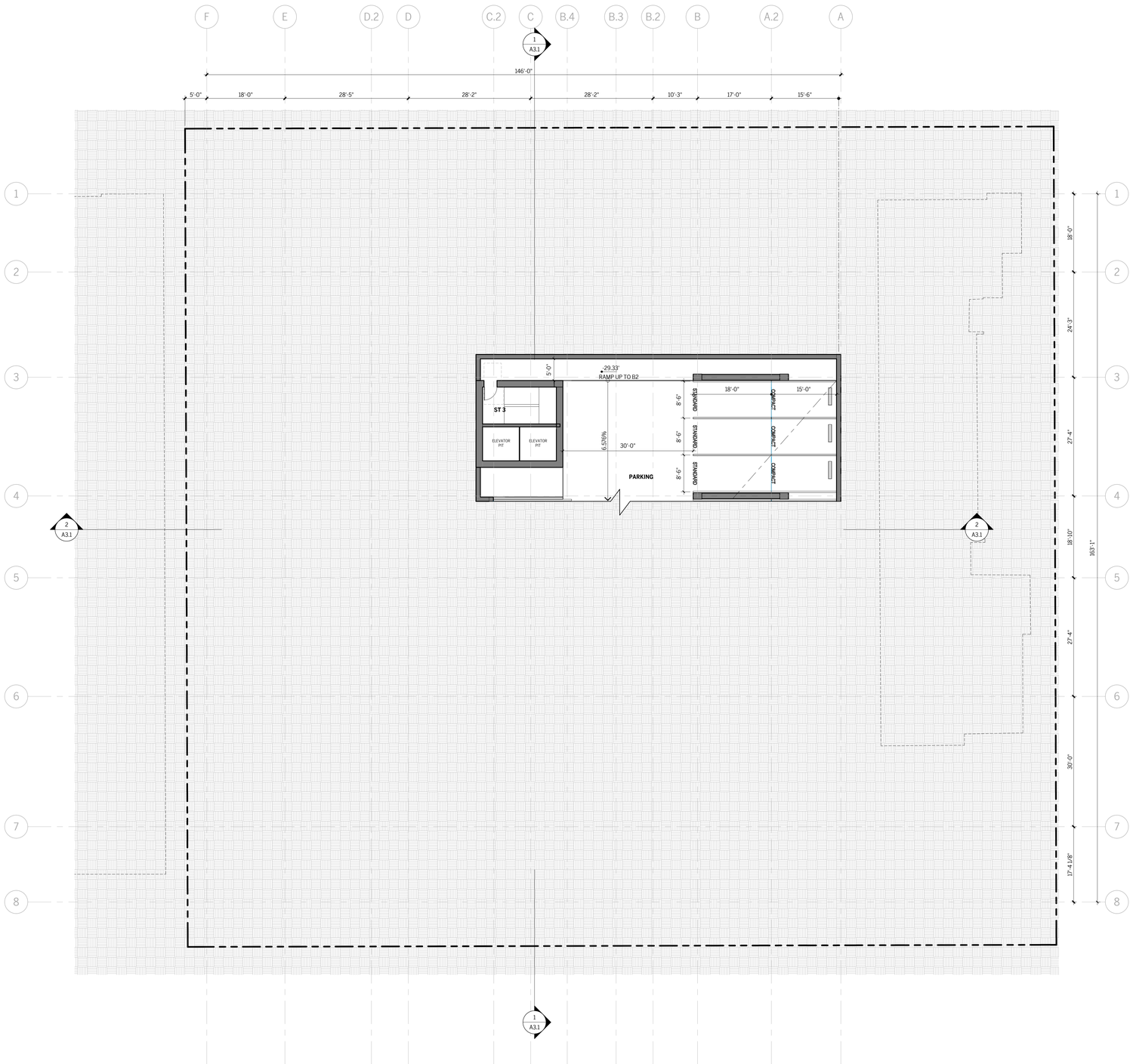

LEVEL B3 - FLOOR PLAN

SCALE: 1/32" = 1'-0"

1

REF: A3.1

NOTES:
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5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

FLOOR PLAN - LEVEL B3

PROJECT #:	23049.000
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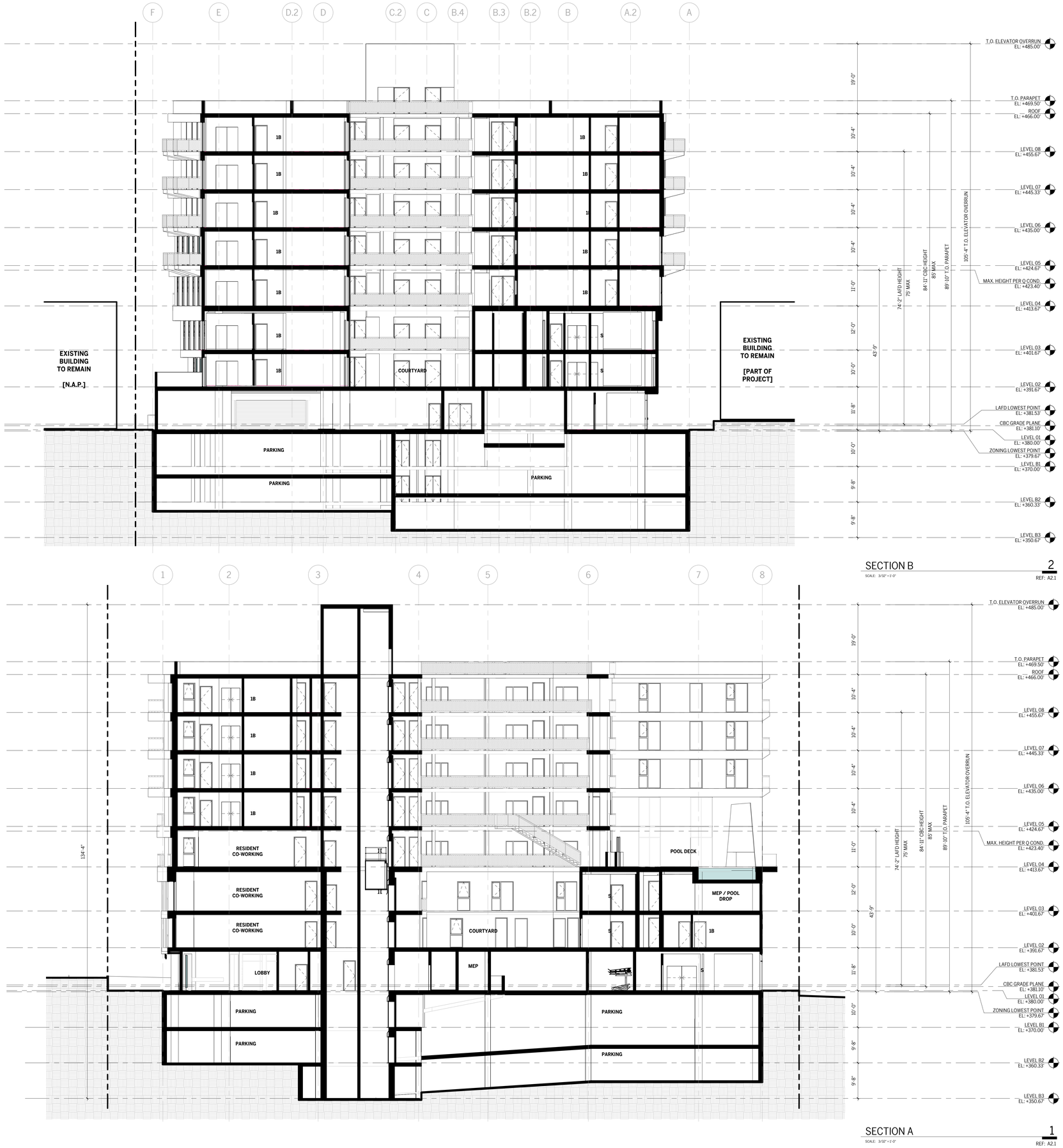

SECTION B
SCALE: 3/32" = 1'-0"
2
REF: A2.1

SECTION A
SCALE: 3/32" = 1'-0"
1
REF: A2.1

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4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

SECTIONS

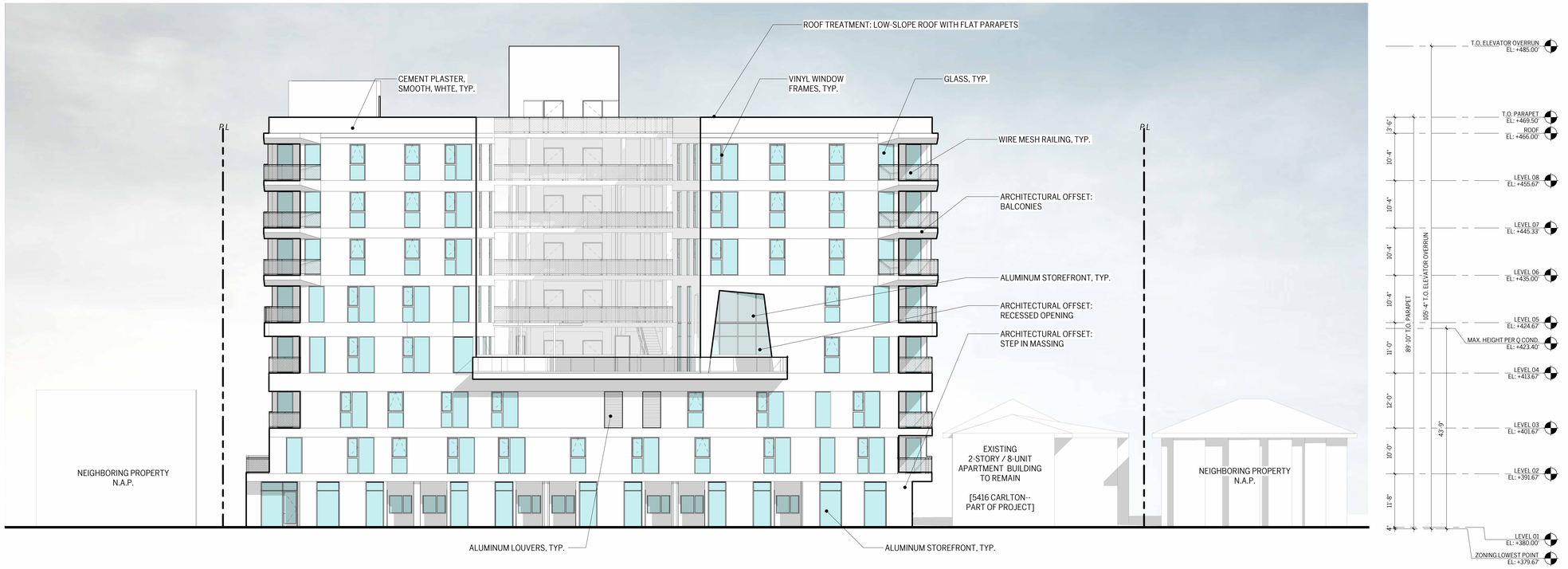
PROJECT #:	23049.000
DATE:	04.05.2024
DRAWN BY:	LC
CHECKED BY:	AA

ENTITLEMENT SET SUBMITTAL

LADBS APPROVAL STAMP

A3.1

NORTH ELEVATION 2
SCALE: 3/32" = 1'-0" REF: A2.1

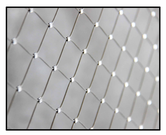


SOUTH ELEVATION 1
SCALE: 3/32" = 1'-0" REF: A2.1

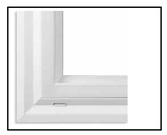
ELEVATIONS MATERIALS, ELEMENTS, TEXTURES AND COLORS

ROLL-UP ALUMINUM GRILLE

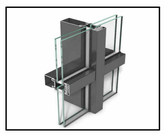
WIRE MESH RAILING



WINDOW VYNIL FRAMES



ALUMINUM STOREFRONT



PAINTED CEMENT PLASTER

COLOR / FINISH

WHITE

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CARLTON WAY HOUSING

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LOS ANGELES, CA 90027

REV	DATE	ISSUE
8	08/07/24	SNAP & PZA CORRECTIONS 5
6	04/05/23	SNAP & PZA CORRECTIONS 3
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
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1	5/8/23	SB330 SUBMITTAL

EXTERIOR ELEVATIONS

PROJECT #:	23049.000
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A3.2

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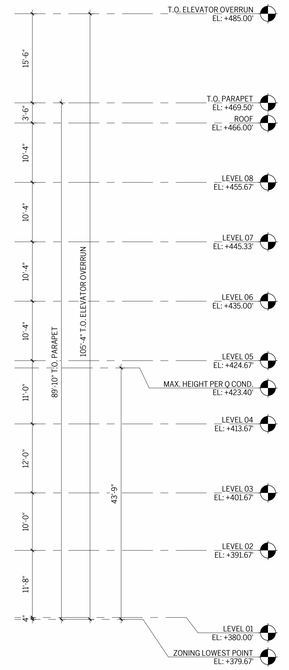

WEST ELEVATION 2
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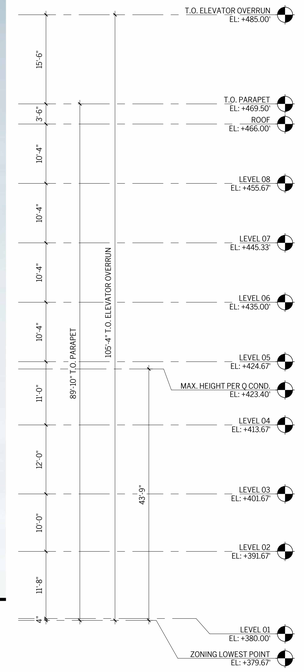

EAST ELEVATION 1
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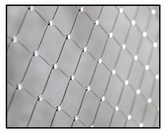
ELEVATIONS MATERIALS, ELEMENTS, TEXTURES AND COLORS

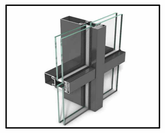
ROLL-UP ALUMINUM GRILLE

WIRE MESH RAILING



WINDOW VYNIL FRAMES

ALUMINUM STOREFRONT



PAINTED CEMENT PLASTER

COLOR / FINISH

WHITE

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EXTERIOR ELEVATIONS

PROJECT #:	23049.000
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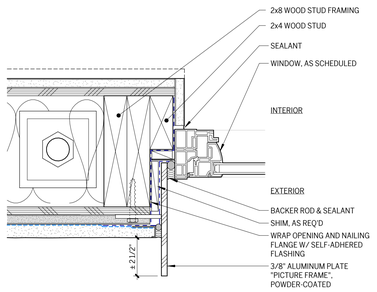
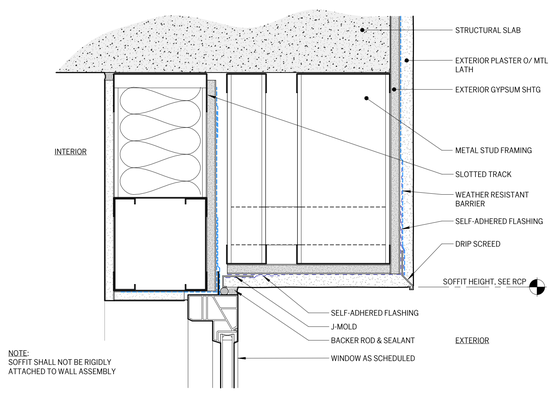


NOTE:

SEE FOR ADDITIONAL INFORMATION

WINDOW JAMB @ PICTURE FRAME 6

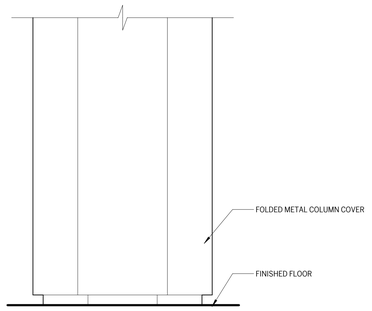
SCALE: 3" = 1'-0"



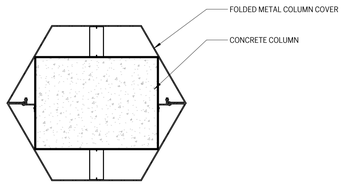
NOTE:
SOFFIT SHALL NOT BE RIGIDLY ATTACHED TO WALL ASSEMBLY

RECESSED WINDOW HEAD, DEEP 5

SCALE: 3" = 1'-0"



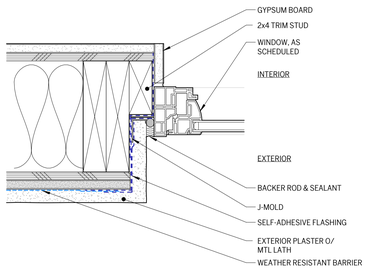
ELEVATION @ COLUMN BASE



PLAN

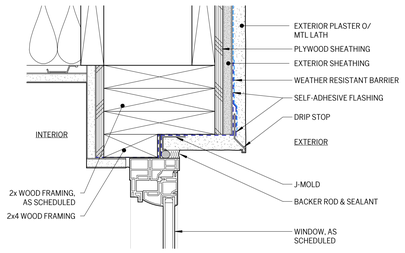
COLUMN COVER 4

SCALE: 1" = 1'-0"



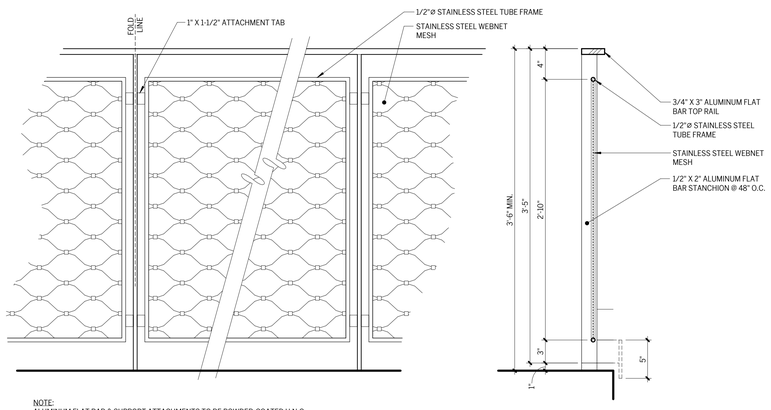
RECESSED WINDOW JAMB 3

SCALE: 3" = 1'-0"



RECESSED WINDOW HEAD 2

SCALE: 3" = 1'-0"



NOTE:
ALUMINUM FLAT BAR & SUPPORT ATTACHMENTS TO BE POWDER-COATED U.N.O.

MESH GUARDRAIL @ BALCONY 1

SCALE: 1 1/2" = 1'-0"

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EXTERIOR DETAILS

PROJECT #: 23049.000
DATE: 04.05.2024
DRAWN BY: AB
CHECKED BY: --

ENTITLEMENT SET SUBMITTAL

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DOOR SCHEDULE - EXTERIOR

LOCATION		DOOR											FRAME				DETAILS				
				SIZE			HARDWARE														
ROOM NAME	DOOR NO.	TYPE	PAIR	WIDTH	HEIGHT	THICKNESS	GROUP	PANIC	CARD READER	GLAZING	MAT	FINISH	MAT	FINISH	FIRE RATING	STC RATING	HEAD	JAMB	SILL	SIGNAGE	REMARKS
LEVEL 01																					
LOBBY	X100	FGN	●	5'-10 3/4"	9'-9 3/4"																
MEP	X116	F		3'-0"	7'-0"	1 3/4"															
MEP	X118	F	●	6'-0"	7'-0"	1 3/4"															
LOBBY	X119A	OC		20'-0"	8'-0"	1"															
LOBBY	X119B	FGM		2'-11 3/8"	7'-11 3/8"																
ST 2	XST2	F		3'-0"	7'-0"	1 3/4"															
ST 3	XST3	F		3'-0"	7'-0"	1 3/4"															
LEVEL 02																					
COURTYARD	X205A	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X205B	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X206	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X220	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X222	FGM		3'-0"	8'-0"	1 3/4"															
LEVEL 03																					
RESIDENT CO-WORKING	X306	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X321	FGM		3'-0"	8'-0"	1 3/4"															
LEVEL 04																					
RESIDENT CO-WORKING	X408	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X410	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X411	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X418	FGM		3'-0"	8'-0"	1 3/4"															
FITNESS	X419	FGM	●	6'-0"	7'-0"	1 3/4"															
LEVEL 05																					
RESIDENT CO-WORKING	X503	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X508	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X511	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X518	FGM		3'-0"	8'-0"	1 3/4"															
GYM	X519	FGM	●	6'-0"	7'-0"	1 3/4"															
LEVEL 06																					
RESIDENT CO-WORKING	X603	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X608	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X611	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X618	FGM		3'-0"	8'-0"	1 3/4"															
LEVEL 07																					
RESIDENT CO-WORKING	1462	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	1468	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	1473	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	1474	FGM		3'-0"	8'-0"	1 3/4"															
LEVEL 08																					
RESIDENT CO-WORKING	1496	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	1502	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	1507	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	1508	FGM		3'-0"	8'-0"	1 3/4"															
RESIDENT CO-WORKING	X802	FGM		3'-0"	8'-0"	1 3/4"															
ROOF																					
ROOFTOP TERRACE	215	F		4'-0"	7'-0"	1 3/4"															
ROOFTOP TERRACE	236	F		4'-0"	7'-0"	1 3/4"															

DOOR SCHEDULE - UNITS

	DOOR						DOOR			FRAME				DETAILS					
			SIZE			APPROX GLAZING SF													
TYPE	TYPE	PAIR	WIDTH	HEIGHT	THICKNESS		GLAZING	MAT'L	FINISH	MAT'L	FINISH	FIRE RATING	STC RATING	HEAD	JAMB	SILL	HARDWARE	SIGNAGE	REMARKS
UNITS - DOUBLE - 72 x 85	F	●	6'-0"	7'-0"	1 3/4"														
UNITS BALCONY FGM - 36 x 96	FGM		3'-0"	8'-0"	1 3/4"	23.5 SF													
UNITS BATHROOM - 36 x 84	F		3'-0"	7'-0"	1 3/4"														
UNITS BEDROOM - 36 x 85	F		3'-0"	7'-0"	1 3/4"														
UNITS CLOSET SLIDING - 60 x 80	XX	●	5'-0"	6'-8"	1 3/4"														
UNITS CLOSET SLIDING - 72 x 80	XX	●	6'-0"	6'-8"	1 3/4"														
UNITS CLOSET SLIDING - 96 x 80	XX	●	8'-0"	6'-8"	1 3/4"														
UNITS DOUBLE - 48 x 84	F	●	4'-0"	7'-0"	1 3/4"														
UNITS ENTRY - 36 x 84	F		3'-0"	8'-0"	1 3/4"														
UNITS LAUNDRY - 36 x 84	F		3'-0"	7'-0"	1 3/4"														
UNITS LAUNDRY BIFOLD - 36 x 80	BF		3'-0"	6'-8"	1 3/8"														
UNITS LAUNDRY SMALL - 31 x 84	F		2'-7"	7'-0"	1 3/4"														
UNITS POCKET - 36 x 80	P		3'-0"	6'-8"	1 3/8"														
UNITS WIC - 36 x 84	F		3'-0"	7'-0"	1 3/4"														
UNITS CLOSET SLIDING - 96 x 80	XX	●	8'-0"	6'-8"	1 3/4"														

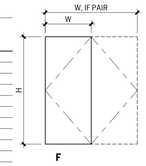
SHEET NOTES

1. FOR GLASS TYPES AT STOREFRONT SYSTEMS, SEE STOREFRONT SCHEDULE.
2. FOR DOOR HARDWARE INFORMATION, SEE SPECIFICATION SECTION 087100.
3. ALL CORRIDOR DOORS SHALL HAVE SMOKE GASKET SEAL PER CBC 716.5.3 AND ALSO MEET ALL OTHER REQUIREMENTS OF THAT SECTION.
4. ALL RATED DOORS ARE TO BE POSITIVE LATCHING AND SELF-CLOSING.
5. ALL 20 MINUTE RATED ASSEMBLIES SHALL BE PROVIDED WITH APPROVED GASKETING MATERIAL SO INSTALLED TO PROVIDE A SEAL WHERE THE DOOR MEETS THE STOP ON BOTH SIDES AND ACROSS THE TOP **(CBC SECTION 716.5.3.1)**.
6. FIRE-RATED DOOR FRAMES SHALL BE INSTALLED STRICTLY PER MANUFACTURER'S PRINTED INSTRUCTIONS. MANUFACTURER'S PRINTED INSTRUCTIONS SHALL BE MADE AVAILABLE TO THE INSPECTING AUTHORITIES.
7. ALL EXIT DOORS TO BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT.
8. ALL FIRE-RESISTIVE ASSEMBLIES FOR PROTECTION OF OPENINGS, SHALL COMPLY WITH THE PROVISIONS OF 716 CBC.
9. THE MAXIMUM EFFORT TO OPERATE DOORS SHALL NOT EXCEED 5 POUNDS FOR EXTERIOR AND INTERIOR DOORS **(CBC 11B-404.2.9)**.
10. ALL FIRE RATED DOORS TO BE AUTOMATIC AND SELF CLOSING.

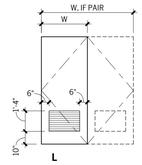
ABBREVIATIONS

ADO	AUTOMATIC DOOR OPERATOR
ADB	AUTOMATIC DOOR BOTTOMS
AG	ACOUSTICAL GASKET
AL	ALUMINUM
AL/GL	GLAZED ALUMINUM ENTRANCE DOOR
CR	CARD READER
CLR	CLEAR SEALED
DA	DOOR ALARM
DE	DOUBLE EGRESS
EXT	EXTERIOR
FF	FACTORY FINISH
GL	GLASS
HC	HOLLOW CORE WOOD DOOR
HM	HOLLOW METAL
HMI	HOLLOW METAL INSULATED
HO	HOLD OPEN
HO	INTEGRATED HOLD OPEN
KB	KNOX BOX
KP	KEYPAD AT ACCESSIBLE REACH RANGES
PAO	POWER ASSIST OPERATOR
PH	PANIC HARDWARE
PT-x	PAINTED (REFER TO FINISH SCHEDULE)
SC	SOLID CORE WOOD DOOR
SS	SOUND SEAL
SST	STAINLESS STEEL
STL	STEEL
ST	STAIN
T	TEMPERED
U/C	UNDER CUT
WD	PAINT GRADE WOOD
WD-x	WOOD VENEER (REFER TO SCHEDULE)

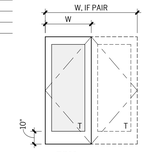
DOOR ELEVATIONS



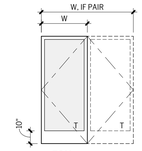
F
FLUSH



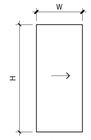
L
LOUVER



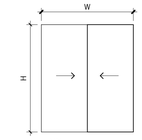
FGM
FULL GLASS, MEDIUM STILE



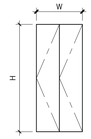
FGN
FULL GLASS, NARROW STILE



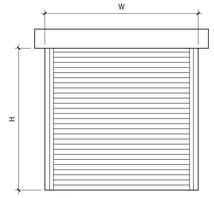
P
POCKET SINGLE



XX
2-PANEL FLUSH BYPASS SLIDER



BF
BI-FOLD



OC
OVERHEAD COILING

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2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

DOOR SCHEDULES & ELEVATIONS

PROJECT #: 23049.000
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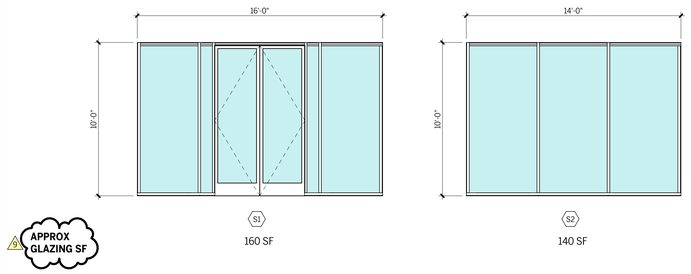
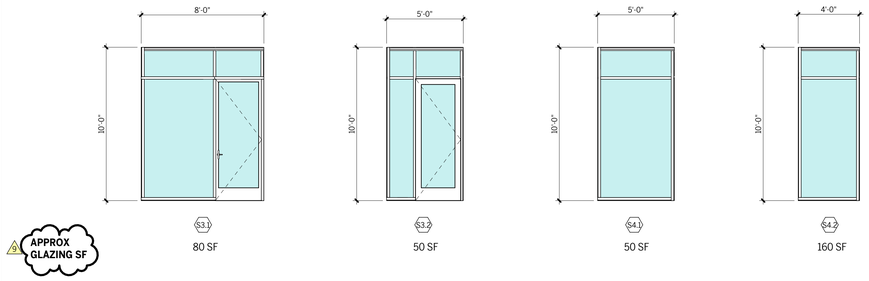
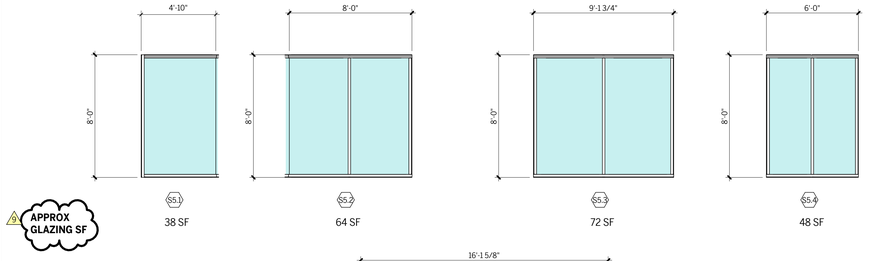
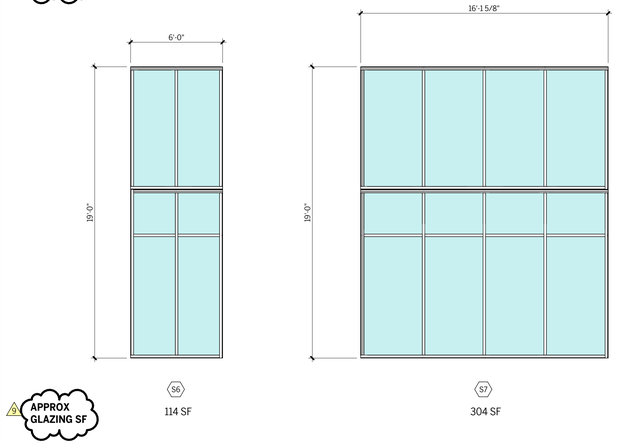
STOREFRONT SCHEDULE

STOREFRONT MATERIAL & FINISH: POWDER COATED CHAMPAGNE GOLD ALUMINUM MULLIONS & CLEAR INSULATED GLAZING UNITS





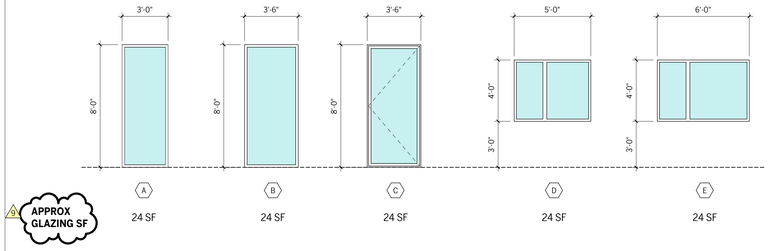


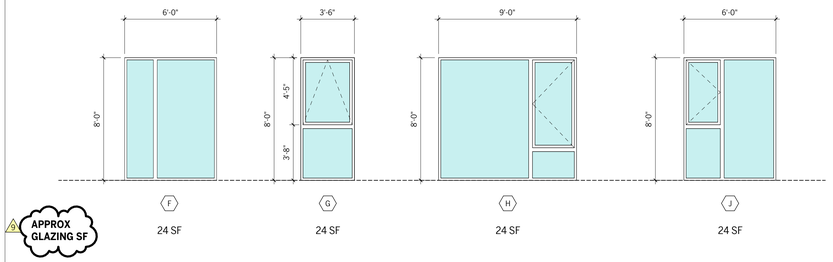


WINDOW SCHEDULE

TYPE	SIZE		MATERIAL		DETAIL			STC RATING	FIRE RATING	REMARKS
	WIDTH	HEIGHT	FRAME	GLAZING	HEAD	JAMB	SILL			
A	3'-0"	8'-0"	VINYL							
B	3'-6"	8'-0"	VINYL							
C	3'-6"	8'-0"	VINYL							
D	5'-0"	4'-0"	VINYL							
E	6'-0"	4'-0"	VINYL							
F	6'-0"	8'-0"	VINYL							
G	3'-6"	8'-0"	VINYL							
H	9'-0"	8'-0"	VINYL							RECESSED DETAIL
J	6'-0"	8'-0"	VINYL							

WINDOW TYPES





SHEET NOTES

1. FOR ADDITIONAL INFORMATION ON GLAZING AND RELATED ITEMS, SEE SPECIFICATIONS, FLOOR PLANS, ACOUSTICAL REPORT, AND TITLE 24 ENERGY REPORT.
2. FOR DOOR SIZES, SEE DOOR SCHEDULE ON SHEET A6.10
3. GUEST ROOMS AND HABITABLE ROOMS WITHIN DWELLING UNITS SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZING WITH AN AREA NOT LESS THAN 8% OF THE FLOOR AREA OF SUCH ROOMS WITH A MINIMUM OF 10 SF AND NATURAL VENTILATION WITH A MINIMUM OF 4% OF THE FLOOR AREA.
4. EACH PANE OF SAFETY GLAZING INSTALLED IN HAZARDOUS LOCATIONS SHALL BEIDENTIFIED BY A MANUFACTURER'S DESIGNATION SPECIFYING WHO APPLIED THE DESIGNATION, THE MANUFACTURER'S OR INSTALLER AND THE SAFETY GLAZING STANDARD. THE FOLLOWING SHALL BE CONSIDERED SPECIFIC HAZARDOUS LOCATIONS FOR THE PURPOSED OF SAFETY GLAZING. GLAZING IN SECTION 2406:
    A. SWING DOORS.
    B. FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SLIDING AND BI-FOLD CLOSET DOOR ASSEMBLIES.
    C. DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.
    D. FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE WALING SURFACE. READ CODE FOR EXCEPTIONS.
    E. FIXED OR OPERABLE PANEL, OTHER THAN DESCRIBED IN ITEMS C AND D, WHICH MEETS ALL OF THE FOLLOWING CONDITIONS (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).
        a. EXPOSED AREA OF AN INDVIDUAL PANE GREATER THAN 9 SF.
        b. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
        c. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
        d. ONE OF MORE WALING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE PLANE OF THE GLAZING.
    F. ADJACENT TO STAIRWAYS, LANDING AND RAMPS WITHIN 36 INCHES HORIZONTALLY OF A WALKING SURFACE; WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE PANE OF THE ADJACENT WALKING SURFACE (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION)
5. ALL HAND ACTIVATED HARDWARE SHALL BE CENTERED BETWEEN 42 INCHES AND 48 INCHES ABOVE THE FLOOR.
6. ALL WINDOW SIZES ARE NOMINAL AND TO BE VERIFIED IN THE FIELD PRIOR TO ORDERING WINDOWS
7. PROVIDE SAFETY GLAZING AS NOTED ON 3 ABOVE.
8. ALL WINDOWS SHALL HAVE LOW-E GLAZING PER TITLE 24 REPORT.
9. PROVIDE AAMA CERTIFICATION FOR ALL WINDOWS. THIS TEST METHOD COVERS THE DETERMINATION OF THE RESISTANCE OF STALLED EXTERIOR WINDOWS, CURTAIN WALLS, SKYLIGHTS, AND DOORS TO WATER PENETRATION WHEN WATER IS APPLIED TO THE OUTDOOR FACE AND EXPOSED EDGES SIMULTANEOUSLY WITH A STATIC AIR PRESSURE AT THE OUTDOOR FACE HIGHER THAN THE PRESSURE AT THE INDOOR FACE. AAMA CERTIFICATION REPORT SHALL INCLUDE:
    A. GENERAL INFORMATION
    B. TEST SPECIMENT DESCRIPTION
    C. DETAILED DRAWINGS
    D. SAMPLING PROCEDURES
    E. TEST PARAMETERS
    F. TEST CONDITIONS
    G. TEST RESULTS
    H. COMPLIANCE STATEMENT
10. **§11B-229.1** WHERE GLAZED OPENINGS ARE PROVIDED IN ACCESSIBLE ROOMS OR SPACES FOR OPERATION BY OCCUPANTS, AT LEAST ONE OPENING SHALL COMPLY WITH SECTION 11B-309. EACH GLAZED OPENING REQUIRED BY AN ADMINISTRATIVE AUTHORITY TO BE OPERABLE SHALL COMPLY WITH SECTION 11B-309.
11. **§11B-309** OPERABLE PARTS

    §11B-309.2 CLEAR FLOOR SPACE: A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH SECTION 11B-305 SHALL BE PROVIDED.

    §11B-309.3 HEIGHT: OPERABLE PARTS SHALL BE PLACED WITHIN ONE OR MORE OF THE REACH RANGES SPECIFIED IN SECTION 11B-308.

    §11B-309.4 OPERATION: OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAXIMUM.
12. PROVIDE SAFETY GLAZING AS NOTED ON 3 ABOVE.

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REV	DATE	ISSUE
9	10/11/24	SNAP & PZA CORRECTIONS 6
6	04/05/23	SNAP & PZA CORRECTIONS 3
5	12/11/23	SNAP CORRECTIONS
4	12/04/23	PZA CORRECTIONS 2
3	11/03/23	PZA CORRECTIONS 1
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1	5/8/23	SB330 SUBMITTAL

WINDOW & STOREFRONT SCHEDULE

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(E) STREET TREE TO REMAIN NOT PART OF SCOPE

(E) STREET TREE TO BE REMOVED AND REPLACED

(N) STREET TREES

(N) REPLACEMENT STREET TREE

(E) STREET TREE TO BE REMOVED AND REPLACED

(N) REPLACEMENT STREET TREE

(E) STREET LIGHT

(2) SHORT TERM BIKE PARKING SPACES

TERRACED SEATING

(N) STREET TREES

(E) STREET TREE TO REMAIN

(N) STREET TREE

REPLACEMENT OAK SPP. TREE

16'-10" 16'-0" 8'-0" 20'-0" 8'-0" 20'-1" 20'-0" 20'-0" 14'-5" 7'-9" 17'-2" 14'-7" 18'-2"

SLOPED WALK

15.50%

GROUND LEVEL TREES

CERCIS OCCIDENTALIS
WESTERN RED BUD

OLEA EUROPAEA 'SWAN HILL'
SWAN HILL OLIVE TREE

QUERCUS AGRIFOLIA
COAST LIVE OAK

PLATANUS RACEMOSA
CALIFORNIA SYCAMORE

BOARD FORM CONCRETE PLANTER

WOOD DECKING

BUILT-IN BENCH WITH SEATBACK

STEEL PLANTERS AT ENTRY TYP.

REPLACEMENT OAK SPP. TREE

REPLACEMENT PLATANUS SPP. TREE

REPLACEMENT OAK SPP. TREES

REPLACEMENT PLATANUS SPP. TREES

BOARD FORM CONC. PLANTERS

REPLACEMENT OAK SPP. TREE

BUILT-IN BENCH SEATING

RAISED PLANTER WITH BENCH SEATING

REPLACEMENT OAK SPP. TREE

REPLACEMENT PLATANUS SPP. TREE

OUTDOOR KITCHEN

WOOD DECKING

HEAVY TIMBER BENCH TYP.

STANDARD

COMPACT

COMPACT

LANDSCAPE NOTES

- All EXTERIOR COMMON OPEN SPACES TO BE PLANTED MIN. 25% OF TOTAL COMMON AREA..
-LEVEL 1 OPEN SPACE: 1,702.5 SF TOTAL. 582.5 SF PLANTED.
-POOL DECK OPEN SPACE: 1,702.5 SF TOTAL. 270 SF PLANTED.
-TOTAL OUTDOOR OPEN SPACE: 3,405 SF
-TOTAL QUALIFYING OPEN SPACE: 3,405 SF 852.5 SF PLANTED. (25% PROVIDED)

-TREE CALCULATIONS:

-(1) TREE REQUIRED FOR EVERY (4) UNITS. 131 UNITS PROPOSED- 33 TREES REQUIRED.
GROUND FLOOR SITE TREES PROVIDED: 31 TREES
2ND FLOOR ON SITE TREES PROVIDED: 4 TREES
TOTAL TREES PROPOSED ON SITE: 35 TREES

-TREES TO BE REMOVED: (2) STREET TREES TO BE REMOVED AND REPLACED AT A 2:1 RATIO
(3) ON SITE PROTECTED TREES TO BE REMOVED AND REPLACED AT A 4:1 RATIO
(12) ON SITE NON-PROTECTED TREES TO BE REMOVED AND REPLACED AT A 1:1 RATIO

-TREES TO REMAIN: (1) STREET TREE TO REMAIN

-REPLACEMENT TREES REQUIRED: (2) REPLACEMENT STREET TREES PER PLAN (100% PROVIDED)
(12) REPLACEMENT PROTECTED TREES (100% PROVIDED)
(12) REPLACEMENT ON-PROPERTY TREES (100% PROVIDED)

-ONE 24-INCH BOX TREE SHALL BE PLANTED IN THE PUBLIC ROW ON CENTER, OR IN A PATTERN SATISFACTORY TO BSS, FOR EVERY 20' STREET FRONTAGE:
200 LF OF STREET FRONTAGE = 10 TREES REQUIRED

1 (E) STREET TREE IN CURRENT PUBLIC ROW TO REMAIN
9 ADDITIONAL 24" BOX STREET TREES PROPOSED
= **10 TREES TOTAL PROVIDED IN PUBLIC ROW**

-STREET TREE PLACEMENT AND APPROVAL TO BE FINALIZED BY BUREAU OF STREET SERVICES AND URBAN FORESTRY

- THE MINIMUM ACCEPTABLE SIZE FOR STREET TREES AND ON-SITE TREES SHALL BE A 24" BOX. NEWLY PLANTED TREES SHALL BE SUPPORTED WITH STAKES OR GUY WIRE.

- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS. WHEN PLANTING AS A HEDGE OR SCREEN.

- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.

- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER, MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.

- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.

0' 8' 16' 24'

GROUND LEVEL PLAN 1
Scale:1/8"= 1'-0"

PAVING MATERIALS LEGEND

1. GRAY CONCRETE TOPCAST 5 FINISH
2. INTEGRAL COLOR GRAY CONCRETE TOP CAST 5 FINISH
3. IPE WOOD DECKING
4. LINEAR CONCRETE PAVERS
5. GEOMETRIC PORCELAIN POOL DECK TILE
6. LINEAR PORCELAIN PAVERS

HARDSCAPE MATERIALS

BOARD FORM CONCRETE

BLACK POWDER COATED STEEL PLANTERS

BUILT IN BENCH

DECOMPOSED GRANITE

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REV	DATE	ISSUE
4	8/07/24	ENTITLEMENT UPDATES
3	11/03/23	PZA CORRECTIONS 1
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GROUND FLOOR LANDSCAPE PLAN

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LADBS APPROVAL STAMP

L1.10

SECOND FLOOR LANDSCAPE PLAN (1)
Scale: 1/8"= 1'-0"

0' 8' 16' 24'

COURTYARD TREES:

ACER PALMATUM 'SANGOKAKU'
CORAL BARK JAPANESE MAPLE

HARDSCAPE MATERIALS

BOARD FORM CONCRETE

BUILT IN BENCH

PAVING MATERIALS LEGEND

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2. INTEGRAL COLOR GRAY CONCRETE TOP CAST 5 FINISH
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SECOND FLOOR
LANDSCAPE
PLAN

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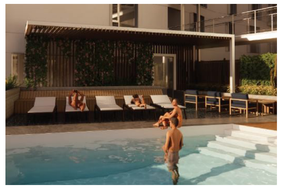
HARDSCAPE MATERIALS

BOARD FORM CONCRETE

TILE AT POOL



SHADE STRUCTURE

BUILT IN BENCH

FIRE PIT

PAVING MATERIALS LEGEND

1. GRAY CONCRETE TOPCAST 5 FINISH
2. INTEGRAL COLOR GRAY CONCRETE TOP CAST 5 FINISH
3. IPE WOOD DECKING
4. LINEAR CONCRETE PAVERS
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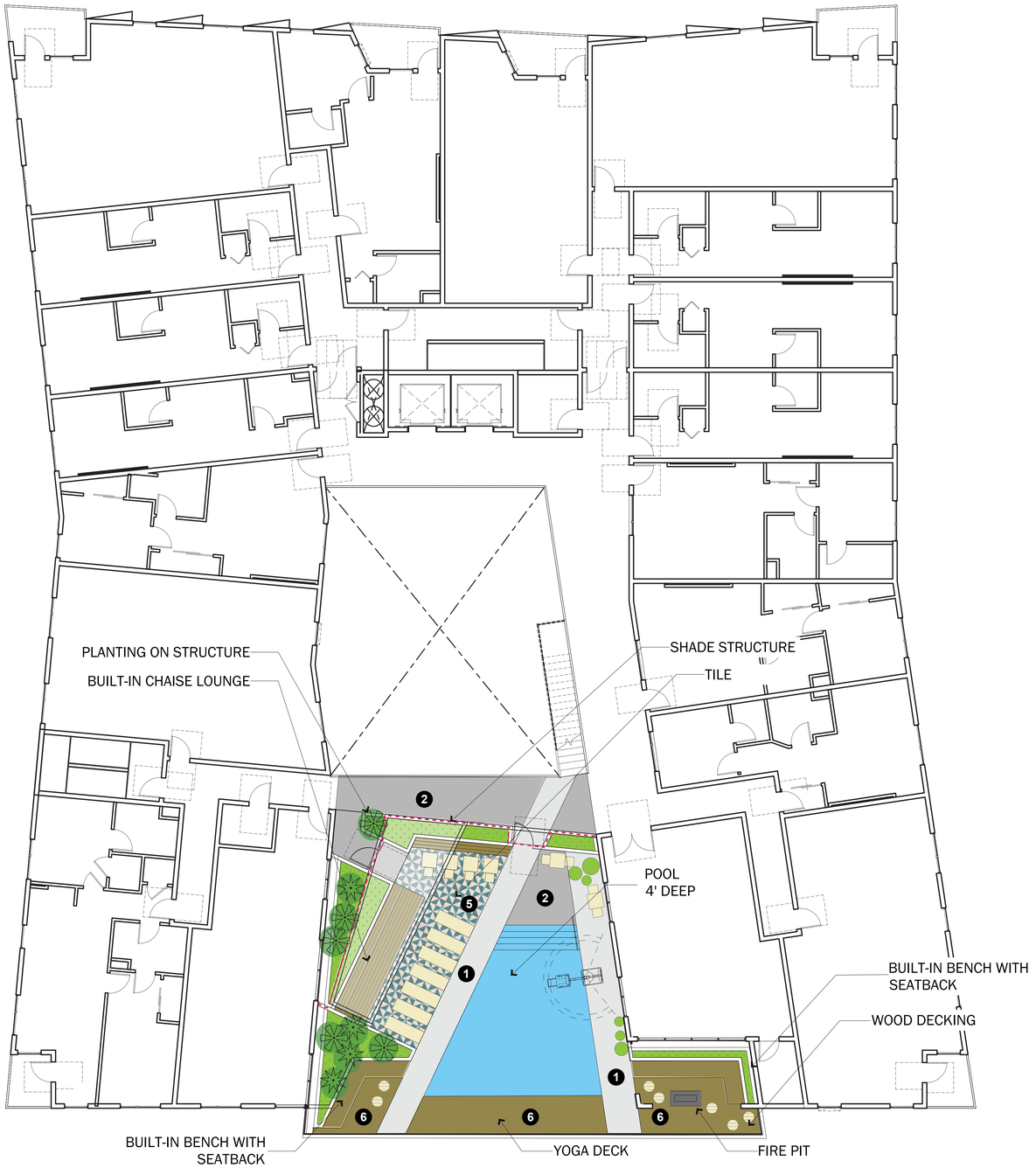
6. LINEAR PORCELAIN PAVERS



0' 8' 16' 24'

FOURTH FLOOR LANDSCAPE PLAN 1
Scale:1/8"= 1'-0"

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FOURTH FLOOR LANDSCAPE PLAN

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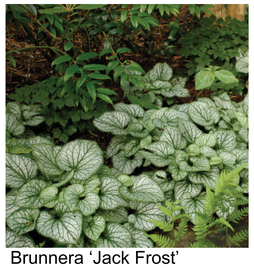
SHRUBS/PERRENIALS

Achillea ‘Sonoma Coast’
White yarrow

Aeonium ‘Mint Saucer’
Mint saucer


Brunnera ‘Jack Frost’
Brunnera

Carex tumulicola
Foothill sedge

Cistus ladanifer
Rockrose

Lavandula stoechas
‘Ottoquast’ / Lavender

Leucandendron ‘Red Gem’
Leucandendron ‘Red Gem’

Mahonia ‘Soft Caress’
Soft caress mahonia

Muhlenbergia rigens
Deer grass

Phormium ‘Black Adder’
Black Adder phormium

Salvia guaranitica ‘Purple
Majesty’ / Purple sage

Woodwardia fimbriata
Giant chain fern

TREES

Acer Palmatum ‘Sangokaku’
Japanese maple

Cercis occidentalis
Western redbud

Olea europaea ‘Swan Hill’
Fruitless Olive tree

Platanus racemosa
California sycamore

Quercus agrifolia
Coast live oak

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PLANT
PHOTOS

PROJECT #: 23049.000
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L2.01

GENERAL IRRIGATION NOTES:

1. ALL MAINLINE PIPING AND CONTROL WIRES UNDER PAVING SHALL BE INSTALLED IN SEPARATE SLEEVES. ALL SLEEVING SIZES SHALL BE AS INDICATED ON THE PLANS. ALL SLEEVES SHALL BE AT A DEPTH OF 18" MINIMUM BELOW SUB GRADE.
2. ALL LATERAL LINE PIPING UNDER PAVING SHALL BE PVC SCHEDULE 40 AND SHALL BE INSTALLED PRIOR TO PAVING. THE PIPING SHALL BE A MINIMUM OF 12" BELOW SUB GRADE.
3. PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED. ALL DAMAGED AND REJECTED PIPE SHALL BE REMOVED FROM THE SITE AT THE TIME OF THE REJECTION.
4. THE 120 VAC ELECTRICAL POWER SOURCE AT THE CONTROLLER LOCATION SHALL BE PROVIDED BY THE ELECTRICAL CONTRACTOR. MAKE THE FINAL CONNECTION FROM THE SOURCE TO THE CONTROLLER OR AS ALLOWED BY LOCAL CODES.
5. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED OR DIRECTED.
6. THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, OR OTHER SIMILAR APPURTENANCES SHOWN IN PAVED AREAS IS FOR DESIGN AND GRAPHIC CLARIFICATION AND SHALL BE INSTALLED IN IRRIGATED PLANTING AREAS. WHEREVER POSSIBLE INSTALL ALL VALVES AND BOXES IN SHRUB AREAS AND NOT IN TURF AREAS.
7. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, RETAINING WALLS, STRUCTURES AND UTILITIES OF THE SITE. COORDINATE WORK WITH OTHER TRADES AND CONTRACTORS FOR THE LOCATION AND INSTALLATION OF ALL IRRIGATION EQUIPMENT. REPAIR AND/OR REPLACE ALL ITEMS DAMAGED BY WORK PERFORMED.
8. DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM WHEN IT IS OBVIOUS THAT THE FIELD CONDITIONS VARY FROM THE DRAWINGS AND THAT UNKOWN OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT HAVE NOT BEEN INDICATED ON THE ENGINEERING. SUCH ITEMS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. ASSUME FULL RESPONSIBILITY FOR ANY NECESSARY REVISIONS IN THE EVENT THAT THIS NOTIFICATION IS NOT HEEDED.
9. FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR THEIR OPTIMUM OPERATION.
10. THE IRRIGATION SYSTEM DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE OF 40 PSI AND A MAXIMUM FLOW DEMAND OF 17.3 GPM. VERIFY WATER PRESSURES PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCES BETWEEN THE WATER PRESSURE SHOWN ON THE PLANS AND THE PRESSURE READING IN THE FIELD TO THE OWNER'S AUTHORIZED REPRESENTATIVE.
11. ALL IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED HEREIN SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
12. REFER TO THE SPECIFICATIONS FOR ADDITIONAL DETAILED INFORMATION.

CONTRACTOR NOTES:

1. THE CONTRACTOR SHALL PROVIDE IN HIS BID FOR A ONE-YEAR (1-YEAR) MAINTENANCE PERIOD.
2. THE CONTRACTOR SHALL INSTALL ALL MAINLINES IN LANDSCAPE AREAS AND NOT UNDER PAVING UNLESS IT IS A NECESSARY CROSSING OF A STREET OR WALK. THE MAINLINE SHALL BE INSTALLED AT THE DEPTH NOTED IN THE IRRIGATION DETAILS AND AT A HORIZONTAL DISTANCE OF 12"-24" FROM THE EDGE OF ALL CURBS OR WALKS. ALL MAINLINE AND VALVES SHALL BE LOCATED BEHIND THE PROPERTY LINE.

IRRIGATION LEGEND

SYMBOL	MFG.	MODEL NUMBER/ DESCRIPTION	REMARKS
MV	HUNTER	ICV-101G, 1" MASTER CONTROL VALVE	SEE DETAIL A
	NIBCO	APPROVED BRONZE 150 PSI RATED BALL VALVE; LINE SIZE IN VALVE BOX	SEE DETAIL E
FS	HUNTER	HC-100-FLOW, 1" PVC FLOW SENSOR	SEE DETAIL F
	HUNTER	ICZ-101-40, 1" DRIP REMOTE CONTROL VALVE (1" ICV FILTER SENTRY GLOBE W/1" HY100 FILTER+REGULATOR)	SEE DETAIL B
	HUNTER	ICV-101G, 1" GLASS-FILLED NYLON GLOBE VALVE W/ FLOW CONTROL	SEE DETAIL A
	HUNTER	HQ-33DLRC, 3/4" QUICK COUPLER.	SEE DETAIL C
	FEBCO	LF825-YA, 1" REDUCED PRESSURE BACKFLOW DEVICE	SEE DETAIL D
	HUNTER	PCN-50; PRESSURE COMPENSATING BUBBLER NOZZLE , 0.50 GPM	SEE DETAIL L
A	HUNTER	PHC-1200, FIXED 12 STN. WALL MOUNT CONTROLLER W-RAIN CLIK SENSOR; WIFI ENABLED HYDRAWISE WEATHER-BASED CONTROLLER. 120 VAC POWER TO THE CONTROLLER LOCATION BY OTHERS.	SEE DETAIL G
M	APPROVED	IRRIGATION SUBMETER AS REQUIRED BY MWELO	
	RAINBIRD	AR VALVE KIT; 1" AIR/ VACUUM RELIEF VALVE IN VALVE BOX AT HIGH POINT.	SEE DETAIL H
	NETAFIM	TL050-MFV AUTOMATIC FLUSH VALVE IN VALVE BOX AT LOW POINT.	SEE DETAIL H
	RAINBIRD	XFD-09-12-xxx DRIPLINE W/ COPPER SHIELD EMITTERS; EMITTERS @12" O.C. & 12" ROW SPACING.	SEE DETAIL I
	APPROVED	PVC SCH. 40 LATERAL LINE; SEE PLAN FOR SIZE	SEE DETAIL J
	APPROVED	PVC SCH. 40 MAINLINE SLEEVE; 2 AT EACH LOCATION 2X THE DIA. OF PIPE TO BE SLEEVED	SEE NOTES 1, 2
	APPROVED	MAINLINE: 1) UNDER CONCRETE DECK (IN GARAGE) - TYPE L COPPER FOR SIZES 1-1/2" AND SMALLER 2) INSIDE WALLS AND BETWEEN FLOORS (DECK PENETRATIONS) - TYPE K COPPER 3) BETWEEN WATER MAIN AND BACKFLOW - TYPE K COPPER 4) DOWNSTREAM FROM BACKFLOW - SCHEDULE 40 PVC BURIED IN SOIL SIZE 1 1/2" AND SMALLER, SIZE NOTED	SEE DETAIL J
ECO	HUNTER	ECO-ID DRIP SYSTEM INDICATOR	SEE DETAIL K

DRIP — IRRIGATION TYPE
-- — VALVE / CONTROLLER SEQUENCE
-- — VALVE SIZE
-- — GPM
MWUS — HYDROZONE TYPE
xx sf — AREA
xx in/hr — APPLICATION RATE
40 psi — DESIGN OPERATING PRESSURE

HYDROZONE LEGEND

SYMBOL	DESCRIPTION
CST	COOL SEASON TURF
WST	WARM SEASON TURF
HWUS	HIGH WATER USING SHRUB/TREE
MWUS	MEDIUM WATER USING SHRUB/TREE
LWUS	LOW WATER USING SHRUB/TREE
VLWUS	VERY LOW WATER USING SHRUB/TREE

EMITTER SCHEDULE

1 GALLON SHRUBS	1 PCR-1 (1 GPH)
5 GALLON SHRUBS	1 PCR-2 (2 GPH)
15 GALLON SHRUBS/ TREES	2 PCR-2 (4 GPH)
24" BOX TREES	4 PCR-2 (8 GPH)
36" BOX TREES	6 PCR-2 (12 GPH)
48" BOX TREES	8 PCR-2 (16 GPH)
60" BOX TREES	12 PCR-2 (24 GPH)
PALM TREES	12 PCR-2 (24 GPH)

PIPE SIZING SCHEDULE - PER EMITTER QUANTITY

1 GPH EMITTERS	2 GPH EMITTERS	5 GPH EMITTERS	S
0 - 270	0 - 135	0 - 58	
271 - 570	136 - 285	59 - 120	3
571 - 960	286 - 480	120 - 180	

HYDROZONES

Hydrozone A-1	Drip	Hydrozone A-5	Bubb.
Hydrozone A-2	Drip	Hydrozone A-6	Bubb.
Hydrozone A-3	Drip	Hydrozone A-7	Drip
Hydrozone A-4	Drip	Hydrozone A-8	Drip

DIG ALERT

DIAL TOLL FREE 1-800-422-4133 AT LEAST TWO DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

ATTENTION IS DIRECTED TO THE POSSIBLE EXISTENCE OF UNDERGROUND FACILITIES NOT KNOWN OR IN A LOCATION DIFFERENT FROM THAT WHICH IS SHOWN ON THE PLANS OR IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL TAKE STEPS TO ASCERTAIN THE EXACT LOCATION OF ALL UNDERGROUND FACILITIES PRIOR TO DOING WORK THAT MAY DAMAGE SUCH FACILITIES OR INTERFERE WITH THEIR SERVICE. BEFORE EXCAVATING, THE CONTRACTOR SHALL VERIFY THE LOCATION OF UNDERGROUND UTILITIES BY CONTACTING UNDERGROUND SERVICE ALERT AT 1(800) 422-4133.

LADBS APPROVAL STAMP

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Beverly Hills, CA 90212

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AGENCY ARTIFACT
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info@agencyartifact.com

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5416-5430 CARLTON WAY
LOS ANGELES, CA 90027

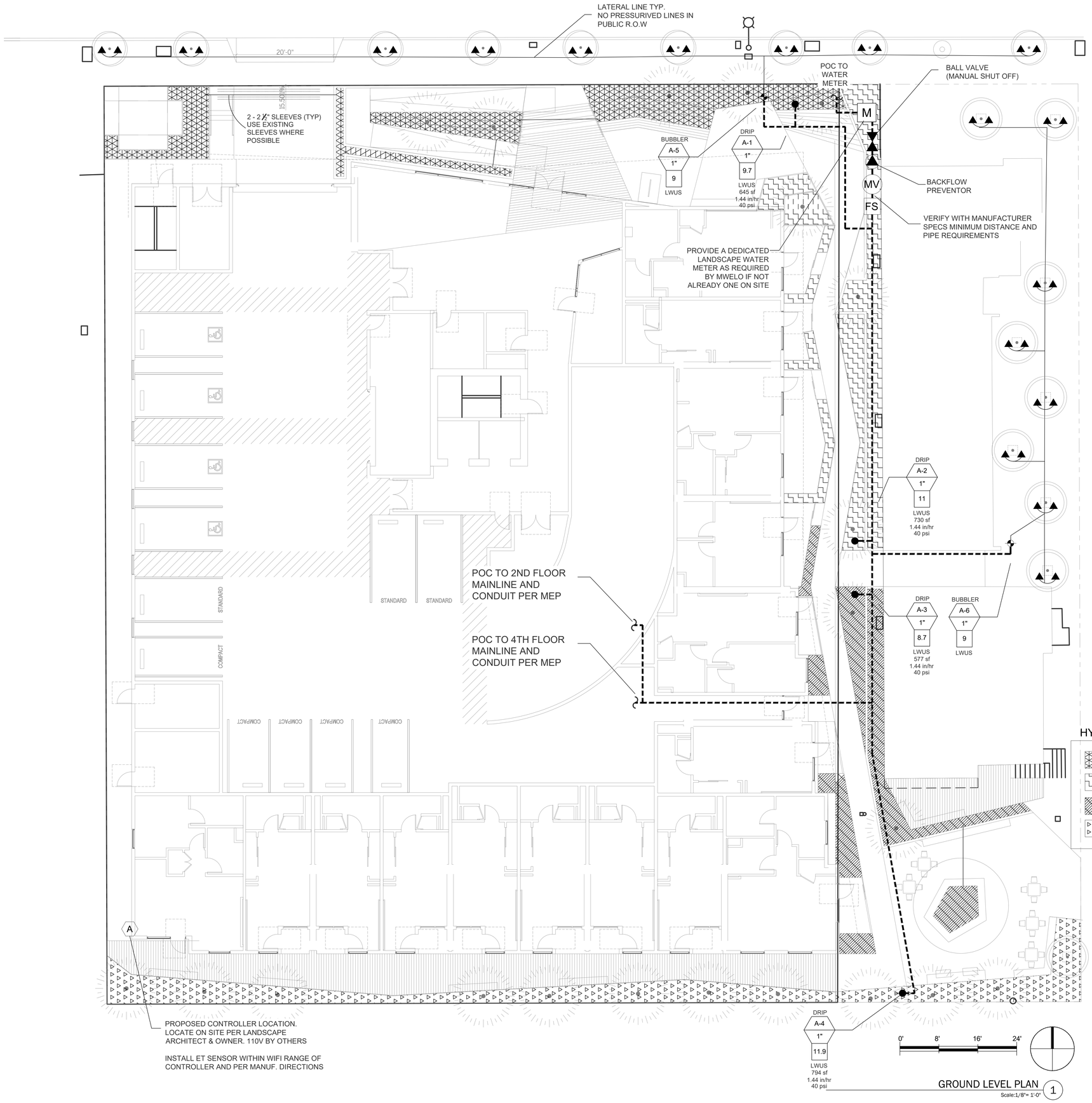
REV	DATE	ISSUE
3	11/03/23	PZA CORRECTIONS 1
2	9/25/23	ENTITLEMENT & PZA SUBMITTAL
1	5/8/23	SB330 SUBMITTAL

IRRIGATION NOTES

PROJECT #: 23049.000
DATE: 09/15/2023
DRAWN BY: LC
CHECKED BY: AA

ENTITLEMENT SET SUBMITTAL

L2.00



HYDROZONES

Hydrozone A-1	Drip		Hydrozone A-5	Bubb.
Hydrozone A-2	Drip		Hydrozone A-6	Bubb.
Hydrozone A-3	Drip		Hydrozone A-7	Drip
Hydrozone A-4	Drip		Hydrozone A-8	Drip

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GROUND FLOOR
LANDSCAPE
PLAN

PROJECT #: 23049.000
DATE: 09/15/2023
DRAWN BY: LC
CHECKED BY: AA

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SECOND FLOOR LANDSCAPE PLAN
Scale: 1/8" = 1'-0"

1

0' 8' 16' 24'

HYDROZONES

Hydrozone A-1	Drip		Hydrozone A-5	Bubb.
Hydrozone A-2	Drip		Hydrozone A-6	Bubb.
Hydrozone A-3	Drip		Hydrozone A-7	Drip
Hydrozone A-4	Drip		Hydrozone A-8	Drip

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SECOND FLOOR
IRRIGATION
PLAN

PROJECT #: 23049.000
DATE: 09/15/2023
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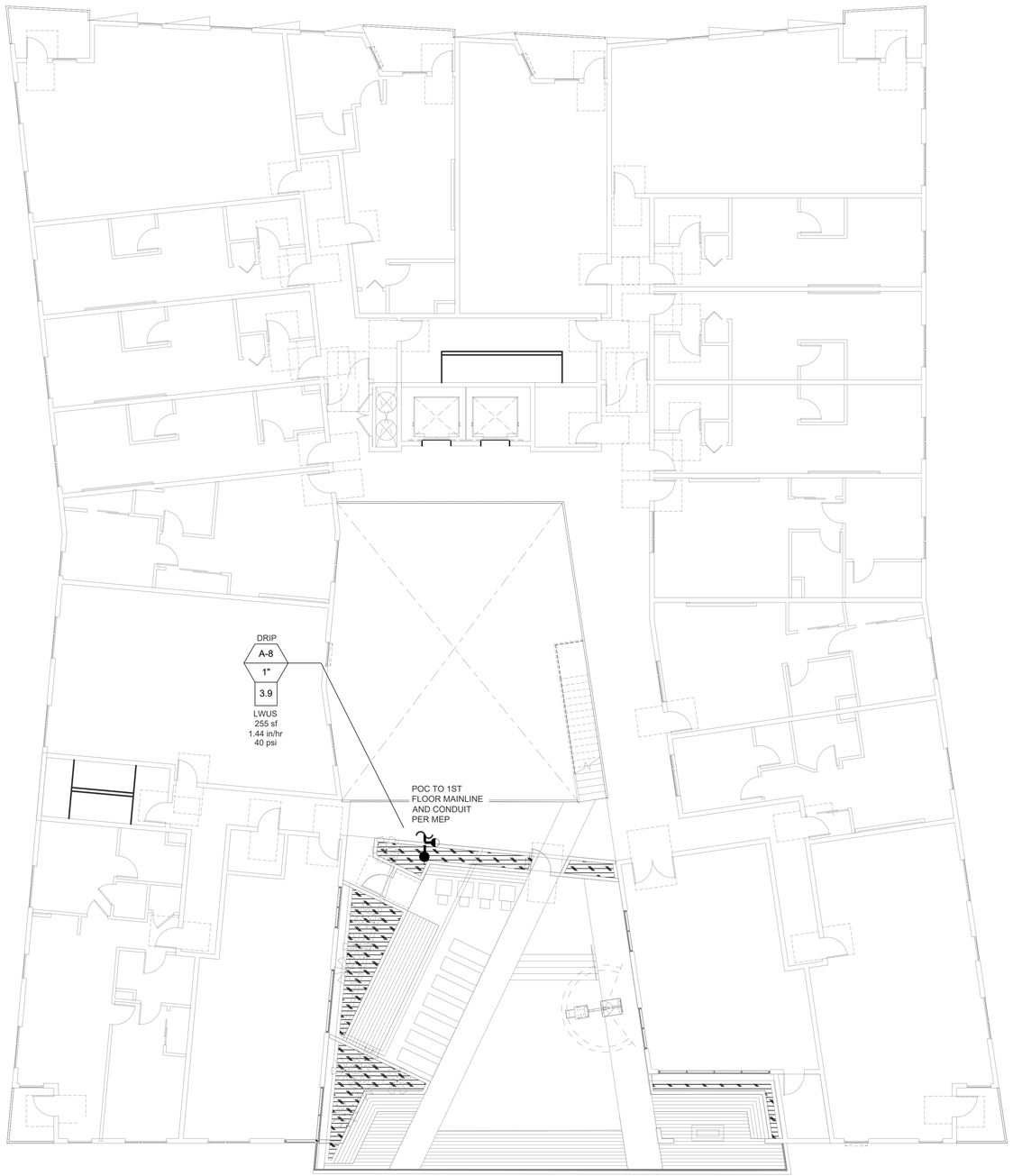

FOURTH FLOOR LANDSCAPE PLAN
Scale:1/8"= 1'-0"

1

0' 8' 16' 24'

HYDROZONES

Hydrozone A-1	Drip		Hydrozone A-5	Bubb.
Hydrozone A-2	Drip		Hydrozone A-6	Bubb.
Hydrozone A-3	Drip		Hydrozone A-7	Drip
Hydrozone A-4	Drip		Hydrozone A-8	Drip

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1	5/8/23	SB330 SUBMITTAL

FOURTH FLOOR
IRRIGATION
PLAN

PROJECT #: 23049.000
DATE: 09/15/2023
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TREE SCHEDULE

SYMBOL	SYMBOL #	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	NOTES
	T-1	4	ACER PALMATUM 'SANGOKAKU'	WESTERN REDBUD	36" BOX	MEDIUM	MULTI
	T-2	19	CERCIS OCCIDENTALIS	WESTERN REDBUD	36" BOX	LOW	MULTI
	T-3	1	QUERCUS AGRIFOLIA	COAST LIVE OAK	60" BOX	LOW	STANDARD
	T-4	4	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	LOW	STANDARD
	T-5	16	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	LOW	STANDARD

PLANTING SCHEDULE

SYMBOL	SYMBOL #	QUANTITY	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	NOTES
	S-1	181	ACH MIL	ACHILLEA 'SONOMA COAST'	WHITE YARROW	1 GAL	18" O.C.	LOW	
	S-2	32	AEO MIN	AEONIUM 'MINT SAUCER'	MINT SAUCER	1 GAL	18" O.C.	LOW	
	S-3	96	BRU JAC	BRUNNERA 'JACK FROST'	BRUNNERA	1 GAL	24" O.C.	MODERATE	
	S-4	330	CAR TUM	CAREX TUMILICOLA	FOOTHILL SEDGE	1 GAL	12" O.C.	LOW	
	S-5	69	CIS LAD	CISTUS LADANIFER	ROCK ROSE	5 GAL	30" O.C.	LOW	
	S-6	16	KAL THY	KALANCHOE THYRSIFLORA	PADDLE SUCCULENT	1 GAL	24" O.C.	LOW	
	S-7	19	LAV STO	LAVANDULA STOECHAS 'OTTOQUAST'	SPANISH LAVENDER	5 GAL	24" O.C.	LOW	
	S-8	43	LEU RED	LEUCADENDRON 'RED GEM'	RED GEM CONE BUSH	5 GAL	30" O.C.	LOW	
	S-9	86	MAH SOF	MAHONIA 'SOFT CARESS'	SOFT CARESS MAHONIA	1 GAL	30" O.C.	MODERATE	
	S-10	130	MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	30" O.C.	LOW	
	S-11	13	PHO BLA	PHORMIUM 'BLACK ADDER'	BLACK ADDER FLAX	5 GAL	30" O.C.	MODERATE	
	S-12	44	SAL GUA	SALVIA GUARANITICA 'PURPLE MAJESTY'	PURPLE SAGE	5 GAL	30" O.C.	MODERATE	
	S-13	39	WOO FIM	WOODWARDIA FIMBRIATA	GIANT CHAIN FERN	5 GAL	30" O.C.	MODERATE	

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1	5/8/23	SB330 SUBMITTAL

PLANTING
LEGEND

PROJECT #: 23049.000
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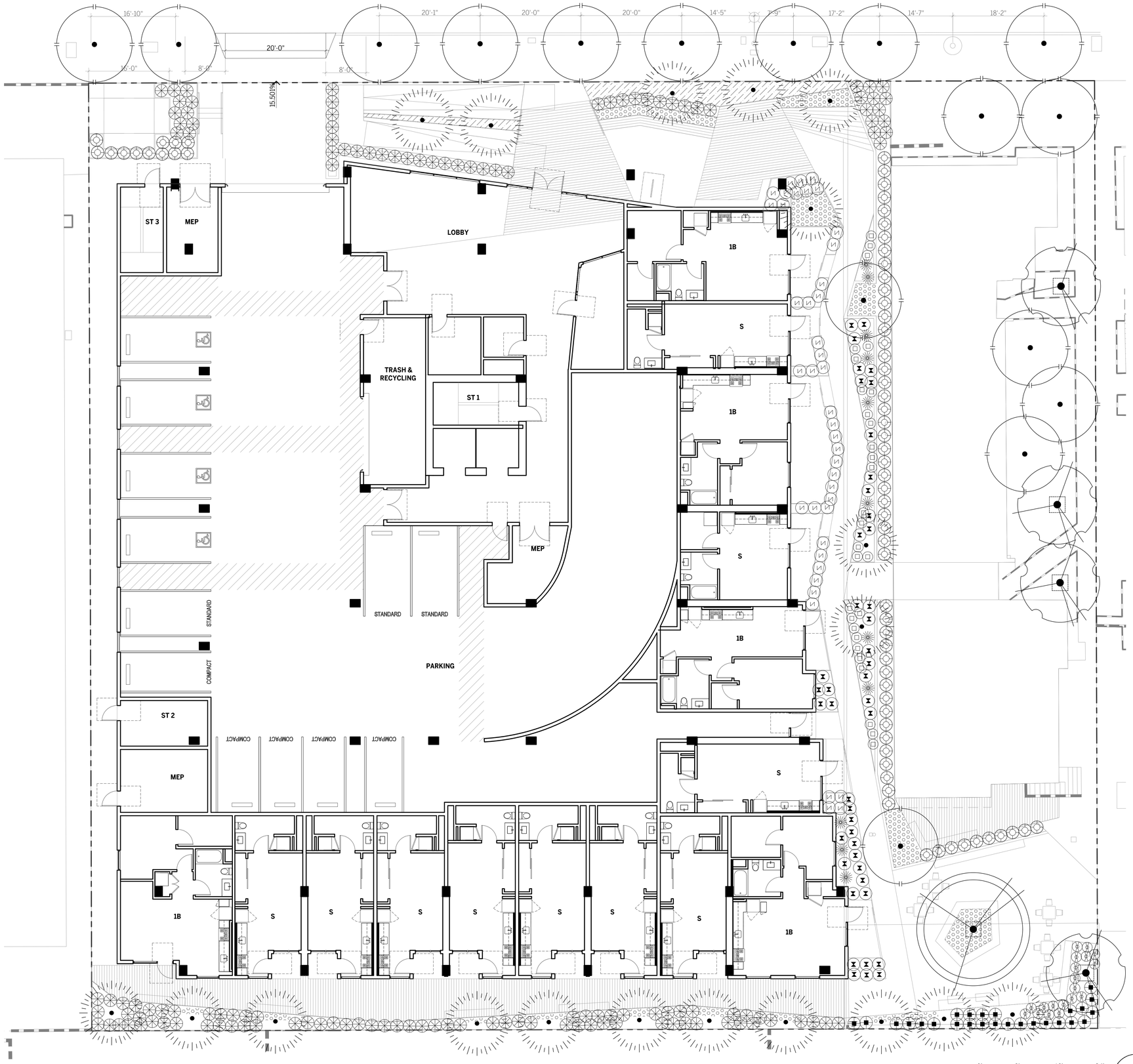

GROUND LEVEL PLANTING PLAN 1
Scale:1/8"= 1'-0"

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1	5/8/23	SB330 SUBMITTAL

GROUND FLOOR
PLANTING PLAN

PROJECT #: 23049.000
DATE: 05/22/2024
DRAWN BY: LC
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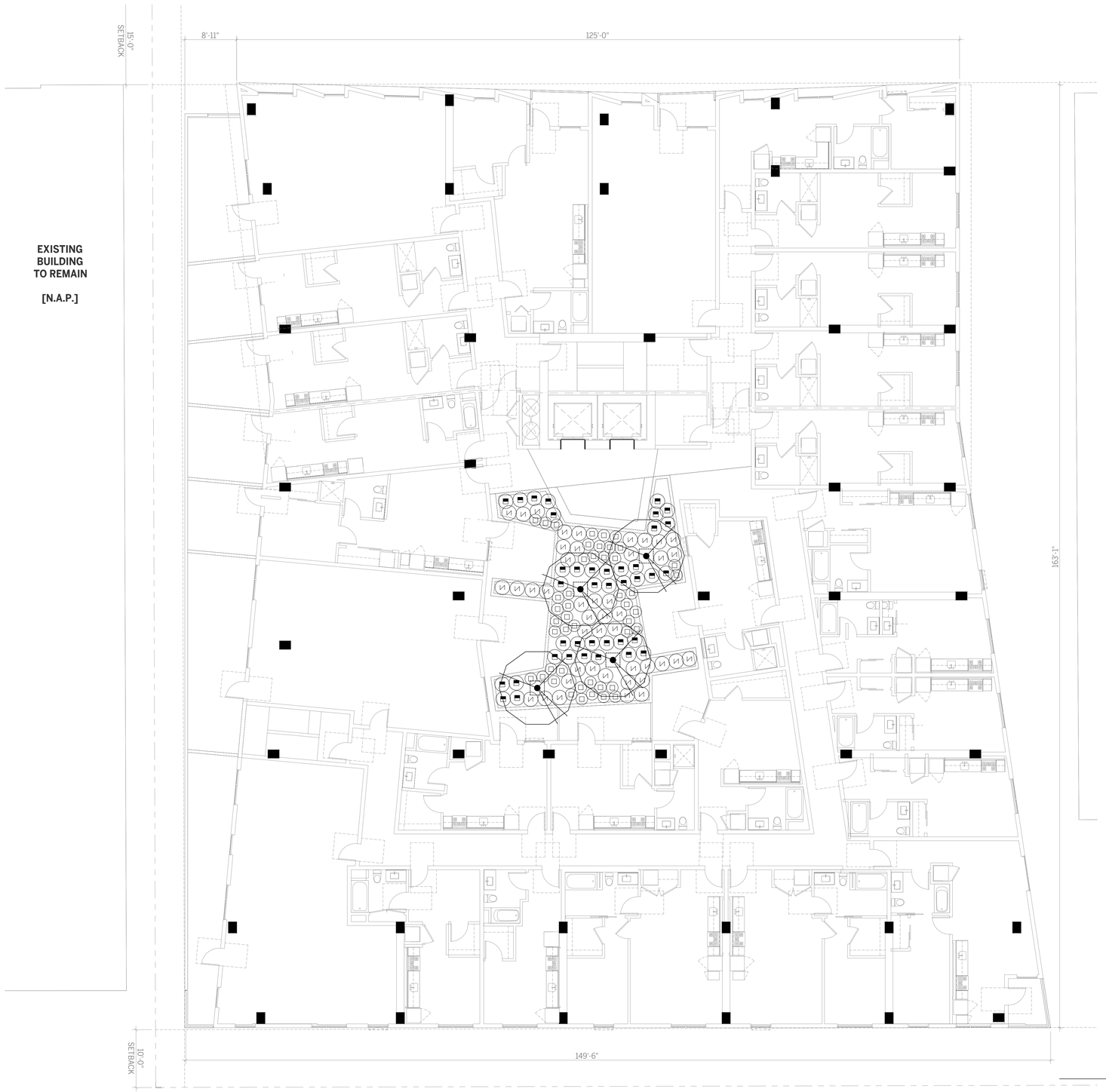

0' 8' 16' 24'

SECOND FLOOR PLANTING PLAN 1
Scale:1/8"= 1'-0"

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1	5/8/23	SB330 SUBMITTAL

SECOND FLOOR
PLANTING PLAN

PROJECT #:	23049.000
DATE:	05/22/2024
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CHECKED BY:	AA

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W/D
REF
DW
W/D
REF
DW
W/D
REF
DW

EXHIBIT B – MAPS

B.1 – VICINITY MAP
B.2 – RADIUS MAP
B.3 – ZIMAS MAP
B.4. – VERMONT/WESTERN SNAP SPECIFIC PLAN AREA MAP

EXHIBIT B.1 – VICINITY MAP

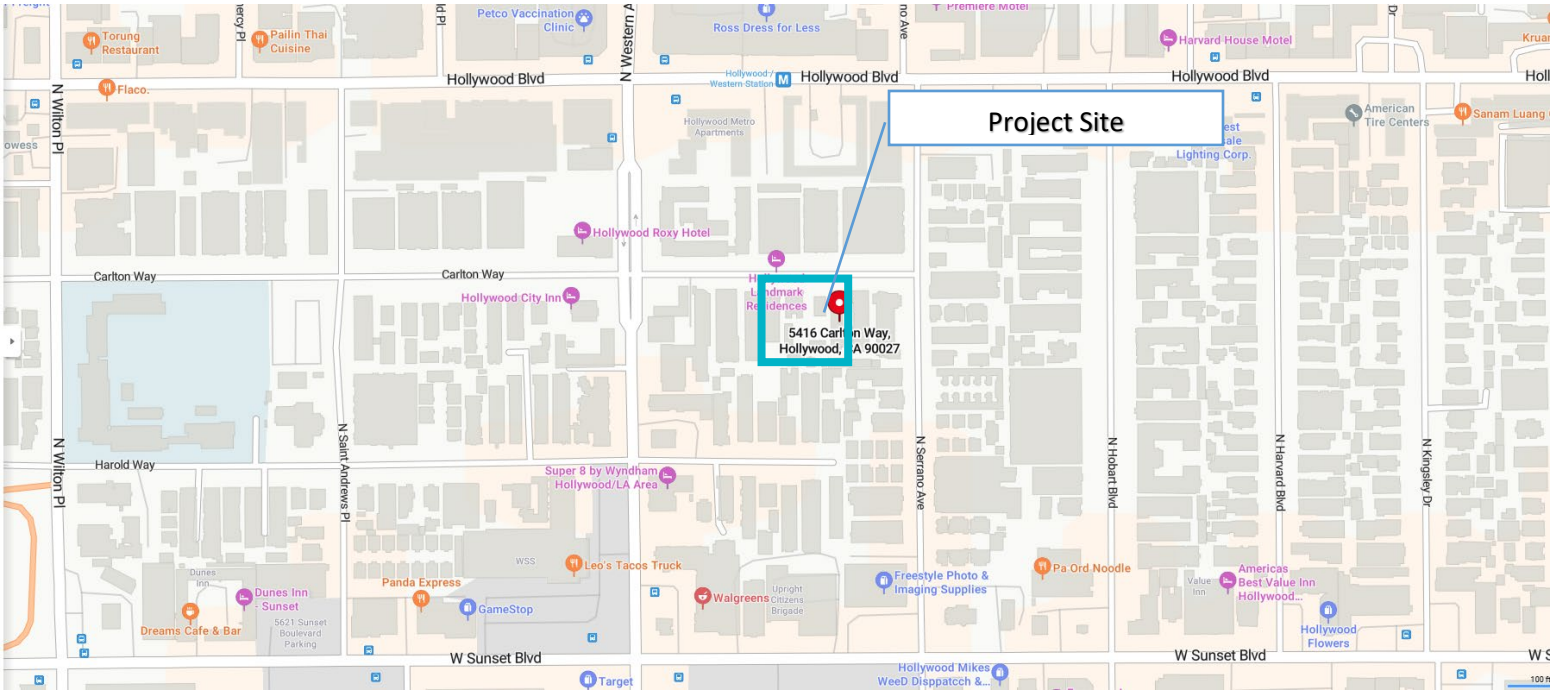
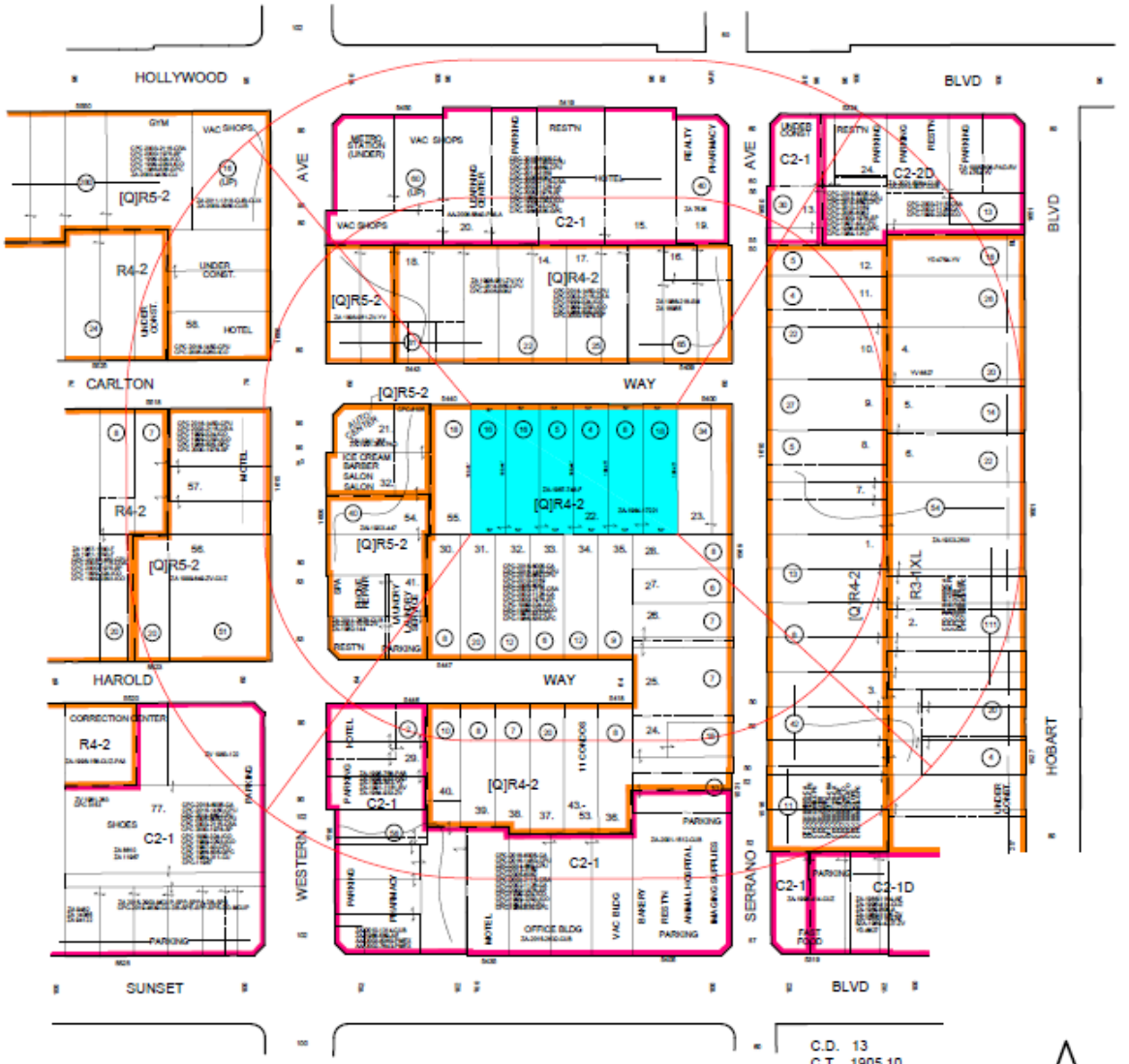


EXHIBIT B.2 – RADIUS MAP



C.D. 13
C.T. 1905.10
P.A. HOLLYWOOD
N.C. EAST HOLLYWOOD

N

1.29 NET AC.

DENSITY BONUS OFF-MENU & SPECIFIC PLAN PROJECT PERMIT COMPLIANCE

RADIUS MAPS ETC
3544 PORTOLA AVENUE
LOS ANGELES CA 90032
OFF/FAX:(323) 221-4555
radiusmapsetc@yahoo.com

SITE LOCATION:
5418-5430 W CARLTON WAY
LOS ANGELES, CA 90027

LEGAL DESCRIPTION:
LOTS 14 THRU 19, PADEN TRACT,
M.B. 16-190.

CASE NO.

DATE: 12 - 18 - 2023
SCALE: 1" = 100'
USES FIELD
D.M. 148 5A 193
T.B. PAGE: 593 GRID: H-4
A.P.N.: 5544-022-006 TO 011

EXHIBIT B.3 – ZIMAS MAP

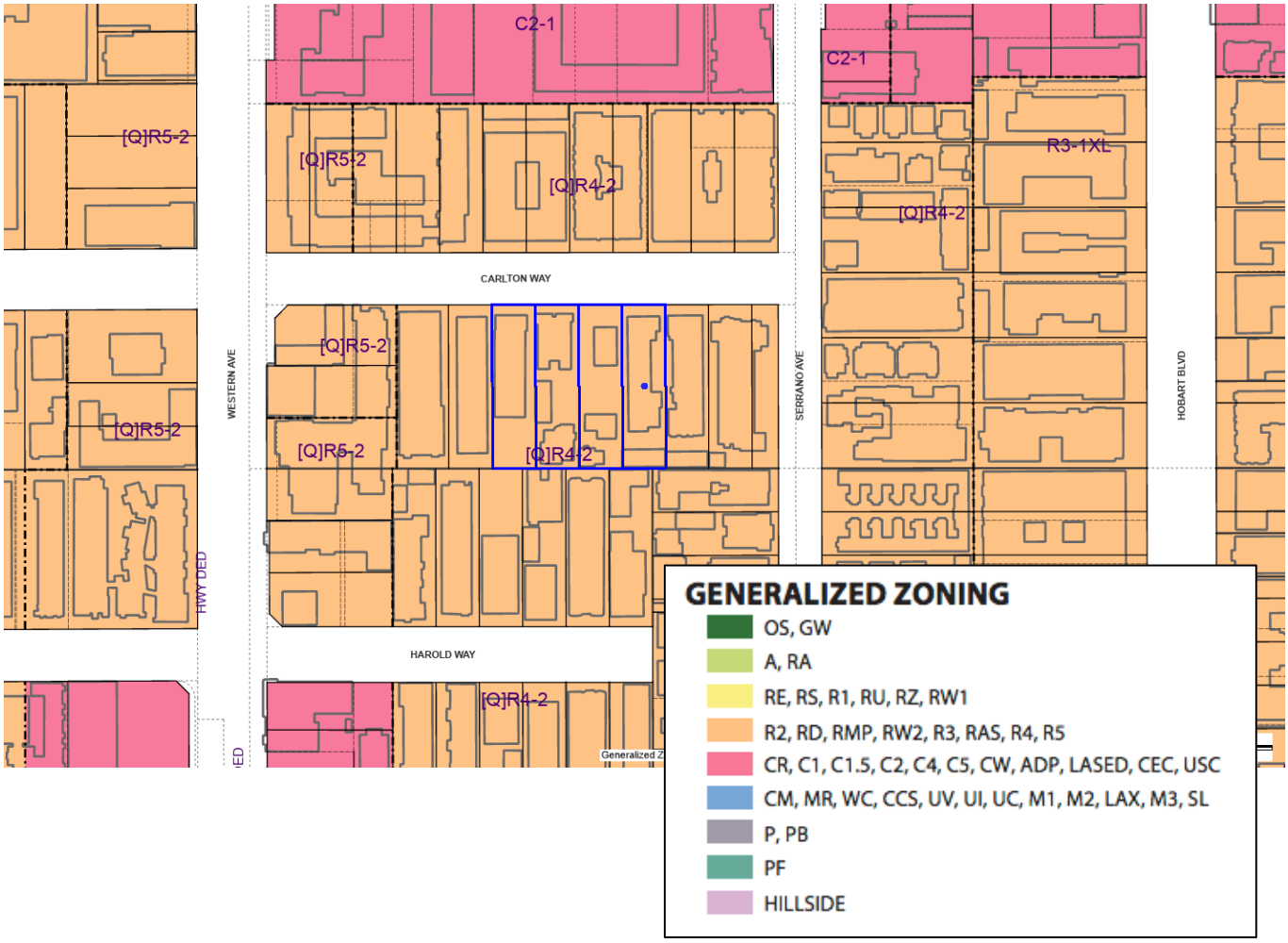
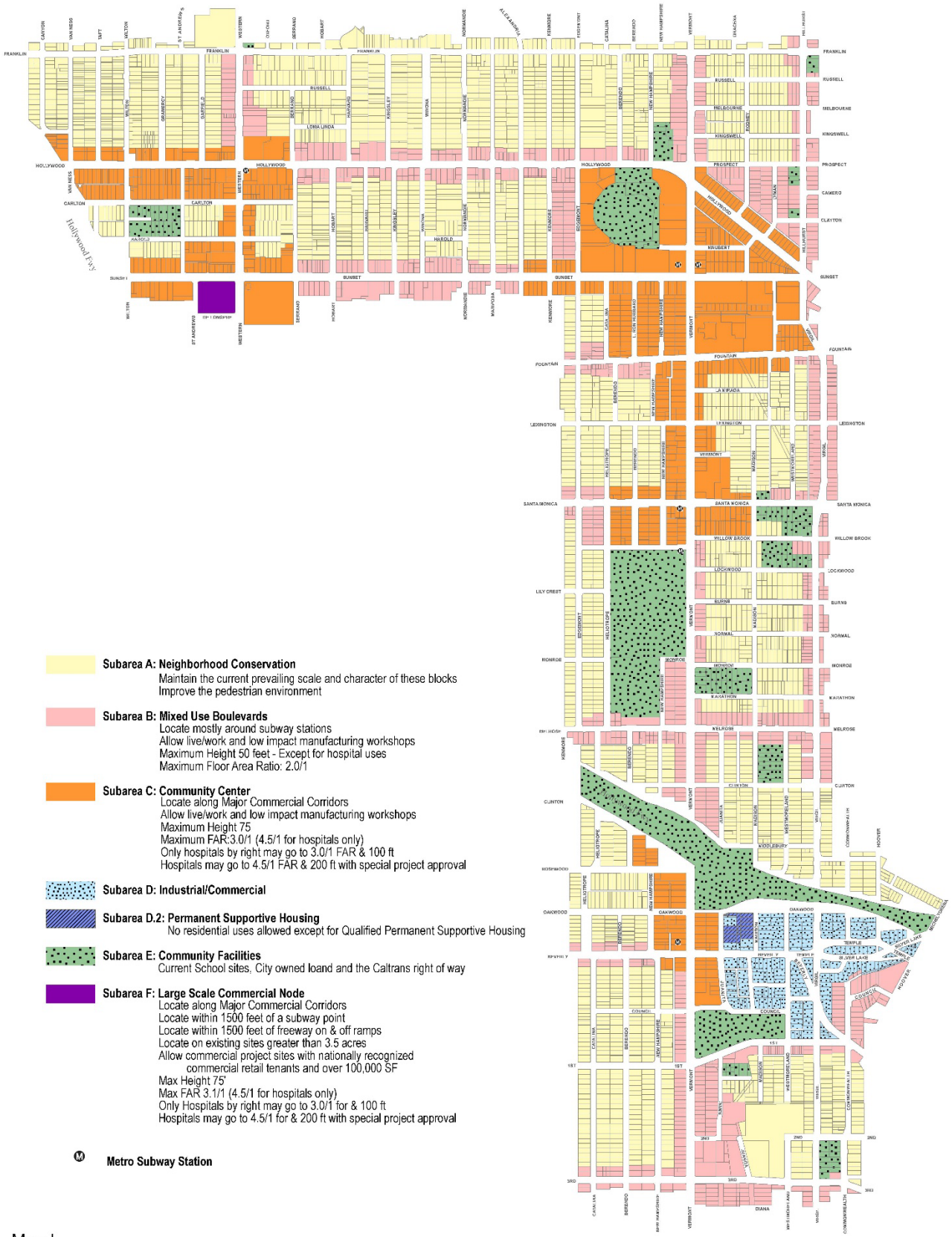


EXHIBIT B.4 – VERMONT/WESTERN SNAP SPECIFIC PLAN MAP



Subarea A: Neighborhood Conservation
Maintain the current prevailing scale and character of these blocks
Improve the pedestrian environment

Subarea B: Mixed Use Boulevards
Locate mostly around subway stations
Allow live/work and low impact manufacturing workshops
Maximum Height 50 feet - Except for hospital uses
Maximum Floor Area Ratio: 2.0/1

Subarea C: Community Center
Locate along Major Commercial Corridors
Allow live/work and low impact manufacturing workshops
Maximum Height 75
Maximum FAR:3.0/1 (4.5/1 for hospitals only)
Only hospitals by right may go to 3.0/1 FAR & 100 ft
Hospitals may go to 4.5/1 FAR & 200 ft with special project approval

Subarea D: Industrial/Commercial

Subarea D.2: Permanent Supportive Housing
No residential uses allowed except for Qualified Permanent Supportive Housing

Subarea E: Community Facilities
Current School sites, City owned loand and the Caltrans right of way

Subarea F: Large Scale Commercial Node
Locate along Major Commercial Corridors
Locate within 1500 feet of a subway point
Locate within 1500 feet of freeway on & off ramps
Locate on existing sites greater than 3.5 acres
Allow commercial project sites with nationally recognized commercial retail tenants and over 100,000 SF
Max Height 75'
Max FAR 3.1/1 (4.5/1 for hospitals only)
Only Hospitals by right may go to 3.0/1 for & 100 ft
Hospitals may go to 4.5/1 for & 200 ft with special project approval

Ⓜ **Metro Subway Station**

Map I

Vermont/Western Transit Oriented District Specific Plan

(Station Neighborhood Area Plan)

CPC 2019-5596

Los Angeles Department of City Planning: G.I.S. Section/CF

Not to Scale

EXHIBIT C – ENVIRONMENTAL CLEARANCE

C.1 – NOTICE OF EXEMPTION (ENV-2024-915-CE)
C.2 – CLASS 32 JUSTIFICATIONS (ENV-2024-915-CE)

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2024-914-DB-SPPC-VHCA / Density Bonus, Specific Plan Project Compliance

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2024-915-CE
PROJECT TITLE	COUNCIL DISTRICT
5424 West Carlton Way	13 – Soto-Martinez

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
5424 W. Carlton Way (5416-5418, 5420, 5424-5428, and 5430 West Carlton Way)

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
The project includes the demolition of seven (7) existing residential buildings and accessory uses, inclusive of a 16-unit apartment building, a four (4)-unit apartment building, three (3) single family dwellings, and a duplex building, and the construction, use and maintenance of a new 131-unit apartment building with 15 units restricted to Very Low Income Households and an existing eight (8)-unit apartment building, on an approximately 37,688.3 square-foot (0.87 acre) site within Subarea A of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The proposed project includes the removal of two (2) street trees, three (3) on-site protected trees, and 12 on-site non-protected trees. The proposed project is comprised of an eight (8)-story, 105-foot, 4-inch in height residential building, with one (1) at-grade parking level and two (2) and one-half (½) subterranean parking levels, and a total of 144,851 square feet of floor area resulting in a floor area ratio (FAR) of 4.8:1. The project will provide 148 vehicular parking spaces, 70 long term and 2 short term bicycle parking spaces, 3,405 square feet of usable open space, and 35 on-site and 10 street trees. The project will require the export of approximately 26,100 cubic yards of soil.

NAME OF APPLICANT / OWNER:
Maria Flores, 5430 Carlton LLC (Applicant / Owner)

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Gary Benjamin (Representative)	(213) 479-7521

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **Section 15332 / Class 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

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

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Danalynn Dominguez	City Planner

ENTITLEMENTS APPROVED
DB-SPPC-VHCA (See Case No. CPC-2024-914-DB-SPPC-VHCA)

DISTRIBUTION: County Clerk, Agency Record
Rev. 6-22-2021

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

Categorical Exemption

5424 Carlton Way Project

Environmental Case Number: ENV-2024-915-CE
Related Case Number: CPC-2024-914-DB-SPPC-VHCA

Project Location: 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027

Community Plan Area: Hollywood

Council District: 13 – Soto-Martinez

Project Description: The Project Site is located on the south side of Carlton Way, midblock between Serrano Avenue to the east and Western Avenue to the west, in the Hollywood Community Plan area of the City of Los Angeles in the County of Los Angeles. The Project Site contains eight existing residential and accessory structures with a total of 33 units and 22,916 square feet of floor area. The Project would demolish seven existing residential and accessory structures with a total of 25 units and 16,959 square feet at 5420 through 5430 Carlton Way. The Project would construct a new 138,894 square-foot, eight-story, 105-foot, 4-inch apartment building with 131 dwelling units, including 74 studio units, 49 one-bedroom units, and eight two-bedroom units, above two and one-half subterranean parking levels containing 148 residential parking stalls. The Project would include the maintenance of an existing 5,957 square-foot, two-story apartment building at 5416-5418 Carlton Way, with eight dwelling units, including one studio unit, six one-bedroom units, and one two-bedroom unit. The Project would have a total of 144,851 square feet of floor area (4.81 FAR) and 139 dwelling units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units, with 15 Very Low Income Units.

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following:

A. Pursuant to AB 2334 and AB 2345, the Applicant proposes to utilize a 46% density bonus, as permitted within the Hollywood Redevelopment Plan area, to increase the maximum allowable density from 95 dwelling units to 139 dwellings (of which 15 units will be set aside for Very Low Income households), to utilize AB 2097 parking reductions, and to request the following Off-Menu Density Bonus Incentives and Waiver of Development Standards pursuant to Sections 12.22-A,25(g)(2) & (3) of LAMC Chapter 1 and Section 13B.2.5 of LAMC Chapter 1A:

   i. Off-Menu Incentives:

      1. Off-Menu Incentive to permit a 12’-6” minimum building setback along Carlton Way, in lieu of a 14.94’ minimum building setback, as otherwise required by SNAP Section 7-E.

      2. Off-Menu Incentive to permit an 18’-3” maximum building setback along Carlton Way, in lieu of a 14.99’ maximum building setback, as otherwise required by SNAP Section 7-E.

      3. Off-Menu Incentive to permit roof lines of up to 169’-1” without breaks, in lieu of 40’, as otherwise required by SNAP Development Standards Section IV-13.

   ii. Waiver of Development Standards:

      1. Waiver of Development Standard for a 66-6” height increase to permit a maximum building height of 105-4”, in lieu of the 38’-10” maximum height, as otherwise required by SNAP Section 7-D.

      2. Waiver of Development Standard to permit four lots with a total combined area of 37,688 square feet to be tied

together to form a single building site in lieu two lots with a total combined area of 15,000 square feet, as otherwise required by SNAP Section 7-A.

3. Waiver of Development Standard for a 70% rear yard reduction to permit 6', in lieu of 20', as otherwise required by LAMC 12.11-C,3.
4. Waiver of Development Standard for a 54.6% westerly side yard reduction to permit 5', in lieu of 11', as otherwise required by LAMC 12.11-C,2.
5. Waiver of Development Standard for a 58.4% reduction of the space between buildings width requirement, to permit 9'-2" width between buildings, in lieu of the minimum width of 22', as otherwise required by LAMC 12.21-C,2(a).
6. Waiver of Development Standard for a 72.8% passageway width reduction, to permit a 6' passageway in lieu of the minimum passageway width of 22', as otherwise required by LAMC 12.21-C,2(b).
7. Waiver of Development Standard for a 74.4% reduction in required open space to permit a minimum of 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

B. Pursuant to LAMC Chapter 1A, Section 13B.4.2, the applicant requests a Specific Plan Project Compliance review to determine compliance with Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan.

As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, street tree removal (if applicable), and tenant improvements.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Los Angeles City Planning	CAJA Environmental Services, LLC 9410 Topanga Canyon Blvd., Suite 101, Chatsworth, CA 91311	5430 Carlton, LLC 9454 Wilshire Boulevard, Suite 850, Beverly Hills, CA 90212

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H Historical Resource Assessment Report, Chronicle Heritage, June 3, 2024

Section 1
Project Description

This section is based on the following item, which is included as **Appendix A** to this CE:

A Plans, Steinberg Hart, November 20, 2024

Landscape Plans, Agency Artifact (included as part of **Appendix A**)

1 Project Information

Project Title: 5424 Carlton Way Project

Document Type: Class 32 Categorical Exemption (CE) for new residential-use in-fill development (the Project)

Environmental No.: ENV-2024-915-CE

Related Case No.: CPC-2024-914-DB-SPPC-VHCA

Project Location: 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027 (Project Site or Site)

Lead Agency: City of Los Angeles, Los Angeles City Planning
200 N. Spring Street, Room 621, Los Angeles, CA 90012
Danalynn Dominguez, City Planner
213-978-1340, danalynn.dominguez@lacity.org

Applicant: 5430 Carlton, LLC
9454 Wilshire Boulevard, Suite 850, Beverly Hills, CA 90212

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are

declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

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

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

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

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

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

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

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

3 Environmental Setting

3.1 Project Location

The Project Site is located on the south side of Carlton Way, midblock between Serrano Avenue to the east and Western Avenue to the west, in the Hollywood Community Plan area of the City of Los Angeles (City) in the County of Los Angeles (County).

The Site is located approximately 4.2 miles northwest of Downtown Los Angeles and 13 miles northeast of the Pacific Ocean.

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

See **Figure 1-3, USGS Map**, for the location of the Site within the USGS quadrangle.

3.2 Surrounding Land Uses

North across Carlton Way are two multi-family residential buildings (from west to east), zoned [Q]R4-2:

- 2-story building (5427-5435 Carlton Way)
- 4-story building (5425 Carlton Way)

South adjacent to the Site are several multi-family residential buildings (from west to east), zoned [Q]R4-2:

- 2-story building (5433 Harold Way)
- 2-story building (5425-5429 Harold Way)
- 3-story building (5423 Harold Way)
- 3-story building (5419 Harold Way)

West adjacent to the Site is a 2-story multi-family building (5434-5436 Carlton Way). This area is zoned [Q]R4-2.

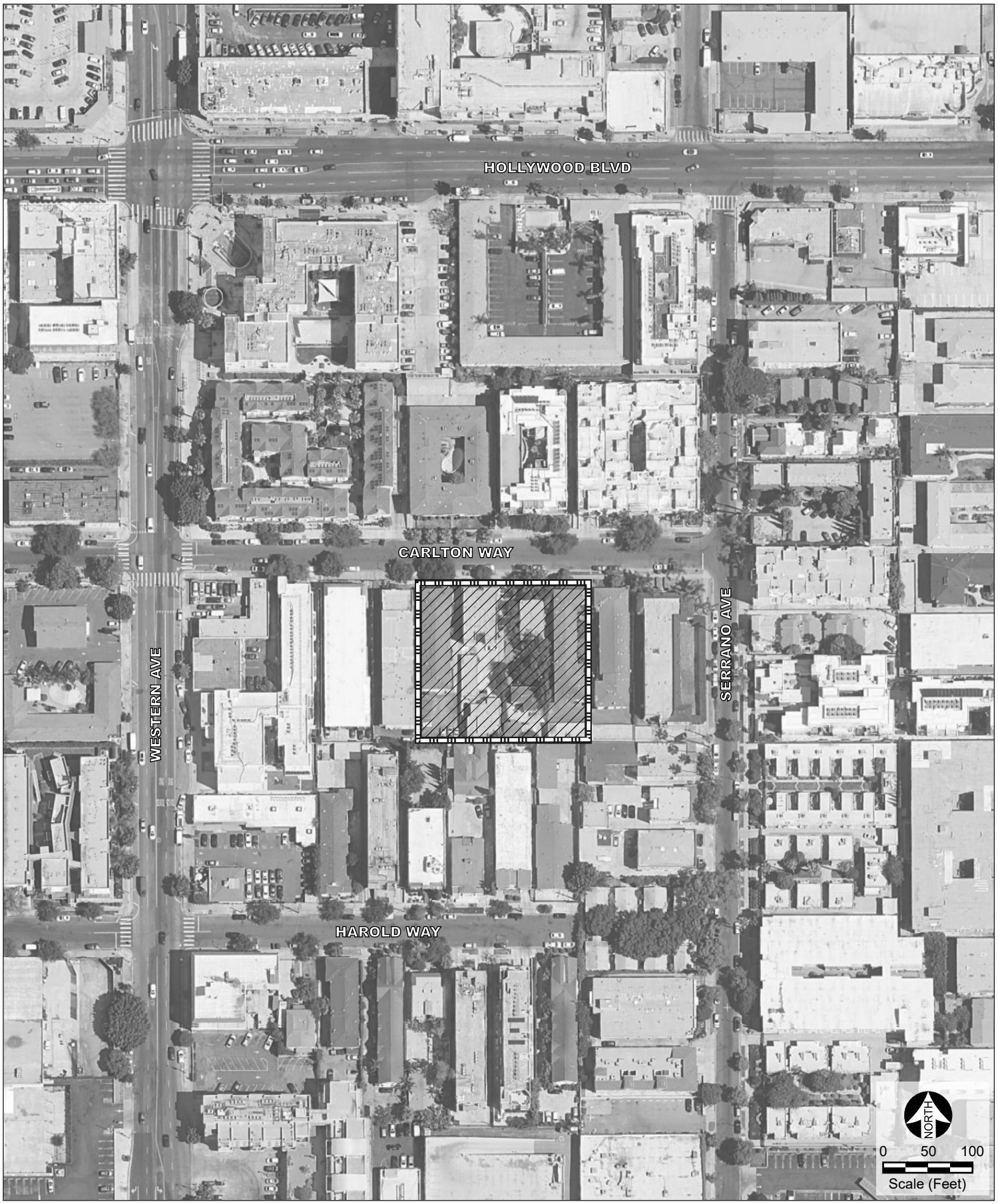
East adjacent to the Site is a 2-story multi-family building (5412 Carlton Way). This area is zoned [Q]R4-2.

Legend

Project Site

Source: Google Maps 2024.

Figure 1
Regional Map

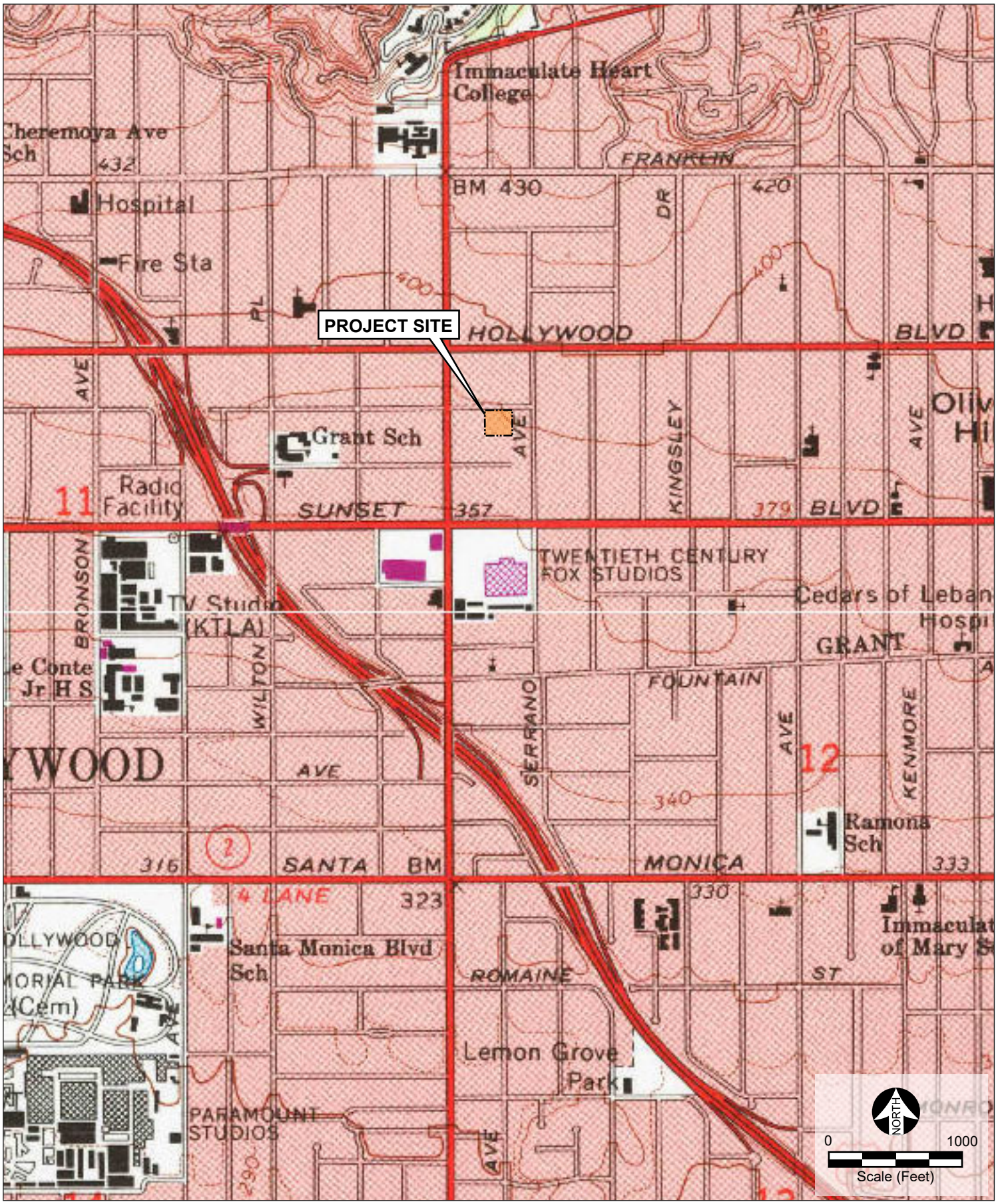


Legend

Project Site

Source: Google Maps 2024.

Figure 2
Aerial Map



Legend

Project Site

Figure 3
USGS Map

Source: Hollywood Quadrangle, 7.5 Minute Series, 1966, Photorevised 1981, Minor Revision 1994.

3.3 Regional and Local Access

Regional access is provided by:

- US-101 (Hollywood) Freeway, 1,950 feet southwest of the Site

Local access is provided by (designation in the Mobility Plan 2035):[1]

- Carlton Way (Local Street Standard), adjacent north of the Site
- Serrano Avenue (Local Street Standard), 150 feet to the east of the Site
- Western Avenue (Modified Avenue I), 275 feet to the west of the Site
- Hollywood Boulevard (Avenue I), 450 feet to the north of the Site
- Sunset Boulevard (Avenue I), 640 feet to the south of the Site

3.4 Bicycle Facilities

The following bicycle facilities are located nearby:[2]

- Metro Bike Share station:[3]
    - Western Avenue and Hollywood Boulevard (Metro B Line Station), 430 feet northwest of the Project Site
- Bike Lane:[4]
    - Fountain Avenue is designated a Sharrow Bicycle Route (Class III), 1,800 feet south of the Site
    - Franklin Avenue is designated a Sharrow Bicycle Route (Class III), 1,800 feet south of the Site

3.5 Pedestrian Facilities

There is a sidewalk along the Project Site's north side on Carlton Way. Striped crosswalks and a pedestrian signal light are provided at the nearest intersection:

- Western Avenue and Carlton Way, 275 feet west of the Site

1 NavigateLA, Mobility Plan 2035: https://navigatela.lacity.org/navigatela/, accessed May 1, 2024.

2 LADOT Programs: https://ladotlivablestreets.org/programs/active-transportation/maps, accessed May 1, 2024.

3 Metro Bike Share: https://bikeshare.metro.net/stations/, accessed May 1, 2024.

4 NavigateLA, LADOT Bikeways (Existing): https://navigatela.lacity.org/navigatela/, accessed May 1, 2024.

3.6 Public Transit

The Site is within a High-Quality Transit Area (HQTA),[5] which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.[6] The City of Los Angeles defines peak commute hours as between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM. AB 2553 (in effect January 1, 2025) changes the criteria of a Major Transit Stop from a 15-minute to 20-minute bus route service interval.[7]

Los Angeles County Metropolitan Transportation Authority (Metro)[8] and Los Angeles Department of Transportation (LADOT)[9] operate public transit in the area, as shown in **Table 1-1, Public Transit**.

Table 1-1
Public Transit

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period)
Metro					
2	Bus	East-west on Sunset	Western	890 feet southwest	8 minutes
180	Bus	East-west on Hollywood	Western	460 feet north	12 minutes
207	Bus	North-south on Western	Hollywood	500 feet northwest	6-7.5 minutes
217	Bus	East-west on Hollywood	Western	460 feet north	10 minutes
B	Subway	Hollywood Boulevard	Western	430 feet northwest	12 minutes
LADOT DASH					
Hollywood	Bus	East-west on Sunset	Western	890 feet southwest	30 minutes
Distance is measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways), or the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Metro 2 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12181538/002_TT_12-15-24.pdf Metro 180 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182353/180_TT_12-15-24.pdf Metro 207 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182521/207_TT_12-15-24.pdf Metro 217 Line schedule (December 15, 2024): https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182620/217_TT_12-15-24.pdf Metro B Line schedule (September 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/06/19121110/802_TT_09-23-23-1.pdf LADOT Hollywood schedule (July 2023): https://www.ladottransit.com/dash/routes/hollywood/hollywood.html					

5 SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954, accessed May 1, 2024.

6 SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed May 1, 2024.

7 AB 2553: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB2553, , accessed December 7, 2024.

8 Metro System Map: https://www.metro.net/riding/guide/system-maps/, accessed May 1, 2024.

9 LADOT: https://www.ladottransit.com/dash/, accessed May 1, 2024.

3.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation. The Site is zoned [Q]R4-2 (Residential zone in Height District 1) and is subject to a High Density Residential land use designation.[10]

Corresponding zones in the land use designation are R4 and [Q]R5. In addition to commercial uses, the R4 zone permits residential uses at one (1) dwelling unit per 400 square feet of lot area. Height District 1, in conjunction with the Site's R4 zoning, permits a base 3:1 Floor Area Ratio (FAR) and no height or stories restriction.

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
5430 W. Carlton Way	15	5544-022-007	9,421.8	[Q]R4-2	High Density Residential
5424, 5426, 5428 W. Carlton Way	16	5544-022-008	9,422.0		
5420, 5422 W. Carlton Way	17	5544-022-009	9,422.2		
5416, 5418 W. Carlton Way	18	5544-022-010	9,422.3		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, May 2024.					

The Project Site also is subject to the following relevant Zoning Information (ZI) items:

- ZI-2286 Specific Plan: Vermont/Western Station Neighborhood Area Plan (Subarea: A. Neighborhood Conservation)
- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2512 Housing Element Inventory of Sites
- ZI-2488 Redevelopment Project Area: Hollywood
- ZI-2433 Revised Hollywood Community Plan Injunction

The Project Site is identified in ZIMAS as being located within a Transit Oriented Communities (TOC) housing incentive area (Tier 4) due to being located within one-half mile of a Major Transit Stop based on the shortest distance between any point on the lot and a qualified Major Transit Stop[11] at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217 and Metro B Line subway. As shown by **Table 1-1**, these lines have headways of 15 minutes or less during peak hours.

10 Los Angeles Zoning Summary: https://planning.lacity.org/zoning/regulations-summary, accessed May 1, 2024.

11 PRC Section 21064.3(c) ("Major transit stop" means a site containing any of the following: The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.)
Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Pursuant to Assembly Bill (AB) 2097 (Government Code Section 65863.2), a public agency (such as the City[12]) is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop.[13]

The Project Site is located within an AB 2097: Reduced Parking Area.[14] The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.

3.8 Existing Conditions

The lot area is 37,711 square feet (0.87 acres).[15]

The Project Site contains eight existing residential and accessory structures with a total of 33 units and 22,916 square feet of floor area, as described in **Table 1-3, Existing Buildings**.

Table 1-3
Existing Buildings

Address	Use	Building	Units	Size (sf)	Year Built
5430 W. Carlton Way	Residential	One 2-story	16	6,822	1952
5424, 5426, 5428 W. Carlton Way	Residential	One 2-story	4	4,472	1921
	Residential	One 1-story	1	1,437	1921
	Garage	One 1-story	-	-	-
5420, 5422 W. Carlton Way	Residential	One 2-story	2	2,288	1917
	Residential	One 2-story	1	1,430	1916
	Residential	One 1-story	1	510	1926
5416, 5418 W. Carlton Way	Residential	One 2-story	8	5,957	1948
Total			**33**	**22,916**	
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, April 2024.					

The Project Site contains three street trees in the adjacent right-of-way in front of the Project Site, all of which are protected species[16], of which two will be removed.[17] The Project Site also has a total of 16 onsite trees on private property, including three protected trees, and up to all 16 onsite

12 City of Los Angeles, Assembly Bill 2097: https://planning.lacity.gov/project-review/assembly-bill-2097, accessed April 2, 2024.

13 Memorandum, Implementation of AB 2097, October 23, 2023: https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fdfbc33/AB2097_Memo_Oct_2023.pdf, accessed May 1, 2024.

14 Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, accessed May 1, 2024.

15 Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.

16 LAMC Section 46.01: "PROTECTED TREE OR SHRUB" means any of the following Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: Protected Trees: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus berberidifolia*); (b) Southern California Black Walnut (*Juglans californica*); (c) Western Sycamore (*Platanus racemosa*); (d) California Bay (*Umellularia californica*). Protected Shrubs: (a) Mexican Elderberry (*Sambucus mexicana*); (b) Toyon (*Heteromeles arbutifolia*). This definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees or shrubs planted or grown as a part of a planting program.

17 Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.

trees are potentially proposed to be removed.[18]

4 Proposed Project

4.1 Project Overview

The Project would demolish seven existing residential and accessory structures with a total of 25 units and 16,959 square feet at 5420 through 5430 Carlton Way.

The Project would construct a new 138,894 square-foot, eight-story, 97-foot, nine-inch apartment building with 131 dwelling units, including 74 studio units, 49 one-bedroom units, and eight two-bedroom units, above two and one-half subterranean parking levels containing 148 residential parking stalls.

The Project would include the maintenance of an existing 5,957 square-foot, two-story apartment building at 5416-5418 Carlton Way, with eight dwelling units, including one studio unit, six one-bedroom units, and one two-bedroom unit.

The Project would have a total of 144,851 square feet of floor area (4.81 FAR) and 139 dwelling units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units, with 15 Very Low Income Units.

See **Figure 1-4, Plot Plan**, for the plan of the Project.

The Project is summarized in **Table 1-4, Project Summary**.

Table 1-4
Project Summary

Status	Use	Units	Size (sf)
Existing to be removed	Residential	(25)	(16,959)
Existing to be maintained	Residential	8	5,957
New Construction	Residential	131	138,894
	Total	**139**	**144,851**
Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.			

[18] Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.

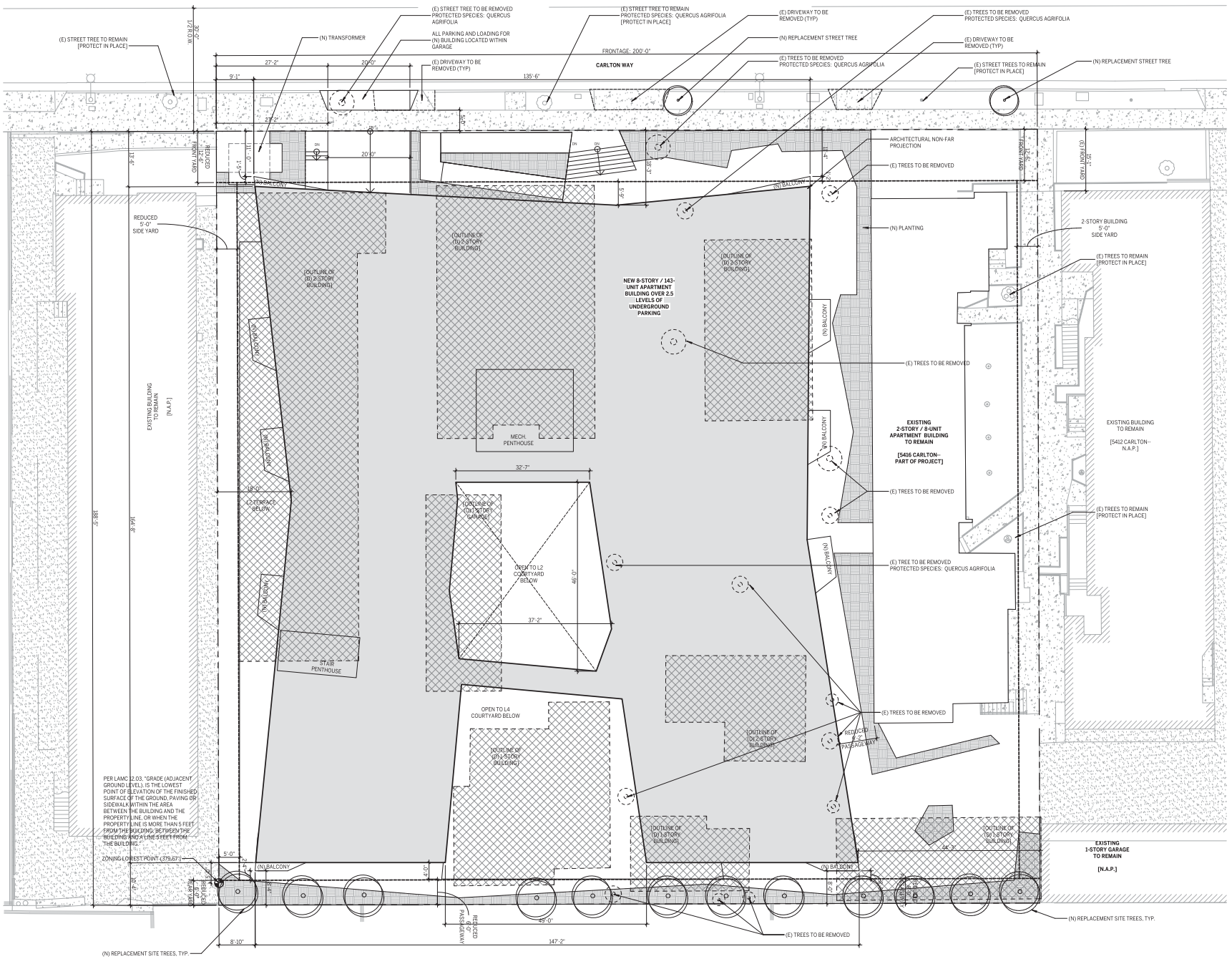


Figure 4
Plot Plan

Source: Steinberg Hart, 2023.

4.2 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building (and subterranean level) and residential units located within the building have been integrated into the overall architectural theme of the Project.

The building's ground level would incorporate pedestrian scale uses and design, with a street fronting residential entrance along Carlton Way. In addition, the building's proposed design architecturally differentiates the base of the building (parking) and commercial from the residential use above including colored elements and different sized windows and glazing. The upper residential levels of the building incorporate varied articulation including balconies.

The Project is designed with a façade that utilizes a variety of materials. The Project would include outdoor amenities including a second floor courtyard and rooftop recreation decks.

The building design focuses on human scale at the ground level with a prominent entryway and glazing at street level to promote a safe, comfortable, and accessible pedestrian experience. The overall design of the project includes a high percentage of windows and glass balconies along the street-facing frontage, providing visual connections between pedestrians and the building. Overall, the building also includes design elements, such as accent colors and panels, façade articulation, and balconies with a high degree of transparency.

These materials add visual interest through different textures and colors. This variation, along with insets and offsets and street-facing residential windows and storefront glazing at the ground floor, separates the upper residential portions of the building from the ground floor parking and lobby entrance, avoids a dull or repetitive façade, and contributes to neighborhood safety by activating the Site and putting more “eyes on the street.”

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored elements, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the ground floor to upper levels.

Rooftop equipment would be set back from the roof parapet edge and appropriately screened from public view. The Project is designed to minimize the visual impact of building mechanics and maintenance areas. Electrical rooms, storage rooms, and trash and recycling areas, are located within the building and are not visible from surrounding public streets and public view. The Project Site is located in an urbanized and fully developed portion of the City. The built environment and proposed developments are characterized by a variety of architectural styles, age of buildings, type of developments, and size.

4.3 Density

See **Table 1-5** for the density calculation. Pursuant to the City’s General Plan and LAMC Section 12.11 C.4, the maximum residential density within the R4 zone is generally one dwelling unit for

every 400 square feet of lot area. With a lot area of 37,688.3 square feet, the base density is 95 units (Density Bonus rounded up from 94.22 units).

The Project requests a Density Bonus to allow an increase in number of dwelling units by 46% or 44 additional units. This would allow 139 units.

The Project proposes 139 units, of which 12% (17 units) would be reserved for affordable units (15 Very Low Income Units and two Low Income Units). The remaining 122 units would be market rate.

With a Site area of 0.87 acres, the Project has a density of 160 units per acre.

Table 1-5
Density

Lot Area	LAMC Base Density		DB Max Density		Provided
	Rate	Density	Incentive	Density	
37,688.3 sf	1 unit / 400 sf	95 units	+46% (+44 units)	139 units	139 units
LAMC rounds down. DB rounds up Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.					

4.4 Floor Area

See **Table 1-6** for the floor area and floor area ratio (FAR), or ratio of floor area to the Site's buildable area. Per LAMC Section 12.03, the definition of buildable area is all that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses. For development of residential and mixed-use projects in the C2, C4, or C5 zones, buildable area shall have the same meaning of lot area.

Under the LAMC, in the R4 zone and Height District 2, FAR is normally limited to 6:1. With a buildable area of 30,103.91 square feet, the Site's floor area would be limited to 180,623.46 square feet.

The Project proposes a total floor area of 144,851 square feet (4.82:1 FAR).

Table 1-6
Floor Area

Buildable Area	LAMC Base		Provided	
	FAR	Floor Area	FAR	Floor Area
30,103.91 sf	6:1	180,623.46 sf	4.82:1	144,851 sf
LAMC rounds down. Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.				

4.5 Setbacks

The Project would request Off-Menu Incentives for a front building setback along Carlton Way of 12'-6", rather than 14.94' and a maximum building setback along Carlton Way of 18'-3", rather than the 14.99' maximum building setback, as otherwise required by the Specific Plan Section

7.E.

The Project would request a Waiver of Development Standards for a 70% rear yard reduction to permit 6', in lieu of 20', as otherwise required by LAMC 12.11-C,3.

The Project would request a Waiver of Development Standard for a 54.6% west side yard reduction to permit 5', in lieu of 11', as otherwise required by LAMC 12.11-C,2.

4.6 Height

Pursuant to LAMC Section 12.21.1.B.3(a), rooftop structures, equipment and improvements may exceed the maximum building height when authorized, provided the structure, equipment or improvement is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.

Pursuant to LAMC Section 12.21.1.B.3, chimney, exhaust ducts, solar water heaters, or any roof structure housing stairways, elevators or ventilation fans may also exceed the building height limit by up to five feet, but are not required to provide a setback from the perimeter of the roof. Where height is limited to seventy-five (75) feet, roof structures for the housing of elevators and stairways may exceed the building height limit by up to twenty (20) feet in height.

The Project Site is located in the R4 zone and Height District 2, which allows unlimited height and unlimited stories. However, the [Q] Condition limits height to 45 feet. In addition, the Project is subject to transitional height requirements, the maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot.

The height of the existing adjacent structure is 23 feet, 10 inches, permitting a maximum transitional height of 38 feet, 10 inches.

The Project would request a Waiver of Development Standard for a 66-foot, six-inch height increase to permit a transitional building height of 105 feet, four inches in lieu of 38 feet, 10 inches, as otherwise required by SNAP Section 7-D.

4.7 Open Space

Table 1-7, Open Space, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

The Project would be required to provide 13,300 square feet of open space, based on 131 proposed units (not counting the 8 existing units to remain). Of the 13,300 square feet of open space, a minimum of 50% is required as common open space, or 6,650 square feet. In addition, a maximum of 25% is allowed for indoor open space, or 3,325 square feet.

The Project, at its proposed unit mix, would provide 9,223 square feet of open space, consisting of an indoor recreation room, courtyard, roof deck, and balconies. There will be a pool on the level 4 courtyard.

The counted provided open space per SNAP Section 7-F.1 is 3,405 square feet. The Project would request a Waiver of Development Standard for a 74.4% reduction in required open space to permit 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

Table 1-7
Open Space

Use	Type	Quantity	Rate	Total (sf)
Required				
< 3 habitable rooms	Studio	74 units	100 sf / unit	12,300
	1-bedroom	49 units		
= 3 habitable rooms	2-bedroom	8 units	125 sf / unit	1,000
> 3 habitable rooms	3-bedroom	0 units	175 sf / unit	0
			Total Required	**13,300**
Provided				
Common	Indoor		Level 4 Fitness	635
			Level 5 Gym	635
			Subtotal Indoor	**1,270**
	Outdoor		Level 1 Outdoor Patio	1,702.5
			Level 4 Pool Deck	1,702.5
			Subtotal Outdoor	**3,405**
			Subtotal Common	**4,675**
	Private		Balconies	4,499
			Total Provided	**9,174**

Per LAMC 12.21.G.2
Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room.
For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.
A studio and 1 bedroom units have less than 3 habitable rooms. A 2 bedroom has 3 habitable rooms.
Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.

4.8 Landscaping

See **Table 1-8, Landscape Area and Tree Requirement,** for the required and provide landscape area and trees. Per LAMC Section 12.21.G.a.3, a minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs, or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

The Project is required to provide 25 percent of its 3,405 square feet of qualifying open space as landscaping, or 851.25 square feet. The Project would provide 851.25 square feet of landscaped common open space on the ground floor and level 4 pool deck.

Per LAMC Section 17.05.R.4.(a), the protected tree or shrub that is removed shall be replaced within the property by at least four specimens of a protected variety.[19] The removal of three onsite protected trees would require the planting of 12 protected trees. The removal of the two street protected trees would be replaced on a 2:1 ratio, for a total of 4 new protected species trees. Therefore, the Project would provide 16 total protected species trees.

Should any trimming or removal of these trees become necessary, any such activity would be performed in conformance with the requirements and policies of the City's Urban Forestry Division, Bureau of Street Services regarding street trees.

The Project would be required to provide at least 33 trees (131 units / 4), based on 131 proposed units (not counting the 8 existing units to remain). The Project would provide 40 trees.

The Project would comply with LAMC requirements for trees and landscaping.

Table 1-8
Landscape Area and Tree Requirement

Use	Requirement	Quantity	Required	Provided
Landscape Area	25% of Qualifying Open Space	3,405 sf	851.25 sf	851.25 sf
Trees	1 tree per 4 residential units	131 units	33 trees	40 trees
Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE. Landscape Plans, Agency Artifact (included as part of **Appendix A**).				

4.9 Trash, Loading, Mechanical Equipment

The Project is designed to minimize the visual impact of trash receptacles and utility areas. Trash and recycle rooms/spaces are located within the building on first floor parking area, and are not visible from surrounding public streets and public view.

There is no loading area on the Site or surrounding street.

Utility rooms would be located within the building and not visible from surrounding public streets and public view.

Rooftop mechanical equipment would be set back from the roof parapet edge and appropriately screened from public view.

4.10 Access and Circulation

There are three curb cuts on Carlton Way. Two of the curb cuts would be removed and the curb cut at 5416-5418 Carlton Way for the existing building would remain.

The Project proposes a two-way (entrance/exit) driveway located along Carlton Way on the northwest corner of the Site to access the ground floor and three subterranean parking levels. There would be internal connection and circulation between the parking levels.

[19] Protected Tree Ordinance: https://streetsla.lacity.org/sites/default/files/protected_tree_ordinance.pdf, accessed April 19, 2024.

The residential lobby would be accessed by pedestrians from Carlton Way.

4.11 Vehicle Parking

Table 1-9, Vehicle Parking, provides details regarding the Project's vehicle parking.

Per Specific Plan Section 7.G.1.b, notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking.

Assembly Bill No. 2097 (AB 2097) took effect on January 1, 2023, and prohibits the City from imposing any minimum parking requirements on projects that are located within 1/2 mile of a Major Transit Stop. Since the Project Site is within 1/2 mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway, the City cannot impose any minimum parking requirements on the Project pursuant to AB 2097. Therefore, the parking required is 0 spaces.

The Project would voluntarily provide 148 residential spaces.

Table 1-9
Vehicle Parking

Use	Quantity	SNAP Required		AB 2097	Provided
		Rate	Amount		
Residential - Studio	74 units	1 space / unit	74	0	
Residential – 1-bedroom	49 units	1 space / unit	49		
Residential – 2-bedroom	8 units	1.5 space / unit	12		
Guest	131 units	0.25 spaces / unit	33		
Total			**168**	**0**	**148**
Per LAMC 12.22 A.4. Per AB 2097, 0 spaces/unit Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.					

4.11.1 Electric Vehicle Parking

LAMC Section 99.04.106.4.2.2 creates electric vehicle (EV) parking requirements that applies to multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. It requires that 30 percent of the total number of parking spaces provided by EV-capable (on-site distribution transformers to simultaneously charge all EVs at the requires spaces), 25 percent be EV-ready (spaces equipped with low power Level 2 charging receptacles), and 10 percent have EV chargers.

The Project is required to provide 30% of spaces as EV Capable (45 spaces), 25% of spaces as EV Ready (37 spaces, which count toward the 45 EV Capable spaces), and 10% of spaces as EV Chargers (15 spaces).

Table 1-10, Electric Vehicle Parking, provides the amount of required and provided electric vehicle parking. The Project will provide EV spaces as required by the LAMC. The Project would provide 52 EV spaces (37 EV Ready, and 15 EV Chargers).

Table 1-10
Electric Vehicle Parking

Parking Provided	Required		Provided	
	EV Capable	EV Chargers	EV Capable	EV Chargers
148	45, including 37 EV Ready	15	45, including 37 EV Ready	15
Calculations for spaces shall be rounded up to the nearest whole number. EV Capable - 30% required. EV Ready (EVSE) - electric vehicle supply equipment for future charging stations. 25% of total is required. The number of EV Ready parking spaces may be counted toward the total number of EV Capable parking spaces required. EV Chargers (EVCS) – electric vehicle charging stations installed. 10% of total is required. 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen) and 2023 LAGBC. Section 4.106.4.2.2. Multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE. Additional calculations by CAJA Environmental Services, April 2024.				

4.12 Bicycle Parking

Table 1-11, Bicycle Parking, provides the amount of required and provided bicycle parking for the Project. LAMC 12.21.A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

Per Specific Plan Section 7.G.2, notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, for any Project with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of nonresidential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

The Project would provide 72 bicycle parking spaces (2 short-term and 70 long-term).

Table 1-11
Bicycle Parking

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	131 units	-	2	2	0.5 spaces / unit	65	70
LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480.							

SNAP Specific Plan Section 7.G.2.
A minimum of two short-term bicycle parking spaces shall be provided in all cases.
Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included one-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.
Therefore the 2.5 spaces rounds down to 2 spaces.
Plans, Steinberg Hart, November 20, 2024. Included as **Appendix A** of this CE.

4.13 Lighting and Signage

Project signage would include building identification, wayfinding, and security markings. Signage would be similar to other signage in the Project's vicinity.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architecture and landscaping.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of LAMC Section 93.0117(b).

4.14 Site Security

The Project would provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.15 Sustainability Features

The Project would comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)[20] and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).[21] The applicability is determined when the Project is submitted and accepted by plan check.

All building systems would meet applicable Title 24 Energy Standards. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor

20 City of Los Angeles Department of Building and Safety, Green Building, available at https://ladbs.org/forms-publications/forms/green-building/2023-green-building-forms-correction-sheets, accessed May 1, 2024.

21 California Building Codes: https://www.dgs.ca.gov/BSC/CALGreen, accessed May 1, 2024.

and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project would recycle and reuse building and construction materials to the maximum extent feasible.

The Project would provide EV spaces as required by the LAMC.

The Project will be required to be all-electric for cooking, heating/cooling, and water heating within the whole building. The only exception is cooking equipment within kitchens located in public use areas.[22]

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle trips and vehicle miles traveled for residents and visitors.

4.15.1 Solar Ready Roof

The 2022 Building Energy Efficiency Standards took effect on January 1, 2023. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the requirements of CCR Title 24, Park 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Per Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, in each dwelling unit, comply with one of the following measures: Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor.[23]

Therefore, should the Project provide smart thermostats and Energy Star rated dishwashers and refrigerators in every unit, it may be exempt from solar ready roofs per CBC Title 24 Energy Code

22 Los Angeles Ordinance No. 187,714. https://www.ladbs.org/services/green-building-sustainability#all-electric, accessed May 1, 2024.

23 CEC, 2019 Building Energy Efficiency Standards, Section 110.10: https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section11010mandatoryrequirementsforsolarreadybuildings.htm, accessed May 1, 2024.

Exception 4. Therefore, the Project would comply with the applicable CalGreen and LAGBC requirements.

4.16 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-12, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The Project's estimated operational year is 2027.[24] Construction is proposed to finish in 2027 and the Project would undergo a standard process to obtain its certification of occupancy and would begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project would demolish seven existing residential and accessory structures with a total of 25 units and 16,959 square feet, along with at least 1,100 square feet of asphalt/concrete driveways and other non-permeable surfaces at 5420 through 5430 Carlton Way.

For a conservative assumption, the Project would excavate at a depth of approximately 30 feet for the subterranean parking levels, foundation elements, and grading of soils. [25]

No fill would be imported to the Project Site. The amount of excavated earth materials exported would be up to approximately 26,100 cubic yards (which includes a 25% swell expansion potential).[26] The Project will utilize 10 cubic yard double-bottom or end dump trucks.

The truck route will be approximately 40 miles one-way, or 80 miles roundtrip, and could include the following:

- Full trucks: Exit Site and go west on Carlton Way, turn south on Western Avenue, turn west on Sunset Boulevard, to the US-101 South, to I-10 East, to I-605 North (San Gabriel River Freeway), to Arrow Highway to Nu Way Landfill destination at 1270 Arrow Highway, Irwindale, 91706.

- Empty trucks will travel in the reverse route to the Site and exit US-101 North on Santa Monica Boulevard, west on Santa Monica Boulevard, north on Western Avenue, east on Carlton Way.

Table 1-12
Construction Schedule

Phase	Schedule	Duration
Demolition	January 1, 2025 – February 14, 2025	6 weeks
Site Preparation	February 15, 2025 – February 28, 2025	2 weeks
Grading	March 1, 2025 – April 30, 2025	2 months
Trenching	May 1, 2025 – May 15, 2025	2 weeks
Construction	May 16, 2025 – May 15, 2027	24 months
Architectural Coatings	February 15, 2027 – May 15, 2027	4 months

24 Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.

25 Plans, Steinberg Hart, May 29, 2024. Included as **Appendix A** of this CE.

26 Estimates provided by the Applicant, February 2024.

Demolition involves removing buildings, structures, and any asphalt/concrete hardscape.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures, and buildings.
Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, February 2024.

4.17 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following:[27]

A. Pursuant to AB 2334 and AB 2345, the Applicant proposes to utilize a 46% density bonus, as permitted within the Hollywood Redevelopment Plan area, to increase the maximum allowable density from 95 dwelling units to 139 dwellings (of which 15 units will be set aside for Very Low Income households), to utilize AB 2097 parking reductions, and to request the following Off-Menu Density Bonus Incentives and Waiver of Development Standards pursuant to Sections 12.22-A,25(g)(2) & (3) of LAMC Chapter 1 and Section 13B.2.5 of LAMC Chapter 1A:

   i. Off-Menu Incentives:

      1. Off-Menu Incentive to permit a 12’-6” minimum building setback along Carlton Way, in lieu of a14.94’ minimum building setback, as otherwise required by SNAP Section 7-E.

      2. Off-Menu Incentive to permit an 18’-3” maximum building setback along Carlton Way, in lieu of a 14.99’ maximum building setback, as otherwise required by SNAP Section 7-E.

      3. Off-Menu Incentive to permit roof lines of up to 169’-1” without breaks, in lieu of 40’, as otherwise required by SNAP Development Standards Section IV-13.

   ii. Waiver of Development Standards:

      1. Waiver of Development Standard for a 66’-6” height increase to permit a maximum building height of 105-4”, in lieu of the 38’-10” maximum height, as otherwise required

[27] Entitlement Requests, Applicant, November 9, 2024.

by SNAP Section 7-D.

2. Waiver of Development Standard to permit four lots with a total combined area of 37,688 square feet to be tied together to form a single building site in lieu two lots with a total combined area of 15,000 square feet, as otherwise required by SNAP Section 7-A.
3. Waiver of Development Standard for a 70% rear yard reduction to permit 6', in lieu of 20', as otherwise required by LAMC 12.11-C,3.
4. Waiver of Development Standard for a 54.6% westerly side yard reduction to permit 5', in lieu of 11', as otherwise required by LAMC 12.11-C,2.
5. Waiver of Development Standard for a 58.4% reduction of the space between buildings width requirement, to permit 9'-2" width between buildings, in lieu of the minimum width of 22', as otherwise required by LAMC 12.21-C,2(a).
6. Waiver of Development Standard for a 72.8% passageway width reduction, to permit a 6' passageway in lieu of the minimum passageway width of 22', as otherwise required by LAMC 12.21-C,2(b).
7. Waiver of Development Standard for a 74.4% reduction in required open space to permit a minimum of 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

B. Pursuant to LAMC Chapter 1A, Section 13B.4.2, the applicant requests a Specific Plan Project Compliance review to determine compliance with Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan.

As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, street tree removal (if applicable), and tenant improvements.

Section 2

Environmental Analysis

1 Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

Section 15332. In-Fill Development Projects.

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

Section 15300.2. Exceptions

> *(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

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

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

2 Discussion of CCR Section 15332(a)

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. It is worth noting that plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.[1]

The legal standard that governs consistency determinations is that a project must only be in general "harmony" with the applicable land use plan to be consistent with that plan, it doesn't require perfect conformity with each and every provision and requirement of a plan, a determination over which a lead agency land use authority such as the City has significant discretion.[2]

2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City's entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City's 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

1 See Guidelines Section 15064(d)-(e),

2 See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in *Sequoyah*, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (See also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan v City and County of San Francisco* (2002), 102 Cal.App.4th 656, 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (*Friends of Lagoon Valley*.)

2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.[3] Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City's high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter are now implemented through Mobility Plan 2035.

2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City's jurisdictional control. The Noise Element is implemented by the City's noise ordinances, against which the Project's noise impacts are analyzed herein.

2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.[4]

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EOO)'s on-going efforts to use experiences and new information to improve the City's hazard program. Chapter II outlines the City's historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

3 City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

4 City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City's service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provisions with which the Project must comply in order to obtain building permits and a certificate of occupancy.

2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City's General Plan identifies five primary goals that will guide the Element:[5]

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element[6], telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state's ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

5 Los Angeles, Housing Element 2021-2029, adopted November 2021: https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan, accessed April 17, 2024.

6 California Department of Housing and Community Development, https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf, accessed April 17, 2024.

On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1). The amended Housing Element was provided to HCD immediately after its adoption for review and certification.[7] On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.[8]

The Project Site is listed as an Adequate Site for Housing in the 2021-2029 Housing Element.[9]

2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.[10]

2.1.8 Consistency Analysis

Table 2-1, General Plan, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project would be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use.

The Project's residential uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

7 Los Angeles, Housing Element 2021-2029, news: https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments, accessed April 17, 2024.

8 California Department of Housing and Community Development: https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf, accessed April 17, 2024.

9 City of Los Angeles, Housing Element, Map: https://planning.lacity.org/plans-policies/housing-element-update#maps, accessed April 17, 2024.

10 City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

Table 2-1
General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and Infrastructure and Public Services and Element Consistency Analysis

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city. **Objective 3.1**: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. **Policy 3.1.4**: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram. **Objective 3.2:** Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution. **Policy 3.2.1**: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations. **Policy 3.2.2**: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various	**No Conflict**. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. This Project thus contributes towards and facilitates the City's long-term economic viability and vision for a more livable city. The Project is proper in relation to the Site's location nearby the commercial land use designation and its proximity to transit along Western Avenue. The Project allows for improvement of the Project Site in coordination with access to mass transit. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan.

densities of residential development within neighborhoods at appropriate locations. **Objective 3.4:** Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts. **Policy 3.4.1**: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	
Multi-Family Residential	
GOAL 3C. Multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.	**No Conflict.** The Project Site is in an urbanized area with street frontage on Carlton Way (designated a Local Street Standard in the 2035 Mobility Plan), with full infrastructure to accommodate the proposed use.
Objective 3.4. Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**No Conflict.** The Project requests a Density Bonus to allow an increase in number of dwelling units by 46% or 44 additional units. This would allow 139 units. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. The Project will expand the existing multifamily neighborhood and enhance the quality of life for the City's existing and future residents by providing a range of residential units, including units set aside for Extremely Low Income households, within a modern and quality designed development which will include on-site amenities to serve the Project residents.
Objective 3.7. Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and	**No Conflict.** The Project Site is located within close proximity of public transit on Western Avenue. The Project Site has a General Plan land use designation of High Density Residential, which corresponds with the R4-zoning of the Project Site

services and the residents' quality of life can be maintained or improved. **Policies. 3.7.1** Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.[11]	(among other zones) which is equivalent to the High Medium land use designation indicated in Tables 3-1 and 3-3. Table 3-1 and Table 3-3 note that the "High Medium" Multi-Family Residential Land Use Designation corresponds to the R4 Zone. The Project Site is in the R4 Zone, which permits multi-family residential at the High Medium (R4) density (a density of 56-109 dwelling units per net acre, per Table 3-3).
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**No Conflict**. The Project Site is located within close proximity of public transit on Western Avenue. Trash receptacles and loading areas will be strategically located on the site and screened from public view to the extent possible to minimize any potential impacts to adjacent properties. Parking will be located in an on-site subterranean garage or buffered at the street level by habitable uses. Thus, the Project will provide adequate transitions where commercial and residential uses are located adjacent to one another, consistent with the General Plan.
Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.	**No Conflict**. The Project requests a Density Bonus to allow an increase in number of dwelling units by 46% or 44 additional units. This would allow 139 units. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. Thus, the Project is consistent with Policy 4.2.1 of the General Plan.
Mobility Element	
Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**No Conflict**. The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by developing a residential use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.

[11] Table 3-1 and Table 3-3 note that the "High Medium" Multi-Family Residential Land Use Designation corresponds to the R4 Zone. The Project Site is in the R4 Zone, which permits multi-family residential at the High Medium (R4) density (a density of 56-109 dwelling units per net acre, per Table 3-3).

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.	**No Conflict**. The Project would provide adequate vehicular access, improving pedestrian access, and provide bicycle facilities. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway. The Project would provide 72 bicycle parking spaces (2 short-term and 70 long-term).
Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**No Conflict**. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City's applicable related building code regulations.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**No Conflict**. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new residential development in close proximity to public transit options and jobs (including construction jobs).
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**No Conflict**. The Project would be located in an area well-served by public transit provided by Metro. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.
Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**No Conflict**. The Project would activate the area around a major transit stop and corridor with new housing.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**No Conflict**. The Project would be located in an area well-served by public transit provided by Metro. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway. These transit lines would provide service to major regional destinations, job centers, and inter-modal facilities in the City and region.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	**No Conflict**. The Project provides bicycle parking spaces in accordance with LAMC requirements.

	The Project would provide 72 bicycle parking spaces (2 short-term and 70 long-term).
Policy 3.9: Discourage the vacation of public rights-of-way.	**No Conflict**. The Project would not vacate any public rights-of-way, and all associated public rights-of-way would be maintained as part of the Project.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	**No Conflict**. The Project would not include the development of a cul-de-sac.
Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required.[12] LADOT's VMT calculator, Version 1.4, was used to determine if the project would exceed any of the Transportation Impact Assessment criteria that would require further transportation impact analysis. The Project generates greater than 250 net-new daily vehicle trips, which meets LADOT's transportation assessment guidelines for a vehicle miles traveled analysis (VMT). Based on the land use and size of the existing and proposed Project the VMT calculator determined that the Project would generate a net increase of 551 daily trips.[13] Therefore, the Project exceeds the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines. The estimated daily household VMT per capita for the Project would be 4.6. The Project's estimated total daily VMT would be 3,432. The Project's estimated daily household VMT per capita is below the 6.0 threshold of significance for the Central APC; therefore, the Project would not have a significant VMT impact.[14] Although the Project is not expected to cause any significant transportation impact or non-CEQA operational issues in accordance with the TAG, the Project proposes the following TDM measures to reduce trips, traffic, VMT, and greenhouse gas emissions (GHGs). The Project would incorporate

12 Transportation Assessment Guidelines, LADOT, August 2022.

13 Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.

14 Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.

	Transportation Demand Management (TDM) strategies pursuant to **Project Design Feature PDF-TRAN-2**, which include reduced parking supply, unbundled parking from residential leases, and the provision of bicycle parking, would facilitate reductions in the Project's VMT.[15]
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	**No Conflict**. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements, including bicycle facilities. Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.
Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict**. The Project would include residential uses located nearby a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions.
Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**No Conflict**. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106 and 99.05.106. The Project will provide EV spaces as required by the LAMC. The Project would provide 52 EV spaces (37 EV Ready, and 15 EV Chargers).
Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	**No Conflict**. During construction, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit

15 Transportation Assessment For The 5424 W. Carlton Way Residential Project, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE. The Screening Level MOU VMT Calculator showed 3,775 VMT and the Project-level VMT Calculator analysis showed 3,432 VMT.

	requirements. In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70). During operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's Low Impact Development (LID) ordinance.
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	**No Conflict.** The Project would develop a variety of floor plan layouts and bedroom types. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**No Conflict.** The Project would demolish seven existing residential and accessory structures with a total of 25 units. The Project would develop a variety of floor plan layouts and bedroom types. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**No Conflict.** The Project promotes walkable communities near public transit. Project amenities include residential open spaces and recreational uses that would promote healthy activities for future residents. The Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide "eyes on the street" with a security plan, thus promoting public safety. An objective of the Housing Element is to promote a variety of housing opportunities throughout the City. The Project would provide quality housing stock in a variety of sizes and rental prices to suit the diverse needs of the surrounding community. The Project would develop a variety of floor plan layouts and bedroom types (studio, 1-bedroom 2-bedroom). The Project Site is an infill site located within walking

	distance to transit options and would add additional residential units. As such, the Project would contribute to the promotion of a sustainable community.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	**No Conflict.** The Project would develop a variety of floor plan layouts and bedroom types. The Project would result in the development of a 131-unit residential-use building and maintenance of an existing 8-unit residential-use building that would provide 139 dwelling units, including 15 Very Low Income Units and two Low Income Units. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options. As such, the Project would contribute to the promotion of a sustainable community. The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the California's CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC. As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.
Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	**No Conflict.** The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.
Objective 4.2 Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.	**No Conflict.** The Project would comply with all federal, state, and local laws regarding fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.
Conservation Element	
15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**No Conflict.** The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.

15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	**No Conflict.** The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the City, and is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**No Conflict.** The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	**No Conflict.** The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21-A,16 and 12.21-A,4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	**No Conflict.** Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	**No Conflict.** The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	**No Conflict.** The Project provides open space. This includes an outdoor deck, indoor amenities, and balconies.

5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**No Conflict.** The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles. The Project will provide EV spaces as required by the LAMC. The Project would provide 52 EV spaces (37 EV Ready, and 15 EV Chargers). The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	**No Conflict.** The Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	**No Conflict.** The Project's regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project. Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**No Conflict.** The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**No Conflict**. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

	Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**No Conflict**. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**No Conflict**. Based on LADWP's demand projections provided in its 2020 Urban Water Management Plan (UWMP)[16], LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project's water demand is accounted for in the City's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect.

[16] LADWP 2020 Urban Water Management Plan, page ES-6: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf

	In general, projects that conform to SCAG's 2020-2045 RTP/SCS demographic projections and are in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	**No Conflict.** The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting. The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply with the City's lighting and signage ordinances and would have signage approved by LADBS.
General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: https://planning.lacity.org/plans-policies/housing-element-update City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.	

2.2 Hollywood Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement

of land use, circulation, and services that would encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

The Project Site is located within the Hollywood Community Plan. The Community Plan was adopted by City Council in December 1988.[17] The Site is designated R4 and High Density Residential by the Community Plan.[18]

The Hollywood Community Plan is undergoing a Community Plan Update and was adopted on May 23, 2023. Following adoption of the Community Plan Update, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law, which can take approximately six months to a year. After this process is complete, the Community Plan Update will be brought into effect by the City Council.[19] This is anticipated in later 2024.

As further set forth in **Table 2-2** below, the Project would implement and be consistent with the applicable goals and policies of the Community Plan. The Project includes urban infill uses (residential) with bicycle parking and is located near public transit.

The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.

Additionally, the Project would promote economic development by providing construction jobs.

By activating the streetscape and replacing underutilized residential buildings with a more dense residential development, the Project supports and promotes a pedestrian oriented streetscape.

Table 2-2, Community Plan, sets forth the Community Plan goals, objectives, and policies for residential land uses and discusses the Project's consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan.

The Hollywood Community Plan does not outline goals and policies as is traditionally the case for community plans throughout the City but instead includes a list of Objectives. Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized residential uses, the Project supports and promotes a pedestrian oriented streetscape.

17 Hollywood Community Plan: https://planning.lacity.gov/plans-policies/community-plan-area/hollywood, accessed April 18, 2024.

18 ZIMAS search: http://zimas.lacity.org/, accessed April 18, 2024.

19 Hollywood Community Plan Update: https://planning.lacity.gov/plans-policies/community-plan-update/hollywood-community-plan-update, accessed April 18, 2024.

Table 2-2
Community Plan

Objectives	Discussion
Objective 1. To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent**. The Project will further the development of Hollywood as a major center of population and help satisfy the varying housing needs and desires of all economic segments of the community, maximizing the opportunity for individual choice, through the provision of 131 new dwelling units and maintenance of eight existing dwelling units, for a total of 139 dwelling units, including studio, one-bedroom, and two-bedroom units at market-rate, Low, and Very Low income levels. The project will also further develop Hollywood as a center of employment and retail services by providing homes for area employees and customers of local businesses.
Objective 2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent**. The Project provides uses that would accommodate the surrounding area beyond the projected year of 2010. Additionally, the Project's proposed FAR is consistent with the zoning.
Objective 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments. In hillside residential areas to: a. Minimize grading so as to retain the natural terrain and ecological balance. b. Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.	**No Conflict**. The Project will redevelop the Site with a multi-family residential, transit-oriented building that will serve the neighborhood's residential needs and create pedestrian activity on adjacent streets. The Project will provide housing across multiple income levels. Future residents will be able to take advantage of the site's proximity to other neighborhood services in the area as well as major transit lines that run on Western Avenue.
https://planning.lacity.gov/odocument/78322462-6303-410a-ae8d-8435483c3b41/Hollywood_Community_Plan.pdf	

2.3 Zoning Information

2.3.1 Vermont/Western Station Neighborhood Area Plan Specific Plan

The Project is consistent with the following purpose of the Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan [SNAP]):

> *E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents;*

The Project replaces underutilized residential building with context-appropriate residential-use building with similar massing, height as other residential developments along Western Avenue and Hollywood Boulevard. The Project is within the Subarea: A. Neighborhood Conservation Community Center subarea.

The Project provides new housing opportunities to a range of economic groups by providing 131 new units, with 15 Very Low Income Units and two Low Income Units.

The Vermont/Western SNAP encourages neighborhood housing and uses near transportation. The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway.

The Project is uniquely situated near Western Avenue, a commercial corridor, and the ongoing housing shortage has underscored continued demand for utilizing commercial corridors as infill sites for new housing, especially in a mixed-use design located near public transit.

The construction of the Project would elevate the pedestrian environment for the neighborhood through streetscape elements including street trees, bike racks. Street level uses would also increase eyes on the street for pedestrian safety.

As described below, the Project is consistent with the Specific Plan's recitals and its applicable regulations. Projects within specific plan areas, such as the Vermont/Western Transit Oriented District Specific Plan, require Project Permit Compliance review to determine compliance with specific plan regulations. See **Table 2-3** for consistency discussion.

The purpose of Subarea A-Neighborhood Conservation is to preserve the prevailing density and character of the existing neighborhoods. Although some new development and renovation will occur, new development should meld with the surrounding structures and incorporate the best design features that already exist on the block. The standards have been established to promote development that enhances the quality of the environment and the living conditions of the residents. These standards shall apply to new development and extensive remodeling projects.[20]

[20] Vermont/Western Transit Oriented District Specific Plan, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES: https://planning.lacity.gov/odocument/403b6996-f843-4216-aa6b-

Table 2-3
Specific Plan Consistency Analysis

Standards	Analysis of Project Consistency
Section 7. Subarea A - Neighborhood Conversion	
A. Residentially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, the uses allowed by the existing residential zoning classification of any lot located within Subarea A, as shown on Subarea Map 1, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. Parking shall be prohibited in required front yard areas.	**Waiver Requested.** The site is zoned [Q]R4-2, which permits multifamily residential uses, but the project proposes to tie four lots together with a combined lot area of 37,688 square feet to form a single building site, requiring a Waiver of Development Standard request. No parking is proposed within the required front yard area.
B. Commercially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, commercial uses on commercially zoned lots located within Subarea A, as shown on Subarea Map 1, shall be limited to those uses defined as "Neighborhood Retail" and "Neighborhood Serving" in Section 13.07 of the Code, and shall be permitted on the Ground Floor level only. Uses above the ground floor level shall be limited to residential. No more than two lots, having a combined lot area of 10,000 square feet, may be tied together to form a single building site. All storage must be conducted wholly within an enclosed building. Parking shall be prohibited in required front yard.	**Not Applicable.** The Site is residentially zoned.
C. Schools, Child Care and Community Facilities. Notwithstanding any provision of the Code to the contrary, public or private schools, child care facilities, parks, community gardens, Community Facilities, shall be permitted on any lot or lots provided that the building site for those uses has no more than two acres of combined lot area.	**Not Applicable.** The Project is residential-only.
D. Transitional Height. The maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. Roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.	**Waiver Requested.** The height of the lowest existing adjacent structure is 23 feet, 10 inches, permitting a maximum transitional height of 38 feet, 10 inches, whereas the project has a height of 105 feet, four inches, including all roof structures, requiring a Waiver of Development Standard request.

71511ff51f12/VermontWestern_Station_Neighborhood_Area_Plan_-_Development_Standards_and_Design_Guidelines.pdf, accessed April 18, 2024.

E. Building Setback. All buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street, and shall be located no further from the street than the exterior wall of the adjacent building farthest from the street.	**Incentives Requested.** The buildings on either side of the development site have 15-foot building setbacks, whereas the project has a minimum building setback of 12'-6" and a maximum building setback of 18'-3", requiring two Off-Menu Incentive requests.
F. Usable Open Space. Notwithstanding the contrary provisions of Section 12.21 G.2 of the Code, Projects containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G.2.	**Waiver Requested.** LAMC Section 12.21-G,2 requires 100 square feet of open space for all units with less than three habitable rooms and 125 square feet of open space for all units with three habitable rooms, resulting in a total open space requirement of 13,300 square feet. The Project, at its proposed unit mix, would provide 9,174 square feet of open space, consisting of an indoor recreation room, courtyard, roof deck, and balconies. There will be a pool on the level 4 courtyard. The counted provided open space per SNAP Section 7-F.1 is 3,405 square feet. The Project would request a Waiver of Development Standard for a 74.4% reduction in required open space to permit 3,405 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.
G. Project Parking Requirements. **1. Residential.** **a. Minimum Standard.** Notwithstanding the contrary provisions of 12.21 A 4 (a) of the Code, parking shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to a least one-quarter parking space for each dwelling unit as guest parking. **b. Standard.** Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each	**Complies.** Per AB 2097, there is no minimum parking requirement for the project. The maximum parking limit is 172 spaces and the project is providing 148 parking spaces.

dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking.	
2. Bicycle Parking Spaces. Notwithstanding the contrary provision of Section 12.21 A 16 of the Code and regardless of the underlying zone, for any Project with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Project with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.	**Complies.** 65 bicycle parking spaces are required and the project is proposing 70 long-term and two short-term bicycle parking spaces.
H. Conversion Requirements. **1. Acoustics and Utilities.** An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c)(2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Compliance for any Project containing dwelling units. **2. Permission to Convert to Condominiums.** Notwithstanding the contrary provisions of the Code, including Section 91.106.4.1, Exceptions 5 and 11, building permits and demolition permits may be issued without a requirement for the owner to agree and covenant to refrain from constructing or converting to a condominium, stock cooperative or community apartment Project for any time period following construction or demolition of two or more dwelling units.	**Not Applicable.** The project does not involve a condominium conversion.
I. Development Standards. Projects shall be in substantial conformance with the Guidelines.	**Complies.** See below compliance findings.
Development Standards And Design Guidelines **IV. Subarea A-Neighborhood Conservation** **Development Standards**	
1. Landscaped Focal Point. All new development projects shall be designed around a landscaped focal point or courtyard.	**Complies.** The project is providing a landscaped courtyard at the second floor level and attractive landscaped focal points at the front building entrance and surrounding the existing structure that is to remain.
2. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination	**Complies.** All open areas are landscaped and irrigated, per the landscape and irrigation plans.

so that it is dust free and allows convenient outdoor activities, especially for children. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be irrigated with an automated watering system. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.	
3. Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet, or a slope exceeding 10 percent. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, may reduce the required usable open space directly commensurate with the amount of private open space provided. However, at no time shall common usable open space be less than 400 square feet for projects with under 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. Roof top gardens are strongly encouraged.	**Complies.** The project provides a total of 4.675 square feet of common open space that will meet the required dimensions.
4. Street Trees. Shade trees as identified in the street tree list of the Bureau of Street Maintenance, are required for residential streets in Subarea A. At least one 24-inch box tree shall be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 20 feet of street frontage. An automatic irrigation system shall be provided within the tree well. Tenants and property owners along both block faces are encouraged to collaboratively select a signature tree. Existing palm trees in the public right of way shall be maintained in residential areas, and are not required to be removed in order to plant new street trees. However, existing trees of any type that have lifted the pavement must either be removed or be contained in such a way that future sidewalk damage will not occur. Sidewalks in front of new development or extensive remodeling projects must be fully restored to a safe condition, including no cracks, or other damage that could result in a trip hazard.	**Complies.** The Project has a total of 200 feet of street frontage and proposes a total of ten street trees, subject to the approval of the Bureau of Engineering.
5. Utilities. All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.	**Complies.** All new utility lines for the Project shall be installed underground or provide for future underground service.

6. Pedestrian Access. Pedestrian access shall be in the form of walks provided from the public street to the main building entrance. Porches and entry courtyards are encouraged, and when provided shall face the public street. The pedestrian entrance shall provide a view into any existing interior courtyard or landscaped open area.	**Complies.** Pedestrian access is provided in the form of walks from the public street to the main building entrance.
7. Alley Access. Vehicle and pedestrian access from existing alleys or side streets shall be preserved and enhanced.	**Not Applicable.** The Project Site does not abut an alley or side street.
8. Curb Cuts. Whenever a project must take its vehicle access from a street, only one curb cut shall be permitted for every lot or for every 100 feet of lot frontage on the street, whichever is less. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety.	**Complies.** The Project is providing one 20-foot curb cut.
9. Driveways. The first 25 feet in length shall be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.	**Complies.** The Project will utilize a porous surface material for the first 25 feet of the driveway.
10. Parking Lots and Structures. Surface parking lots, structures, garages, and carports shall be located at the rear of buildings. Surface parking lots shall be paved with Portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The exterior elevations of all parking structures including garages and carports shall be designed to match the style, materials and color of the main building. At least ten percent of all surface parking areas shall be landscaped.	**Complies.** The parking is provided in garage structure at the ground floor, in two subterranean parking levels, and a partial third subterranean level. Only a limited number of spaces are provided at the ground floor and they will be screened from view from the street by other uses. The exterior elevation of the limited garage surface area shall be designed to match the style, materials, and color of the main building.
11. Trash, Service Equipment, Satellite Dishes. Trash service equipment and satellite dishes shall be located away from streets and enclosed or screened by landscaping, fencing, or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables.	**Complies.** The trash and recycling area will be enclosed within the ground floor garage area.
12. Roofs and Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:	**Complies.** All rooftop equipment will be screened from view from the street, public right-of-way, and adjacent property with a screen material that is solid and matches the exterior materials, design, and color of the building.

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way, or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.	
13. Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.	**Incentive Requested.** The Project includes roof lines of up to 169 feet and one inch without breaks, requiring an incentive request.
14. Privacy. Buildings shall be designed so that block frontages are varied, attractive, and preserve privacy. Buildings shall be arranged to avoid windows facing windows across property lines or facing private outdoor space of other residential units.	**Complies.** The Project offers varied massing, articulation, and visual interest to its adjacent neighbors. The placement of windows has been designed to be off-set from neighboring windows, ensuring privacy for residents of the subject property and its adjacent neighbors.
15. Façade Relief. All exterior building and parking structure elevations, walls, or fences shall provide a break in the plane every 20 feet in horizontal length and ever 15 feet in vertical length, created by architectural detail or a change in material. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane. Recommended building articulation techniques are: varied window treatments such as multi-pane, octagonal, circular, green house, or bay windows; and porticos, awnings, terraces, balconies or architectural treatments on the building front elevation shall be continued on the sides and back of buildings.	**Complies.** The design of the Project provides breaks in the plane that comply with the stated requirements.
Development Standards And Design Guidelines **IV. Subarea A-Neighborhood Conservation Design Guidelines**	
1. General Building Design. Buildings should be compatible in form with the existing neighborhood atmosphere.	**Complies.** The Project is located only one block from the Hollywood/Western Metro rail station, in an area of East Hollywood that is characterized by a dense collection of multifamily apartment buildings of various styles and scale. The building form is compatible with that of the other varied buildings on the surrounding blocks and greater neighborhood.
2. Architectural Features. It is recommended that courtyards, roof gardens, porches, balconies, arbors and trellises be used to add interest to the buildings. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof. Open or floating stairs should not be used. Ornamental lighting of porches and walks highlights entrances and adds security. Canopies or fabric awnings and entry courtyards that are visible from the street and include	**Complies.** The project achieves visual interest from the public right-of-way through the use of balconies and a landscaped front entrance area. The Project also includes a courtyard and fourth floor pool deck.

a central amenity like a special planting or water fountain are encouraged.	
3. Shade. Fabric awnings, canopies, building overhangs and arbors are strongly encouraged on both residential and mixed use buildings, especially on south and west facing exposures to reduce heat gain. They should be sensitive to the overall building and surrounding architecture. An awning, canopy or arbor should not be the dominant element of the facade. All awnings or canopies on any one building should be of the same style, color and material. The total surface area of the awning or canopy should not exceed 30% of the first floor building facade.	**Complies.** The Project will incorporate numerous building and landscape elements that promote shade and reduce heat gain.
4. Building Color. It is recommended, but not required, that building color be simple and limited to three colors: Dominant color, subordinate color and "grace note" color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs. Light color paints and building materials are encouraged to reflect more of the sun's energy thereby reducing the surface temperature of walls. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.	**Complies.** The Project has sought a refined and simplified color palette that will achieve visual interest through the innovative building form, varied façade planes, balcony, and window elements, with the use of aluminum storefront and wire mesh elements, in addition to the primary smooth white cement plaster façade and transparent glass elements.
https://planning.lacity.org/plans-policies/overlays/vermont-western-tod-station-neighborhood-area-plan-snap Entitlement Requests, Applicant, November 9, 2024.	

2.3.2 State Enterprise Zone: Los Angeles

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height.[21]

The Project also utilizes the AB 2097 parking reduction.

2.3.3 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of

21 ZI No. 2374: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf, accessed April 18, 2024.

the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.[22]

The Project contains residential uses. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.[23] The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.[24]

The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217, and Metro B Line subway. The lines have under 15-minute headways during peak hours.

2.3.4 Housing Element Inventory of Sites

Pursuant to California Government Code Section 65583.2(g)(3), development projects must comply with affordable housing replacement requirements as a condition of any development on a nonvacant site identified in the Housing Element inventory of adequate sites.[25]

The Site contains 33 residential units and would remove 25 units and retain 8 units. The Project would add 131 new residential units. After development, the Project Site would have 139 units, a net increase of 114 units compared to existing amounts.

2.3.5 Redevelopment Project Area: Hollywood

On September 30, 2019, under the authority granted in the Redevelopment Dissolution statutes, the Los Angeles City Council and Mayor approved a resolution and accompanying Ordinance No. 186,325, transferring the land use authority from the CRA/LA, Designated Local Authority (CRA/LA-DLA) to the City of Los Angeles (City). The City is now responsible for implementing and enforcing the unexpired Redevelopment Plans[26] and associated Design for Development Guidelines and Development Guidelines.[27]

The Project substantially complies with the applicable regulations, standards and provisions of the Specific Plan.

2.4 Zoning Code

22 ZI No. 2452: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed April 18, 2024.

23 California Public Resources Code Section 21099(a)(4).

24 California Public Resources Code Section 21099(a)(7).

25 ZI No. 2512: https://zimas.lacity.org/documents/zoneinfo/ZI2512.pdf, accessed April 18, 2024.

26 As defined in Ordinance No. 186,325.

27 ZI No. 2488: https://zimas.lacity.org/documents/zoneinfo/ZI2488.pdf, accessed April 18, 2024.

The Project is consistent with the applicable use and development standards of the R4 Zone, which allows multiple dwellings.[28] The Project's multi-family uses are allowed as multiple dwelling uses. Pursuant to AB 2334 and AB 2345, the Applicant proposes to utilize a 46% density bonus, as permitted within the Hollywood Redevelopment Plan area, to increase the maximum allowable density from 95 dwelling units to 139 dwellings.

These are listed in LAMC Section 12.22 A.25(f) (the Density Bonus menu of incentives) and/or the TOC Guidelines. Both the Density Bonus and TOC Guidelines permit exceptions to zoning requirements that result in building design and/or construction efficiencies that provide for the cost of affordable housing.

These requested incentives allow for an expanded Project building envelope so that affordable units can be constructed and the overall floor area of the Project dedicated to residential uses can be increased.

Additionally, the requested incentives would allow the Project to provide much-needed affordable and market-rate housing, pursuant to longstanding City policies.[29] The Project's 15 Very Low Income Units and two Low Income Units would increase the affordable housing stock in the Community Plan Area.

According to the Housing Element (adopted by the City Council on November 24, 2021), the population of the City of Los Angeles is expected to grow by over 370,000 persons between 2019 and 2030. The Housing Element acknowledges that there is a need to support the development of market rate and affordable housing in order to keep pace with the City's housing needs. The City's 2021-2029 Regional Housing Needs Assessment allocation for the 2021-2029 cycle is 456,643 units, of which 184,721 units (40%) are designated for very low- and low-income households. The Housing Element notes that "the City has limited [public] funding for the construction of Affordable Housing," and that "the City is constrained by its financial resources."

With the Project, Applicant would construct 15 Very Low Income Units and two Low Income Units through private financing.

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

Therefore, the Project would comply with CCR Section 15332(a).

28 Generalized Summary of Zoning Regulations: https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/ZoningCodeSummary.pdf, accessed April 18, 2024.

29 See Los Angeles Sustainable City pLAn, p. 49 (setting a goal of 100,000 new housing units in the City of Los Angeles by 2021); 2021-2029 Los Angles Housing Element, p. 247 ("Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.").)

3 Discussion of CCR Section 15332(b)

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

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *"Urbanized area" means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.865 acres, which is less than five acres. The Project Site is located within the City with a population of 3.9 million persons.[30] Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

30 U.S. Census, 2020, City of Los Angeles: https://data.census.gov/profile/Los_Angeles_city,_California?g=160XX00US0644000, accessed May 9, 2024.

4 Discussion of CCR Section 15332(c)

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

This section is based on the following item, which is included as **Appendix B** to this CE:

B Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024

4.1 Trees

The Project Site contains a total of three street trees in the adjacent right-of-way in front of the Project.[31] The Project Site also has a total of 16 onsite trees on private property.

To build the proposed building will require the removal of the existing trees, including two street trees and potentially up to 16 private onsite trees.[32] The two street trees to be removed are protected species (*Quercus agrifolia* [California Live Oak]). Of the 16 onsite trees to be removed, three are protected species (two *Quercus agrifolia* and one *Platanus racemosa* [Western Sycamore]).[33] See **Table 4-1, Trees**, for a summary of the trees.

Table 4-1
Trees

Status	Street			Onsite		
	Existing	**Removed**	**Remain**	**Existing**	**Removed**	**Remain**
Non-Protected	1	0	1	13	13	0
Protected	2	2	0	3	3	0
Total	**3**	**2**	**1**	**16**	**16**	**0**
Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.						

Replacement trees may be necessary for the removal of the street trees and the removal of the protected species in accordance with City requirements.

Per LAMC Section 17.05.R.4.(a), the protected tree or shrub that is removed shall be replaced within the property by at least four specimens of a protected variety.[34] The removal of three onsite protected trees would require the planting of 12 protected trees. The removal of the two street protected trees would be replaced on a 2:1 ratio, for a total of 4 new protected species trees. Therefore, the Project would provide 16 total protected species trees.

31 There is one additional street tree that is outside the scope of work at 5430 Carlton and would remain and not be affected by the Project. There is one additional street tree that is adjacent to 5416-5418 Carlton building that would remain as part of the Project and would remain and not be affected by the Project

32 One onsite nonprotected tree may be retained, but for conservative purposes, this analysis assumes it will be removed.

33 Protected Tree Evaluation Report, Arborgate Consulting, March 9, 2024. Included as **Appendix B** of this CE.

34 Protected Tree Ordinance: https://streetsla.lacity.org/sites/default/files/protected_tree_ordinance.pdf, accessed April 19, 2024.

Should any trimming or removal of these trees become necessary, any such activity would be performed in conformance with the requirements and policies of the City's Urban Forestry Division, Bureau of Street Services regarding street trees.

The Project would be required to provide at least 33 trees (131 units / 4), based on 131 proposed units (not counting the 8 existing units to remain). The Project would provide at 40 trees.[35]

4.2 Habitat for Species

The Project Site is completely surrounded by urban uses. The Project Site has been subject to substantial disturbance associated with the existing buildings and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species.

The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

The California Natural Diversity Database (CNDDB) identifies the following special-status community terrestrial habitats as occurring within the Hollywood quadrangle[36]: California Walnut Woodland and Southern Sycamore Alder Riparian Woodland.[37] No special status habitats are present on the Project Site.

4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal, and tree removal for the Project would comply with these requirements.

The Project would comply with applicable regulations of the CDFW and USFWS.

4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.[38] The

35 Plans, Steinberg Hart, May 29, 2024. Included as **Appendix A** of this CE. Landscape Plans, Agency Artifact (included as part of **Appendix A**).

36 U.S. Geological Survey, Topographic Maps, Hollywood Quadrangle, 2022: https://apps.nationalmap.gov/viewer/, accessed April 19, 2024.

37 California Department of Fish and Wildlife, BIOS Map: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool, accessed April 19, 2024.

38 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper, accessed April 19, 2024.

nearest wetland habitat is a Riverine Habitat in the Fern Dell Nature Trail, which classified R4SBA (Riverine, Intermittent, Streambed, Temporary Flooded) and located approximately 4,225 feet north of the Project Site.[39]

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[40] Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body on the Site, the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

There are no City or County significant ecological areas on or around the Project Site.[41] There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.[42]

There are no Habitat Conservation Plans near the Site.[43]

Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

4.5 Conclusion

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

39 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: http://www.fws.gov/wetlands/Data/Mapper.html, accessed April 19, 2024.

40 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper, accessed April 19, 2024.

41 Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/, accessed April 19, 2024.

42 California Natural Community Conservation Plans, April 2019, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed April 19, 2024.

43 U. S. Fish & Wildlife Service, Habitat Conservation Plans: https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP, accessed April 19, 2024.

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[44]

This section is based on the following items, included as **Appendix C** of this CE:

C-1 Transportation Assessment, Gibson Transportation Consulting, March 2024

C-2 Approval Letter, Los Angeles Department of Transportation, April 12, 2024

5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.[45] The following is for informational purposes only.

Construction activities would be primarily contained within the Project Site boundaries to the extent feasible. Staging and large deliveries will occur adjacent to the Project Site on Carlton Way, which would temporarily eliminate approximately six on-street parking spaces immediately adjacent to the Project Site. Intermittent encroachments on to the sidewalk may also occur throughout the duration of the construction period. Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the LAMC. There are no transit stops immediately adjacent to the Project Site and, therefore, Project construction would not affect transit operations.

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. However, the construction traffic would mostly occur outside of the peak hour periods, as the Construction Traffic Management Plan would include measures to limit the amount of peak hour construction-related traffic.

Flag persons would be present to maintain traffic operations should the travel lane be closed or trucks need to impede traffic. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required.

A Construction Traffic Management Plan would be implemented during Project construction pursuant to **Project Design Feature PDF-TRAN-1**, to ensure that adequate and safe access is available within and near the Project Site during construction activities. Features of the construction traffic management plan would be developed in consultation with the LADOT and may include narrowing lanes adjacent to the Project Site and scheduling the receipt of construction materials during non-peak travel periods. Appropriate construction traffic control measures (e.g., signs, flag persons, etc.) would also be utilized to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way.

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44 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

45 Transportation Assessment Guidelines, LADOT, August 2022: https://ladot.lacity.gov/businesses/development-review#transportation-assessment, accessed April 19, 2024.

5.2 Operation

SB 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the State's goals on reduction of greenhouse gas emissions, creation of multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that VMT is the most appropriate measure of transportation impacts, replacing LOS.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* (TAG) (July 2019, updated July 2020, updated August 2022), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743. The TAG identifies distinct thresholds regarding significant VMT impacts for the seven Area Planning Commission (APC) areas in Los Angeles.

The Project Site is located within the Central APC, for which the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Per the VMT Calculator User Guide (May 2020), work VMT per employee is not reported for projects with local-serving commercial uses (i.e., commercial uses less than 50,000 square feet), and is thus, considered to be less than significant.

Under the Los Angeles Department of City Planning's current procedure, after filing a Planning case for a proposed project, the "Transportation Study Assessment, Department of Transportation – Referral Form" must be completed and reviewed by Planning staff. The form is intended to screen whether a proposed project is required to conduct a full transportation assessment in accordance with LADOT guidelines.

The TAG states that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City.[46] The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied.

The TAG allows the use of LADOT's VMT Calculator tool (version 1.4, released in 2023) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual, 9th Edition (Institute of

46 Transportation Assessment Guidelines, LADOT, August 2022: https://ladot.lacity.gov/businesses/development-review#transportation-assessment, accessed April 19, 2024.

Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project's proximity to transit, surrounding density of development, etc. It considers trips generated by the Project uses and discounts trips generated by existing or recently operating uses that would be removed from the Project Site.

The Project's estimated daily trip generation is 498 trips. Therefore, the Project exceeds the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines.

Table 5-1 summarizes daily trip generation for the Project, including the proposed and removed land uses. Based on the Project's land uses and location, the Project is estimated to generate 3,432 daily household VMT, resulting in a daily household VMT per capita of 4.6. The average household VMT per capita would not exceed the Central APC significance household impact threshold of 6.0. Therefore, the Project would not result in a significant VMT impact.[47]

Table 5-1
Trip Generation and VMT Estimates

Daily Vehicle Trips	Daily VMT	Household VMT Per Capita		Impact
		Project	Threshold	
498	3,432	4.6	6.0	No
TDM measures: • Reduced parking supply (148 spaces) compared to Los Angeles Municipal Code (LAMC) baseline requirements (197 spaces), in accordance with AB 2097. • Unbundled cost of parking from residential leases. • Bicycle parking per LAMC. Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE.				

Although the Project is not expected to cause any significant transportation impact or non-CEQA operational issues in accordance with the TAG, the Project proposes Transportation Demand Management (TDM) strategies to reduce trips, traffic, VMT, and greenhouse gas emissions (GHGs).

The Project would incorporate TDM strategies, pursuant to **Project Design Feature PDF-TRAN-2**, which include reduced parking supply, unbundled parking from residential leases, and the provision of bicycle parking, would facilitate reductions in the Project's VMT.[48] Accordingly, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and VMT impacts would be less than significant.

Project Design Features

The Project would implement the following project design features:

47 Approval Letter, Los Angeles Department of Transportation, April 12, 2024. Included as **Appendix C-2** of this CE.

48 Transportation Assessment For The 5424 W. Carlton Way Residential Project, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE. The Screening Level MOU VMT Calculator showed 3,775 VMT and the Project-level VMT Calculator analysis showed 3,432 VMT.

PDF-TRAN-1: Construction Traffic Management Plan

A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate and feasible:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW.
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways.
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.

PDF-TRAN-2: Transportation Demand Management (TDM) Measures:

- Reduced parking supply (148 spaces) compared to Los Angeles Municipal Code (LAMC) baseline requirements (197 spaces), in accordance with AB 2097.
- Unbundled cost of parking from residential leases, in accordance with by AB 1317.
- Bicycle parking per LAMC.

5.3 Conclusion

LADOT concurs with the conclusion of the analysis that the net project trip generation does not meet the trip threshold to require a transportation analysis and therefore the traffic impacts of the Project would be less than significant.[49]

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to traffic.

49 Approval Letter, Los Angeles Department of Transportation, April 12, 2024. Included as **Appendix C-2** of this CE.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[50]

This section is based on the following item, included as **Appendix D** of this CE:

D Noise Technical Modeling, DKA Planning, May 2024

6.1 Fundamentals of Noise

6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

Table 6-1
A-Weighted Decibel Scale

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

6.1.2 Noise Definitions

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

6.1.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for

[50] Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

6.1.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

6.1.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.[51] The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.[52]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.[53] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq}. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

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

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

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

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.[54] However, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[55]

6.1.4 Noise Attenuation

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

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[56] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

6.2 Regulatory Framework

6.2.1 Federal

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

6.2.2 State

6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between land uses and exterior noise levels.

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

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

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

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

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 6-2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA	CA			NU			
Residential – Multi-Family	NA		CA		NU			
Transient Lodging – Motels, Hotels	NA		CA		NU			
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA		CA		NU			
	CA							
Sports Arenas, Outdoor Spectator Sports	CA							
Playgrounds, Neighborhood Parks	NA			NU				
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA			NU				
Office Buildings, Business Commercial and Professional	NA			CA		NU		
Industrial, Manufacturing, Utilities, Agriculture	NA			CA		NU		

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
CU = Clearly Unacceptable - New construction or development should generally not be undertaken.
Source: CA Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

6.2.3 Los Angeles County

6.2.3.1 Airport Land Use Commission Comprehensive Land Use Plan

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

6.2.4 City of Los Angeles

6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes the following objective and policy that are relevant for the Project:

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

Program 11: For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

Program 12: When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

…

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specified…

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would be used in the construction of the Project. However, a violation with the objective standards of LAMC Section 112.05 for lawful activities can be defended where it can be shown that compliance with the standard would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand too

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

…

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period between the hours of 7:00 AM and 10:00 PM any day, and an additional 5-dBA allowance (for a total of 10 dBA) allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period between the hours of 7:00 AM and 10:00 PM any day. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

> *SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES*
>
> *(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
>
> *(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*
>
> *(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02 prohibits Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

6.3 Existing Conditions

6.3.1 Noise-Sensitive Receptors

The Project Site is located in a residential area within the Thai Town neighborhood. The nearest noise-sensitive receptors near the Project Site include, but are not limited to, the following representative sampling:

- Residences, 5434-5436 Carlton Way; five feet west of the Project Site
- Residences, 5412 Carlton Way; five feet east of the Project Site
- Residences, Harold Way; as close as five feet south of the Project Site
- Residences, Carlton Way (north side); 80 feet north of the Project Site across Carlton Way

6.3.2 Existing Ambient Noise Levels

The Project Site is improved with eight residential and accessory structures with 33 multi-family residences totaling 22,916 square feet. These buildings have minor sources of operational noise that include non-ducted air conditioners that are window-mounted units that can produce about 50 dB of sound pressure at three feet of distance, depending on the model and the cooling capacity.[57] These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

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

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[58] This includes

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

[58] World Health Organization, https://iris.who.int/handle/10665/66217, accessed May 2, 2024.

traffic on Western Avenue, which carries 4,398 vehicles at Sunset Boulevard in the A.M. peak hour.[59] Existing development contributes about 138 daily vehicle trips onto local roadways.[60]

In December 2023, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[61] As shown in **Table 6-3**, noise levels along roadways near the Project Site ranged from 56.9 to 59.7 dBA L_{eq}, which was generally consistent with the traffic volumes on local streets like Harold Way and Carlton way, respectively.

Figure 6-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" for the types of land uses near the Project Site.

Table 6-3
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		BA (L_{eq})	dBA (CNEL)[a]		
A. 5443 Carlton Wy.	Traffic on Carlton Wy.	59.2	57.2	1. Residences, Carlton Wy. (north side) 2. Residences, 5412 Carlton Wy.	Normally Acceptable
B. 5436 Carlton Wy.	Traffic on Carlton Wy.	59.7	57.7	3. Residences, 5434-5436 Carlton Wy.	Normally Acceptable
C. 5437 Harold Wy.	Traffic on Harold Wy.	56.9	54.9	4. Residences, Harold Wy.	Normally Acceptable

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 6-2 above for definition of compatibility designations.

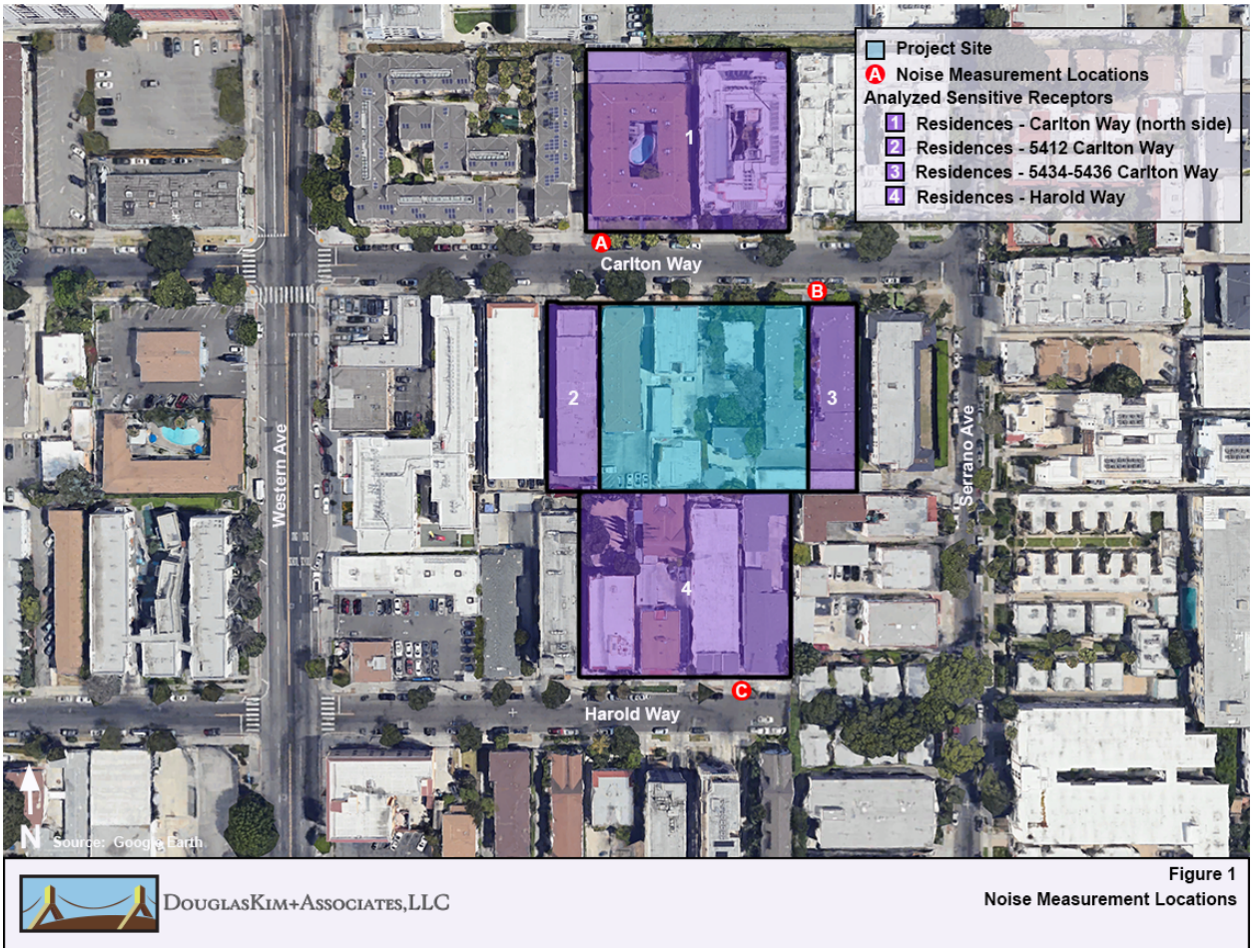
Source: DKA Planning, 2024

59 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Ave and Sunset Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

60 Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024.

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

Figure 6-1
Noise Measurement Locations



6.4 Methodology

6.4.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, maximum allowable noise levels allowed by the LAMC, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

6.4.2 Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along

local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[62] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.[63] Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[64] For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.[65] It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

6.4.3 On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

6.4.4 Off-Site Operational Project Traffic Noise Sources

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

6.5 Thresholds of Significance

6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the Project would not result in any significant effects relating to noise.

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

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

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

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

6.5.2 Construction Noise Threshold[66]

Daytime Construction Noise Thresholds

Increase Over Ambient

- For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, there is no numerical threshold above ambient noise levels.

Absolute Thresholds

- On- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA Leq(8-hour) absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

Nighttime Construction Noise Thresholds

Note: Nighttime construction activities require a variance approved by the City of Los Angeles Police Commission.

Increase Over Ambient

- For construction activities that occur between 7:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor.

- Mat pour activities (and other types of concrete pour, which require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

6.5.3 Operational Noise Thresholds

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

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

[66] Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024.

- Project operations would cause any 5 dBA or greater noise increase.[67]

6.5.4 Environmental Protection Measures

The City proposes to require environmental protection measures (EPMs) to be implemented as part of development projects as standard conditions of approval.[68]

NV1-1: Noise Shielding and Muffling

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

NV1-2: Use of Driven Pile Systems

a. Applicability Threshold

Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment

a. Applicability Threshold

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

68 Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024, Attachment 1 EPMs: https://planning.lacity.gov/project-review/environmental-resources, accessed December 9, 2024.

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.

NV1-4: Location of Construction Staging Areas

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.

NV1-5: Temporary Walls

a. Applicability Threshold

Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.

b. Standard

Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

NV1-6: Noise Study

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:

- Two or more subterranean levels;
- 20,000 cubic yards or more of excavated material
- Simultaneous use of five or more pieces of construction equipment; or
- Construction duration (excluding architectural coatings) of 18 months or more.

Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.

b. Standard

A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.

6.6 Analysis of Project Impacts

6.6.1 Construction

6.6.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 29 months of demolition, site preparation, grading, utilities trenching, building construction, and application of architectural coatings, as shown in **Table 6-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 6-4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2 (six weeks)	Removal of 16,959 square feet of building floor area and 1,100 square feet of asphalt/concrete hardscape hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2 (two weeks)	Grubbing and removal of trees, plants, landscaping, weeds, totaling 131 cubic yards hauled 40 miles to landfill in 10-cubic yard capacity trucks
Grading	Months 3-4	Approximately 26,100 cubic yards of soil (including 25 percent swell factor)[69] hauled 25 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 5 (two weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-29	Footings and foundation work (e.g., pouring concrete piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 26-29	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2024. Estimates provided by the Applicant, February 2024.		

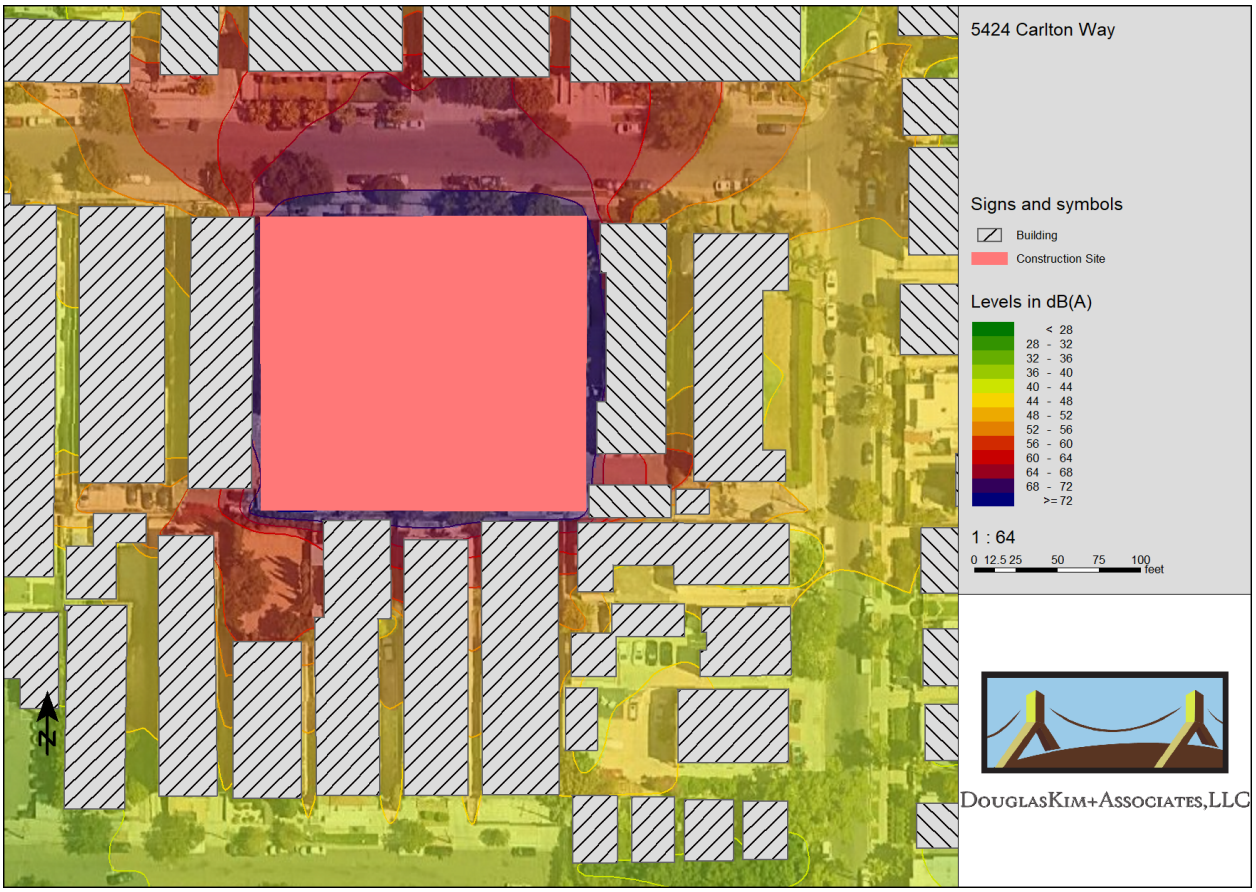
Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full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

During other phases of construction (e.g., site preparation, trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Figure 6-2 illustrates how noise would propagate from the construction site during the demolition and grading phase.

69 Estimates provided by the Applicant, February 2024.

Figure 6-2
Construction Noise Sound Contours



As shown in **Table 6-5**, when considering ambient noise levels and compliance with LAMC Section 112.05, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly.

The Project would use of quieter equipment or advanced mufflers, in accordance with **EPM NV1-1** (Noise Shielding and Muffling).[70]

The Project does not include driven (impact) pile systems and **EPM NV1-2** (Use of Driven Pile Systems) is not applicable.

The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between the equipment and any off-site noise-sensitive uses, in accordance with **EPM NV1-3** (Enclosure or Screening of Outdoor Mechanical Equipment).

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

The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with **EPM NV1-4** (Location of Construction Staging Areas).

The Project assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as temporary sound barriers along the north and east property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq} in accordance with **EPM NV1-5** (Temporary Walls).

The Project has conducted a noise study in accordance with **EPM NV1-6** (Noise Study) since it would have the following characteristics that exceed the applicability threshold: 26,100 cubic yards of export (threshold is 20,000 cubic yards), possible simultaneous use of five or more pieces of construction equipment, and a building construction duration of 24 months (threshold is 18 months).

These construction noise levels would not exceed the City's significance threshold of 80 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 6-5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Threshold (dBA L_{eq})	Signif icant?
1. Residences, Carlton Way (north side)	61.6	59.2	63.6	80	No
2. Residences, 5412 Carlton Way	51.3	59.2	59.9	80	No
3. Residences, 5434-5436 Carlton Way	52.1	59.7	60.4	80	No
4. Residences, Harold Way	39.9	56.9	57.0	80	No
Source: DKA Planning, 2024. CAJA Environmental Services, 2024					

6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 339 peak hourly PCE trips, as summarized in **Table 6-6**, during the building construction phase.[71] This would represent about 7.7 percent of traffic volumes on Western Avenue, which carries about 4,398 vehicles at Sunset Boulevard in the morning peak hour of traffic.[72] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

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

72 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Western Avenue and other local roads, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, combined with an existing ambient noise level of 59.7 dBA, yields 62.7 dBA, which would not exceed the absolute threshold of significance of 80 dBA for construction noise activities and there is no increase over ambient threshold. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 6-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Western Ave.[f]
Demolition	10	0	125[b]	135	3.1
Site Preparation	5	0	7[c]	12	0.3
Grading	8	0	331[d]	339	7.7
Trenching	3	0	0	3	0.1
Building Construction	125	91[e]	0	216	4.9
Architectural Coating	25	0	0	25	0.6

[a] Assumes all worker trips occur in the peak hour of construction activity.
[b] The project would generate 1,512 haul trips over a 33-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent
[c] The project would generate 25 haul trips over a ten-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] The project would generate 5,220 haul trips over a 43-day period with seven-hour work days. Assumes a 19.1 PCE.
[e] This phase would generate about 24.4 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
[f] Percent of existing traffic volumes on Western Avenue at Sunset Boulevard.

Source: DKA Planning, 2024

6.6.2 Operation

6.6.2.1 On-Site Operational Noise Sources

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof over 86 feet above grade that would generate incremental long-term noise impacts. This would include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are

relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,[73] while other HVAC units could have a sound power of up to 76 dBA.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the residences adjacent to the Project Site are two- to five-stories in height, approximately 30 to 60 feet lower than the roof of the Project. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.[74] Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.[75] A 3'6" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

A pad-mounted oil transformer that lowers high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location at the northwest corner of the Project Site fronting Carlton Way. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary. Booster (supply and exhaust) fans that ventilate the subterranean garage could be located on the ground garage level of the garage.[76]

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This can include mechanical, electrical, and plumbing rooms on the ground floor, as well as subterranean levels B1 and B2. Elevator equipment (including hydraulic pump, switches, and controllers) would be located in the subterranean basement on level B3. Vaults that house pool and spa equipment and pumps would be located on the third floor below the fourth floor pool deck. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto and Parking-Related Activities

The majority of parking-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Carlton Way. These vehicles would generate incremental noise from tire friction as they navigate to and from the parking garage and minor engine acceleration. Nearby residences across Carlton Way would have a direct line of sight to the driveway, approximately 80 feet away. As shown in **Table 6-7**, the

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

74 Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.

75 Ibid.

76 The International Mechanical Code (Section 404.1) and the American Society of Heating Refrigeration, and Air Conditioning (ASHRAE) Standard 62 require mechanical ventilation systems for enclosed parking garages that cycle clean air into the garage and ventilate harmful air pollutants.

average vehicle use of the garage during daytime hours (average of 23 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of ten vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by 3 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise. Auto-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage.

Table 6-7
Parking Garage-Related Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Signifi cant?
1. Residences, Carlton Way (north side)	46.0	57.2	57.5	0.3	No
Source: DKA Planning, 2024, using FTA Noise Impact Assessment Spreadsheet.					

Parking-related noise would include also include door slamming (generally instantaneous) and car alarms, while could last a few seconds. These activities would be within an enclosed garage structure and as such, shielded largely from nearby sensitive receptors. This would represent a slight reduction in noise from parking-related activities, as current parking is at grade in the driveways of the Project Site. Therefore, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, recreation, trash collection, and landscape maintenance. These are discussed below:

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:

    - Second floor interior courtyard. This would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. It would be entirely shielded on all four sides by the seven floors of the development that surround it. No powered speakers are proposed that would amplify either speech or music.

    - Private balconies on all elevations. These would be private spaces that are both recessed into the façade and projecting past the façade. These would be used by residents for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.

    The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for

every 1.0 dB increase in noise levels above 55 dB.[77] For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq}. Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet.[78]

- Recreation. An open air swimming pool would be located on the fourth floor, approximately 31 feet above grade. oriented to the southern property line. Assuming a density of ten square meters (108 square feet) per person in the roughly 500 square-foot swimming pool, up to five people would use the pool at one time.[79] Noise from open-air swimming pools can vary based on a variety of factors, but can average about 75 dB per person, producing a sound power of about 83.3 dBA, or 90.3 dBA for five persons.[80] As illustrated in **Table 6-8**, noise from swimming pool use during day and evening hours would be negligible and less than 0.1 dBA CNEL. Therefore, this impact would be less than significant.

Table 6-8
Swimming Pool Noise Impacts at Off-Site Sensitive Receptors

Receptor	Existing Noise Level (dBA CNEL)	Noise Impact (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant ?
1. Residences, Carlton Way (north side)	57.2	18.2	57.2	<0.1	No
2. Residences, 5412 Carlton Way	57.2	23.8	57.2	<0.1	No
3. Residences, 5434-5436 Carlton Way	57.7	20.8	57.7	<0.1	No
4. Residences, Harold Way	54.9	23.6	54.9	<0.1	No
Source: DKA Planning, 2024.					

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Carlton Way, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[81] These noise events would be comparable to those that currently serve the four parcels on the Project Site; as such, trash collection noise from the Project would not result in significant impacts.

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

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

79 VDI Association of German Engineers; VDI 37700--Emission Characteristics of Sound Sources-Sport and Leisure Facilities; September 2012. Reference noise level from open-air adult swimming pool, assumes density of ten square meters per person.

80 Ibid.

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

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[82] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. These noise events would be comparable to those that currently serve the four parcels on the Project Site; as such, landscape maintenance noise from the Project would not result in significant impacts.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant

6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 397 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027. During the peak P.M. hour, up to 35 vehicles would generate noise in and out of the garage via the driveway off Carlton Way, with up to 31 net vehicles using the garage in the peak A.M. hour.[83] This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.8 percent of the 4,398 vehicles currently using Western Avenue at Sunset Boulevard in the A.M. peak hour.[84]

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

6.6.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 6-9** summarizes the Project's consistency with these.

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

83 Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

84 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 6-9
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	**No Conflict.** The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	**No Conflict.** The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	**No Conflict.** Based on its noise analysis, the Project would not cause a significant noise impact and would therefore not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	**No Conflict.** The Project's potential noise impacts are being evaluated under CEQA and would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2024.	

6.7 Airport Noise

The Project Site is located about 6.8 miles south of the Hollywood Burbank Airport. Because the Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

6.8 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[85]

This section is based on the following item, included as **Appendix E** of this CE:

E Air Quality Technical Modeling, DKA Planning, May 2024

Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

7.1 Regulatory Framework

7.1.1 Federal

7.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

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

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

85 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m^3)	Attainment	35 ppm (40 µg /m^3)	Maintenance
	8-hour	9.0 ppm (10 µg /m^3)	Attainment	9 ppm (10 µg /m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO_4)	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status

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

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_X and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_X be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment.

7.1.2 State

7.1.2.1 California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by the applicable, and in some instances more stringent, regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional level.

CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

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

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

7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) has been recognized by the state as a major public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. According to the California Health and Safety Code (CHSC) Section 39655, a TAC is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." In addition, substances which have been listed as federal hazardous air pollutants

(HAPs) pursuant to United States Code Section 7412 of Title 42 are TACs under the air toxics program pursuant to CHSC Section 39657 (b).[86]

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan.

With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H_2S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

7.1.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[87] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[88] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are

86 CARB Identified Toxic Air Contaminants: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants, accessed May 6, 2024.

87 CARB, California Air Toxics Program, https://ww2.arb.ca.gov/our-work/programs/air-toxics-program, accessed May 6, 2024.

88 CARB, Toxic Air Contaminant Identification List, https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants, accessed May 6, 2024.

licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

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

7.1.2.4 Assembly Bill 2588 Air Toxics "Hot Spots" Program

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

7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory, and do not constitute a requirement or mandate for either land use agencies or local air districts. Therefore, they should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis.

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.[89]

[89] California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005. http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf, accessed May 6, 2024.

7.1.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions.

Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location.

Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

7.1.3 Regional

7.1.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

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

- SCAQMD Rule 402 – This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- SCAQMD Rule 403 – This rule reduces the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 431.2 – This rule requires use of low-sulfur fuel in construction equipment.

- SCAQMD Rule 445 – This rule prohibits the inclusion of wood burning fireplaces in any residences.

- SCAQMD Rule 1113 – This rule limits the volatile organic compound (VOC) content of architectural coatings.

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

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

7.1.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO_x emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region would not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.[90] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that

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

diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

7.1.3.4 Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.[91],[92] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG's prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan's land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship would help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern

91 SCAG, Final 2016–2040 RTP/SCS.

92 CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal 2020). The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS was included in the 2022 AQMP.

The RTP/SCS update addressed the continuing transportation and air quality challenges of adding 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs between 2016 and 2045. The Plan calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent regional growth (837,500) in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth (287,600) in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

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

The 2020-2045 RTP/SCS was included in the 2022 AQMP.

The 2024-2050 RTP/SCS (Connect SoCal 2024) is currently under development.[93]

93 SCAG, RTP/SCS 2024: https://scag.ca.gov/ready-2024, accessed May 6, 2024.

7.1.3 Local

7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

7.1.3.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

7.1.3.3 All-Electric Ordinance

On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.[94] This will reduce VOC and other emissions from long-term operation of new development.

94 City of Los Angeles, Ordinance 187714. https://clkrep.lacity.org/onlinedocs/2022/22-0151_ord_187714_1-23-23.pdf; accessed May 6, 2024.

7.1.3.4 California Environmental Quality Act Air Quality Handbook

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

7.1.3.4 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is 1,950 feet northeast of the mainline of the Hollywood Freeway (US-101).

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

7.2 Existing Conditions

7.2.1 Pollutants and Effects

7.2.1.1 State and Federal Criteria Pollutants

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

lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[95]

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

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

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

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

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

[95] SCAQMD, Final Program Environmental Impact Report for the 2022 AQMP, https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-final-peir.pdf?sfvrsn=8, accessed February 1, 2024.

particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

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

7.2.1.2 State-only Criteria Pollutants

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

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

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

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

7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are

fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[96]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (µm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[97,98]

7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, PM2.5, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

96 CARB, Toxic Air Contaminant Identification List, https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants, accessed May 6, 2024.

97 CARB, Overview: Diesel Exhaust and Health, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health, accessed May 6, 2024.

98 CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

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

7.2.4.1 Air Pollution Climatology[99]

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

7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area.

Table 2-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2020 through 2022. The one-hour State standard for O_3 was exceeded 16 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 31 times in that same period. In addition, the daily State standard for PM_{10} was exceeded 201 times. The daily federal standard for $PM_{2.5}$ was exceeded 15 times. CO and NO_2 levels did not exceed the CAAQS from 2020 to 2022 for 1-hour (and 8-hour for CO).

Table 7-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2020	2021	2022
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.185	0.099	0.138
Days > 0.09 ppm (State 1-hour standard)	14	1	1
Days > 0.070 ppm (Federal 8-hour standard)	22	2	6
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	1.9	2.0	1.7
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.5	1.6	1.5
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0618	0.0778	0.0751
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			

99 AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

Maximum 24-hour Concentration (µg/m^3)	77	64	60
Days > 50 µg/m^3 (State 24-hour standard)	24	3	4
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	47.3	61.0	33.7
Days > 35 µg/m^3 (Federal 24-hour standard)	2	12	0
Sulfur Dioxide (SO_2)			
Maximum 1-hour Concentration (ppb)	3.8	2.2	6.5
Days > 0.25 ppm (State 1-hour standard)	0	0	0

ppm = parts by volume per million of air.
µg/m^3 = micrograms per cubic meter.
N/A = not available at this monitoring station.
Source: SCAQMD annual monitoring data at Central LA subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed May 4, 2024.

7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90028) is approximately 520 in a million.[100] The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Monica Freeway 5,100 feet to the south). In general, the risk at the Project Site is higher than 70 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037190510) is located in the 83rd percentile, which means the Project Site has an overall environmental pollution burden higher than at least 83 percent of other communities within California.[101]

7.2.4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area within the Thai Town neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following

[100] South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed May 6, 2024.

[101] Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed May 6, 2024.

representative sampling:

- Residences, 5434-5436 Carlton Way; five feet west of the Project Site
- Residences, 5412 Carlton Way; five feet east of the Project Site.
- Residences, Harold Way; as close as five feet south of the Project Site.
- Residences, Carlton Way (north side); 80 feet north of the Project Site across Carlton Way.

7.2.4.5 Existing Project Site Emissions

The Project Site is improved with eight residential and accessory structures with 33 multi-family residences totaling 22,916 square feet. As summarized in **Table 2-3**, most existing air quality emissions are associated with the 138 daily vehicle trips and 950 daily vehicle miles traveled (VMT) associated with the residences.[102]

Table 2-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.5	<0.1	1.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.3	0.2	2.6	<0.1	0.5	0.1
Regional Total	**0.9**	**0.4**	**4.1**	**<0.1**	**0.5**	**0.1**

Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs (included in Technical Appendix). Numbers may not add due to rounding.

7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.22) as a tool for quantifying emissions of air pollutants that would be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided by the Applicant and taken from the Project plans and application materials. Details pertaining to the schedule and equipment can be found in **Appendix**

[102] Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024.

E of this CE. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[103] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[104] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[105]

This is appropriate given the 0.865-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

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

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

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

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

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[106] The LSTs for $PM_{2.5}$ were established in October 2006.[107] Updated LSTs were published on the SCAQMD website on October 21, 2009.[108] **Table 7-4** presents the significance criteria for both construction and operational emissions.

Table 7-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	74	55	74
Carbon Monoxide (CO)	550	680	550	680
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	5	150	2
Fine Particulates ($PM_{2.5}$)	55	3	55	1

/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO_X. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, July 2008): https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.
Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, March 2023: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, accessed May 6, 2024.

7.3.2 Operation

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

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and

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

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

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

stationary source emissions.[109] To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against SCAQMD's significance thresholds.[110] Details describing the operational emissions of the Project can be found in in the Technical Appendix.

7.3.3 Toxic Air Contaminants Impacts

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

7.4 Thresholds of Significance

7.4.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[111]

7.4.2.1 Construction

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

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

109 Energy consumption estimates with CalEEMod 2022.1.1.22 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

110 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

111 SCAQMD, SCAQMD Air Quality Significance Thresholds, March 2023: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, accessed May 6, 2024.

0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).

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

7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.[112] However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[113] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[114]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[115]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[116]

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

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

112 SCAQMD, SCAQMD Air Quality Significance Thresholds, March 2023: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, accessed February 1, 2024.

113 For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

114 SCAQMD Air Quality Significance Thresholds, March 2023: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, accessed February 1, 2024.

115 SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

116 SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.

7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[117]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[118] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

7.4.2.4 Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:[119]

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

7.5 Project Impacts

The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),[120] which will build upon and set higher standards than those in the 2022 California Green Building

117 SCAQMD, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

118 Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

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

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

Standards Code (CalGreen, effective January 1, 2023).[121] Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards. Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity. In accordance with City Ordinance 187714, the Project would be all-electric.

The Project's lower off-street parking supply (148 spaces for 131 new residences) will reduce car ownership rates and resulting vehicle use that will reduce energy and air quality emissions. The Project's infill location is a design feature that would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) for residents and visitors who want options to driving cars.

7.5.1 Consistency with Plans

7.5.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any State or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any State and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS

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

accommodates a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "High Density Residential" in the General Plan Framework and zoned R4 (Multiple Dwelling Zone). It also includes zoning classifications that allow residential development, including "Housing Element Inventory of Sites-Housing Replacement Requirements (ZI-2512)", which requires on-site replacement housing. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population and housing on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP

The Project would house a residential population of approximately 328 people to the Project Site based on the 139 new and maintained dwelling units.[122] When the 59 residents associated with the 25 removed units are considered, the Project would result in a net increase of 269 persons. The Project's residential population would represent approximately 0.01 percent of the forecast population growth between 2016 and 2045 and be consistent with the local growth assumptions that formed the basis of the region's AQMP. As a result, the Project would be consistent with the growth projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below, the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water

[122] Transportation Assessment, Gibson Transportation Consulting, March 2024. Included as **Appendix C-1** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: (122 x 2.25) + (17 x 3.14) = 328.

conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

7.5.1.2 City of Los Angeles Policies

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

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[123]

- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.

- The Project Site is considered a Transit Oriented Communities (TOC) Tier 4 based on the shortest distance between any point on the lot and qualified Major Transit Stops at the intersection of Hollywood Boulevard and Western Avenue, 430 feet northwest of the Site, which is served by Metro bus lines 180, 207, 217 and the Metro B Line subway.[124]

- Because of its location and TOC status, the Project will reduce on-site parking supply (148 spaces for 131 new residences) that will by definition reduce car ownership and resulting vehicle travel. The Project Site is located within an AB 2097: Reduced Parking Area.[125]

- There is substantial public transit service in the area, including:

    - Metro Line 2 which connects USC with Westwood Boulevard via Sunset Boulevard. The nearest bus stop is on Sunset Boulevard at Western Avenue 890 feet southwest of the Project Site.

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

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

125 Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, accessed April 2, 2024.

- Metro Line 180 which connects Hollywood with Glendale and Pasadena via Los Feliz Boulevard and Colorado Boulevard. The nearest bus stop is on Hollywood Boulevard at Western Avenue 460 feet north of the Project Site.

- Metro Line 207 which connects Hollywood with the Metro Rail Crenshaw Station via Western Avenue. The nearest bus stop is on Western Avenue at Hollywood Boulevard 500 northwest of the Project Site.

- Metro Line 217 which connects the Hollywood/Vine and La Cienega Metro Rail stations via Hollywood Boulevard and Fairfax Avenue. The nearest bus stop is on Hollywood Boulevard at Western Avenue 460 feet north of the Project Site.

- LADOT DASH (Hollywood) shuttle service, where the nearest bus stop is on Sunset Boulevard at Western Avenue 890 feet southwest of the Project Site.

- Metro's Hollywood/Western rail station is located 430 feet northwest of the Project Site, where the B (Red) Line provides access to the regional rail network, including Metrolink commuter service.

- The project will provide two short- and 70 long-term bicycle parking spaces on-site.

- Bicyclists can use Class III bicycle routes on Fountain Avenue and Franklin Avenue, 1,800 feet south of the Project Site.

- Metro operates a bikeshare station on Western Avenue and Hollywood Boulevard, 430 feet northwest of the Project Site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 7-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable.** The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to	**Consistent.** The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. The Project's reduced off-street parking supply (148 spaces for 131 new residences) will ensure low car ownership rates that will

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
do the same to reduce work trips and traffic congestion.	reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting. As such, the Proposed Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** As the Project Site is classified as a TOC Tier 4 site, the Project would discourage single-occupant vehicle use because of the limited parking The Project's reduced off-street parking supply (148 spaces for 131 new residences) that will ensure low car ownership rates that will reduce vehicle travel and VMT.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** As noted above, the Project Site's TOC Tier 4 status allows the garage to be limited to parking for 148 vehicles. The development would provide transportation options to residents and visitors as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
	its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents, workers, and visitors can use public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Not Applicable.** This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
	access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting. The Project would also include 15 electric vehicle charging stations, 37 EV-ready spaces, and eight EV capable spaces.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The proposed project would support trip reduction and alternative transit modes that would minimize congestion impacts. The Project's reduced off-street parking supply (148 spaces for 131 new residences) will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines on Sunset Boulevard (2), Hollywood Boulevard (180, 217), and Western Avenue (207). LADOT DASH (Hollywood) provides circulator shuttle service at a bus stop on Sunset Boulevard. Metro's Hollywood/Western rail station provides access to the B (Red) Line, which accesses the regional rail network. Employees can benefit from the two short- and 70 long-term bicycle parking spaces on-site for residents and visitors. Residents and visitors can also access Class III bicycle routes on Fountain and Franklin Avenue, as well as a bikeshare station on Western Avenue at the Hollywood/Western Metro Rail station. Residents can also access 29 co-working spaces distributed throughout each floor of the development that will support work-from-home alternatives to commuting.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.

Table 7-5
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles would continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include 15 electric vehicle charging stations, 37 EV-ready spaces, and eight EV capable spaces. The Project would be powered by electricity, pursuant to City Ordinance 187714.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2024.	

7.5.2 Emissions

7.5.2.1 Construction

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.22 model and a projected construction schedule of at least 29 months. **Table 7-6** summarizes the estimated construction schedule that was modeled for air quality impacts.

Table 7-6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2 (six weeks)	Removal of 16,959 square feet of building floor area and 1,100 square feet of asphalt/concrete hardscape hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2 (two weeks)	Grubbing and removal of trees, plants, landscaping, weeds, totaling 131 cubic yards hauled 40 miles to landfill in 10-cubic yard capacity trucks
Grading	Months 3-4	Approximately 26,100 cubic yards of soil (including 25 percent swell factor)[126] hauled 25 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 5 (two weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 5-29	Footings and foundation work (e.g., pouring concrete piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 26-29	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2024. Estimates provided by the Applicant, February 2024.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, which reduces the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

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

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

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the

[126] Estimates provided by the Applicant, February 2024.

Project Site. NO_X emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 26,100 cubic yards of soil (including swell factors) would be exported from the Project Site to accommodate a three-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

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

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

Table 7-7
Estimated Daily Construction Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025	1.2	22.4	16.1	0.1	5.6	2.4
2026	1.0	6.2	15.4	<0.1	2.0	0.6
2027	15.1	6.9	17.4	<0.1	2.4	0.7
Maximum Regional Total	15.1	22.4	17.4	<0.1	5.6	2.4
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	15.1	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	**N/A**	**74**	**680**	**N/A**	**5**	**3**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Central LA source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[127] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2020-2022) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central Los Angeles SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences five feet to the east, west, and south of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-7**, above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.[128] Energy sources include electricity and natural gas use for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add approximately 498 vehicle trips and 3,432 VMT to local roadways and the region's air quality airshed on a weekday at the start of operations in 2027.[129] When considering the 101 daily vehicle trips generated by the existing 25 residences to be demolished, the Project would generate a net increase of 397 daily vehicle trips.

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

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

129 Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

As shown in **Table 7-8**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7-8
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	4.5	0.1	10.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.5	1.0	11.2	<0.1	2.5	0.6
Regional Total	6.0	1.4	21.8	<0.1	2.5	0.7
Existing Total	-0.9	-0.4	-4.1	-<0.1	-0.5	-0.1
Net Regional Total	5.1	1.0	17.3	<0.1	2.0	0.6
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Et Localized Total	4.0	0.3	9.0	<0.1	<0.1	<0.1
Localized Significance Threshold	**N/A**	**74**	**680**	**N/A**	**2**	**1**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on one-acre site with 25-meter distances to receptors in Central Los Angeles SRA Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

7.5.3 Sensitive Receptors

7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

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

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile construction equipment. The construction emissions modeling

conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 29 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.5.3.2 Operation

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

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[130] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[131] Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse

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

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

distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[132] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 397 net daily vehicle trips to the local roadway network on weekdays when the development could be operational in 2027.[133] The majority of vehicle-related impacts at the Project Site would come from 35 and 31 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.[134] This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.8 percent of the 4,398 vehicles currently using Western Avenue at Sunset Boulevard in the A.M. peak hour, an intersection that would be used for the haul route as trucks travel to and from a landfill in Irwindale.[135] Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 43,980 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.[136]

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

133 Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

134 Ibid.

135 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

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

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[137] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[138] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.5.4 Odors

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

7.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

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

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

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[139]

8.1 Regulatory Framework

8.1.1 Federal

8.1.1.1 Clean Water Act

The Clean Water Act (CWA), formerly known as the Federal Water Pollution Control Act, was first introduced in 1948, with major amendments in the 1960s, 1970s and 1980s.[140] The CWA authorizes federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. Amendments to the CWA in 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program, which prohibits discharge of pollutants into the nation's waters without procurement of a NPDES permit from the United States Environmental Protection Agency (USEPA). The purpose of the permit is to translate general requirements of the Clean Water Act into specific provisions tailored to the operations of each organization that is discharging pollutants. Although federally mandated, the NPDES permit program is generally administered at the State and regional levels.

The USEPA NPDES Program requires NPDES permits for (1) Municipal Separate Storm Sewer Systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. As of March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small MS4s, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from permitting.

8.1.1.2 Federal Antidegradation Policy

The Federal Antidegradation Policy has been incorporated within the Clean Water Act and requires states to develop statewide antidegradation policies and identify methods for implementing them.[141] Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods must, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

139 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

140 United States Environmental Protection Agency, Clean Water Act, 2002.

141 United States Environmental Protection Agency, Water Quality Standards Handbook - Chapter 4: Antidegradation, 2010.

8.1.1.3 Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of the Nation's drinking water.[142] The SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply and its sources, including rivers, lakes, reservoirs, springs, and groundwater wells. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers that implement those standards. The SDWA regulates contaminants of concern in domestic water supply, including the maximum contaminant levels (MCLs), and that the USEPA has delegated the California Department of Public Health the responsible agency for administering California's drinking water program. MCLs are established under California Code of Regulations (CCR) Title 22, Div. 4, Ch. 15, Article 4 (Title 22 Standards).

8.1.1.4 National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards.[143] FEMA provides flood insurance rate maps (FIRMs) for local and regional planners to promote sound land use and development practices, by identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as flood insurance studies (FIS). Using information gathered in these studies, FEMA engineers and cartographers delineate special flood hazard areas (SFHA) on FIRMs.

The Flood Disaster Protection Act requires owners of all structures within identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally-related financial assistance, such as mortgage loans from federally-insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA.

8.1.2 State

8.1.2.1 Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control.[144] The California Water Code (CWC) authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. In California, the NPDES stormwater permitting program is administered by the SWRCB.

Under the CWC, the State of California is divided into nine Regional Water Quality Control Boards (RWQCBs), which govern the implementation and enforcement of the CWC and the CWA. The Project Site is located within Region 4, also known as the Los Angeles RWQCB (LARWQCB). The RWQCBs develop and enforce water quality objectives and implement plans that will best

142 United States Code, Title 42 – The Public Health and Welfare- Chapter 6A Public Health and Service, Safe Drinking Water Act. 2006 Edition, Supplement 4, 2006.

143 The National Flood Insurance Act of 1968, as amended, and The Flood Disaster Protection Act of 1973, 42 U.S.C. 4001 et. seq.

144 State Water Resources Control Board, Porter-Cologne Water Quality Control Act, 2018.

protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. Each RWQCB is required to formulate and adopt a Water Quality Control Plan or Basin Plan for its region. The Basin Plan establishes beneficial use definitions for the various types of water bodies, and serves as the basis for establishing water quality objectives, discharge conditions and prohibitions, and must adhere to the policies set forth in the CWC and established by the SWRCB. In this regard, the LARWQCB issued the Los Angeles Basin Plan on August 29, 2014 for the Coastal Watersheds of Los Angeles and Ventura Counties, with subsequent amendments. The RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality.[145]

8.1.2.2 California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB in 1968.[146] Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that, whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of the water resource.

8.1.2.3 California Toxics Rule

In 2000, the California Environmental Protection Agency (CalEPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.[147] CalEPA promulgated this rule based on CalEPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

8.1.2.4 Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and to impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically overdrafted basins be sustainable by 2040, and medium- or high-priority by 2042.

145 United States Environmental Protection Agency, Clean Water Act, 2016.
146 California State Water Resources Control Board, State Board Resolution No. 68-16, 1968.
147 United States Environmental Protection Agency, Water Quality Standards, Establishment of Numeric Criteria for Priority Toxic Pollutants for the State of California, 2001.

8.1.3 Regional

8.1.3.1 Water Replenishment District of Southern California

The City of Los Angeles is included within the Water Replenishment District of Southern California (WRD). The WRD service area is categorized as a High Priority basin and pursuant to the SGMA must either: (a) form a GSA to prepare and submit a groundwater sustainability plan; or directly submit an Alternative Analysis in lieu of forming a GSA. The WRD, in conjunction with key stakeholders including the Los Angeles Department of Water and Power (LADWP), has prepared and submitted an Alternative Analysis that satisfies the requirements of the SGMA.[148] The Alternative Analysis demonstrates compliance with applicable portions of the CWC and provides adequate information to show that the applicable, underlying Central Subbasin has operated within its sustainable yield over a period of at least 10 years; and that the Alternative Analysis satisfies SGMA's objectives by promoting sustainable management of the groundwater in the Central Subbasin.

8.1.3.2 County of Los Angeles Hydrology Manual

Drainage and flood control in the City of Los Angeles (City) are subject to review and approval by the Department of Public Works, Bureau of Engineering (Bureau of Engineering). Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (County Flood Control). The County Flood Control constructs and has jurisdiction over regional facilities, such as major storm drains and open flood control channels, while the City constructs and is responsible for local interconnecting tributary drains.

Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works' Hydrology Manual as its basis of design for storm drainage facilities.[149] The Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event. The County also limits the allowable discharge into existing storm drain (MS4) facilities based on the County's MS4 Permit, which is enforced on all new developments that discharge directly into the County's MS4 system.

Drainage and flood control structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves MS4 plans prior to construction. Any proposed increases in discharge directly into County facilities, or proposed improvements of County-owned MS4 facilities, such as catch basins and drainage lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

148 Board of Directors of the Water Replenishment District of Southern California, Resolution No. 16-1048, 2016.
149 Los Angeles County Department of Public Works, Hydrology Manual, 2006.

8.1.3.3 NPDES Permit Program

As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. This NPDES permit, General Permit for Stormwater Discharges from Construction Activities by the SWRCB (Construction General Permit), establishes a risk-based approach to stormwater control requirements for construction projects.

Construction: Stormwater Pollution Prevention Plan

For all construction activities disturbing one acre of land or more, California mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of best management practices (BMPs) to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the Construction General Permit must prepare and implement a SWPPP that meets the requirements of the Construction General Permit.[150] The purpose of an SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the, following BMPs:

- Erosion Control BMPs – to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.

- Sediment Control BMPs – are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. Such BMPs may include, but would not be limited, to use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.

- Wind Erosion Control BMPs – consist of applying water to prevent or minimize dust nuisance.

- Tracking Control BMPs – consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.

150 State Water Resources Control Board, Construction Stormwater Program. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed February 1, 2024.

- Non-Stormwater Management BMPs – also referred to as "good housekeeping practices," involve keeping a clean, orderly construction site.

- Waste Management and Materials Pollution Control BMPs – consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

The SWRCB adopted a General Permit for Stormwater Discharges from Construction Activities on September 2, 2009 and amended the permit on July 17, 2012 (Order No. 2012-0006-DWQ, General NPDES Permit No. CAS000002). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction, and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project-specific BMPs. The SWPPP must be completed and certified by the developer and BMPs must be implemented prior to the commencement of construction, and may require modification during the course of construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as groundwater, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. An NPDES Permit for dewatering discharges was adopted by the LARWQCB on September 13, 2018 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004. Similar to the Construction General Permit, to be authorized to discharge under this permit, the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit and shall continue in full force until it expires November 13, 2023.[151] In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges shall not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Order. The analytical method used shall be capable of achieving a detection limit at or below the minimum level. The discharger must also provide a

151 Los Angeles Regional Water Quality Control Board, Order No. R4-2018-0125, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, 2018.

feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.[152]

Operation: Los Angeles County Municipal Stormwater NPDES Program

The County of Los Angeles and the City are two of the Co-Permittees under the Los Angeles County MS4 Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001). The Los Angeles County MS4 Permit has been determined by the SWRCB to be consistent with the requirements of the Clean Water Act and the Porter-Cologne Act for discharges through the public storm drains in Los Angeles County to statutorily-defined waters of the U.S. (33 United States Code [USC] §1342(p); 33 CFR Part 328.11). On September 8, 2016, the LARWQCB amended the Los Angeles County MS4 Permit to incorporate modifications consistent with the revised Ballona Creek Watershed Trash Total Maximum Daily Load (TMDL) and the revised Los Angeles River Watershed Trash TMDL, among other TMDLs incorporated into the Los Angeles County MS4 Permit and the Basin Plan for the Coastal Waters of Los Angeles and Ventura Counties.

Under the amended Los Angeles County MS4 Permit, permittees are required to implement a development planning program to address stormwater pollution. This program requires project applicants for certain types of projects to implement a Low Impact Development (LID) Plan. The purpose of the LID Plan is to reduce the discharge of pollutants in stormwater by outlining BMPs, which must be incorporated into the design of new development and redevelopment. These treatment control BMPs must be sufficiently designed and constructed to treat or retain the greater of an 85th percentile rain event or first 0.75 inch of stormwater runoff from a storm event.

The Los Angeles County MS4 Permit (Part VI.D.7.c, New Development/Redevelopment Project Performance Criteria) includes design requirements for new development and substantial redevelopment. These requirements apply to all projects that create or replace more than 5,000 square feet of impervious cover. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements, the entire project would be subject to post-construction stormwater quality control measures.

This Enhanced Watershed Management Program for the Upper Los Angeles River (ULAR EWMP) describes a customized compliance pathway that participating agencies will follow to address the pollutant reduction requirements of the Los Angeles County MS4 Permit.[153] By electing the optional compliance pathway in the MS4 Permit, the Upper Los Angeles River Watershed Management Group (EWMP Group) has leveraged this EWMP to facilitate a robust, comprehensive approach to stormwater planning for the Upper Los Angeles River watershed. The objective of the EWMP Plan is to determine the network of control measures (BMPs) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices. The Permit requires the identification of Watershed Control Measures, which are strategies and BMPs that will be implemented through the EWMP, individually or collectively, at watershed-scale to address the Water Quality Priorities. The EWMP Implementation Strategy is used as a recipe for compliance for each jurisdiction to

152 Los Angeles Regional Water Quality Control Board, Order No. R4-2013-0095, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, 2013.

153 Upper Los Angeles River Watershed Management Group, Enhanced Watershed Management Program, 2016.

address Water Quality Priorities and comply with the provisions of the MS4 Permit. The EWMP Implementation Strategy includes individual recipes for each of the 18 jurisdictions and each watershed/assessment area – Los Angeles River above Sepulveda Basin, Los Angeles River below Sepulveda Basin, Compton Creek, Rio Hondo, Verdugo Wash, Arroyo Seco, Burbank Western Channel, Tujunga Wash, Bull Creek, Aliso Wash, Bell Creek, McCoy-Dry Canyon, and Browns Canyon Wash. Implementation of the EWMP Implementation Strategy will provide a BMP-based compliance pathway for each jurisdiction under the MS4 Permit. The permit specifies that an adaptive management process will be revisited every two years to evaluate the EWMP and update the program. The EWMP strategy will evolve based on monitoring results by identifying updates to the EWMP Implementation Plan to increase its effectiveness.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the Stormwater Quality Management Program. The objective of the Stormwater Quality Management Program is to reduce pollutants in urban stormwater discharges to the "maximum extent practicable," to attain water quality objectives and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the Stormwater Quality Management Program. In addition, the Los Angeles County MS4 Permit requires that permittees implement a LID Plan, as discussed above, that designates BMPs that must be used in specified categories of development projects to infiltrate water, filter, or treat stormwater runoff; control peak flow discharge; and reduce the post-project discharge of pollutants into stormwater conveyance systems. In response to the Los Angeles County MS4 Permit requirements, the City adopted Ordinance No. 173,494 (Stormwater Ordinance), as authorized by LAMC Section 64.72.

The City supports the requirements of the Los Angeles County MS4 Permit through the City of Los Angeles' *Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities* (5th edition, May 2016) (LID Handbook)[154], which provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program. The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process.

The City implements the requirement to incorporate stormwater BMPs, including LID BMPs, through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

8.1.3.4 Los Angeles River Watershed Master Plan

The Los Angeles River Master Plan recognizes the river as a resource of regional importance and that those resources must be protected and enhanced. The Los Angeles River Master Plan was adopted in 1996, and is intended to maintain the river as a resource that provides flood protection

154 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed May 1, 2024.

and opportunities for recreational and environmental enhancement, improves the aesthetics of the region, enriches the quality of life for residents, and helps sustain the economy of the region.[155] Environmental goals of the Watershed Master Plan are to preserve, enhance, and restore environmental resources in and along the river, including improving water quality and cleanliness of the river. Soil contamination on riverfront lands that have supported railroads and other industries is cited as an issue of concern.

8.1.4 Local

8.1.4.1 Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit

Proposed drainage improvements within the street rights-of-way or any other property owned by, to be owned by, or under the control of the City, require the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by the Bureau of Engineering. Additionally, connections to the MS4 system from a property line to a catch basin or a storm drain pipe require a storm drain permit from the Bureau of Engineering.

8.1.4.2 Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance

n 1996, Ordinance No. 170,978 amended LAMC Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. LAMC Section 12.40 contains general requirements, including a point system for specific project features and techniques in order to determine compliance with the ordinance, and defines exemptions from the ordinance. LAMC Section 12.41 sets minimum standards for water delivery systems (irrigation) to landscapes. LAMC Section 12.43 defines the practices addressed by the ordinance, of which two are applicable to stormwater management. The Heat and Glare Reduction practice states among its purposes the design of vehicular use areas that reduce stormwater runoff and increase groundwater recharge. The Soil and Watershed Conservation practice is intended to encourage the restoration of native areas that are unavoidably disturbed by development; to conserve soil and accumulated organic litter and reduce erosion by utilization of a variety of methods; and to increase the "residence time of precipitation" (i.e., the time between the original evaporation and the returning of water masses to the land surface as precipitation) within a given watershed. Implementation guidelines developed for the ordinance provide specific features and techniques for incorporation into projects, and include water management guidelines addressing runoff, infiltration, and groundwater recharge. This ordinance is incorporated into the LID Ordinance discussed below.

8.1.4.3 Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance

LAMC Section 64.70, the Stormwater and Urban Runoff Pollution Control Ordinance, was added by Ordinance No. 172,176 in 1998 and prohibits the discharge of unauthorized pollutants in the

155 City of Los Angeles, The Los Angeles River Revitalization Master Plan, April 2007, https://apps.engineering.lacity.gov/lariverrmp/. Accessed February 1, 2024.

City. The Watershed Protection Program (Stormwater Program) for the City is managed by the Bureau of Sanitation along with all City Flood Protection and Pollution Abatement (Water Quality) Programs, including but not limited to, regulatory compliance, implementation, operations, reporting and funding. Section 64.70 sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, orders and/or special orders that provide for the protection, enhancement and restoration of water quality. Through a program employing watershed-based approaches, the regulation implements the following objectives:

- To comply with all Federal and State laws, lawful standards and orders applicable to stormwater and urban runoff pollution control;
- To prohibit any discharge which may interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters;
- To prohibit illicit discharges to the storm drain system;
- To reduce stormwater runoff pollution;
- To reduce non-stormwater discharge to the storm drain system to the maximum extent practicable; and
- To develop and implement effective educational outreach programs designed to educate the public on issues of stormwater and urban runoff pollution.

The ordinance applies to all dischargers and places of discharge that discharge stormwater or non-stormwater into any storm drain system or receiving waters. While this practice is prohibited under the County's Municipal NPDES Permit, adoption of the ordinance allows enforcement by the Department of Public Works, as well as the levy of fines for violations. General Discharge Prohibitions require that no person shall discharge, cause, permit, or contribute to the discharge any hazardous materials and substances (liquids, solids, or gases) into to the storm drain system or receiving waters that constitute a threat and/or impediment to life and the storm drain system, singly or by interaction with other materials. A specific list of prohibited substances can be found under LAMC Section 64.70.

Under LAMC Section 64.70.02 D, Requirement to Prevent, Control, and Reduce Stormwater Pollutants, any owner of a facility engaged in activities or operations as listed in the Critical Sources Categories, Section III of the Board's Rules and Regulations shall be required to implement BMPs as promulgated in the Rules and Regulations. The owner/developer of a property under construction shall be required to implement the stormwater pollution control requirements for construction activities as depicted in the project plans approved by the Department of Building and Safety. In the event a specified BMP proves to be ineffective or infeasible, the additional and/or alternative, site-specific BMPs or conditions deemed appropriate to achieve the objectives of this ordinance as defined in LAMC Section 64.70 B.

8.1.4.4 Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities

LAMC Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities, was added by Ordinance 173,494 (LID Ordinance) in 2000 and sets forth requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the NPDES permit requirements. The provisions of this section contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the Land Development requirements of the Los Angeles County MS4 permit through integrating LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's Landscape Ordinance and other related requirements in the Development Best Management Practices Handbook.

8.1.4.5 Low Impact Development Ordinance (No. 181,899)

In 2011, the City adopted a Citywide Low Impact Development Ordinance (LID Ordinance) that amended the City's existing Stormwater Ordinance (LAMC Section Nos. 64.70 and 64.72, discussed above). The LID Ordinance, effective May 12, 2012 and updated in September 2015 (Ordinance No. 183,833), enforces the requirements of the Los Angeles County MS4 Permit. LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to their source as possible; and that promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

The goal of LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.[156] The intent of LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce off-site runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The Citywide LID strategy addresses land development planning, as well as storm drain infrastructure. Toward this end, LID is implemented through BMPs that fall into four categories:

156 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016. https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed February 1. 2024.

site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. While the LID Ordinance and the BMPs contained therein comply with Los Angeles County MS4 Permit requirements for stormwater management, the MS4 requirements apply only to proposed new development and redevelopment of a certain size, primarily address stormwater pollution prevention as opposed to groundwater recharge, and vary over time as the permit is reissued every five years. The LID Ordinance provides a consistent set of BMPs that apply to existing, as well as new, development and emphasize natural drainage features and groundwater recharge in addition to pollution prevention in receiving waters. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

Per the City's 2016 LID Manual's Figure 3.3 and Section 4.1, the City's preferred LID improvement is on-site infiltration of stormwater, site since it allows for groundwater recharge and reduces the volume of stormwater entering municipal drains.[157] If Project Site conditions are not suitable for infiltration, the City requires on-site retention via stormwater capture and reuse. Should capture and reuse be deemed technically infeasible, high efficiency bio-filtration/ bioretention systems should be utilized. Lastly, under the LID Ordinance (LAMC Section 64.72 C.6), as interpreted in the LID Manual, if no single approach listed in the LID Manual is feasible, then a combination of approaches may be used.[158]

8.1.4.6 Water Quality Compliance Master Plan for Urban Runoff

The Water Quality Compliance Master Plan for Urban Runoff (Water Quality Compliance Master Plan)[159] was developed by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division, and was adopted in April 2009.

The Water Quality Compliance Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. The Water Quality Compliance Master Plan identifies the City's four watersheds; summarizes water quality conditions in the City's receiving waters as well as known sources of pollutants; summarizes regulatory requirements for water quality; describes BMPs required by the City for stormwater quality management; and discusses related plans for water quality that are implemented within the Los Angeles region, particularly TMDL Implementation Plans and Watershed Management Plans in Los Angeles.

8.1.4.7 Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation

The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for stormwater pollution control throughout the City in compliance with the Los

157 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

158 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

159 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

Angeles County MS4 Permit. The Watershed Protection Division administers the City's Stormwater Program, which has two major components: Pollution Abatement and Flood Control. The Watershed Protection Division publishes the two-part Development Best Management Practices Handbook that provides guidance to developers for compliance with the Los Angeles County MS4 permit through the incorporation of water quality management into development planning. The Development Best Management Practices Handbook, Part A: Construction Activities, provides specific minimum BMPs for all construction activities.[160] The Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook) provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program.[161] The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process. The LID Handbook addresses the need for frequent and/or regular inspections of infiltration facilities in order to ensure on-site compliance of BMP standards, soil quality, site vegetations, and permeable surfaces. These inspections are required to guarantee that facilities follow all proprietary operation and maintenance requirements.

During the development review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

8.1.4.8 Flood Hazard Management Ordinance

Effective April 19, 2021, Ordinance 186,952 amends the Specific Plan for the Management of Flood Hazards, established by Ordinance No. 154,405 and amended by Ordinance Nos. 163,913 and 172,081, to update it to meet current federal standards and to rename it the Flood Hazard Management Ordinance. The ordinance applies to all public and private development and provides for the establishment, management, and regulatory control of Flood Hazard areas. For properties within areas of Special Flood Hazard Areas as identified by FEMA in the FIS for Los Angeles County dated December 2, 1980, the ordinance establishes certain policies that include development and construction standards and regulations that may require additional permitting and discretionary review. Being hazard-specific, the provisions of the ordinance deal with the unique problems of each hazard in addition to the Citywide policies and goals.

8.2 Surface Water Quality

8.2.1 Construction

Construction activities such as earth moving, maintenance of construction equipment, and handling of construction materials can contribute to pollutant loading in stormwater runoff. Site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater

160 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016.

161 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition.

runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion.

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur.

As Project construction would disturb less than one acre of soil (Site is 0.518 acres), the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction.

In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sedimentation and erosion. With the implementation of site-specific BMPs included as part of the Erosion Control Plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

8.2.2 Operation

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration

system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards. As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

The Project Site is developed with multiple residential buildings. The Project would control the surface runoff by adding landscape areas. The Project Site does not appear to include BMPs or measures to treat stormwater runoff.

As such, stormwater currently flows from the Project Site without any treatment. However, the Project includes compliance with LID BMPs, such as the installation of a capture and use and/or biofiltration system, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant.

8.3 Ground Water Quality

8.3.1 Construction

In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, construction could potentially improve the existing condition by removing impacted groundwater.

Groundwater was encountered at a depth of 65 feet below the existing site grade in Boring B-2. Groundwater was not encountered in Boring B-1, which was excavated to a depth of 50 feet below the existing site grade.[162]

In addition, the construction activities would be typical of a residential project and would not involve activities that could further impact the underlying groundwater quality.

[162] Page 3, Geotechnical Engineering Investigation, Geotechnologies, August 21, 2023. Included as **Appendix H** of this CE.

Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

8.3.2 Operation

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID standards. Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the 85th percentile storm event.

The Project would implement either Infiltration Drywells, Capture and Use System, or Biofiltration Planters for managing stormwater runoff in accordance with current LID requirements.

Water runoff flows toward the existing storm drain system with an inlet on Carlton Way, adjacent to the Site.[163]

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The release of pollutants listed above would be reduced or minimized through the implementation of approved LID BMPs.

Operational activities that could affect groundwater quality include hazardous material spills and leaking underground storage tanks. No underground storage tanks would be operated by the Project. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater

163 NavigateLA, Stormwater layer: http://navigatela.lacity.org/navigatela/, accessed May 1, 2024.

recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85th percentile storm event. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, the Project's potential impact on surface water quality and groundwater quality is less than significant.

The Project Site does not have any LID systems. Implementation of a development that complies with the current requirements of the LID ordinance and handbook would actually improve the condition of the Site. Therefore, no significant impact would occur.

8.4 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.[164]

This section is based on the following items, included as **Appendix F** of this CE:

F-1 Police Response, Los Angeles Police Department, May 1, 2024

F-2 Schools Response, Los Angeles Unified School District, May 2, 2024

F-3 Parks Response, Los Angeles Department of Recreation and Parks, April 24, 2024

F-4 Library Response, Los Angeles Public Library, April 18, 2024

F-5 Wastewater Response, Los Angeles Bureau of Sanitation, April 26, 2024

F-6 Water Response, Los Angeles Department of Water and Power, April 23, 2024

9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

[164] Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

According to LAMC Section 57.512.1, response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2, where a response distance is greater than that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 57.507.3.3
Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 82, located at 5769 Hollywood Boulevard, approximately 2,500 feet (0.48 mile) driving distance away.[165] The Site is also served by Station No. 35, located at 1601 Hillhurst Avenue, approximately 1.4 miles driving distance away.

As shown in **Table 9-1**, Fire Station No. 35 has a light force (composed of a truck company and engine company).[166] Therefore, the Project Site is located within the distance identified by LAMC Section 57.512.1 (i.e. within 1.5 mile for an engine and 2 miles for a truck).

165 LAFD, Find Your Station: https://www.lafd.org/fire-stations/station-results.

166 LAFD: http://www.lafd.org/about/about-lafd/apparatus.

Since the Project Site is located within the distance identified by LAMC Section 57.507.3.3, it does not need automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 9-1
Fire Stations

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
82	5769 Hollywood	2,500 feet	Engine Paramedic Ambulance Rescue Ambulance Brush Patrol Type III Engine	EMS: 7:15 min Non-EMS: 6:53 min	EMS: 3,988 Non-EMS: 1,135
35	1601 Hillhurst	1.4 miles	Assessment Light Force Engine Paramedic Ambulance Advanced Practitioner Brush Patrol Type III Engine	EMS: 6:46 min Non-EMS: 6:31 min	EMS: 4,684 Non-EMS: 1,001

Response Time: (January to December 2023) average time (turnout time + travel time) in the station area.
Incident counts: (January to December 2023). Non-EMS is fire emergency. EMS is emergency medical service.
http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf
Light Force: Truck company and single engine.
Task Force: Truck company and two fire engines.
LAFD November 2022 Fire Station Directory.
Table: CAJA Environmental Services, May 2024.

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone.[167] The Project Site also is not within Fire District 1, which is designated by the City as areas of significant urbanization that face an elevated fire risk.[168]

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant.

The following fire hydrants are near the Project Site:[169]

[167] ZIMAS search: http://zimas.lacity.org/, accessed May 1, 2024.

[168] ZIMAS search http://zimas.lacity.org, accessed May 1, 2024.

[169] Navigate LA, DWP (Fire Hydrants) Layer: http://navigatela.lacity.org/navigatela/, accessed May 1, 2024.

- Hydrant (ID 16283, size 2½ x 4D, 8-inch main), located on Carlton Way, 60 feet north of the Project Site.

- Hydrant (ID 12108, size 2½ x 4D, 6-inch main), located on the southwest corner of Serrano Avenue and Carlton Way, 135 feet east of the Project Site.

- Hydrant (ID 12105, size 4D, 8-inch main), located on the northwest corner of Western Avenue and Carlton Way, 340 feet west of the Project Site.

The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal.App.4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city would comply with that provision to ensure that public safety services are provided.

For all the foregoing reasons, the Project would be adequately served by the LAFD.

9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD), West Bureau, Hollywood Community Police Station, located at 1358 Wilcox Avenue.[170] The Station is approximately 1.6 miles driving distance from the Project Site. The Community is 17.2 square miles in size, has approximately 300,000 residents, and has approximately 314 sworn officers.[171] The officer to resident ratio is 1:993.[172]

There are no immediate plans to increase LAPD staffing or resources in those areas, which would serve the Project. The Project would add a residential population of approximately 328 people to

[170] LAPD, Hollywood Community: https://www.lapdonline.org/lapd-contact/west-bureau/hollywood-community-police-station/, accessed May 1, 2024.

[171] Police Response, Los Angeles Police Department, May 1, 2024. Included as **Appendix F-1** of this CE.

[172] 300,000 residents / 314 sworn officers = 993 residents per officer.

the Project Site based on the 139 dwelling units proposed.[173] Assuming the same officer to resident ratio, the Project would represent approximately 0.33% of 1 officer.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project would contribute property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be in parking levels integrated into the building.

The LAPD would require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal.App.4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city would comply with Proposition 172 to ensure that public safety services are provided.

For all the foregoing reasons, the Project would be adequately served by the LAPD.

[173] Transportation Assessment, Gibson Transportation Consulting, March 2024; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: (122 x 2.25) + (17 x 3.14) = 328.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:[174]

- Grant Elementary School (grades K-5), 1530 Wilton Place, 1,000 feet west of the Site
- Joseph Le Conte Middle School (grades 6-8), 1316 Bronson Avenue, 2,775 feet southwest of the Site
- Helen Bernstein High School, 1309 Wilton Place, 2,070 feet southwest of the Site

The residential units directly generate students. As shown in **Table 9-2**, the Project would generate approximately 50 students.

Table 9-2
Estimated Student Generation

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	139 units	27	8	15	**50**

Los Angeles Unified School District (LAUSD), 2024 Developer Fee Justification Study, February 2024, Table 3, Student Generation Factors, https://www.lausd.org/domain/921, accessed May 9, 2024.
Students per household: 0.19142 elementary (grades TK-6), 0.05279 middle (grades 7-8); 0.10504 high (grades 9-12).
Students per 1,000 sf: 0.467 for neighborhood shopping centers, 0.195 for lodging.
Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 55 percent for elementary, 15 percent for middle, and 30 percent for high school.
Table: CAJA Environmental Services, May 2024.

According to the LAUSD, Grant Elementary School is overcrowded now but not in the future (projected 5 years); Le Conte Middle School is overcrowded now and in the future; and Bernstein High School has adequate capacity now and in the future (projected 5 years) to accommodate additional students.[175] However, overcrowded is not an impact for the reason discussed below.

Pursuant to the California Government Code Section 65995 and California Education Code Section 17620, mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government and Education Codes.

For all the foregoing reasons, the Project would be adequately served by the LAUSD.

174 LAUSD School Finder: https://rsi.lausd.net/ResidentSchoolIdentifier/.

175 Schools Response, Los Angeles Unified School District, May 2, 2024. Included as **Appendix F-2** of this CE.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table 9-3 lists the parks and recreation centers that are located near the Project Site.

Table 9-3
Parks and Recreation Centers

Name	Address	Distance to Site
Barnsdall Art Park	4800 Hollywood Boulevard	3,650 feet east
Fern Dell Nature Trail	Fern Dell Drive and Los Feliz Blvd.	2,850 feet north
Lemon Grove Recreation Center	4959 Lemon Grove Avenue	4,500 feet south
Seily Rodriguez Park	5707 Lexington Avenue	2,850 feet southwest
Carlton Way Park	5927 Carlton Way	3,200 feet west
NavigateLA with Recreation and Parks Department layer: http://navigatela.lacity.org/index01.cfm		

The Project would include a common open space courtyard and roof deck and private open space balconies. The Project, at its proposed unit mix, would provide 9,223 square feet of open space, consisting of an indoor recreation room, courtyard, roof deck, and balconies. There will be a pool on the level 4 courtyard. The counted provided open space per SNAP Section 7-F.1 is 3,410 square feet. The Project would request a Waiver of Development Standard for a 74.4% reduction in required open space to permit 3,410 square feet of open space, in lieu of 13,300 square feet, as otherwise required by SNAP Section 7-F.

The Project would increase the number of residents at the Project Site. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

The Project would add a residential population of approximately 328 people to the Project Site based on the 139 dwelling units proposed.[176] According to the standards provided in the Public Recreation Plan, the 328 new residents would require 1.3 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the

[176] Transportation Assessment, Gibson Transportation Consulting, March 2024; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: (122 x 2.25) + (17 x 3.14) = 328.

site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

The Project would be required to pay the in-lieu fee prior to the issuance of a certificate of occupancy.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served by park and recreational facilities.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.[177]

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Table 9-4 describes the libraries that would serve the Project.

Table 9-4
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection Size / Circulation	Service Population	Staff
Cahuenga	4591 Santa Monica	10,942	27,046 / 17,368	60,049	7.5
Durant	7140 Sunset Boulevard	12,500	49,062 / 27,433	38,736	9.5
Goldwyn Hollywood	1623 Ivar Avenue	19,000	69,967 / 19,174	61,661	14.5
Fremont	6121 Melrose Avenue	7,361	31,967 / 32,331	21,150	8.5
Los Feliz	1874 Hillhurst Avenue	10,449	48,524 / 87,089	30,634	9.5
Wilshire	149 St. Andrews Place	6,258	39,225 / 33,625	51,744	8.5
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries. Library Response, Los Angeles Public Library, April 18, 2024.					

[177] LAPL website: https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf.

The Project would add a residential population of approximately 328 people to the Project Site based on the 139 dwelling units proposed.[178] The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.[179],[180],[181] Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The nearby branches would be able to accommodate the Project's residents. Therefore, the Project would be adequately served by the City's libraries.

9.6 Wastewater

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd.[182] Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a total of approximately 38,025 gallons of wastewater per day (or 0.038 mgd). This total does not take credit for removal of the existing uses

178 Transportation Assessment, Gibson Transportation Consulting, March 2024; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator Documentation, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: (122 x 2.25) + (17 x 3.14) = 328.

179 "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": https://www.arts.gov/sites/default/files/ToRead.pdf.

180 "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

181 "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: http://www.clir.org/pubs/reports/pub120/contents.html.

182 LA Sanitation, Hyperion Water Reclamation Plant, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl=&_afrLoop=23678050400248010&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=5mt5fw0s1_142#!%40%40%3F_adf.ctrl%3D%26_afrWindowId%3Dnull%26_afrLoop%3D23678050400248010%26_afrWindowMode%3D0%26_adf.ctrl-state%3D5mt5fw0s1_146, accessed February 1, 2024.

(residential). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project's projected 0.038 mgd generation.

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line on Carlton Way / Serrano Avenue.[183] The sewage from the existing 8-inch line feeds into a 24-inch line on Sunset Boulevard before discharging into a 33-inch sewer line on Vine Street.[184]

Based on the estimated flows, it appears the sewer system would be able to accommodate the total flow. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This would ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's wastewater facilities.

Table 9-5
Project Estimated Wastewater Generation

Land Use	Size	Rates	Total (gpd)
Proposed Project			
Residential – Studio	75 units	75 gallons / unit	5,625
Residential – 1-bedroom	55 units	110 gallons / unit	6,050
Residential – 2-bedroom	9 units	150 gallons / unit	1,350
Pool	-	-	25,000
		Proposed Total	**38,025**

Note: sf = square feet; gpd = gallons per day
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.
Table: CAJA Environmental Services, May 2024.
Wastewater Response, Los Angeles Bureau of Sanitation, April 26, 2024. Included as **Appendix F-4** of this CE.

9.7 Water

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2020 Urban Water Management Plan (UWMP) to ensure that existing and projected water demand within its service area can be accommodated. According to the LADWP, for any project that is consistent with the City's General

183 NavigateLA with Sewer layer: http://navigatela.lacity.org/index01.cfm.

184 Wastewater Response, Los Angeles Bureau of Sanitation, April 26, 2024. Included as **Appendix F-4** of this CE.

Plan, the projected water demand associated with that project is considered to be accounted for in the 2020 UWMP.[185]

As was shown in the Land Use analysis of this Categorical Exemption, the Project would be consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822[186] and in the LAGBC[187] to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements.

Demographic projections for the LADWP service area are based on SCAG's demographic growth forecast for their 2020-2045 RTP/SCS. The 2020 UWMP provides demographic projections in 5-year increments from 2025 to 2045.[188] The Project would add a net residential population of approximately 200 people to the Project Site based on the 86 dwelling units proposed.[189] The Project's residential population would represent approximately 0.03 percent of the forecasted population growth between 2016 and 2045.[190] Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by the LADWP.

The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 AFY in 2025 (average weather year).[191] The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045 RTP/SCS.[192] The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).[193]

In general, projects that conform to SCAG's 2020-2045 RTP/SCS demographic projections and are in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP. The Project is consistent with the General Plan designation and Community Plan and zoning. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed

185 LADWP, UWMP, 2020: https://ladwp.com/who-we-are/water-system/sources-supply/urban-water-management-plan?_adf_ctrl-state=186bwvd4bk_4&_af%29%29%29=.

186 Los Angeles, Ordinance No. 180822: http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf.

187 Los Angeles, Green Building Code: http://www.ladbs.org/forms-publications/forms/green-building.

188 2020 Urban Water Management Plan, Los Angeles, page ES-6.

189 Transportation Assessment, Fehr & Peers, December 2023; using Los Angeles VMT Calculator, version 1.4. Included as **Appendix C** of this CE. City of Los Angeles VMT Calculator, v1.4. LADOT population and employee numbers are shown on Table 1: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit and Affordable Housing – Family is 3.14 persons per unit. Project: (79 x 2.25) + (7 x 3.14) = 200.

190 200 / 837,500 x 100% = 0.023

191 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

192 2020 Urban Water Management Plan, Los Angeles, page 1-5.

193 SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.

the available capacity within the distribution infrastructure that would serve the Project. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project.

To demonstrate LADWP's water supply reliability, the UWMP summarizes the water demands and supplies for single-dry year conditions through 2045, which represents the City's planned supply projected to meet projected water demands under the most critical hydrologic conditions.[194] In 2025, the total water demand and total supplies equals 674,700 acre-feet and grows to 747,000 acre-feet by 2045 for a single dry year. As required by the California Water Code Section 10632, LADWP has six standard water supply shortage levels and corresponding response actions, inkling withdrawing from available emergency storage along the Los Angeles Aqueduct System and local groundwater basins.

Larger developments (e.g., residential projects with 500 or more units) are required to prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP per SB 610. This Project contains 139 units which is below the threshold size of 500 units and does not require a WSA.

As shown on **Table 9-6**, the Project would demand a total of approximately 38,025 gallons of water per day (or 0.038 mgd), or approximately 42.59 acre-feet per year.[195] This total does not take credit for removal of the existing uses (residential). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

There is a 6-inch pipe Carlton Way.[196] If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This would ensure that the Project's impacts to the water conveyance system would be less than significant.

The UWMP accounts for regional growth in the service area for Project's that comply with the General Plan. As the Project's 42.59 acre-feet water demand is accounted for in the UWMP's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not exceed demand projections for the UWMP.

With projections showing the demand meeting the supply under the most critical hydrologic conditions, the UWMP demonstrates adequate capacity to serve the Project's projected demand for 8.92 acre-feet of water per. Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by existing and projected water supplies.

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Proposed Project			
Residential – Studio	75 units	75 gallons / unit	5,625

194 2020 Urban Water Management Plan, Los Angeles, page ES-20.

195 38,025 gallons x 365 days = 13,879,125 gallons/year x 1 acre-feet/325,851 gallons = 42.59.

196 Water Response, Los Angeles Department of Water and Power, April 23, 2024. Included as **Appendix F-5** of this CE.

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Residential – 1-bedroom	55 units	110 gallons / unit	6,050
Residential – 2-bedroom	9 units	150 gallons / unit	1,350
Pool	-	-	25,000
		Proposed Total	**38,025**

Wastewater generation is assumed to equal water consumption. Per the LADWP: "For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf)."
Note: sf = square feet; gpd = gallons per day
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.
Table: CAJA Environmental Services, May 2024.

9.8 Solid Waste

9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.[197] Ten Class III landfills, one unclassified landfill with solid waste facility permits, and one transformation facility are currently operating within the County.[198]

Based on the information provided in the 2021 Countywide Integrated Waste Management Plan Annual Report, the total remaining permitted Class III landfill capacity in the County is estimated at 137.09 million tons.[199] In 2021, the total amount of solid waste disposed of at in-county Class III landfills, transformation facilities, and out-of-County landfills was approximately 11.1 million tons and 402,989 tons of inert waste at the County's inert landfill.[200] Of the remaining Class III landfill capacity in the County, approximately 71.3 million tons are available to the City (Antelope Valley, Lancaster, Sunshine Canyon).[201] The 2021 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 148.14 million tons in 2033, will exceed the 2021 remaining permitted Class III landfill capacity of 137.09 million tons.

197 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

198 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF, accessed May 9, 2024.

199 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF, accessed May 9, 2024.

200 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Table 1, page 15: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF, accessed May 9, 2024.

201 Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The County's unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 50.77 million tons. In 2021, approximately 0.403 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 24 years.[202] Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City's Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County's Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.[203] The 3.3 million tons of solid waste accounts for approximately 4.6 percent of the total remaining capacity (71.3 million tons) for the County's Class III landfills open to the City.[204]

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,876 tons.

Table 9-7
Landfill Capacity

Landfill Facility	2021 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills (Open to the City)					
Antelope Valley	2,645	5,548	2,903	9.24	8

202 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF, accessed May 9, 2024.

203 These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City.

204 3.3 million tons ÷ 71.3 million tons x 100% = 4.6%.

Lancaster	397	5,100	4,703	9.84	20
Sunshine Canyon	7,830	12,100	4,270	52.22	16
Total	**10,872**	**22,748**	**11,876**	**71.3**	
Inert Landfill (Open to the City)					
Azusa	1,292	8,000	6,708	50.77	24
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF, accessed May 9, 2024.					

9.8.2 Project Impacts

9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 1,424 tons of construction and demolition waste, not accounting for any mandatory recycling.

Table 9-8
Project Demolition and Construction Waste Generation

Building	Size	Rate	Total (tons)
Demolition Waste			
Residential	16,959 sf	127 pounds / sf	1,077
Non-residential	0 sf	158 pounds / sf	0
Asphalt	1,100 sf	75 pounds / sf	42
		Demolition Total	**1,119**
Construction Waste			
Residential	138,894 sf	4.39 pounds / sf	305
Non-residential	0	4.34 pounds / sf	0
		Construction Total	**305**
		Total	**1,424**
Over the entire total schedule of construction. Numbers have been rounded. sf = square feet, 1 ton = 2,000 lbs U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts. 1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick. Table: CAJA Environmental Services, May 2024.			

Pursuant to the requirements of Senate Bill 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site

would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 310 tons per year of solid waste. This total does not take credit for removal of the existing uses (residential).

The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

Table 9-9
Estimated Solid Waste Generation

Land Use	Size	Rates	Total (Tons per year)
Proposed Project			
Residential	139 units	2.23 tons / unit	310
Note: 1 ton = 2,000 pounds. Los Angeles Unified School District (LAUSD), 2024 Developer Fee Justification Study, February 2024, Table 14. https://www.lausd.org/domain/921, accessed May 9, 2024. Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year). Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates Table: CAJA Environmental Services, May 2024.			

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.[205] The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.0004 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.[206]

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would adequately be served by existing facilities.

9.9 Conclusion

[205] The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn 2019. https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed May 9, 2024.

[206] 310 tons per year / 71.3 million tons per year x 100% = ~0.0004%.

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

10 Guideline 15300.2. Exceptions: (a) Location.

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact.

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

The City's Transportation Assessment Guidelines (TAG) states that Related Projects considered in the cumulative analysis should include known development projects within a one-half mile (2,640 foot) radius of the Project Site.[207]

LADOT provided a list of 14 Related Projects within 0.5 miles (2,640 feet) of the Project Site (Nos. 1 through 14).

- Four Related Projects (Nos. 1, 2, 3, and 5) are within 1,000 feet of the Project.
- Three Related Projects (Nos. 1, 3, and 8) are under construction now, but would not be completed in 2025, by the time the Project breaks ground.
- Three Related Projects (Nos. 4, 10, and 11) are opened as of 2024.

Therefore, four Related Projects (Nos. 1, 2, 3, and 5) have the potential for overlapping construction with the Project in terms of timing and distance. Thus, these are the considered the Related Projects for cumulative impacts.

Figure 11-1 shows the location of the Related Projects.

Table 11-1 summarizes the land uses for the Related Projects. The Related Projects include a total of:

- 2,746 residential units
- 82,076 square feet of grocery store
- 55,011 square feet of retail
- 5,500 square feet of restaurant
- 4 hotel rooms
- 404,799 square feet office
- 38 acre park

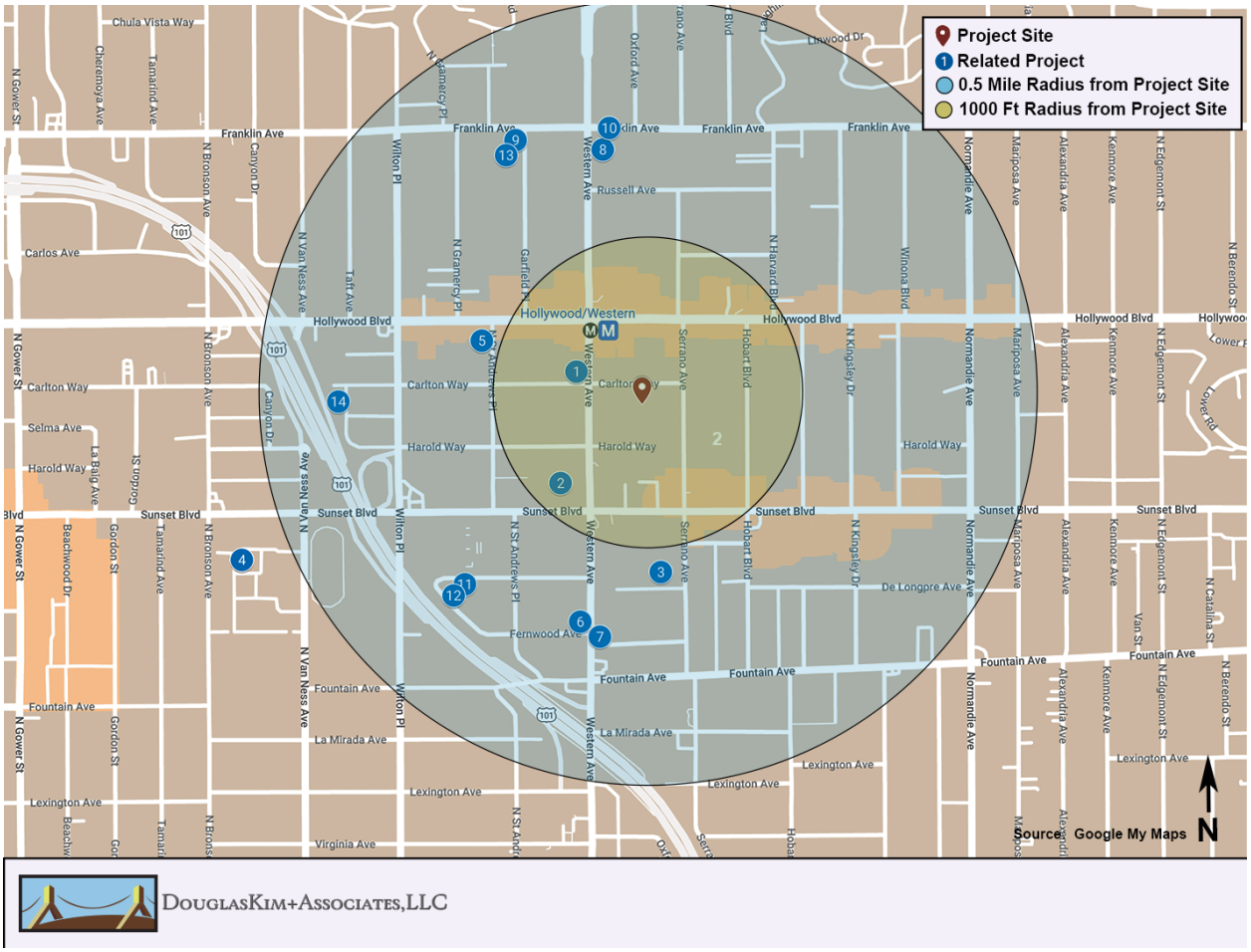
[207] Transportation Assessment Guidelines, LADOT, August 2022, page 2-3.

Table 11-1
Related Projects Land Uses

#	Address	Distance	Use	Size	Status
1	1657 Western Ave.	375 feet west	Residential	200 units	Construction as of 2024
2	5525 Sunset Blvd.	415 feet southwest	Residential Grocery Retail	412 units 22,976 sf 10,291 sf	To be constructed
3	5420 Sunset Blvd.	700 feet south	Residential Grocery Retail	735 units 59,100 sf 36,720 sf	Construction as of 2024
4	5800 Sunset Blvd.	2,400 feet southwest	Office	404,799 sf	Opened in 2017
5	5600 Hollywood Blvd.	980 feet west	Residential	200 units	To be constructed
6	1353 Western Ave.	1,440 feet southwest	Residential Retail	70 units 2,000 sf	To be constructed
7	1350 Western Ave.	1,350 feet south	Residential Hotel Restaurant	200 units 4 rooms 5,500 sf	To be constructed
8	1868 Western Ave.	1,600 feet north	Residential Retail	87 units 6,000 sf	Architectural coatings as of 2024
9	5600 Franklin Ave.	1,800 feet northwest	Residential	60 units	To be constructed
10	5460 Fountain Ave.	1,850 feet south	Residential	75 units	Opened in 2021
11	5632 De Longpre Ave.	1,460 feet southwest	Residential	185 units	Opened in 2024
12	5645 Fernwood Ave.	1,650 feet southwest	Residential	499 units	To be constructed
13	1853 Garfield Pl.	1,800 feet northwest	Residential	23 units	To be constructed
14	US-101 (Hollywood)	2,250 feet west	Park	38 acres	To be constructed

Transportation Assessment, Gibson Transportation Consulting, March 2024.
Internal research by CAJA Environmental Services, 2024.
Los Angeles Planning Case Numbers:
#1: DIR-2020-143-SPP-SPPA-DB-SPR
#2: CPC-2019-4639-CU-DB-SPE-SPP-SPR-DD-MCUP-PHP
#3: ZA-2017-1083-MCUP-SPP-SPR
#4: CPC-2010-1767-CU-SPR-GB
#5: CPC-2020-4296-CU-DB-SPP-SPR-VHCA-PHP
#6: N/A
#7: N/A
#8: CPC-2016-1954-CU-MCUP-DB-SPR-SPP
#9: DIR-2020-3837-TOC-SPP-HCA
#10: DIR-2015-3566-DB-SPR
#11: ZA-2015-4629-ZAA-ZAI-WDI-SPR
#12: VTT-82118-CN-VHCA
#13: DIR-2021-5478-TOC-SPP-HCA
#14: N/A

Figure 11-1
Related Projects



11.1 Transportation

11.1.1 Plan Consistency

Similar to the Project, the Related Projects considered in this cumulative analysis would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. Therefore, the Project, together with the Related Projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances. Moreover, because, as assessed above, the Project would comply with and is consistent with applicable City transportation planning, the Project's individual contribution to any cumulative effect would not be cumulatively considerable and the Project would not contribute to a significant cumulative impact with respect to transportation plan consistency.

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related

Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

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

11.1.2 VMT

Under the TAG, Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. The TAG states on page 2-10:

> *Projects and land use plans that are consistent with this plan (the RTP/SCS plan) in terms of development location, density and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans. Projects and land use plans that are deemed to be consistent would have a less-than-significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects and land use plans that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulate VMT impact. Projects and land uses that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.*

This Project is consistent with SCAG goals by providing a residential-use project with housing uses nearby a corridor (Western Avenue) with transit opportunities.

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project would not result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

As shown, the Project VMT trip generation would not exceed LADOT's significance criteria. As a result, the Project's individual contribution to any cumulative VMT effect would not be cumulatively considerable and the Project would not contribute to a significant cumulative impact on VMT. As such, the Project's contribution is adequate to demonstrate there is no cumulative VMT impact.

11.1.3 Access and Design Hazard

According to the TAG, evaluation of site access plans for Related Projects with access points proposed along the same blocks as the Project must be reviewed for potential cumulative access impacts.[208]

None of the Related Projects provides access along the same block as the Project. The nearest one is Related Project No. 1, located at 1657 Western Avenue, which is the northwest corner of Western Avenue and Carlton Way, 375 feet west of the Project Site. This Related Project would have access on the opposite side of Western Avenue, and thus would be separated from the Project Site by a future traffic signal proposed at Western Avenue and Carlton Way. Thus, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

11.2 Noise

11.2.1 Construction

11.2.1.1 Onsite

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any Related Project would be intermittent and temporary. As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual Related Project and compliance with the noise ordinance.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There are 14 potential Related Projects within 0.5 miles of the Project (**Table 11-1**), illustrated in **Figure 11-1**.

208 Transportation Assessment Guidelines, LADOT, August 2022, page 2-21.

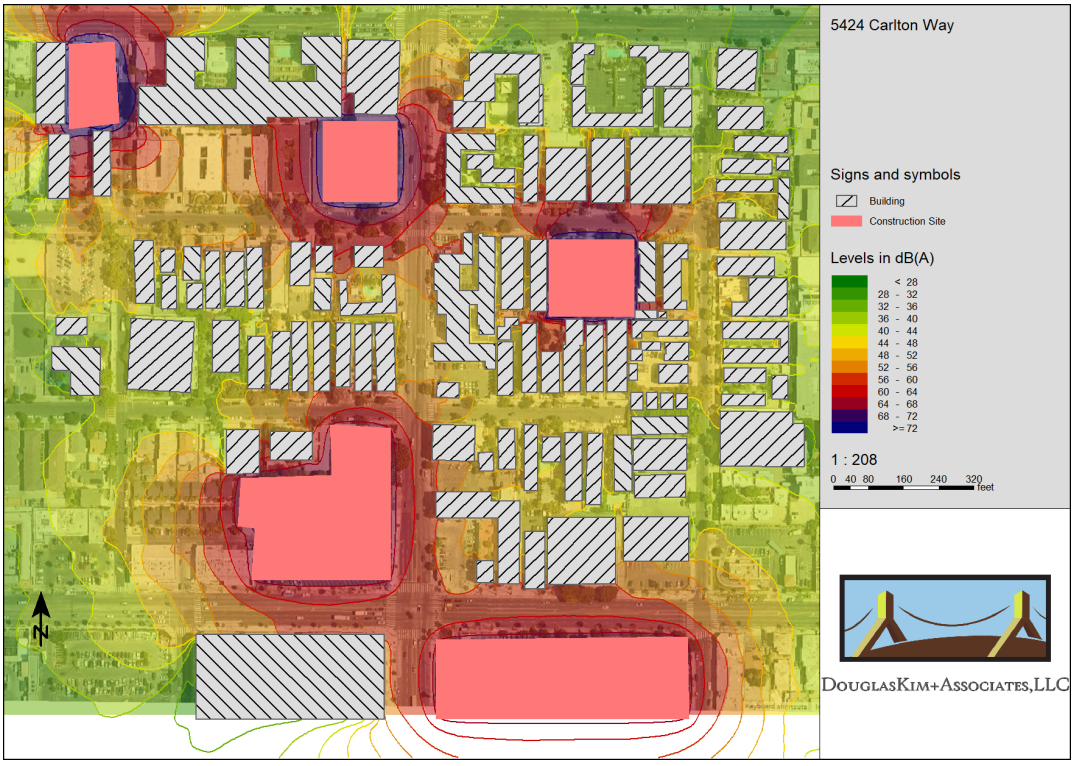
Of these, the majority of Related Projects would not contribute with the Project to cumulative noise impacts. As noted above, four Related Projects (Nos. 1, 2, 3, and 5) have the potential for overlapping construction with the Project in terms of timing and distance.

As illustrated in **Table 11-2**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 80 dBA L_{eq}. The noise contours from these Related Project(s) are illustrated in **Figure 11-2**. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant Related Projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and Related Projects in the event of concurrent construction activities.

Table 11-2
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Threshold (dBA L_{eq})	Potentially Significant ?
1. Residences, Carlton Way (north side)	61.7	59.2	63.6	80	No
2. Residences, 5412 Carlton	51.8	59.2	59.9	80	No
3. Residences, 5434-5436 Carlton Way	52.9	59.7	60.5	80	No
4. Residences, Harold Way	44.0	56.9	57.1	80	No
Source: DKA Planning, 2024. CAJA Environmental Services, 2024.					

Figure 11-2
Construction Noise Contours from Cumulative Development



11.2.1.2 Offsite

Other concurrent construction activities from Related Projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any Related Project(s) were to utilize the same roadways. Distributing trips to and from each Related Project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would add about 339 peak hour PCE trips onto local roadways during the building construction phase.[209] This would represent about 7.7 percent of traffic volumes on Western Avenue, which carries about 4,398 vehicles at Sunset Boulevard in the morning peak hour of traffic.[210] Any related projects would have to add 4,059 peak hour vehicle trips to double volumes on Western Avenue.

The four Related Projects within 1,000 feet of the Project Site would not be capable of generating this much truck traffic:

- Related Project No. 1, 1657 Western Avenue. This 200-unit residential project would be larger in scale than the Project. Any truck haul route would likely use Sunset Boulevard to access the nearest freeway on-ramps. This could add 300 to 600 peak hour PCE trips onto local roads, including Sunset Boulevard.

- Related Project No. 2, 5525 Sunset Boulevard. This mixed-use 412-unit housing project with grocery and retail uses would be larger in scale than the Project. Any truck haul route would likely use Sunset Boulevard to access the nearest freeway on-ramps. This could add 400 to 700 peak hour PCE trips onto local roads, including Sunset Boulevard.

- Related Project No. 3, 5420 Sunset Boulevard. This mixed-use 735-unit housing project with grocery and retail uses would be larger in scale than the Project. Any truck haul route would likely use Sunset Boulevard to access the nearest freeway on-ramps. This could add 400 to 700 peak hour PCE trips onto local roads, including Sunset Boulevard.

- Related Project No. 5, 5600 Hollywood Boulevard. This 200-unit residential project would be larger in scale than the Project. Any truck haul route would likely use Hollywood Boulevard to access the nearest freeway on-ramps directly onto the Hollywood Freeway. As such, construction haul trucks and other vehicles would likely use a different set of roads than the Sunset Boulevard route favored by the Project.

While it is difficult to forecast where potential Related Projects will add construction traffic to, these three projects are likely to add up to 2,000 PCE trips onto Sunset Boulevard and other local roads as the Project, given their proximity to the Project Site and Sunset Boulevard, which accesses the Hollywood Freeway directly.

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

210 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

As such, cumulative noise due to construction truck traffic from the Project and Related Projects do not have the potential to double traffic volumes on Western Avenue or any roadway necessary to elevate traffic noise levels by 3 dBA, which would not exceed the 80 dBA absolute threshold of significance and there is no increase over ambient threshold. As such, cumulative noise impacts from off-site construction would be less than significant.

11.2.2 Operation

11.2.2.1 Onsite

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

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

11.2.2.2 Offsite

The Project could add up to 397 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027, including 31 and 35 vehicles in the A.M. and P.M. peak hour, respectively.[211] This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.8 percent of the 4,398 vehicles currently using Western Avenue at Sunset Boulevard in the A.M. peak hour.[212] Related Projects would have to generate 4,367 additional vehicle trips onto Western Avenue and Sunset Boulevard in the peak A.M. hour to elevate noise by 3 dBA. Instead, the four Related Projects would generate about 702 A.M. peak hour trips, conservatively excluding any discounts in tripmaking (e.g., mixing of land uses), as shown in **Table 11-3**.[213]

211 Gibson Transportation Consulting, Inc. Draft Transportation Assessment for the 5424 W. Carlton Way Residential Project; March 2024. City of Los Angeles VMT Calculator, version 1.4 analysis.

212 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Western Avenue and Sunset Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

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

Table 11-3
Related Project Trip Generation

Related Project	Address	A.M. Peak Hour	P.M. Peak Hour
1	1657 Western Ave.[a]	46	52
2	5525 Sunset Bl.[b]	185	278
3	5420 Sunset Bl.[b]	425	962
5	5600 Hollywood Bl. [a]	46	52
TOTAL		**702**	**1,344**

Source: Institute of Transportation Engineers, Trip Generation Rates (11th Edition) (Related Projects 5 and 6). Trip generation rates based on Peak Hour of Adjacent Street Traffic (One Hour Between 7-9 A.M. and 4-6 P.M.).
[a] Assumes Multifamily housing (high-rise) Land Use Code 222, close to rail transit
[b] Assumes Multifamily housing (high-rise) Land Use Code 222, close to rail transit Supermarket Land Use Code 850; Strip Retail Plaza <40K (Land Use Code 822)

When combined with the Project, these five developments (Project and four Related Projects) would add 733 A.M. peak hour trips, a 16.7 percent increase in volume to traffic on Western Avenue at Sunset Boulevard in the A.M. peak hour, assuming all vehicle trips use this roadway segment. As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

11.3 Air Quality

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. Any potential development closer to the Project Site and/or sensitive receptors could contribute to localized air quality impacts. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "…concentrations generally decrease to background levels within 500-600 feet."[214] CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.[215]

There are 14 potential related projects within 0.5 miles of the Project (**Table 11-1**), illustrated in **Figure 11-1**. Of these, the majority of related projects would not contribute with the Project to cumulative air quality impacts. Three Related Projects (Nos. 1, 3, 8) are under construction as of

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

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

May 2024, but would not be completed in 2025, by the time the Project breaks ground. Three Related Projects (Nos. 4, 10, 11) are operational as of 2024. Therefore, four Related Projects (Nos. 1, 2, 3, 5) have the potential for overlapping construction with the Project in terms of timing and distance. The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

11.3.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

11.3.2 Construction

A cumulatively considerable net increase would occur if the Project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.[216]

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[217] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

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216 South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.."

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

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

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

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

11.3.3 Operation

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

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

toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

11.4 Water Quality

The Project Site and any Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban, built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites via various applicable regulations, including regulations under the State's NPDES program and local City construction BMP requirements.

Regarding operations, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. In compliance with applicable regulations, the cumulative water quality impact of the Project and Related Projects is less than significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with any Related Projects, could increase the demand for fire protection services in the Project area. Specifically, new development would increase demand for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and the LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection services of the Project and Related Projects is less than significant.

11.5.2 Police Protection

The Project, in combination with any Related Projects, would increase the demand for police protection services in the Project area. Specifically, new development would increase demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via

existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection services of the Project and Related Projects is less than significant.

11.5.3 Schools

The Project, in combination with any Related Projects, is expected to result in a cumulative increase in the demand for school services. Specifically, new development would increase demand for school facilities over time. However, similar to the Project, the applicants of all the Related Projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools of the Project and Related Projects is less than significant.

11.5.4 Parks

The Project, in combination with any Related Projects, could result in an increase in permanent residents residing in the Project area. Specifically, new development would increase demand for park facilities over time. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks of the Project and Related Projects is less than significant.

11.5.5 Other Public Facilities

Given the geographic range of any Related Projects, they would be served by a variety of libraries.[218] Specifically, new development would increase demand for library facilities over time. Development of the Related Projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential Related Projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries of the Project and Related Projects is less than significant.

[218] LAPL Locations: http://www.lapl.org/branches.

11.6 Utilities

11.6.1 Wastewater

Implementation of the Project combined with the Related Projects would increase the generation of wastewater requiring treatment. As shown in **Table 11-4**, the Project and Related Projects would generate 506,110 gpd (0.506 mgd) of wastewater. The remaining treatment capacity of the HTP (175 mgd) would accommodate the wastewater treatment requirements of the Project and Related Projects. The cumulative generation would create the need for 0.29 percent of the remaining capacity of the HTP[219], and not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required to serve the Project and Related Projects. Therefore, the cumulative wastewater impact of the Project and Related Projects is less than significant.

Table 11-4
Cumulative Estimated Wastewater Generation

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	2,746 units	150 gallons / unit	411,900
Grocery Store	82,076 sf	50 gallons / 1,000 sf	4,104
Retail	55,011 sf	25 gallons / 1,000 sf	1,375
Restaurant	5,500 sf	300 gallons / 1,000 sf	1,650
Hotel	4 rooms	120 gallons / room	480
Office	404,799 sf	120 gallons / 1,000 sf	48,576
		Related Projects Total	**468,085**
		Project Total	**38,025**
		Cumulative Total	**506,110**

Note: sf = square feet; gpd = gallons per day
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.
Table: CAJA Environmental Services, May 2024.

11.6.2 Water Supply

Implementation of the Project combined with the Related Projects would result in a net increase in water consumption within LADWP's service area. As shown in **Table 11-5**, the Project and Related Projects would demand 506,110 gpd (0.506 mgd) of water. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.[220] However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each Related Project.

Larger developments (e.g., residential projects with 500 or more units) would also be required to

219 0.506 mgd / 175 mgd x 100% = 0.29%

220 LADWP, UWMP, 2020, page II-20: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln;jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afrLoop=151440072116797&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D151440072116797%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP. Generally, a project requires a WSA if it a proposed residential development of more than 500 dwelling units, or a commercial shopping center with more than 500,000 square feet of space, or a commercial office with more than 250,000 square feet of space. Related Project No. 16 (3700 Wilshire Boulevard) meets the threshold requiring a WSA.

In addition, the Project would use a small fraction of one percent of the remaining capacity of the LAAFP, and, therefore, would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required to serve the Project and Related Projects. As such, the cumulative water supply impacts of the Project and Related Projects is less than significant.

Table 11-5
Cumulative Estimated Water Demand

Land Use	Total Size	Rate	Water (gpd)
Residential	2,746 units	150 gallons / unit	411,900
Grocery Store	82,076 sf	50 gallons / 1,000 sf	4,104
Retail	55,011 sf	25 gallons / 1,000 sf	1,375
Restaurant	5,500 sf	300 gallons / 1,000 sf	1,650
Hotel	4 rooms	120 gallons / room	480
Office	404,799 sf	120 gallons / 1,000 sf	48,576
		Related Projects Total	**468,085**
		Project Total	**38,025**
		Cumulative Total	**506,110**

Wastewater generation is assumed to equal water consumption. Per the LADWP: "For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf)."
Note: sf = square feet; gpd = gallons per day
Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.
Table: CAJA Environmental Services, May 2024.

11.6.3 Solid Waste

Implementation of the Project combined with the Related Projects would increase the generation of solid waste. As shown in **Table 11-6**, the Project and Related Projects would generate 7,402 tons of solid waste. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity. The estimated annual net increase in solid waste that would be generated by the Project combined with the Related Projects represents approximately 0.01 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.[221] Therefore, cumulative solid waste impacts of the Project and Related Projects are less than significant.

[221] 7,402 tons per year / 74.13 million tons per year x 100% = ~0.01%

Table 11-6
Cumulative Estimated Solid Waste Generation

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	2,746 units	2.23 tons / unit	6,124
Grocery Store	82,076 sf	5.69 tons / 1,000 sf	467
Retail	55,011 sf	0.91 tons / 1,000 sf	50
Restaurant	5,500 sf	0.91 tons / 1,000 sf	5
Hotel	4 rooms	0.73 tons / room	3
Office	404,799 sf	1.095 tons / 1,000 sf	443
		Related Projects Total	**7,092**
		Project Total	**310**
		Cumulative Total	**7,402**
1 ton = 2,000 pounds; 1 year = 365 days https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates Table: CAJA Environmental Services, May 2024.			

The Project's contribution to cumulative wastewater, water, and solid waste impacts would not be cumulatively considerable and, therefore, cumulative impacts would be less than significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect.

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This section is based on the following items, included as **Appendix G** of this CE:

G-1 Geotechnical Engineering Investigation, Geotechnologies, August 21, 2023

G-2 Soils Report Approval Letter, Los Angeles Department of Building and Safety, December 5, 2023

12.1 Introduction

The "unusual circumstance" exception that applies to all categorical exemptions is a two-step inquiry and both steps must be met to trigger the exception.[222] The first step is to determine whether there are any “unusual circumstances” that distinguish the project from the exempt class of projects generally. If unusual circumstances are determined to exist, the second step is to determine whether those unusual circumstances may cause a significant impact on the environment.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity.

12.2 Unusual Circumstances

The Project proposes to utilize the “Class 32” “urban infill” exemption, which was created to apply to development on sites that are less than five acres within city limits that are surrounded by urban uses. The Project Site is less than five acres in size in an area that is highly urbanized and is surrounded by urban uses.

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The Project Site is not located in a designated significant ecological area[223] or other overlay that would denote special environmental circumstances.

The approximate height of the proposed building (8 stories) would be comparable to other structures in the area (low rise buildings of 1 to 6 stories in the area), and thus will not introduce an incompatible scenic element into the community. The height, bulk, and setbacks of the Project are consistent with existing development in the immediate surrounding area and with the underlying zone.

222 *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

223 NavigateLA, Special Areas layer: https://navigatela.lacity.org/navigatela/, accessed May 6, 2024.

The Project also proposes a multi-family residential use typical of urban environments generally and the surrounding area here. The Project's design includes standard access, circulation, unit types and design, building features, equipment, services and amenities that are typical of new multi-family developments. As a result, the Project does not present any unusual circumstances that would justify removing the Project from the exempt class.

12.3 Methane

The Site is not within a Methane Zone.[224]

12.4 Flood Zone

The Site is not within a Flood Zone.[225]

12.5 Oil and Gas Fields

The Project Site is not located within a Major Oil Drilling Areas, which are 25 City designated major oil drilling areas.[226]

The California Department of Conservation has online mapping of wells. According to a review of the California Department of Geological Energy Management (CalGEM) map, there are no mapped oil wells on the Site.[227]

Accordingly, the Project would not cause upset conditions or exacerbate any existing conditions related to oil wells or oil or mineral exploration.

12.6 Geotechnical Considerations

According to the California Department of Conservation, the Project Site:[228]

- is not located within an earthquake fault zone
- is not located in a liquefaction zone
- is not within a landslide zone

According to the City of Los Angeles ZIMAS mapping system the Project Site is not classified within an area susceptible to liquefaction.[229]

224 ZIMAS, http://zimas.lacity.org, accessed May 6, 2024.

225 ZIMAS, http://zimas.lacity.org, accessed May 6, 2024.

226 Geotechnical, Oil/Gas Fields layer, https://navigatela.lacity.org/navigatela/, accessed May 6, 2024.

227 California Department of Conservation Wellfinder map: https://maps.conservation.ca.gov/doggr/wellfinder/, accessed May 6, 2024.

228 California Department of Conservation: https://maps.conservation.ca.gov/cgs/EQZApp/, accessed May 6, 2024.

229 ZIMAS, http://zimas.lacity.org, accessed May 6, 2024.

According to the General Plan Safety Element, Local Hazard Mitigation Plan, the Project Site is not within a liquefaction area.[230]

As a conservative measure, the Geotechnical Engineering Investigation conducted a site-specific liquefaction analysis. The analysis indicates that the soils underlying the Site would not be capable of liquefaction during the maximum considered earthquake ground motion.[231] The Project will comply with design criteria provided in the Geotechnical Engineering Investigation including the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss).

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS including the preparation of a soils and geology report, which will be reviewed by LADBS. The Geotechnical Engineering Investigation was reviewed and approved by LADBS.[232] Accordingly, the Project does not have any geotechnical or geological issues that could validly be considered unusual circumstances.

12.7 Conclusion

Therefore, there are no unusual circumstances related to the Project that may result in any significant environmental effects, and this exception does not apply.

230 Los Angeles Safety Element, Hazard Mitigation Plan, 2018, https://emergency.lacity.org/about/hazard-mitigation-plan/city-los-angeles-hazard-mitigation-plan-revision, accessed May 6, 2024.

231 Geotechnical Engineering Investigation, Geotechnologies, August 21, 2023. Included as **Appendix G-1** of this CE.

232 Soils Report Approval Letter, Los Angeles Department of Building and Safety, December 5, 2023. Included as **Appendix G-2** of this CE.

13 Guideline 15300.2. Exceptions: (d) Scenic Highways.

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The closest officially designated state scenic highways are:[233]

- State Route 27, Topanga Canyon Boulevard, from Mulholland Highway to Pacific Coast Highway. This is 16.5 miles west of the Site.
- State Route 2, Angeles Crest Highway, from 3 miles north of I-210 in La Canada to the San Bernardino County Line. This is 10.5 miles northeast of the Site.

Carlton Way is not a City of Los Angeles designated scenic highway around the Project Site.[234]

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

233 Caltrans State Scenic Highways Map: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed May 6, 2024.

234 Mobility Plan 2035: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed May 6, 2024.

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites.

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

14.1 Cortese List

Government Code Section 65962.5, commonly referred to as the "Cortese List," established a regulatory updated statewide list of known hazardous releases, in particular releases from underground storage tanks. The database resources that provide information regarding identified Cortese List facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

The Site contains existing multi-family residential buildings.[235]

According to EnviroStor, there are no Federal Superfund sites, State Response sites, Voluntary Cleanup sites, School Cleanup sites, Evaluation sites, School Evaluation sites, Military Evaluation sites, Tiered Permit sites, Corrective Action sites, Operating Permit sites, Post Closure Permit sites, and Non-Operating Permit sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.[236]

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted Underground Storage Tanks facilities, monitoring wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on the Project Site.[237]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[238]

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[239]

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[240]

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235 Los Angeles Department of Building and Safety, Online Building Records: https://www.ladbs.org/services/check-status/online-building-records, accessed May 6, 2024.

236 California Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed May 6, 2024.

237 California State Water Resources Control Board, GeoTracker, website: http://geotracker.waterboards.ca.gov/map, accessed May 6, 2024.

238 California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf, accessed May 6, 2024.

239 California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/sitecleanup/corteselist/, accessed May 6, 2024.

240 California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/, accessed May 6, 2024.

14.2 Conclusion

Thus, the Project Site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exception does not apply to the Project.

15 Guideline 15300.2. Exceptions: (f) Historical Resources.

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

This section is based on the following items, included as **Appendix H** of this CE:

H Historical Resource Assessment Report, Chronicle Heritage, June 3, 2024

15.1 Environmental Setting

The City identified 5400 Carlton Way as a potential historic resource.[241] This multi-family residential building is also known as Hollywood Carlton Apartments, and is located 55 feet east of the Project Site's retained building at 5416-5418 Carlton Way. The Project would not be adjacent to the 5400 Carlton Way building as there is another building (5412-5414 Carlton Way) obstructing any direct line of sight. The Project would have no effect on the 5400 Carlton Way building.

The Serrano Historic District includes buildings between 1537 and 1650 North Serrano Avenue and the North Serrano Bungalow Courts, 1516 North Serrano Avenue, is approximately 374 feet east of the Project area.

An Historic Resources Survey of the Hollywood Community Plan Area was completed in 2011 and revised it in 2015.[242] An additional Historic Resources Survey of the Hollywood Redevelopment Plan Area was completed in 2020.[243] The Site was not identified as individually significant or as a contributor to an eligible historic district in these Historic Resources Survey Reports.[244]

15.2 Project Impacts

The buildings on the Site do not appear to be individually eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) due to a lack of significance and architectural merit. The buildings were not found to be associated with a significant event or pattern of events pertinent to national, state, or local history. No persons having resided at each building were found to be historically significant at the national, state, and local levels.

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241 Los Angeles Historic Resources Inventory, https://hpla.lacity.org/report/a69243c1-7560-4336-bb49-6400fb2b2218, accessed May 6, 2024.

242 Historic Resources Group, "Historic Resources Survey of the Hollywood Community Plan Area," Prepared for the City of Los Angeles, August 2011 and Revised 2015, 2015, https://planning.lacity.gov/odocument/7de89dca-89c9-494e-8e72-e67694613161/SurveyLAHollywood_SurveyReport.pdf.

243 Architectural Resources Group, Inc., Historic Resources Group, and GPA Consulting, "Historic Resources Survey of the Hollywood Redevelopment Plan Area," Prepared for CR/LA (Prepared for CR/LA, 2020), https://planning.lacity.org/odocument/ab2f5674-8968-4e77-ad10-1557b6107f67/SurveyLAWilshire_SurveyReport_.pdf.

244 Historical Resource Assessment Report, Chronicle Heritage, June 3, 2024. Included as **Appendix H** of this CE.

The buildings are not excellent examples of a Mediterranean Revival, Spanish Colonial Revival, Early American Colonial, Late American Colonial Revival, or Mid-Century Modern styles. Overall, the buildings are vernacular in style and only retain nods to each of the styles listed above.Furthermore, each of the buildings in the Project area has been altered over time, and some buildings have been altered beyond what is acceptable in current professional standards.

In the case where an architect and builder were identified in the City of Los Angeles' building permit record—Ulrich Plaut (5416–5418 West Carlton Way), "LF'S Syndicate" (5420 West Carlton Way), W.F. Gow (5422 West Carlton Way), Matthias Burgbacher (5424–5428 West Carlton Way)—a review of examples of their bodies of work, historical newspaper articles, and the Pacific Coast Architecture Database reveal that the buildings in the Project area are not the best examples of each architect's or builder's body of work. In many cases, there was no information available regarding substantial building projects each architect or builder may have been associated with. Therefore, the buildings in the Project area do not appear to be significant examples of style and period of significance and are not the work of master architects or craftsmen.

The buildings in the Project area have been altered and do not retain the feeling of and association with their specific architectural styles. Therefore, the buildings in the Project area do not appear to be historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines. The proposed demolition of the buildings would not result in a substantial adverse change to a historical resource pursuant to Section 15064.5(b) of the CEQA Guidelines.

Finally, the Project was analyzed and evaluated against the Secretary of Interior's Standards for the Treatment of Historic Properties and was found to be in conformance with the Standards. The Project area is outside the boundaries of the NRHP–listed Serrano Historic District, and any demolition and construction associated with the Project would not result in a substantial adverse change to the Serrano Historic District. Additionally, the Project would not result in a substantial adverse change to the individually eligible Hollywood Carlton Apartments at 5406 Carlton Way.

Therefore, the Site is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

15.3 Conclusion

The Project would not result in a substantial adverse change to historical resources on the Project Site or in the Project vicinity. Therefore, the Project would not have a significant effect on the environment as defined by CEQA.

Therefore, this exception does not apply to the Project.

EXHIBIT D – ENVIRONMENTAL STUDIES AND AGENCY COMMENTS

D.1 – Tree Report

D.2 – Transportation Assessment

D.3 – LADOT Inter-departmental Correspondence Letter dated April 12, 2024

D.4 – Noise Technical Modeling

D.5 – Air Quality Technical Modeling

D.6 – Geotechnical Engineering Investigation and Soils Approval Letter

D.7 – Agency Comment Letters (LAPD, LAUSD, RAP, LA Sanitation, LADWP)

D.8 – Historic Resources Assessment Report

D.9 – Office of Historic Resources Email dated September 5, 2024

Consulting Arborist's Report

Protected Tree Evaluation Report

For: Carlton Way, Los Angeles

APN: 5544-022-010 to 007

Project Name Address: Carlton Apartments, 5416-5430 Carlton Way

Community Plan: Hollywood

Council District: District 13 Hugo Soto-Martinez

Related Entitlements:

- VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN SPECIFIC PLAN PROJECT PERMIT COMPLIANCE
- OFF-MENU DENSITY BONUS INCENTIVES & WAIVERS OF DEVELOPMENT STANDARDS.

Applicants Name: 5430 Carlton, LLC

Contact: Maria Flores

Address: 9454 Wilshire Blvd #850, Beverly Hills, CA 90212

Phone: 213.479.7521

Prepared for: Mr. Leeor Maciborski
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714/ 731-6240

Dated: 03/09/2024

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Introduction

Preliminary Information

1. This report is prepared by Greg Applegate, Arborgate Consulting, Inc.
2. The report is prepared for 5416 to 5430 Carlton Way, Los Angeles, APNs are listed above
3. The property is located just east of Western Avenue.
4. The report was prepared April 26, 2023 and amended October 25, 2023
5. The trees were first measured, evaluated, and photographed by this consultant on April 24th of 2023.
6. The purpose of this report is to satisfy requirements of City Ordinance #186873.

Photographs of the trees can be found later in this report, starting on page 12. None of the trees have value and condition that would justify the costly process of transplanting.

Protected Tree Summary per Ord. 186873, Effective date 02/04/2021

Total number of living protected trees or shrubs over 4 inches in trunk diameter listed on enclosed map	6
Total number of living protected trees or shrubs over 4 inches in trunk diameter to be removed	5
Total number of protected trees or shrubs over 4 inches in trunk diameter to be retained	0
Total number of dead protected trees or shrubs over 4 inches on site	0
Total number of living protected trees or shrubs impacted or to be-removed due to planned construction	6

There are no protected shrubs on this site - Mexican elderberry (Sambucus mexicana) or toyon (Heteromeles arbutifolia),

Removal Justification

- The removal of the trees will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters which cannot be mitigated to the satisfaction of the City, and…
- This essential project cannot be built without necessary grading, excavation and compacting of the site. Nearly all of the site is thus affected.
- There are only a few protected trees, but none can be preserved in place. Transplanting the street trees is not reasonable. If they survive, they will be set back for about a decade or more.

Mitigation

All replacements will need to be replanted back on site, not in the ROW and in an adequate manner to ensure survivability.

Non-Protected Trees

None of the non-protected trees are rare, endangered, or especially valuable.

Executive Summary

ROM Investments is planning to build and remodel six apartment buildings on Carlton Way, just east of Western Avenue, in Los Angeles, a short distance from the Western and Hollywood Metro Station. The addresses are from 5416 to 5430. The existing apartments are mostly occupied, though a few are currently vacant. To demolish and rebuild three proposed apartments will require significant grading, excavation and the removal of all the trees, except possibly the street trees on the sites not demolished. The APN numbers are as follows:

5430 Carlton	5544-022-007
5424, 5426, 5428, 5426 1/2 & 5428 1/2 Carlton	5544-022-008
5420, 5420 1/2, 5422 Carlton	5544-022-009
5416-5418	5544-022-010

ROM Investments plans to demolish the buildings at 5420, 5424 and 5430. The primary building at 5416/5418 Carlton will not be demolished, but the rear accessory structure will be demolished. Between the 4 properties shown on page 7, including street trees, there are 23 palms and trees of reportable size. Included are 5 street trees, 3 of which are protected oaks. There are 2 protected oaks on the sites, and a protected sycamore, no other protected trees or shrubs.

Matrix of Protected Tree Removals

All native sycamores, bay, walnuts, oaks, Mexican elderberry and toyon are considered protected under the ordinance. Protected oak #1 is slightly off site and will not be removed.

Tree#	Species	DBH	Ht	Wd.	Health	Structure	Comments	Reason
2	Quercus agrifolia	19.3	26	45	B	C	Cod SW-lift, CrS	Site demo & construction
3	Quercus agrifolia	9	18	18	B	C	DLT DLS	Site demo & construction
6	Quercus agrifolia	7	22	12	A	B	Cod CrS CrR	Site demo & construction
16	Quercus agrifolia	7	32	16	B	C-	1s cod CrR	Site demo & construction
17	Platanus racemosa	6	16	16	B	C	Cod CrR	Site demo & construction

The above information, together with the plot plan showing the locations of the trees, is true and correct.

03-09-24

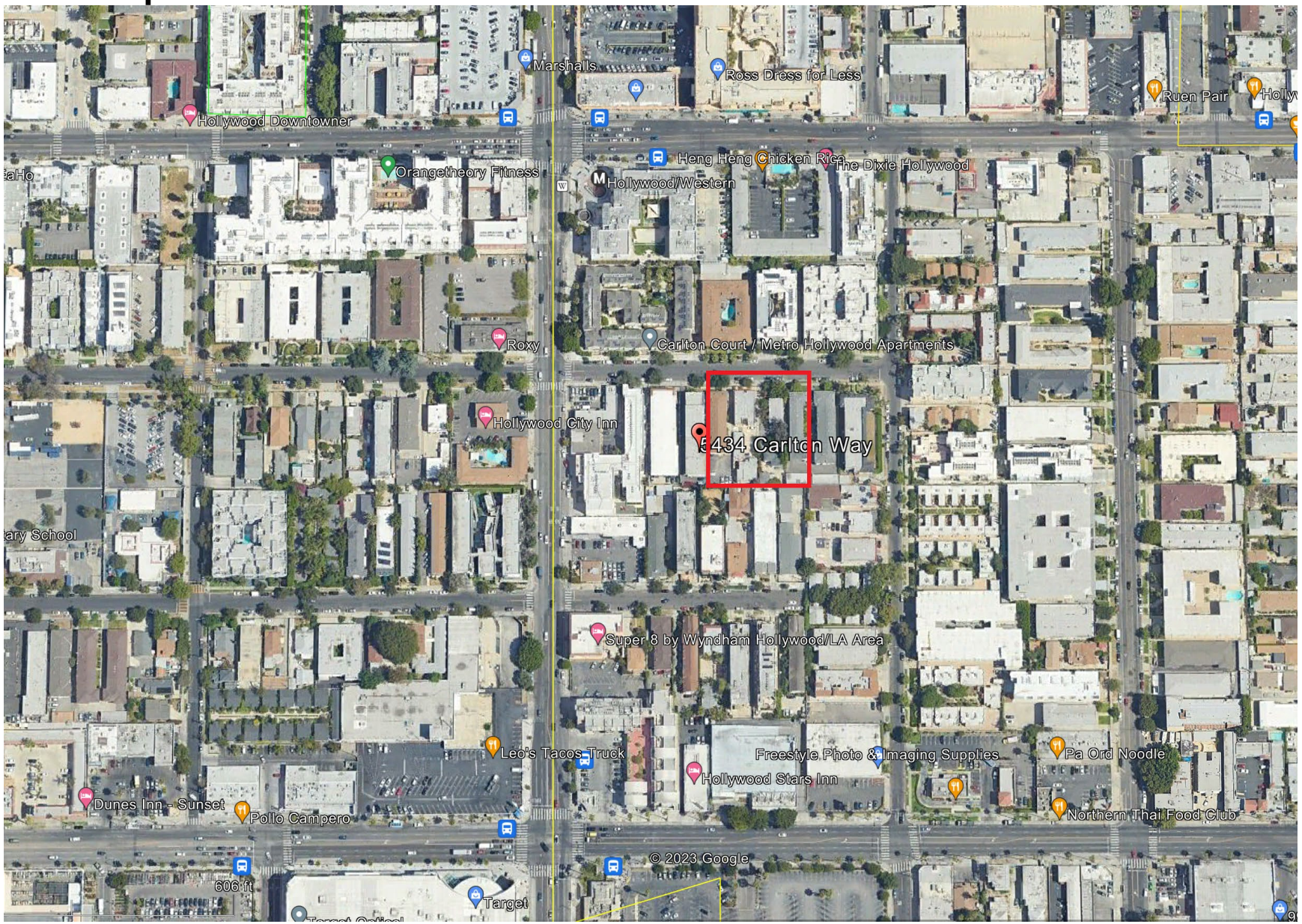
Gregory W. Applegate, ASCA, ASLA emeritus
Registered Consulting Arborist #365
ASCA – Tree & Plant Appraisal Qualified
Certified Arborist WE-0180a
ISA - Tree Risk Assessment Qualified

Date

Scope of Work

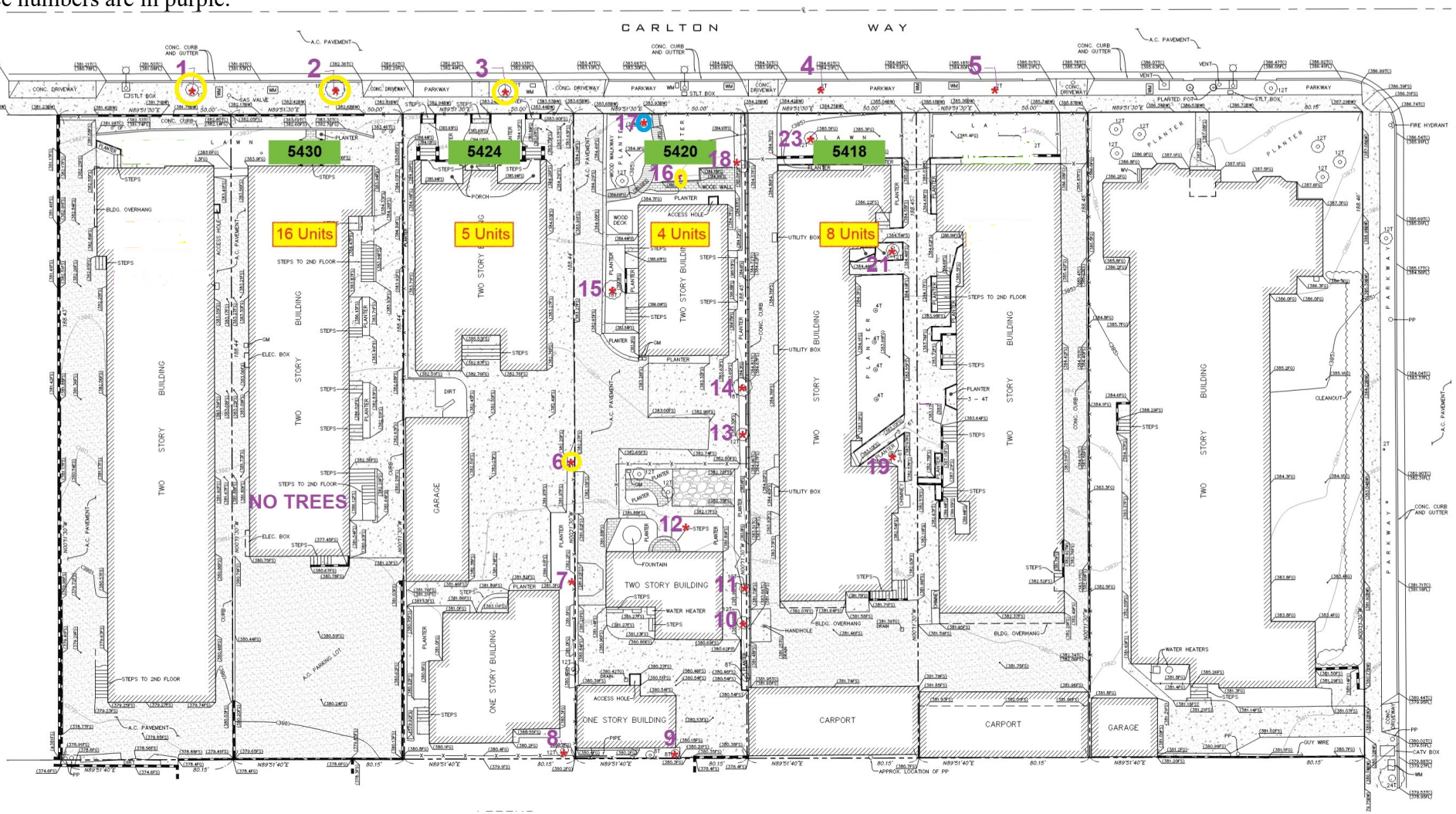
Arborgate Consulting was asked to submit a proposal to review and provide an arboricultural evaluation of about 30 trees' health and condition, professional opinions and a formal report as appropriate for City of Los Angeles Urban |Forestry. All protected shrubs and trees >4”DBH and all others >8”DBH will be measured, evaluated and included. All protected trees and street trees will be photographed.

Area Map


Marshalls
Ross Dress for Less
Ruen Pair
Hollywood Downtowner
Orangetheory Fitness
Heng Heng Chicken Rice
The Dixie Hollywood
Hollywood/Western
Roxy
Carlton Court / Metro Hollywood Apartments
Hollywood City Inn
5434 Carlton Way
Super 8 by Wyndham Hollywood/LA Area
Leo's Tacos Truck
Freestyle Photo & Imaging Supplies
Pa Ord Noodle
Hollywood Stars Inn
Dunes Inn - Sunset
Pollo Campero
Northern Thai Food Club
© 2023 Google
606 ft
Target

Site Plan & Tree Location Map (overall)

Tree numbers are in purple.



Observations

General Overview

Please see the above aerial Area Map, and Tree Map / Site Plan. The apartment buildings are located near the intersection of Carlton Way and Western. The sites are all sloped slightly down to the south. There is a mixture of aging and younger trees, several palms, grasses and other plants on the four lots, and three street trees (+2 are nearby). This site contains a mix of exotic trees and a few native protected trees, but no rare or endangered trees were found. All were planted.

Most of the trees appear to be in fair to good health, and have been growing in place for at least 20 years. The palms are in good health and excellent condition. None of the trees show signs of good training or pruning in the last decade, and too many have been topped.

The street trees are too large to transplant and two are starting to cause root damage. The two oak street trees affected are attractive until one looks at their main structure. They are not a hazard at their present size, but could become so in later years. The larger one, #2, is low and broad, reaching over the street and apartment property. The two peppermint willows are really poor street trees. They are topped and being maintained as topiary standards.

The four lots, 5420 to 5430 will be addressed in separate sections following the Overall Matrix. ROM Investments plans to demolish the buildings at 5420, 5424 and 5430. The primary building at 5416/5418 Carlton will not be demolished, but the rear accessory structure will be demolished. All site trees and the street trees at those sites will need to be removed.

Overall Matrix of Findings

Tree#	Species	DBH	Ht	Wd	Health	Structure	Disposition	Location	Comments
1	Quercus agrifolia (off site)	10.4	24	30	B	C	Protect in place	5434	Cod mT-bow CrS
2	Quercus agrifolia	19.3	26	45	B	C	get permit to remove	5430	Cod SW-lift, CrS
3	Quercus agrifolia	9	18	18	B	C-	get permit to remove	5426	DLT DLS
4	Agonis flexuosa	3.5	10	7	C	D	Protect in place	5418	Topd
5	Agonis flexuosa (off-site)	4.8	10	8	B	D	Protect in place	5412	Topd
6	Quercus agrifolia	7	22	12	A	B	get permit to remove	5424 edge	Cod CrS CrR
7	Syzygium paniculatum	16	18	6	C-	D	Remove	5425 edge	Part of hedge, topd
8	Eucalyptus polyanthemos	10.4	20	15	B	C	Remove	5426 back	Topped DLS noRF
9	Syzygium paniculatum	8" @ 2'	18	6	C	D	Remove	5422 ½	1s cod topd, hedge
10	Ficus microcarpa	15"b	18	16	C	D	Remove	5422	Part of hedge, topd
11	Syzygium paniculatum	13	18	10	C	D	Remove	5422	CrR SW-lift topd
12	Beaucarnia recurvata	8	18	8	C	C	Remove	5422	Skinny top, fat butt
13	Eucalyptus polyanthemos	15	22	16	C-	D	Remove	5422	1s topd CrR
14	Eucalyptus polyanthemos	21	22	12	C-	D	Remove	5422	1s topd CrR
15	Eucalyptus camaldulensis	18.7	30	18	C-	D	Remove	5422	Cod topd
16	Quercus agrifolia	7	32	16	B	C-	get permit to remove	5420	1s cod CrR
17	Platanus racemosa	6	16	16	B	C	get permit to remove	5420 front	Cod CrR
18	Ligustrum japonicum	18	26	15	D	D	Remove	5420	Cod inc Db CrR
19	Archontophoenix cunninghamiana	15+16'th	15+16'th	16	A	A	Remove	5418	2Ts clump
21	Archontophoenix cunninghamiana	20+22'th	20+22'th	20	A	A	Remove	5418	2Ts clump
23	Ficus m. Nitida	13.5	28	30	A	C	Remove	5418	Cod CrS Sh

Common abbreviations in the matrix above include:

1s = one-sided
Brk = broken branch
Cod = codominant
Cr# = crowds tree #xx
CrR = crowded roots
CrS = crowded scaffold limbs
Db = dieback
Dk = decayed
DLS = dogleg branches
DLT = dogleg trunk
Epi = epicormic shoots
Hd = headed
inc = included bark
LCR = live crown ratio
noRF = no visible root flare
OL = over-lifted
Sh = shallow rooted
Sp=sparse
Sup = suppressed
SW-lift=sidewalk lifted
Tinj = trunk injury
Topd = topped
T-bow = bowed trunk

Rating System

The rating system works like school grades. A is excellent, B is good, C is average (not good but not declining), D is poor, and F is dead or close to. In structure, A is without apparent defect, B is few minor defects, C is some correctible defects, and D is correctible only with overly severe pruning.

Common name / Botanic name Cross Reference

Species	Common name
Agonis flexuosa	Peppermint willow
Archontophoenix cunninghamiana	King palm
Beaucarnia recurvata	Bottle palm
Eucalyptus camaldulensis	Red gum
Eucalyptus polyanthemos	Silver mountain gum
Ficus microcarpa cv	Indian laurel cultivar
Ligustrum japonicum	Japanese privet
Platanus racemosa	California sycamore
Quercus agrifolia	Coast live oak
Syzygium paniculatum	Brush cherry

5430 Carlton Way

Observations

The apartments at 5430 Carlton Way will be demolished and replaced. The site has no trees, only the one large protected oak as a street tree. The tree has good health, but only fair structure. The trunk has a minor bow and has a codominant fork. The scaffold limbs are crowded together and the trunk stops there. The roots are lifting the sidewalk and the collar at the base is too small and is breaking up.

Recommendations

This tree cannot remain in place, due to demolition, construction and probably grading. Based on canopy and root size, it may have out-grown this space.

After getting a permit and removing the street tree, replace the street tree according to Urban Forestry instructions

5424 Carlton Way

#3 Street tree – note lop-sided head

#3 Street tree – note dogleg trunk and dogleg limbs.

#6 Coast live oak – note narrow planting space.

#7 Brush cherry – note topping for wires and narrow space.

#8 Silver Mountain gum – note small space.

Observations

The existing apartment buildings and trees at 5424 Carlton Way will be demolished and replaced. The site has three trees, and one protected oak as a street tree. The street tree has good health, but only fair to poor structure. The trunk has a minor dogleg, a codominant fork and dogleg scaffold limbs. The scaffold limbs are crowded together and have included bark between them.

There is one protected coast live oak (#6) on the site, in a narrow space. Ihe canopy has been trimmed narrow for passing vehicles.

In the same narrow planter for the oak there is a topped brush cherry (#7), also kept narrow headed.

At the back edge of the property, there is a Silver Mountain gum (#8) that has received severe topping to keep it below the wires.

Recommendations

These trees cannot remain in place, due to demolition, construction and probably grading. Based on canopy size and necessary past pruning, the site trees should never been planted here, but now they all need to be removed.

After getting a removal permit and removing the street tree, replace the street tree according to Urban Forestry instructions.

5420 Carlton Way

#9 Brush cherry in the narrow side planter

#10 Indian laurel in narrow planter.

#11 Brush cherry – note narrow planter and lifted paving.

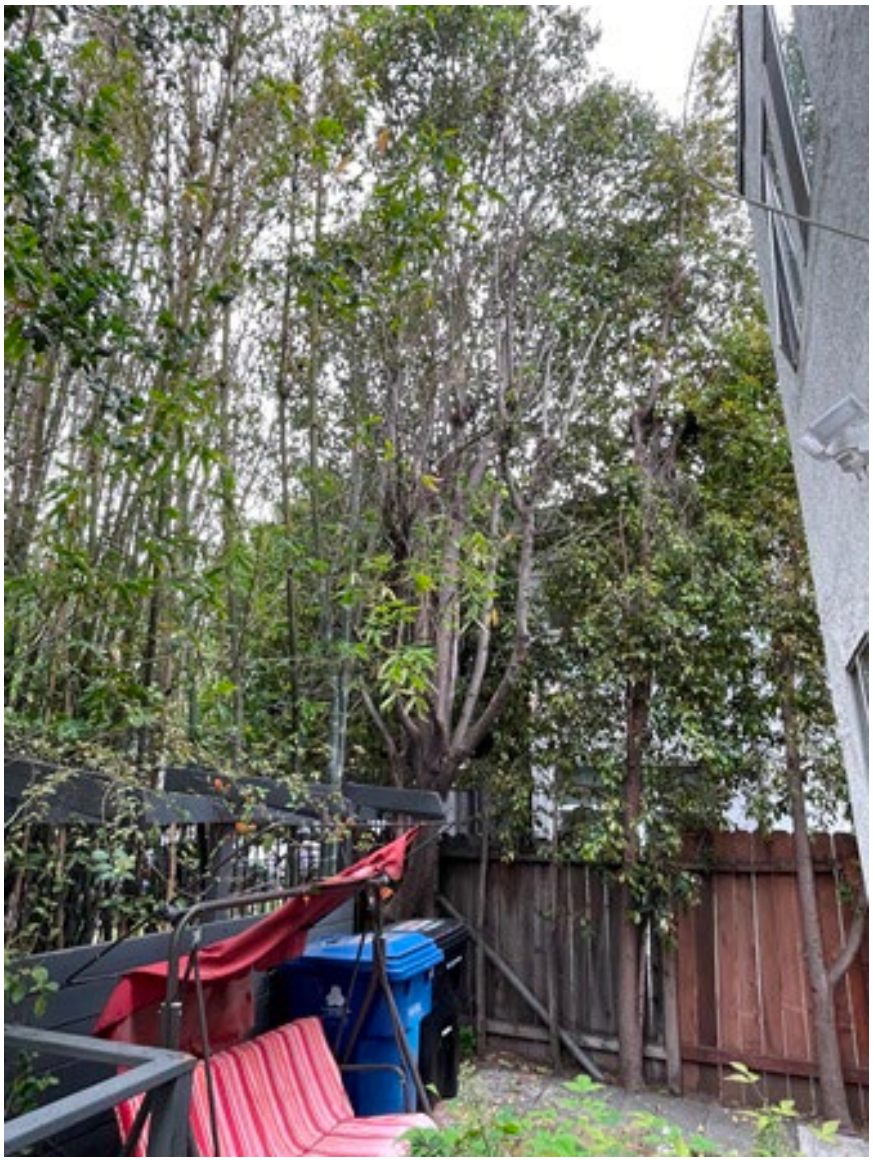
#12 Bottle palm, a somewhat unique form for this species.

#13 & 14 Silver Mountain gums – note severe topping and heading.

#15 Red gum – note severe topping and heading

#16 Coast live oak

#17 California sycamore



#19 Japanese privet, the top half is dead. Note bamboo crowding it.

Observations

The existing apartment buildings and trees at 5420 Carlton Way (and the sub-addresses) will be demolished and replaced. The site has eight trees, and two protected trees, an oak and a sycamore, but no street trees.

The one protected coast live oak (#16) is in front, near the building. It is tall, but skinny. The protected sycamore (#17) is small, and out near the sidewalk. The trunk is codominant. Ihe canopy sparse and there is a small amount of anthracnose.

In the rear part of the site there are a few brush cherries, one (#9) is 8-inches at 2-feet up below the codominant fork. A second brush cherry is 13 inches at the base.

There are two moderate sized Silver Mountain gums in a narrow planter next to the central parking area. Both have been severely topped and headed.

A medium size red gum is in front of the 5420 building. It has also been topped and headed severely.

The front garden area is disorganized and crowded, but it contains the two protected trees and a large, but dying, Japanese privet, #18, shown at left.

Recommendations

Obtain removal permits for removal of protected trees, coast live oak #16 and California sycamore #17

5418 Carlton Way

#19 King palm cluster

#21 King palm cluster

↙ #23 Indian laurel – note proximity to the building

Observations

The existing apartment building will remain and have general improvements. The palms and trees at 5418 Carlton Way *can* remain in place. The site has two clusters of two king palms, an Indian laurel and a peppermint willow street "tree". There are no protected trees.

Recommendations

The #4 "tree" is not suitable as a street tree, and should be replaced. Obtain a permit from Urban Forestry before removing it, and replace it with the tree or trees they specify. This may be an opportune place to plant trees for mitigation of other protected trees or street trees that are being removed.

The Indian laurel tree in front is also not a suitable tree to be so close to the structure. It should be removed. The project landscape architects will recommend better tree or trees for this location.

↖ #4 Peppermint willow

Discussion

Transplanting

There are no trees of sufficient health, condition or value to justify transplanting. The two oak street trees that need to be removed have limited value, if their structural condition and limited remaining life span is considered. Any tree of this oaks' potential size will have a limited life span in small sidewalk cutouts. King palms are very difficult to transplant successfully, and only move successfully during a short period of the year, and with larger rootballs. The tight spaces these trees are growing in will also make transplant very difficult and unreasonable. Their value does not come close to the cost of preservation. Other than the palms, there few spaces on site for these trees, and no room to store them during construction. The apartment building on the west end (5430) has no trees on site and no space for them.

Protecting in Place

Building large apartment buildings covering almost the entire site, requires removing everything, any previous infrastructure, paving, plants and maybe a large amount of soil. Even building a block wall between these lots would require removal many of these trees, and simply put, they should not remain in any case.

Recommendations

Protected Tree Removal Mitigation

All replacements will need to be replanted back on site, not in the ROW and in an adequate manner to ensure survivability. Ordinarily, mitigation is planting four trees for every one protected tree removed. However, these are all planted trees. As street trees mitigation is normally 2:1. A permit must be obtained from Urban Forestry before any protected tree or street tree removals. Oak #1 can probably be protected in place. Urban Forestry will decide if the Peppermint willow remains.

Street Tree Removal Mitigation

The City of Los Angeles Urban Forestry Division will decide if street trees are required in the new streetscape, and what species of trees will replace the four existing street trees that need to be removed. The hope is that the new site use and building will be considered when it comes time to make that decision. A tall narrow tree species, unlike the existing oak trees, seems to be what is called for. This street has sidewalk cutouts on the west end, and that may be best for the three new apartments (5430, 5424 &5420). If new sidewalks are required, cutouts may also be called for there as well, and hopefully some provision for adequate root space below the sidewalk. Ordinarily, mitigation is planting two trees for every one street tree removed. A permit must be obtained from Urban Forestry before any street tree removals.

Testing & Evaluation

Visual Analysis of Plant Condition

All the subject plants were evaluated for structural condition and health. The structural condition of trees was evaluated without dissection on a visual basis only. The root crown was examined, as far as it was visible, without excavation. Shrubs and ground covers had no root inspection.

The health was evaluated on a visual basis. If there were no nutrient deficiency symptoms, the foliage was full and dense, the trunk normal or thicker, and there were no pest or disease symptoms, it was assumed that they were healthy. To the degree that symptoms or problems existed, the plants were rated for health on a five-point scale (A to F, F being dead).

For trees, the structural condition, i.e., foliage, limbs, branches, trunk and base were evaluated on a similar five-point scale. Likewise, the best structural condition is termed “A“ or excellent. If there were only a couple minor problems or defects, the condition is called “B“ or good. If the structure was such that a tree was not in jeopardy, but it was not good, the condition is called “C “or fair. If the tree was at risk of some sort of failure, but might be corrected, the structural condition is called “D“ or poor. “F” is dead or dangerous.

No laboratory testing has been performed, either in terms of pathology, pull testing or decay testing. Symptoms of nutrient deficiency or disease were based solely on visual indications. No lab testing was done to confirm either.

Assumptions and Limiting Conditions

1. Any legal description provided to this consultant is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in nature.
2. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.
3. Care has been taken to obtain as much information as possible from reliable sources. Data has been verified insofar as possible. However, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.
4. This consultant shall not be required to give testimony or attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule or contract of engagement.
5. Unless required by law otherwise, possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person and project to whom it is addressed, without the prior expressed written or verbal consent of this consultant.
6. Unless required by law otherwise, neither all nor any part of this report or a copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, new, sales or other media without the prior expressed written consent of this consultant - particularly as to the identity of the consultant, or any reference to any professional society or institute or to any initialed designation conferred upon this consultant as stated in his qualifications.
7. This report represents the opinion of this consultant, and this consultant's fee is in no way contingent upon the reporting of a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
8. Sketches, drawings, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys unless expressed otherwise. The reproduction of any information generated by architects, engineers, or other consultants on any sketches, drawings, or photographs is for the express purposes of coordination and ease of reference only. Inclusion of said information on any drawings or other documents does not constitute a representation by Arborgate Consulting as to the sufficiency or accuracy of said information.
9. Unless expressed otherwise: 1) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection; conditions change and monitoring is needed to stay abreast of these changes, and 2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring.
10. This report is the completed work product. Any additional work, including, e.g. production of a site plan, addenda and revisions, monitoring, or inspection of tree protection measures, must be contracted separately.
11. Use of the report is dependent upon payment and non payment voids all legal use of the report. Ownership of any documents produced passes to the Client only when all fees have been paid.
12. Loss or alteration of any part of this report invalidates the entire report.

Appendix

A. Resume

B. Documentation of Credentials

C. Glossary

A. Resume GREGORY W. APPLEGATE, ASCA, ASLA emeritus

PROFESSIONAL REGISTRATIONS:

American Society of Consulting Arborists - Registered Consulting Arborist #365
American Society of Consulting Arborists – Tree & Plant Appraisal Qualified
American Society of Landscape Architects – emeritus member
International Society of Arboriculture - Tree Risk Assessment Qualified
International Society of Arboriculture - Certified Arborist # WE-180a

EXPERIENCE:

Mr. Applegate is an independent consulting arborist. He has been in the horticulture field since 1963, providing professional arboricultural consulting since 1984 within both private and public sectors. His expertise includes appraisal, tree preservation, diagnosis of tree growth problems, construction impact mitigation, environmental assessment, expert witness testimony, hazard evaluation, pruning programs, species selection and tree health monitoring.

Mr. Applegate has consulted for insurance companies, major developers, theme parks, homeowners, homeowners' associations, landscape architects, landscape contractors, property managers, attorneys and governmental bodies.

Notable projects on which he has consulted are: Disneyland, Disneyland Hotel, DisneySeas-Tokyo, Disney's Wild Animal Kingdom, the New Tomorrowland, Disney's California Adventure, Disney Hong Kong project, Knott's Berry Farm, J. Paul Getty Museum, Tustin Ranch, Newport Coast, Crystal Court, Newport Fashion Island Palms, Bixby Ranch Country Club, Playa Vista, Laguna Canyon Road and Myford Road for The Irvine Company, MTA Expo Line, MWD-California Lakes, Paseo Westpark Palms, Loyola-Marymount campus, Cal Tech, Cal State Long Beach, Pierce College, The Irvine Concourse, UCI, USC, UCLA, LA City College, LA Trade Tech, Riverside City College, Crafton Hills College, MTA projects, and the State of California review of the Landscape Architecture License exam (re: plant materials)

EDUCATION:

Bachelor of Science in Landscape Architecture, California State Polytechnic University, Pomona 1973
Arboricultural Consulting Academy (by ASCA) Arbor-Day Farm, Kansas City 1995
Continuing Education Courses in Arboriculture, required to maintain Certified Arborist status and for ASCA membership

PROFESSIONAL AFFILIATIONS:

American Society of Consulting Arborists (ASCA), Registered member
International Palm Society, Full member
International Society of Arboriculture (ISA), Certified member
California Tree Failure Report Program, UC Davis, Participant
Street Tree Seminar (STS), Member

COMMUNITY AFFILIATIONS:

Landscape Architecture License Exam, Reviewer, Cal Poly Pomona (1986-90)
American Institute of Landscape Architects (L.A.) Board of Directors (1980-82)
California Landscape Architect Student Scholarship Fund - Chairman (1985)
International Society of Arboriculture - Examiner-tree worker certification (1990)
Guest lecturer at UCLA, Cal Poly, Saddleback College, & Palomar Junior College
ASCA 2011 Nominations Committee and A3G appraisal update committee
ASCA, Industry definitions committee 2009-2010
ASCA web site, west coast tree question responder (2007-2016)

B. Credentials

The International Society of Arboriculture

Hereby Announces That

Gregory W. Applegate

Has Earned the Credential

ISA Certified Arborist ®

By successfully meeting ISA Certified Arborist certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

Caitlyn Pollihan
CEO & Executive Director

28 July 1997	30 June 2024	WE-0180A
Issue Date	Expiration Date	Certification Number

ANAB
ANSI National Accreditation Board
ACCREDITED
ISO/IEC 17024
PERSONNEL CERTIFICATION BODY
#0847
ISA Certified Arborist

The International Society of Arboriculture

Hereby Announces That

Gregory W. Applegate

Has Earned the Credential

ISA Tree Risk Assessment Qualification®

By successfully meeting ISA Tree Risk Assessment Qualification certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

Caitlyn Pollihan
CEO & Executive Director

11 February 2013	24 February 2028
Issue Date	Expiration Date

The American Society
of
Consulting Arborists

in recognition of fulfillment of the requirements for

Registered Consulting Arborist® status

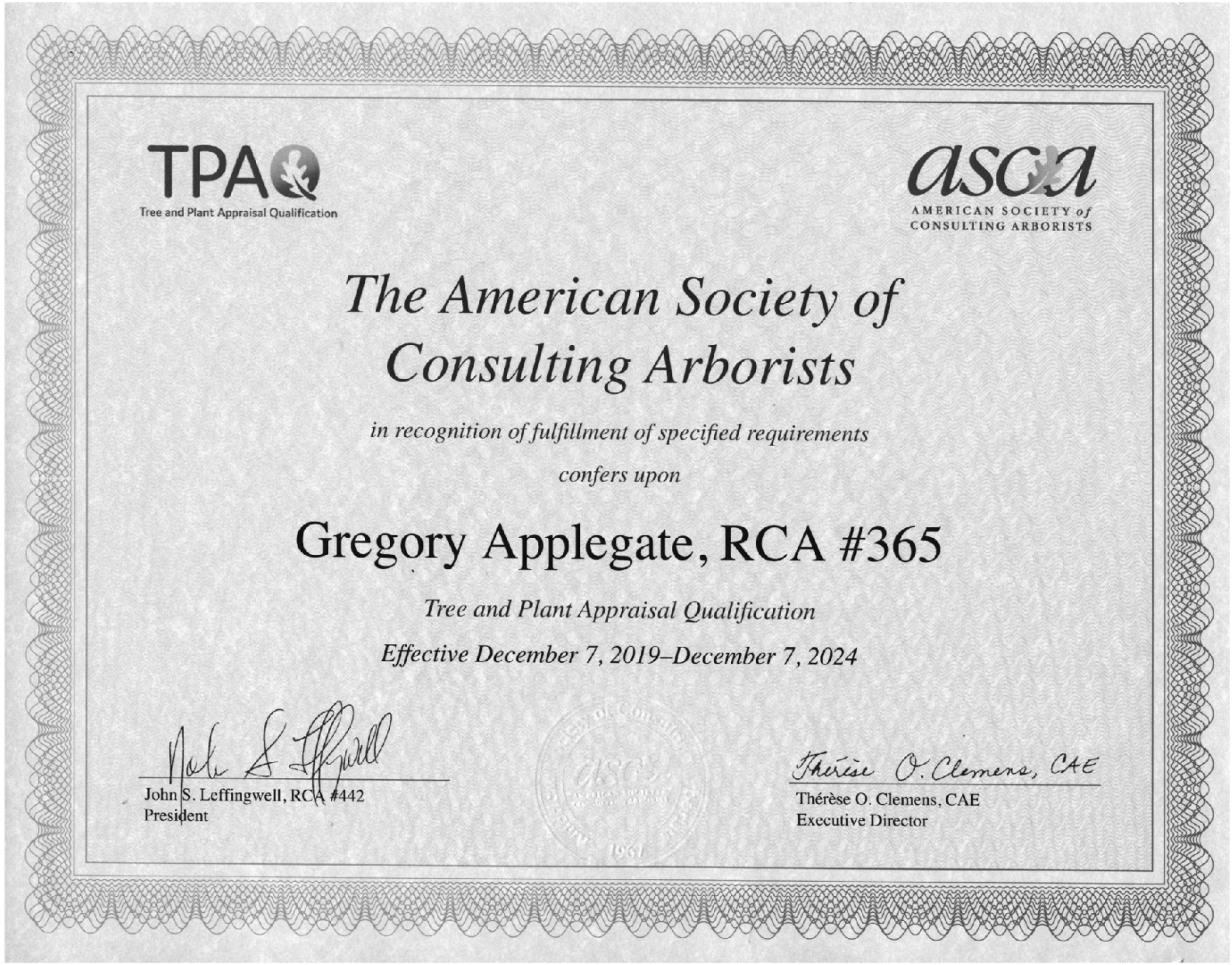
confers upon

Gregory W. Applegate, RCA #365

Registered Membership

Dr. James R. Clark, RCA #357
President

Beth W. Palys, FASAE,CAE
Executive Director



TPA
Tree and Plant Appraisal Qualification

asca
AMERICAN SOCIETY of CONSULTING ARBORISTS

The American Society of Consulting Arborists

in recognition of fulfillment of specified requirements

confers upon

Gregory Applegate, RCA #365

Tree and Plant Appraisal Qualification

Effective December 7, 2019–December 7, 2024

John S. Leffingwell, RCA #442
President

Thérèse O. Clemens, CAE
Executive Director

C. Glossary

Arboriculture	The cultivation and care of trees and shrubs.
Arborist	professional who possesses the technical competence gained through experience and training to provide for or supervise the management of trees and other woody plants in residential, commercial or public settings.
Butt	lower stem and upper buttress root area of a tree
Compaction	(Soil Compaction) The compression of soil, causing a reduction of pore space and an increase in the density of the soil. Tree roots cannot grow in compacted soil.
Crown	The upper portions of a tree or shrub, including the main limbs, branches, and twigs.
DBH	Diameter of the trunk, measured at breast height or 54 inches above the average grade. Syn. = caliper.
Decline	Progressive reduction of health or vigor of a plant.
Dieback	Progressive death of buds, twigs and branch tissues, on individual limbs, or throughout the canopy.
Hedge	a living fence of shrubs (usually uniformly sheared)
Heading	Pruning techniques where the cut is made to a bud, weak lateral branch or stub
Palm	A tropical or subtropical monocotyledonous tree or shrub, usually having a woody, unbranched trunk and large, evergreen, fan or feather-shaped leaves at the top.
Perennial	plants that live several to many years
Phenology	the study of periodic biological processes, or the timing of natural processes and phenomena, such as onset of growth, bud swelling, root growth, shedding of leaves, etc.
Root crown	Area at the base of a palm where the roots and stem merge (synonym - root collar).
Root system	The portion of the tree containing the root organs, including buttress roots, transport roots, and fine absorbing roots; all underground parts of the tree.
Root zone	The area and volume of soil around the tree in which roots are normally found. May extend to three or more times the branch spread of the tree, or several times the height of the tree.

Shrub	The name usually given to a relatively short (less than 15 feet) woody plant, with multiple stems arising near the ground.
Species	Taxonomic classification below genus. 1). A group of plants with common characteristics or consistent differences in morphology, ecology or reproductive behavior, distinct from others of the same genus. 2). The basic unit in plant taxonomy; the Latin binomial consisting of the genus and specific epithet; it is both singular and plural.
Street tree	A tree growing adjacent to dedicated roadways and within the city's right of way.
Stress	"Stress is a potentially injurious, reversible condition, caused by energy drain, disruption, or blockage, or by life processes operating near the limits for which they were genetically programmed." Alex Shigo
Tree	large, woody perennial, with well-defined stem, height rarely under 15 feet.
Trunk	The main stem or axis of a tree that is supported and nourished by the roots and to which branches are attached.
Urban forestry	The management of urban trees in mass vs. as individuals. Urban and community forestry involves the planting, care and management of the trees where we live. The trees and related vegetation in our cities are an important asset that needs to be managed in order to maintain community livability. The urban forest is the mosaic of the planted landscape and the remnant native forests left behind as our cities have developed
Value	Value is the present worth of future benefits. Value is not necessarily cost.

Disclaimer

Good current information on tree preservation has been applied. However, even when every limb and root is inspected, inspection involves sampling, therefore some areas of decay or weakness may be missed. Weather, winds and the magnitude and direction of storms are not predictable and some failures may still occur despite the best application of high professional standards. Future tree maintenance will also affect the trees health and stability and is not under the supervision or scrutiny of this consultant. Continuing construction activity such as trenching will also affect the health and safety, but are unknown and unsupervised by this consultant. Trees are living, dynamic organisms and their future status cannot be predicted with complete certainty by any expert. This consultant does not assume liability for any tree failures involved with this property.

Certification

I, Gregory W. Applegate, certify to the best of my knowledge and belief:

That the statements of fact contained in this report are true and correct. That the report analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal unbiased professional analysis, opinions and conclusions.

That I have no present or prospective interest in the vegetation that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

That my compensation is not contingent upon the reporting of a predetermined conclusion, that favors the cause of the client, the attainment of stipulated result or the occurrence of a subsequent event.

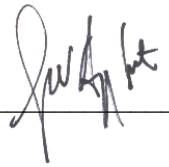
That my analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the standards of arboricultural practice. As of this report date, I have completed the requirements of continuing education for Registered Consulting Arborist.

That my opinions are based on the information known to me at this time. No internal dissection or decay investigation was made.

That I have made a personal inspection of the trees that are the subject of this report. No one provided significant professional assistance to the person signing this report.

Furthermore, the opinions above are held with reasonable degree of professional certainty, predicated on over 50 years of experience in the nursery, landscape, and arboricultural industries and the documents and information provided me.

I do not authorize out of context quoting from or partial reprinting of this appraisal report. Neither all or any part of this report shall be disseminated to the general public by the use of media for public communication without the prior written consent of the undersigned.

Arborgate Consulting, Inc.
Gregory W. Applegate  Date 3-9-24
Registered Consulting Arborist #365

DRAFT

TRANSPORTATION ASSESSMENT FOR THE 5424 W. CARLTON WAY RESIDENTIAL PROJECT

LOS ANGELES, CALIFORNIA

MARCH 2024

PREPARED FOR

5430 CARLTON LLC

PREPARED BY

Gibson transportation consulting, inc.

DRAFT

TRANSPORTATION ASSESSMENT FOR THE 5424 W. CARLTON WAY RESIDENTIAL PROJECT

LOS ANGELES, CALIFORNIA

March 2024

Prepared for:

5430 CARLTON LLC

Prepared by:

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Ref: J2104

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Chapter 1
Introduction

This study presents the transportation assessment for the proposed 5424 W. Carlton Way Residential Project (Project), located within the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], Adopted December 13, 1988, Effective April 2, 2014) (Hollywood Community Plan) as well as the *Vermont/Western Transit-Oriented District Specific Plan* (LADCP, Adopted March 1, 2001) (SNAP) areas of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes to construct 131 new multi-family dwelling units (including 14 Very Low Income units and three Low Income units) in an eight-story building. Additionally, one existing eight-unit apartment building would remain on the Project Site for a total of 139 total units. Seven other existing residential and accessory structures, consisting of 22 multi-family dwelling units and three single-family homes (25 total residential units removed), would be demolished.

The Project would provide a total of 148 vehicular parking spaces in two subterranean parking levels as well as part of the ground level. It would also provide a total of 72 bicycle parking spaces, including two short-term and 70 long-term bicycle parking spaces. Vehicular access would be from a single two-way driveway on Carlton Way. Pedestrian access would be provided directly from Carlton Way to the residential lobby. Access to the bicycle parking (within the ground-level parking area) would be provided through pedestrian and vehicular access points.

The Project is anticipated to be completed in Year 2027. The ground level Project Site plan is illustrated in Figure 1.

The Project Site is located in City Council District 13 and includes four parcels assigned Assessor Parcel Number 5544-022-007, 5544-022-008, 5544-022-009, and 5544-022-010 in the Los Angeles County Assessor's records.

PROJECT LOCATION

As illustrated in Figure 2, the Project Site surrounding area is urban with a mixture of residential and commercial uses. The Project Site is located approximately 0.4 miles northeast of the Hollywood Freeway (US 101), which provides regional access to the vicinity.

The Project site is also located approximately 450 feet from the Hollywood/Western Station of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line subway, which travels between North Hollywood and Union Station in downtown Los Angeles. This station qualifies as a Major Transit Stop, which is defined in *Transit Oriented Communities Program Guidelines* (LADCP, Revised February 26, 2018) and updated in *Metro NextGen; Rapid Bus Definitions* (LADCP, March 25, 2021) as rail stations or intersections of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. Metro bus service is also provided in the vicinity, as discussed in Chapter 2.

These features qualify the Project's location as both a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as a High-Quality Transit Area (HQTA), defined in *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS) as an area within 0.50 miles of a well-serviced transit stop or transit corridor with service frequency of 15 minutes or less during peak commute hours. It is also designated as Tier 4 under the Transit Oriented Communities Affordable Housing Incentive Program defined in Los Angeles Municipal Code (LAMC) Section 12.22.A.31 for being within 750 feet of a Metro rail station with an intersecting Metro Rapid bus.

STUDY SCOPE

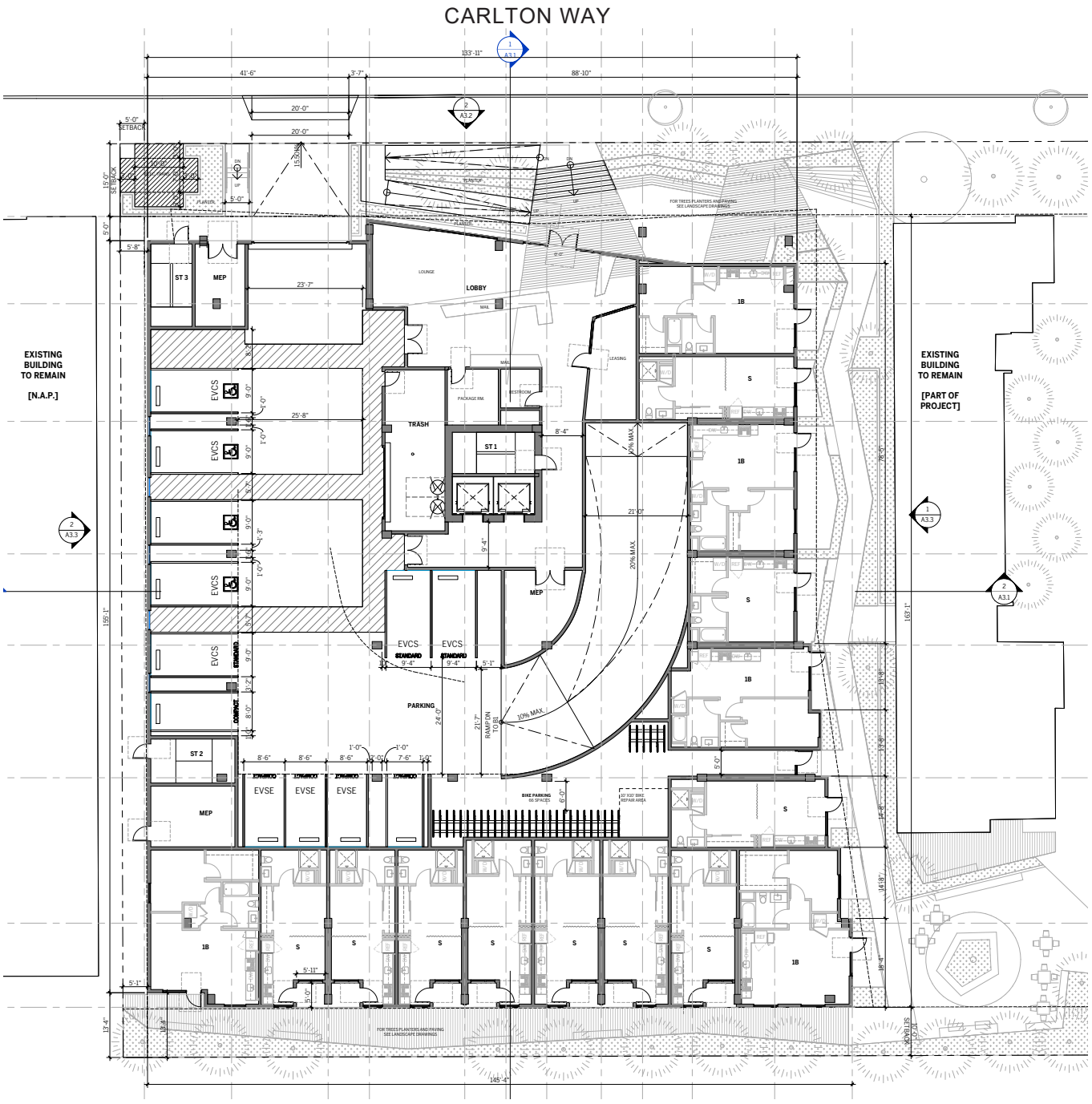
The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, updated August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on February 22, 2024. A copy of the signed MOU is provided in Appendix A.

As shown in the approved MOU, the Project generates 412 net new daily vehicle trips. In accordance with the TAG, because the Project generates more than 250 daily trips, a VMT analysis was required. Because it generates fewer than 500 net new daily trips, an access and circulation analysis was not required.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 estimates the traffic to be generated by the Project. Chapter 4 details the CEQA analysis of transportation impacts, including TAG Thresholds T-1 through T-3 and the LADOT Freeway Safety Analysis. Chapter 5 discusses the non-CEQA transportation analyses, including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis, to the extent required for the Project. Finally, Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions and additional details supporting the technical analyses.



Source: Steinberg Hart. December, 2023.

PROJECT SITE PLAN

FIGURE 1

PROJECT SITE LOCATION

FIGURE 2

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area (generally defined as the area within 0.25 miles of the Project Site for the purposes of this report). The Existing Conditions analysis includes an assessment of the existing street system, public transit service, and pedestrian and bicycle circulation at the time of preparation of this report.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including arterials and local streets that provide regional, sub-regional, or local access and circulation to the Project. These transportation facilities generally provide two to four travel lanes and usually allow parking on one or both sides of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and 65 mph on freeways. The following describes key streets within the Study Area.

- Carlton Way – Carlton Way is a designated Local Street running east-west along the northern boundary of the Project Site. It provides one travel lane in each direction and unmetered on-street parking on both sides within a paved width of 40 feet.
- Western Avenue – Western Avenue is a designated Modified Avenue I that travels in the north-south direction and is located approximately 300 feet west of the Project Site. It provides four travel lanes, two lanes in each direction, in a road width of approximately 60 feet. At major intersections such as Hollywood Boulevard and Sunset Boulevard, it provides left-turn lanes within a widened roadway section. It provides unmetered parking on both sides of the street.
- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I that travels in an east-west direction approximately 450 feet north of the Project Site. It provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections such as Western

Avenue. On-street metered parking is generally available on both sides of the street. The paved road width varies from approximately 60 feet to approximately 80 feet.

- Sunset Boulevard – Sunset Boulevard is a designated Avenue I that travels in an east-west direction approximately 650 feet south of the Project Site. It provides six travel lanes, three lanes in each direction, with a center left-turn lane. On-street metered parking is generally available on the both sides of the street, blocking the third travel lanes when occupied. Parking is not allowed from 4 PM to 7 PM (i.e., during the afternoon commuter peak period). The paved road width varies from approximately 70 feet to approximately 74 feet.

- Serrano Avenue – Serrano Avenue is a designated Local Street running north-south approximately 200 feet east of the Project Site. It provides one travel lane in each direction and unmetered on-street parking on both sides within a paved width of 30 feet.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 88 points.[1]

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. They connect to accessible crossings at signalized intersections within the Study Area. Figure 3 presents an inventory of pedestrian attractors within a 0.25-mile walking distance from the Project Site.

Existing Bicycle System

There are currently no bicycle lanes within the Study Area.

[1] Walk Score (www.walkscore.com) rates the Project site with a score of 88 of 100 possible points (scores accessed on March 4, 2024, for 5424 West Carlton Way). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

Existing Transit System

The Project Study Area is served by local bus and rail lines operated by Metro and LADOT Downtown Area Short Hop (LADOT DASH), including Metro Lines 2, 180, 207, and 217, Metro B Line subway, and LADOT DASH Hollywood Circulator bus line The Project is located approximately 450 feet from the Metro Hollywood/Western Station. Figure 4 illustrates the existing transit service and transit stops within the Study Area. Table 1 summarizes the transit lines operating in the Study Area for each of the service providers in the region as of March 2024, the type of service (peak vs. off-peak, express vs. local), and the frequency of service during the morning and evening transit peak periods (between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM as defined by SCAG and the City).

All eight of the public bus stops at the intersections nearest the Project Site are equipped with benches, and four are also equipped with shelters for shade and rain protection.

Vision Zero

As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Hollywood Boulevard, Western Avenue, and Sunset Boulevard, as well as Hobart Boulevard south of Sunset Boulevard, are identified as part of the HIN within the Study Area.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

This section describes anticipated changes in the built environment or transportation system that may affect vehicular, pedestrian, or bicycle access to and from the Project Site.

Related Projects

In accordance with the CEQA Guidelines, this study considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects) in the vicinity of the Project Site. Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project site were considered for analysis.

The list of Related Projects is based on information provided by LADCP and LADOT in January 2024, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 2 and their approximate locations shown in Figure 5. The nearest Related Project is #1, located at 1657 N. Western Avenue, which is the parcel on the northwest corner of Western Avenue & Carlton Way approximately 400 feet west of the Project Site. As shown in Table 2, it proposes 200 senior affordable apartment units.

Future Infrastructure Improvements

While there are no planned and funded roadway improvement projects expected to be implemented prior to the buildout of the proposed Project within the Study Area, *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan) identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation. However, the following mobility-enhanced networks included corridors within or near the Study Area and depicted in Figure 6:

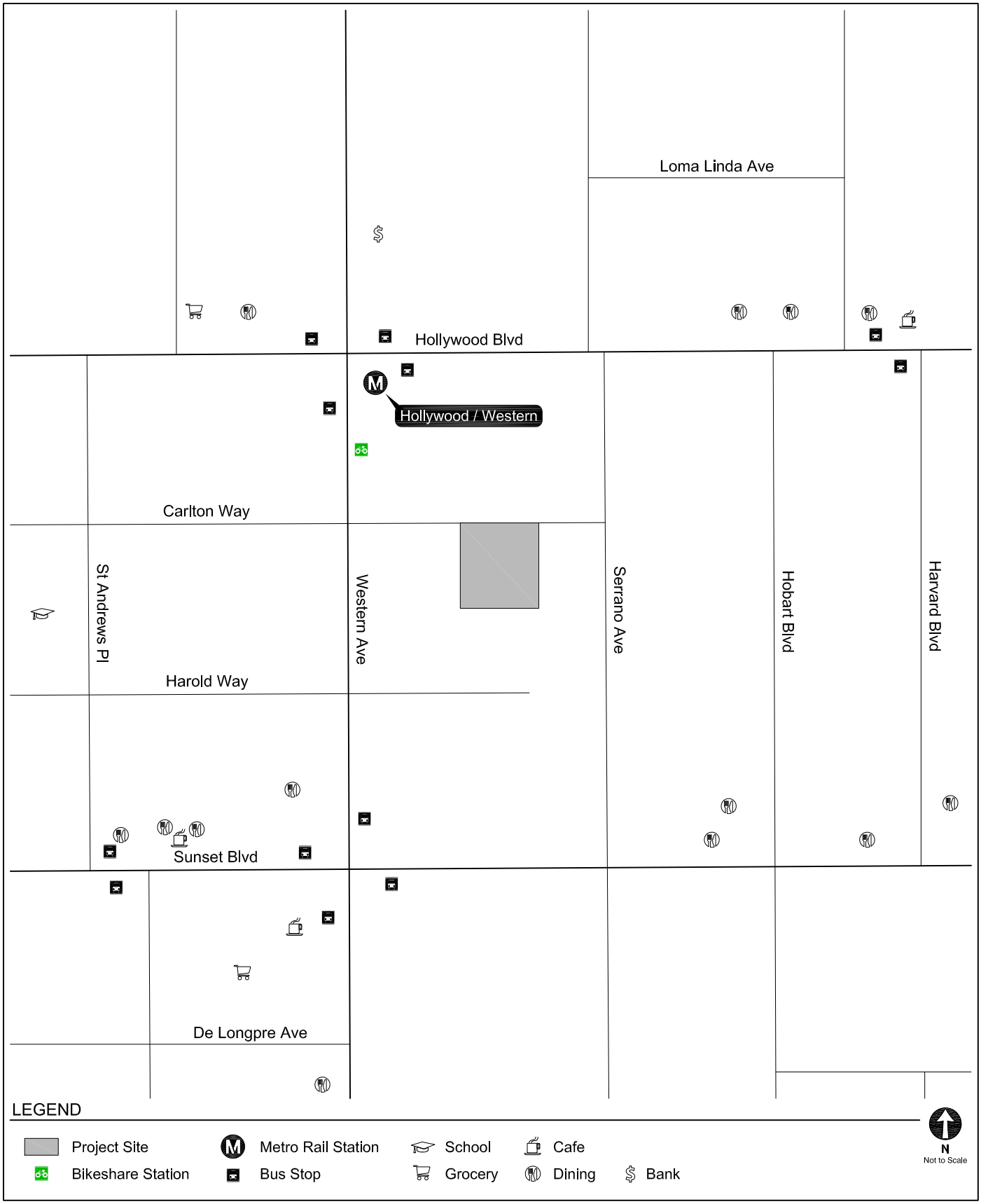
- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Hollywood Boulevard and Western Avenue within the Study Area are part of the TEN.

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Hobart Boulevard is part of the NEN.

- Bicycle Enhanced Network (BEN) / Bicycle Lane Network (BLN): The BEN and BLN identify existing and proposed bicycle infrastructure seeking to create a cohesive bicycle network throughout the City. As part of the BEN, Hollywood Boulevard is designated for Tier 1 protected bicycle lanes, Sunset Boulevard is designated for Tier 3 bikeways, and Wilton Place is designated for Tier 2 on-street bicycle lanes.

- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Hollywood Boulevard, Western Avenue, and Sunset Boulevard near the Project Site have been designated as part of the PED.

Additionally, there are Safety Improvements Projects proposed on Western Avenue, Sunset Boulevard, and Hollywood Boulevard as part of Vision Zero. They would implement signal and crossing improvements for pedestrian safety on those streets. Additionally, the Western Avenue Safety Improvements Project would install a traffic signal at Western Avenue & Carlton Way, improving crossing safety for Project residents as pedestrians as well as improving vehicular safety for Project residents as drivers when turning to and from Western Avenue.

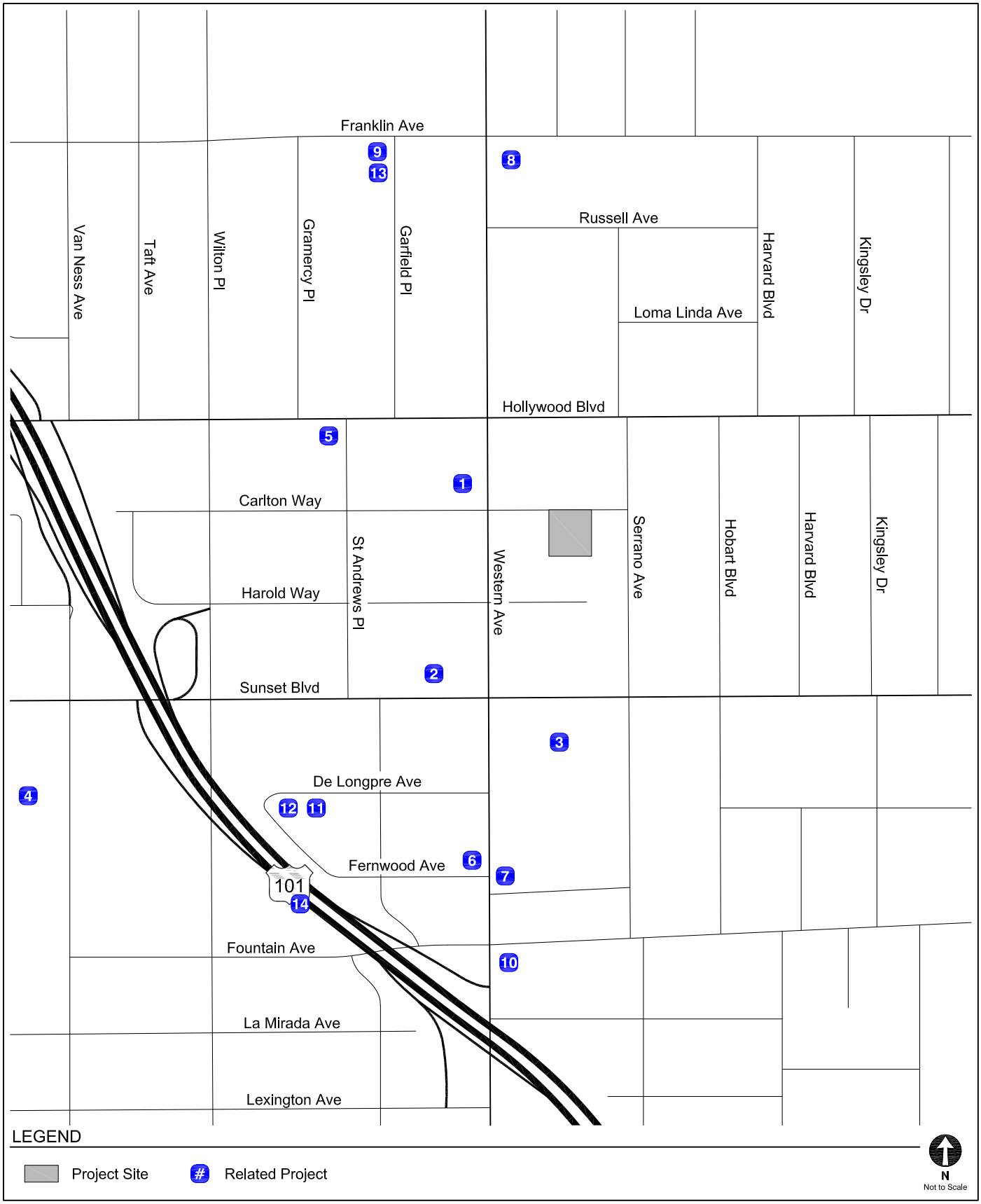


PEDESTRIAN DESTINATIONS

FIGURE 3

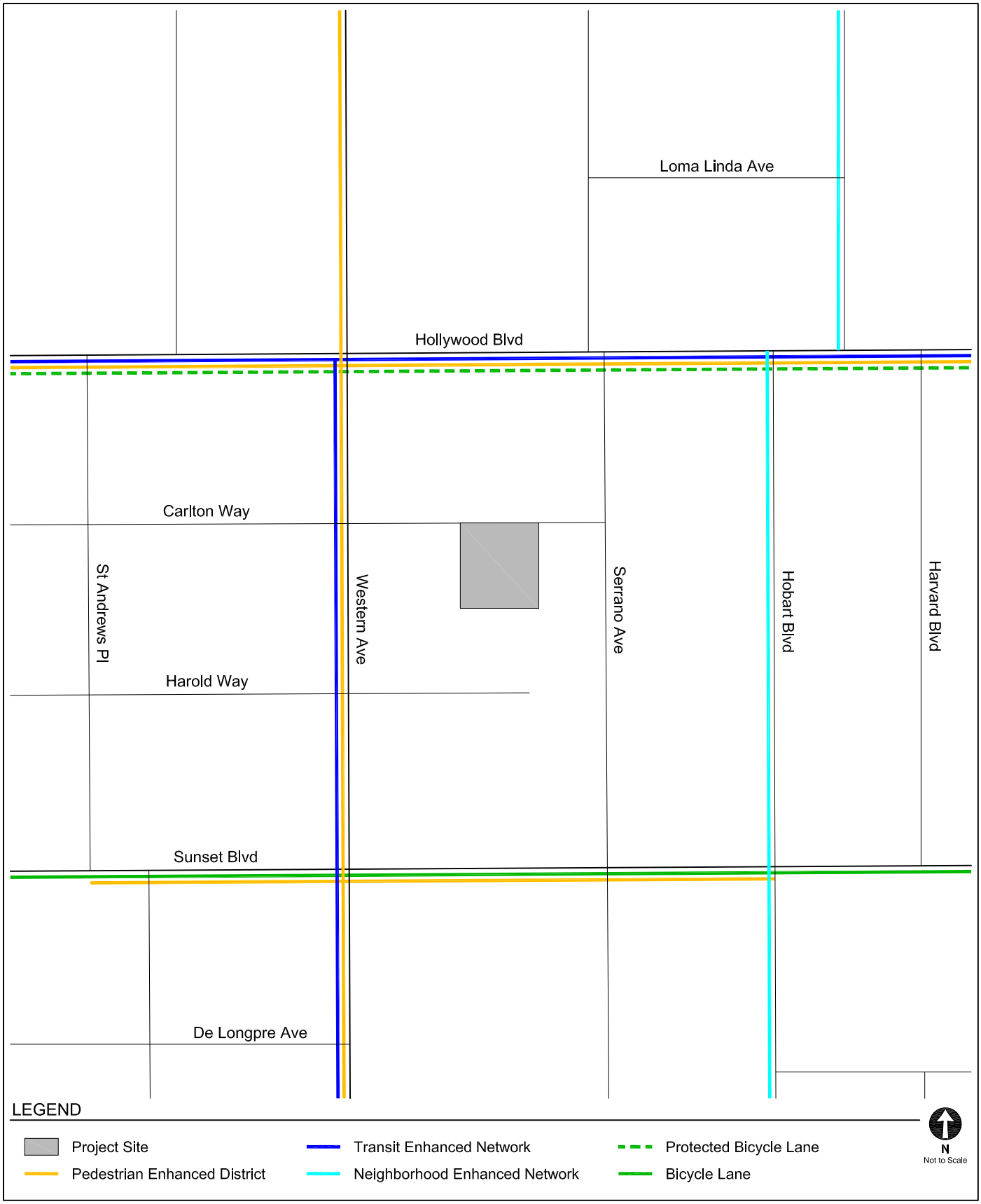
EXISTING TRANSIT SERVICE

FIGURE 4



LOCATIONS OF RELATED PROJECTS

FIGURE 5



ROADWAY MODAL PRIORITIES

FIGURE 6

TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes) [a]			
				Morning Peak Period		Afternoon Peak Period	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail Service							
B	Downtown Los Angeles - North Hollywood	Rail (Subway)	4:30 A.M. - 12:30 A.M.	12	12	12	12
Metro Bus Service							
2	USC - Westwood via Sunset Bl	Local	24-hours	8	9	8	9
180	Hollywood - Glendale - Pasadena via Los Feliz-Colorado	Local	24-hours	10	10	10	10
207	Hollywood - Athens via Western Av	Local	24-hours	7	6	6	7
217	Hollywood/Vine Station - La Cienega Station via Hollywood Bl-Fairfax Ave	Local	24-hours	11	10	11	11
LADOT DASH Bus Service							
HW	Hollywood Circulator	Local	6:00 A.M. - 8:00 P.M.	30	30	30	30

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.
Morning peak period from 6:00 AM to 9:00 AM, afternoon peak period from 3:00 PM to 7:00 PM consistent with Southern California Association of Governments (SCAG) and City guidelines.

[a] Average frequency is based on the average time between trips occurring during the peak periods as indicated in transit schedules from March 2024.

TABLE 2
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Senior Affordable Housing	1657 N Western Ave	200 senior affordable housing units	702	10	29	39	37	25	62
2	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	351 apartment units, 61 affordable housing units, 22,976 sf grocery store and 10,291 sf retail	2,561	59	111	170	122	84	206
3	Sunset & Western	5420 W Sunset Blvd	735 apartment units and 59,100 sf supermarket and 36,720 sf retail	2,369	9	203	212	164	64	228
4	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
5	5600 Hollywood	5600 Hollywood Blvd	200 residential units, including 40 affordable housing units	722	16	43	59	35	24	59
6	1353 N Western Ave	1353 N Western Ave	70 apartment units and 2,000 sf retail	333	5	15	20	17	10	27
7	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
8	Mixed-Use	1868 N Western Ave	87 apartment units and 6,000 sf retail	39	-8	9	1	7	-3	4
9	Apartments	5600 W Franklin Avenue	54 multi-family units, 6 affordable units	287	5	15	20	14	9	23
10	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
11	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	-31	25	-6	50	19	69
12	Fernwood Senior Housing	5645 W Fernwood Ave	New 499-unit affordable senior Housing	2,400	52	128	180	14	10	24
13	Garfield Apartments	1853 Garfield Pl	New 20 units - 3 affordable unit apartment building	91	2	4	5	4	3	7
14	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204

Notes:
sf: square feet
Source: Related project information based on available information provided by LADOT and Department of City Planning in January 2024.
[a] Trip generation information provided by LADOT or estimated using rates from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

Chapter 3
Project Traffic

Daily and peak hour vehicle trip generation estimates were prepared for the Project for use in the Project's CEQA and non-CEQA traffic analyses. Daily vehicle trips were estimated using *City of Los Angeles VMT Calculator Version 1.4* (June 2023) (VMT Calculator), the output of which is provided in Appendix B.

The number of peak hour vehicle trips expected to be generated by the Project was estimated primarily using rates published for market-rate multifamily (mid-rise) housing in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). These rates are based on surveys of similar land uses at sites around the country and are utilized to calculate the number of vehicle trips traveling to and from the Project Site during the morning and afternoon peak hours relative to the size of development. Additionally, trips for the 17 proposed affordable housing units were estimated using rates provided in the TAG, which were developed by LADOT using local data.

As described in Chapter 2, the Project is located within a 0.25-mile walking distance of a Metro subway station and bus stops serving various Metro bus lines. Therefore, in accordance with the TAG, a 15% transit / walk-in reduction was applied to peak hour Project trips to account for transit usage as well as walking trips from the surrounding neighborhoods and adjacent commercial developments.

Table 3 summarizes the trip generation rates and Project estimates. As shown, after accounting for the adjustments above, the Project Site is anticipated to generate 551 total trips on a typical weekday, including 48 morning peak hour trips (12 inbound trips, 36 outbound trips) and 46 afternoon peak hour trips (29 inbound trips, 17 outbound trips). The Project Site currently generates an estimated 139 daily trips, including 13 morning peak hour trips and 15 afternoon peak hour trips. Therefore, the Project is estimated to generate a net total of 412 new daily trips, including 35 new morning peak hour trips (eight inbound trips, 27 outbound trips) and 31 new afternoon peak hour trips (18 inbound trips, 13 outbound trips).

TABLE 3
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size		Weekday					
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Single-Family Housing	210	per unit	[b]	25%	75%	0.70	63%	37%	0.94
Multi-family Housing (Low-Rise)	220	per unit	[b]	24%	76%	0.40	63%	37%	0.51
Multi-family Housing (Mid-Rise)	221	per unit	[b]	23%	77%	0.37	61%	39%	0.39
Affordable Housing - Family	[c]	per unit	[b]	38%	62%	0.52	55%	45%	0.38
Proposed Project									
Multi-family Housing (Mid-Rise)	221	114 units	[b]	10	32	42	27	17	44
Less 15% Transit/Walk Adjustment [d]				*(2)*	*(4)*	*(6)*	*(4)*	*(3)*	*(7)*
Affordable Housing - Family	[c]	17 units	[b]	3	6	9	3	3	6
Subtotal - Gross Project Trips			[b]	**11**	**34**	**45**	**26**	**17**	**43**
Existing Active Uses to Remain									
Multi-family Housing (Low-Rise)	220	8 units	[b]	1	2	3	3	1	4
Less 15% Transit/Walk Adjustment [d]				*0*	*0*	*0*	*0*	*(1)*	*(1)*
Subtotal - Existing Trips to Remain			[b]	**1**	**2**	**3**	**3**	**0**	**3**
Total - Gross Project Site Trip Generation			**551**	**12**	**36**	**48**	**29**	**17**	**46**
Existing Uses at Project Site									
Single Family Housing (Removed)	210	3 units	[c]	1	1	2	2	1	3
Less 15% Transit/Walk Adjustment [d]				*0*	*0*	*0*	*0*	*0*	*0*
Multi-family Housing (Low-Rise) (Removed)	220	22 units	[c]	2	7	9	7	4	11
Less 15% Transit/Walk Adjustment [d]				*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Multi-family Housing (Low-Rise) (Retained)	220	8 units	[c]	1	2	3	3	1	4
Less 15% Transit/Walk Adjustment [d]				*0*	*0*	*0*	*0*	*(1)*	*(1)*
Subtotal - Existing Project Site Trip Generation			**139**	**4**	**9**	**13**	**11**	**4**	**15**
Total - Net Project Site Trip Generation			**412**	**8**	**27**	**35**	**18**	**13**	**31**

Notes:

[a] Source: *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Daily trip generation estimates were prepared using LADOT's VMT Calculator version 1.4 for the Project Site (with the Project and under existing conditions) as a whole. These totals reflect the trip estimates without accounting for any TDM measures, consistent with the project screening summary page of the VMT Calculator output (see Appendix B).

[c] The Project is located within 0.25 miles of a major transit stop. However, average trip generation rates from *LADOT Transportation Assessment Guidelines* were utilized for conservative analysis.

[d] Per *LADOT Transportation Assessment Guidelines,* the Project Site is located within one quarter mile walking distance from a Metro Rail stop for line B and Metro bus stops for lines 2, 180, and 207; therefore a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

Chapter 4
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and any improvements associated with the potential conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) and an identification of any hazards that would be created due to geometric design features.

METHODOLOGY

SB 743, adopted in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, Plans, Policies, and Programs Consistency Worksheet, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The Plans, Policies, and Programs Consistency Worksheet for the Project is provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. As detailed in Appendix C, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice.

- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.

- Access for all Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.

- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future.

- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the specific policies of the Mobility Plan is provided in Table 4. As previously detailed, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks". Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project does not modify the adjacent streets or sidewalks and would not inhibit the City's ability to install any mobility features within the public right-of-way (ROW).

With the development of the Project, Carlton Way would have one fewer vehicular driveway. The sidewalks adjacent to the Project Site would not be changed by the Project. Though they are narrower than the Local Street standard (10 feet instead of 12 feet), they provide a comfortable pedestrian network for a residential street. The Project would provide long-term and short-term bicycle parking facilities per LAMC requirements. It would also provide a reduced parking supply compared to LAMC and SNAP requirements and would lease parking spaces separately from residential leases (unbundled parking). These measures would promote public transit, biking, and walking, thereby reducing the Project VMT compared to the average for the area. As previously detailed and shown in Figure 4, the Project would be located near high-quality rail and bus routes operated by Metro.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with *Plan for a Healthy Los Angeles* is provided in Table 5. In summary, the Project supports healthy lifestyles by complying with all Americans with Disabilities Act (ADA) requirements and providing connections to pedestrian amenities. Further, the Project locates housing near high-quality transit and provides secure bicycle parking and convenient pedestrian access. It would replace 25 removed residential units with 131 new residential units and displaced residents would be given the opportunity to live in the new units. It would also result in VMT per capita at least 15% below the average for the area. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles.*

Land Use Element of the General Plan

The City's General Plan Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across the City. The Project is located within the Hollywood Community Plan area. A detailed analysis of the Project's consistency with the Hollywood Community Plan is provided in Table 6. As described therein, the Project would provide residential uses within both a TPA and an HQTA to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project. In addition, the Project would implement transportation demand management (TDM) strategies including bike parking per the LAMC, a reduced parking supply, and unbundled parking to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Section 4B. Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated to the plan update and released in August 2021. The City is still in its final steps of the adoption process and formal adoption of the Hollywood Community Plan Update is anticipated in Year 2024.

In addition to the Hollywood Community Plan, the SNAP identifies various transportation policies applicable to the Project. The purpose of the SNAP is to implement the goals and policies of the Hollywood Community Plan and the General Plan, especially as it relates to creating a pedestrian-focused environment with a variety of housing types and price points. The Project is located within Subarea A (Neighborhood Conservation), which has the over-arching goal of maintaining the current prevailing scale and character of the residential neighborhood and improving the pedestrian environment. The Project develops high-density residential development in an area zoned for high-density residential with three different unit types (studio, one-bedroom, and two-bedroom) at three different price categories (market rate, Very Low Income, and Low Income). Therefore, it supports the SNAP. The SNAP also reduces the LAMC parking requirements and sets parking maximums for residential units. A full discussion of parking is provided in Section 5E.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. However, the SNAP supersedes these requirements. In accordance with the requirements of the LAMC and the SNAP, the Project would provide a total of 72 bicycle parking spaces, including two short-term and 70 long-term bicycle parking spaces.

LAMC Section 12.26.J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 sf of non-residential gross floor area. The Project is not proposing more than 25,000 sf of non-residential floor area and, therefore, the TDM Ordinance does not apply.

LAMC Section 12.37

LAMC Section 12.37 requires that a property, upon its redevelopment, dedicate to the City the ROW necessary to meet the Mobility Plan ROW standards on the adjacent arterial or collector street. Carlton Way is a designated Local Street, which has a half-ROW requirement of 30 feet in the Mobility Plan. The existing half-ROW is equal to 30 feet and, therefore, no dedication would be required. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.

Vision Zero

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects will be targeted. Within the Study Area, Hollywood Boulevard, Western Avenue, and Sunset Boulevard are all identified as part of the HIN. There are Safety Improvements Projects proposed on each of those three corridors. Most of these improvements include installation of continental crosswalks at pedestrian crossings, ADA accessibility improvements at crossings, leading pedestrian intervals, and high-intensity activated crosswalk beacons. At the intersection of Western Avenue & Carlton Way, approximately 300 feet west of the Project Site, a traffic signal would be installed. At the intersection of Western Avenue & Hollywood Boulevard, an intersection tightening improvement would reduce curb radii and force right-turning vehicles to travel slower through the intersection. The Project would not preclude future Vision Zero safety projects by the City on any streets. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Pedestrian-First Design approach of *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social intersection, creates equitable and accessible public spaces, and improves public safety."

The Pedestrian-First Design guidelines are as follows:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 7. The Project would not modify the adjacent streets or sidewalks. The Project also removes three existing driveways on Carlton Way while only installing one replacement driveway, reducing the number of conflict points between motorized and non-motorized travel. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In

accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

TABLE 4
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 – Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** The Project would reduce the number of driveways on Carlton Way from three existing to one future driveway, reducing conflicts between vehicles and pedestrians and bicycles. Pedestrian and bicycle access would be provided directly to residential lobbies on Carlton Way, separate from vehicular access (though bicyclists may also access the Project Site through the vehicular driveways).
Policy 1.6 Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** The Project would prepare a Construction Management Plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrians and bicyclists.
Chapter 2 – World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project does not modify the streets or sidewalks, except insomuch as it would remove three existing driveway while replacing them with a single driveway. The new driveway would be designed in conformance with City standards.
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project would provide at-grade access to both the new and existing building. It would remove three existing driveways while replacing them with a single driveway.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** There are no streets on the Neighborhood Enhanced Network within the Project vicinity.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** Western Avenue and Hollywood Boulevard are designated as part of the Transit Enhanced Network. The Project would not interfere with existing or future transit services. The Project would encourage more transit usage by developing high-density residential units with convenient access to bus and rail transit services.

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** Hollywood Boulevard is designated as part of the Bicycle Enhanced Network in the Mobility Plan with a goal of installing protected bicycle lanes on that street. Sunset Boulevard is part of the Bicycle Lane Network and is designated for Tier 3 bicycle lanes. The Mobility Plan does not propose any bicycle facilities adjacent to the Project Site; however, the Project would not affect the City's ability to install bicycle infrastructure within the public right-of-way. Additionally, the Project would remove three existing driveways (replacing them with one new driveway) and would provide short-term and long-term bicycle parking for residents and visitors in accordance with LAMC requirements.
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that included multiple modes.	**Consistent.** The Study Area includes a mix of enhanced networks identified as part of the Mobility Plan. The Project does not affect the adjacent public right-of-way.
Chapter 3 – Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives through proximity to bus and rail transit, provision of bicycle facilities, and by reducing the total number of driveways provided on Carlton Way which reduces potential vehicular and pedestrian conflicts along the Project Site frontage. It increases residential density in proximity to bus and rail transit.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project would be designed in accordance with requirements of the Americans with Disabilities Act.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's high-density residential uses located near to commercial corridors (Hollywood Boulevard, Sunset Boulevard, and Western Avenue) with high-quality bus and rail transit options would help to minimize vehicle trips and enhance the proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of a rail station at the intersection of Western Avenue & Hollywood Boulevard and bus stops on Hollywood Boulevard, Western Avenue, and Sunset Boulevard.

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile" solutions by developing a high-density residential project near several high-traffic commercial corridors with high-quality transit. It also provides secure bicycle parking for residents and short-term bicycle parking for visitors.
Policy 3.6 Regional Transportation & Union Station Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The Project is located within 0.25 miles of multiple Metro bus lines and a rail line. These transit services provide access and connections to the regional transportation system, including a direct connection to Union Station via the Metro B (Red) Line subway.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project would provide secure long-term bicycle parking for residents and short-term parking for visitors in accordance with LAMC requirements.
Chapter 4 – Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project is located in close proximity to high-quality transit. It would provide bicycle parking and a vehicular parking reduction from the LAMC requirement as well as leasing parking spaces separately from residential leases (unbundled parking). Together, these TDM measures would help to promote non-auto travel to reduce transportation-related impacts to the environment.
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide 148 spaces, which is fewer than the 168 spaces required by the SNAP (which supersedes LAMC parking requirements). This reduced parking supply, which is allowed by California Assembly Bill 2097 eliminating parking minimums for developments within 0.5 miles of a major transit stop, is designed to strike a balance to encourage non-auto transportation modes while adequately serving the residents' needs.
Chapter 5 – Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, which would promote active transportation modes such as biking and walking. Additionally, the Project is located within walking distance of high-quality transit.

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project would not generate higher residential VMT per capita than the average for the area, as demonstrated in this transportation assessment. Further, it would implement several project design features, including provision of bicycle parking, a reduced vehicle parking supply, and unbundled parking, that have been shown to reduce VMT.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 5
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 – Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project supports healthy lifestyles by locating high-density housing near high-quality transit, providing bicycle parking, and providing direct pedestrian access at grade to Carlton Way.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** The Project constructs 131 new residential units, removes a total of 25 residential units, and maintains in place eight existing residential units. Existing residents displaced by the Project would be given the opportunity to rent new units upon Project completion.
Chapter 5 – An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate VMT per capita for residents at least 15% lower than the average for the area, as demonstrated in Section 4B of this report. The Project would provide bicycle parking, a reduced vehicular parking supply, and unbundled parking as project design features which reduce VMT. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 6
PROJECT CONSISTENCY WITH
HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1 To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would develop high-density residential uses located near to commercial corridors (Hollywood Boulevard, Sunset Boulevard, and Western Avenue), supporting population growth and enhancing the proximity and convenience of residences to jobs and services.
Objective 3 To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.	**Consistent.** The Project proposes to construct high-density apartments in a neighborhood made up primarily of apartment buildings zoned for high-density residential in the General Plan. It would include a mix of unit types from studios to two-bedroom units, as well as a mix of market-rate, Very Low Income-restricted, and Low Income-restricted units, to serve a variety of family sizes and economic backgrounds.
Objective 6 To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	**Consistent.** The Project adds additional housing density to a medium-density residential neighborhood surrounded by high-capacity arterial streets (Hollywood Boulevard, Western Avenue, and Sunset Boulevard) to accommodate vehicular traffic. It also adds residential population in close proximity to high-quality bus and rail transit service which would help to boost transit ridership and thus support the expansion and improvement of public transit service.
Housing Policy Additional low and moderate-income housing is needed all parts of this Community. Density bonuses for provision of such housing through Government Code 65915 may be granted in the Low-Medium I or less restrictive residential categories.	**Consistent.** The Project would include a mix of market-rate, Very Low Income-restricted, and Low Income-restricted units, to serve a variety of family sizes and economic backgrounds.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the Hollywood Community Plan (Los Angeles Department of City Planning, Adopted December 13, 1988, Effective April 2, 2014).

TABLE 7
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project provides for the safety, comfort, and accessibility of pedestrians by separating pedestrian access from vehicular. The Project also enhances Carlton Way by removing three existing driveways and installing one, providing a more walkable environment and reducing conflicts between vehicles, pedestrians, and bicyclists.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1
Causing Substantial VMT

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether a project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact." This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project's VMT.

Per Section 2.2.2 of the TAG, a "no impact" determination can be made for a project if either of the following screening criteria are not met for Threshold T-2:

- *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*
- *T-2.1-2: Would the project generate a net increase in daily VMT?*

If either of the above screening criteria are met, the TAG provides guidance for the further analysis of VMT, as discussed in the following section.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in the VMT Calculator as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of trips:

- Home-Based Work Production: origin trips from a residential use to a workplace destination

- Home-Based Other Production: origin trips from a residential use to a non-workplace destination (e.g., retail, restaurant, etc.)
- Home-Based Work Attraction: destination trips to a workplace originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018).

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for each Area Planning Commission (APC):

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG

The Project is located in the Central APC.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density,

land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of the project address. The Project is located in an Urban (Zone 4) TBZ.

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zones within 0.125 miles of a project to determine the trip lengths and trip types, which factor into the calculation of a project's VMT.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- A project's jobs / housing balance
- Land use density of a project
- Transportation network connectivity
- Availability of and proximity to transit

- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation Manual, 9th Edition* (ITE, 2012), the US Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying*

Greenhouse Gas Mitigation Measures (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and density as the primary inputs. This analysis incorporates the Project's reduced parking supply (compared to the LAMC requirement), unbundled parking program[2] (required by California Assembly Bill 1317, Carillo, 2023), and provision of bicycle parking per the LAMC, each of which serve as VMT-reducing TDM measures.

The VMT analysis results based on the VMT Calculator are summarized in Table 8. The detailed output from the VMT Calculator is provided in Appendix B.

As shown in Table 8, the VMT Calculator estimates that the Project would generate 3,432 total daily VMT. It would produce 1,500 home-based production VMT (used to calculate household VMT per capita). Based on the VMT Calculator residential population estimate of 328 people, the Project would generate average household VMT per capita of 4.6, which does not exceed the Central APC impact threshold of 6.0.

Therefore, the Project would not result in a significant VMT impact, and no mitigation is required.

CUMULATIVE VMT ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

[2] An unbundled parking program requires residents to lease parking spaces separately from living quarters, thus making the cost of parking transparent and giving residents the option to forego that cost.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project would not result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

TABLE 8
VMT ANALYSIS SUMMARY

Project Information	
Address	5424 W Carlton Way
Project Land Uses	
Multi-Family Housing	122 units
Affordable Housing - Family	17 units
Project Location Characteristics [a]	
Area Planning Commission	Central
Travel Behavior Zone [b]	Urban
Maximum VMT Reduction [c]	75%
Project VMT Analysis [d]	
Daily Vehicle Trips	551
Daily VMT	3,775
Total Household VMT [e]	1,500
Total Residents	328
Household VMT per Capita [e]	4.6
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] Project Analysis is from VMT Calculator output.

[b] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[c] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[d] Project features incorporated as TDM measures before mitigation include:

1. Reduced parking supply
2. Unbundled parking priced at at least $50 per month per space
3. Bicycle parking per LAMC requirements

[e] Household VMT per Capita is based on the "home-based work production" trip types.

Section 4C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The potential increase in hazards due to a geometric design feature generally relate to the design of access points to and from a project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts, or to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

Project access points, internal circulation, and parking access were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

The Project would provide 148 parking spaces in two subterranean parking levels and at grade. As described in Chapter 1 and shown in Figure 1, vehicular access to the Project Site would be provided via a single two-way driveway on Carlton Way. Deliveries and move-in activities would be accommodated curbside along Carlton Way. Trash / recycling pick-up would also occur along Carlton Way, as the trash and recycling bins would be located within the ground-level parking area.

Pedestrian and bicycle access to each building would be provided directly from Carlton Way to the residential lobby, though bicyclists may also use the vehicular driveway as the long-term bicycle storage area is located in the ground-level parking area.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The driveway would be located on a level grade, would meet Carlton Way at a 90-degree angle, and would provide adequate sight distance to and from Carlton Way to minimize conflicts with other vehicles, pedestrians, or bicyclists. No unusual or new obstacles are presented in the design that would be considered hazardous to vehicles, bicycles, or pedestrians.

The Project trip generation detailed in Table 3 indicates that the Project Site would generate a total of 48 morning and 46 afternoon peak hour trips (including existing and proposed trips). Based on this estimate, the Project would generate fewer than one trip every minute, shared between inbound and outbound trips, from a two-lane driveway with good visibility to and from Carlton Way. The driveway can easily accommodate this traffic load and, therefore, no hazards would occur related to geometric design or operation of the Project access.

Consistency with Modal Priority Networks

As previously summarized, Carlton Way is a designated local Street in the Mobility Plan and is not part of any modal priority networks adjacent to the Project Site. The existing half-ROW on Carlton Way is consistent with Local Street standards, though the half-roadway is two feet wider than standard while the sidewalk is two feet narrower than standard. The Project would not change the width of the sidewalk or street along Project Site frontage, maintaining consistency with the rest of the street. The Project would reduce the number of driveways along the Project frontage from three to one, and the proposed driveway would not preclude or interfere with the implementation of any potential future roadway improvements within the public ROW benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

The Project would increase pedestrian and bicycle activity on Carlton Way but would also reduce the number of driveways along Project frontage from three to one, thus improving safety on the

sidewalks adjacent to the Project Site. Thus, the Project would promote a safer environment for pedestrians and bicyclists by reducing vehicle conflict points.

Summary

Based on this review, the Project would not result in any hazards from the design or operation and would not result in a significant impact.

CUMULATIVE HAZARDS ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact.

None of the Related Projects identified in Table 2 provides access along the same block as the Project. The nearest Related Project is #1, located at 1657 N. Western Avenue, which is the northwest corner of Western Avenue & Carlton Way. This proposed residential and retail mixed-use project would have access on the opposite side of Western Avenue, and thus would be separated from the Project Site by a future traffic signal proposed at Western Avenue & Carlton Way (as discussed in Chapter 2 and Section 4A). Thus, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 4E
Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.[3]
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

[3] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT SAFETY ANALYSIS

As shown in Table 3, the Project proposes to add 35 net new trips in the morning peak hour and 31 net new trips in the afternoon peak hour, consisting of both inbound and outbound trips. These trips would be distributed in multiple directions throughout the existing street network, thus minimizing the effect on any single road or freeway ramp. Additionally, only inbound trips would use freeway off-ramps to access the Project Site. Therefore, because the Project would only generate a maximum of 18 net new inbound trips during any peak hour, the Project could not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no freeway off-ramp analysis is required, and it can be concluded that the Project will not result in a freeway safety impact.

Chapter 5
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Project Construction
- Residential Street Cut-Through Analysis

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, Section 5E provides a review of parking requirements and the proposed Project parking supply. As previously noted, a full circulation analysis for this Project is not required, per the TAG, as the Project would generate fewer than 500 net new daily trips.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING AND PROPOSED FACILITIES

Pedestrians and Bicyclists

There is a 10-foot-wide sidewalk (including tree wells) on Carlton Way bordering the north side of the Project Site. There are no existing bicycle facilities adjacent to the Project Site. The sidewalks would not change with the Project; however, the three existing driveways to the Project Site would be removed (and one new driveway would be installed to serve the Project Site), reducing conflicts between pedestrians, bicyclists, and vehicles. The Project would also provide bicycle parking per the LAMC. Therefore, the Project would improve conditions for pedestrians and bicyclists in the area and would not disrupt existing pedestrian and bicycle facilities.

Transit

As shown in Figure 4, there are transit stops on Hollywood Boulevard and Sunset Boulevard within 0.25 miles of the Project Site. The stops nearest the Project Site are located at Hollywood Boulevard & Western Avenue (Metro Lines 180, 207 and 217, Metro B Line subway) and Sunset Boulevard & Western Avenue (Metro Lines 2 and 207, LADOT DASH Hollywood route. The Project would not affect these stops.

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, there is substantial available capacity in existing facilities to accommodate all foreseeable future demand for those facilities, including that of the Project. Overall, the Project would not result in degradation, capacity constraint, or significant conflict on any existing facilities serving pedestrians or bicyclists and would further improve these facilities with the removal of three driveways on Sunset Boulevard.

The Project is estimated to add additional ridership to transit in the surrounding area but would not cause ridership to exceed available capacity given the relatively small size of the Project and the many available transit lines. Therefore, the Project would not place a significant strain on transit capacity.

CUMULATIVE ANALYSIS

The Related Projects would result in some additional intensification of pedestrian, bicycle, and transit activity in the Study Area. However, as with the Project, the incremental increase in activity from the Related Projects would not strain the capacity of the sidewalks and bicycle lanes within the Study Area, as those Related Projects are geographically dispersed. Similarly, the Related Project's effect on transit ridership would not strain the capacity of lines within the Study Area as they are dispersed throughout the area and would potentially use different stops or lines to get to their destination.

Further, *2020 Long Range Transportation Plan* (Metro, adopted 2020), outlines a range of transit and highway projects throughout Los Angeles County that are designed to improve mobility and address future growth. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region.

Section 5B

Project Access, Safety, and Circulation Assessment

As the Project would not generate more than 500 daily vehicle trips, a quantitative access, safety, and circulation analysis (i.e., the anticipated LOS and vehicle queues at selected intersections) was not required per the TAG. Therefore, these analyses were not conducted as part of the Study.

Section 5C
Construction Analysis

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects of Project construction activities and was conducted in accordance with Section 3.4, Project Construction, of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blockage of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROJECT CONSTRUCTION DETAILS

The construction information used in this section was provided by the Applicant.

Proposed Construction Schedule

The Project is anticipated to be constructed over a period of approximately 26 months. Typical construction activity would occur between 7:00 AM and 9:00 PM on weekdays and between 8:00 AM and 6:00 PM on Saturdays, in conformance with the City's construction hour restrictions. Construction would not occur on Sundays or federal holidays, though temporary construction-related lane or sidewalk closures may remain in place even on days construction does not occur.

Effects on Access, Transit, and Parking

Construction activities would be primarily contained within the Project Site boundaries to the extent feasible. Staging and large deliveries will occur adjacent to the Project Site on Carlton Way, which would temporarily eliminate approximately six on-street parking spaces immediately adjacent to the Project Site. Intermittent encroachments on to the sidewalk may also occur throughout the duration of the construction period.

Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the LAMC. There are no transit stops immediately adjacent to the Project Site and, therefore, Project construction would not affect transit operations.

Construction Traffic

Project construction would result in truck traffic (haul trucks, delivery trucks, cement trucks) and worker traffic to and from the Project Site on a daily basis. During the excavation phase of Project construction, approximately 26,100 cubic yards of soil would be removed using dump trucks with a maximum capacity of 14 cubic yards. This would require approximately 1,864 haul trucks to and from the Project Site during excavation. The anticipated haul route would use Carlton Way to Western Avenue to Sunset Boulevard to US 101 on the way to a local landfill. To the extent feasible, these trucks will be scheduled to avoid the commuter peak hours.

Cement trucks travel to and from the Project Site on cement pour days. On such days, the cement trucks typically arrive over the first half of the day and the second half of the day is spent smoothing the cement as it begins to set. Like haul trucks, trucks delivering materials and equipment may be scheduled to arrive to the Project Site during off-peak hours.

Delivery truck traffic would be highest during building construction. This period of construction generally overlaps with cement pour days, as lower floors of the buildings can be built out with interiors and exterior skins while the concrete is poured for upper floors.

Construction workers typically arrive to the Project Site before 7:00 AM and depart by 3:00 PM, thereby not traveling during the morning or afternoon peak hours. During construction, parking for construction workers would be provided within an off-site parking facility to be identified at a later date. During the period of heaviest truck activity (excavation) there are fewer workers on site; peak construction worker activity occurs during the building phase.

EFFECTS OF PROJECT CONSTRUCTION

This section assesses the severity of the Project's effects on access, transit, and parking during construction, as well as the effects of construction traffic. The measures proposed below to minimize the negative effects of Project construction would be incorporated into a Construction Management Plan, summarized at the end of this chapter.

On-Street Parking

On-street parking is permitted on Carlton Way, and construction is anticipated to result in a temporary loss of some of these on-street parking spaces adjacent to the Project Site. Coordination with LADOT would be included in the Construction Management Plan.

Access and Public Transit

As detailed above, Project construction would not impede access to any existing public transit stops.

Construction Traffic

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. However, the construction traffic would mostly occur outside of the peak hour periods, as the Construction Management Plan would include measures to limit the amount of peak hour construction-related traffic.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate and feasible:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation

- Prohibition of construction worker or equipment parking on adjacent streets

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW

- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate

- Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways

- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible

- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets

- Containment of construction activity within the Project Site boundaries

Section 5D

Residential Street Cut-Through Analysis

This chapter summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

The Project is a residential development located on a Local Street developed with primarily residential uses. There are no nearby residential streets which provide reasonable alternatives to arterial streets. Thus, the Project would not result in residential street cut-through traffic.

Section 5E
Parking

This section provides a review of Project parking supply and requirements for vehicles and bicycles.

PARKING SUPPLY

The Project would provide a total of 148 automobile spaces at grade and in two subterranean levels. It would also provide 72 bicycle spaces (70 long-term spaces and two short-term spaces) at ground level.

VEHICULAR PARKING CODE REQUIREMENTS

The SNAP details parking requirements for new developments within its boundaries. It requires a minimum of 1.0 spaces per studio and one-bedroom unit and 1.5 spaces per two-bedroom unit (the Project proposes 74 studio units, 49 one-bedroom units, and eight two-bedroom units in the new building). It also requires one guest parking space for every four units of any size. As shown in Table 9, the SNAP therefore requires a total of 168 parking spaces for the Project.

However, because the Project is within 0.5 miles of a Major Transit Stop (the Hollywood / Western Station of the Metro B Line), State of California Assembly Bill 2097 (Friedman, 2022) (California Government Code Section 65863.2) prohibits the City from setting minimum parking requirements. Therefore, there is no minimum parking requirement for the Project. Nonetheless, the Project proposes to provide 148 parking spaces for residents.

BICYCLE PARKING CODE REQUIREMENTS

The SNAP details bicycle parking requirements for new developments within its boundaries. It requires a minimum of 0.5 long-term bicycle parking spaces per unit. Therefore, a total of 66 long-term bicycle parking spaces are required. The Project proposes to provide 70 long-term bicycle spaces as well as two short-term spaces, and therefore meets the requirement.

TABLE 9
VEHICLE PARKING REQUIREMENT

Land Use	Size	Parking Rate	Total Spaces
SNAP Parking Requirements [a]			
Studio units	74 units	1.0 spaces per unit	74
1-bedroom units	49 units	1.0 spaces per unit	49
2-bedroom units	8 units	1.5 spaces per unit	12
Guest Spaces		0.25 spaces per unit	33
		Total SNAP Parking Requirement	**168**
Assembly Bill 2097 Parking Requirement [b]			**0**

Notes:

[a] Parking requirements per Section 7.G of the *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)* , Los Angeles City Planning, effective March 1, 2001.

[b] Assembly Bill 2097 (California Government Code Section 65863.2) prohibits minimum parking requirements for a project located within 0.5 miles of a Major Transit Stop (e.g., the Hollywood / Western Station of the Metro B Line subway).

Chapter 6
Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located on four parcels at 5416-5430 W. Carlton Way.
- The Project proposes to construct 131 new apartment units in an eight story building and maintain one existing eight-unit apartment building, for a total of 139 units. It is anticipated to be completed in Year 2027.
- The Project would provide a total of 148 vehicle parking spaces at-grade and in two subterranean parking levels. There is no parking requirement because the Project is located within 0.5 miles of a Major Transit Stop.
- The Project would provide 70 long-term and two short-term bicycle parking spaces, which exceeds SNAP requirements.
- Vehicular access would be provided via one driveway on the north side of the Project Site providing access to Carlton Way.
- The Project is estimated to generate 412 net new daily trips, including 35 morning peak hour trips and 31 afternoon peak hour trips.
- The Project would not conflict with the City's plans, programs, ordinances, and polices and would not result in any geometric design hazard impacts. No impact would occur to any Caltrans freeway off-ramp.
- The Project would not result in VMT impacts and would not require mitigation.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.

References

2020 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, Adopted 2020.

California Environmental Quality Act Guidelines, California Code of Regulations, Title 14, Section 15000 and following.

City of Los Angeles Urban Design Principles, Los Angeles Department of City Planning, 2011.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.4, Los Angeles Department of Transportation, June 2023.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Hollywood Community Plan, Los Angeles Department of City Planning, Adopted December 13, 1988, Effective April 2, 2014.

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Los Angeles Municipal Code, City of Los Angeles.

Metro NextGen; Rapid Bus Definitions (Los Angeles Department of City Planning, March 25, 2021.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

State of California Assembly Bill 2097, Friedman, 2022.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

References, cont.

Transit Oriented Communities Program Guidelines, Los Angeles Department of City Planning, Revised February 26, 2018.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, August 2022.

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

Vermont/Western Transit-Oriented District Specific Plan, Los Angeles Department of City Planning, Adopted March 1, 2001.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 5424 Carlton Way Residential Project

Project Address: 5424 Carlton Way, Los Angeles, CA 90027

Project Description: The Project proposes 131 new dwelling units while retaining 8 existing units, for a total of 139 units. The Project proposes 17 affordable units. Vehicular access is proposed by a single two-way driveway on Carlton Way to two subterranean and one at grade parking levels.

LADOT Project Case Number: CEN23-56550 Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

✓	Reduced Parking Supply[2]	✓	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 Unbundled Parking (As Project Design Feature) - see note 3
2
3
4
5
6

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition/LADOT

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☑	☐
Existing Active or Previous Land Use	☑	☐
Internal Trip	☐	☑
Pass-By Trip	☐	☑
Transportation Demand Management (See above)	☑	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☑ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	8	27	35
PM Trips	18	13	31

NET Daily Vehicle Trips (DVT)
_____ DVT (ITE __ ed.)
412 DVT (VMT Calculator ver. 1.4)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

[3] Assembly Bill 1317 (signed October 2023) requires unbundled parking for any residential development in Los Angeles County with at least units receiving a certificate of occupancy after January 1, 2025.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2027 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☑ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 _____ 3 _____

2 _____ 4 _____

5 _____ 6 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☐ Yes ☑ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☑ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☐	☐	☑
*Project Vehicle Peak Hour trips at each study intersection	☐	☐	☑
*Project Vehicle Peak Hour trips at each project access point	☐	☐	☑
*Project trip distribution percentages at each study intersection	☐	☐	☑
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☐	☑
Delivery loading zone or area	☐	☐	☑
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☑ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	
Address:	655 N Central Ave., Suite 920, Glendale, CA 91203	
Phone Number:	(213) 683-0088	
E-Mail:	ravanesian@gibsontrans.com	

Approved by:	x				x	Jose Cardenas		02/22/2024	
		Consultant's Representative		Date		LADOT Representative		**Date	
Adjacent Municipality:				Approved by:					
				(if applicable)		Representative		Date	

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

TABLE 1
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size		Weekday					
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Single-Family Housing	210	per unit	[b]	25%	75%	0.70	63%	37%	0.94
Multi-family Housing (Low-Rise)	220	per unit	[b]	24%	76%	0.40	63%	37%	0.51
Multi-family Housing (Mid-Rise)	221	per unit	[b]	23%	77%	0.37	61%	39%	0.39
Affordable Housing - Family	[c]	per unit	[b]	38%	62%	0.52	55%	45%	0.38
Proposed Project									
Multi-family Housing (Mid-Rise)	221	114 units	[b]	10	32	42	27	17	44
Less 15% Transit/Walk Adjustment [d]				*(2)*	*(4)*	*(6)*	*(4)*	*(3)*	*(7)*
Affordable Housing - Family	[c]	17 units	[b]	3	6	9	3	3	6
Subtotal - Gross Project Trips			[b]	**11**	**34**	**45**	**26**	**17**	**43**
Existing Active Uses to Remain									
Multi-family Housing (Low-Rise)	220	8 units	[b]	1	2	3	3	1	4
Less 15% Transit/Walk Adjustment [d]				*0*	*0*	*0*	*0*	*(1)*	*(1)*
Subtotal - Existing Trips to Remain			[b]	**1**	**2**	**3**	**3**	**0**	**3**
Total - Gross Project Site Trip Generation			**551**	**12**	**36**	**48**	**29**	**17**	**46**
Existing Uses at Project Site									
Single Family Housing (Removed)	210	3 units	[c]	1	1	2	2	1	3
Less 15% Transit/Walk Adjustment [d]				*0*	*0*	*0*	*0*	*0*	*0*
Multi-family Housing (Low-Rise) (Removed)	220	22 units	[c]	2	7	9	7	4	11
Less 15% Transit/Walk Adjustment [d]				*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Multi-family Housing (Low-Rise) (Retained)	220	8 units	[c]	1	2	3	3	1	4
Less 15% Transit/Walk Adjustment [d]				*0*	*0*	*0*	*0*	*(1)*	*(1)*
Subtotal - Existing Project Site Trip Generation			**139**	**4**	**9**	**13**	**11**	**4**	**15**
Total - Net Project Site Trip Generation			**412**	**8**	**27**	**35**	**18**	**13**	**31**

Notes:

[a] Source: *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Daily trip generation estimates were prepared using LADOT's VMT Calculator version 1.4 for the Project Site (with the Project and under existing conditions) as a whole. These totals reflect the trip estimates without accounting for any TDM measures, consistent with the project screening summary page of the VMT Calculator output (see Appendix B).

[c] The Project is located within 0.25 miles of a major transit stop. However, average trip generation rates from *LADOT Transportation Assessment Guidelines* were utilized for conservative analysis.

[d] Per *LADOT Transportation Assessment Guidelines,* the Project Site is located within one quarter mile walking distance from a Metro Rail stop for line B and Metro bus stops for lines 2, 180, and 207; therefore a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

TABLE 2
RELATED PROJECTS

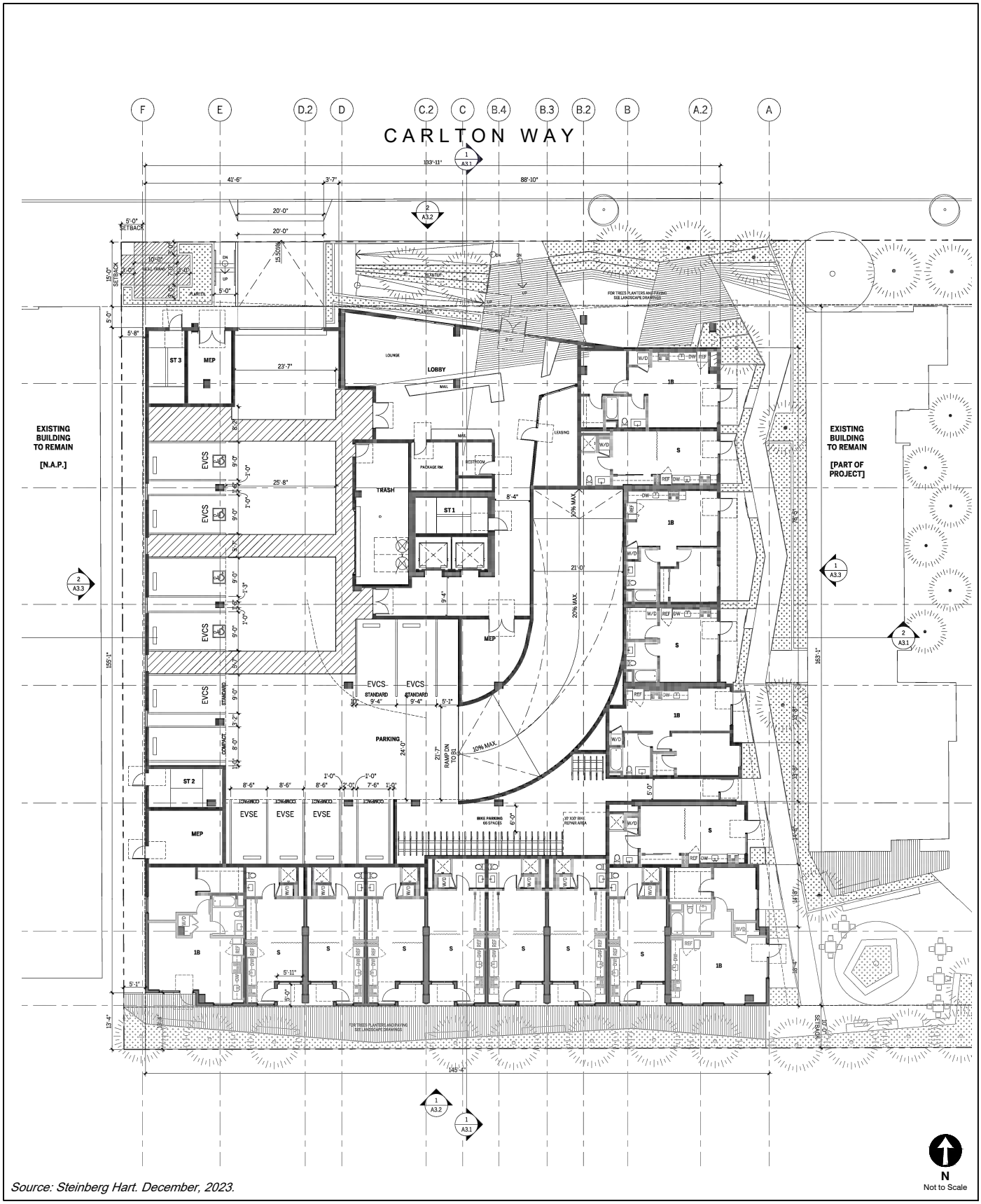
ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
2	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	351 apartment units, 61 affordable housing units, 22,976 sf grocery store and 10,291 sf retail	2,561	59	111	170	122	84	206
3	Sunset & Western	5420 W Sunset Blvd	735 apartment units and 59,100 sf supermarket and 36,720 sf retail	2,369	9	203	212	164	64	228
4	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
5	5600 Hollywood	5600 Hollywood Blvd	200 residential units, including 40 affordable housing units	722	16	43	59	35	24	59
6	1353 N Western Ave	1353 N Western Ave	70 apartment units and 2,000 sf retail	333	5	15	20	17	10	27
7	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
8	Mixed-Use	1868 N Western Ave	87 apartment units and 6,000 sf retail	39	-8	9	1	7	-3	4
9	Apartments	5600 W Franklin Avenue	54 multi-family units, 6 affordable units	287	5	15	20	14	9	23
10	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
11	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	-31	25	-6	50	19	69
12	Fernwood Senior Housing	5645 W Fernwood Ave	New 499-unit affordable senior Housing	2,400	52	128	180	14	10	24
13	Garfield Apartments	1853 Garfield Pl	New 20 units - 3 affordable unit apartment building	91	2	4	5	4	3	7
14	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204

Notes:

sf: square feet

Source: Related project information based on available information provided by LADOT and Department of City Planning in January 2024.

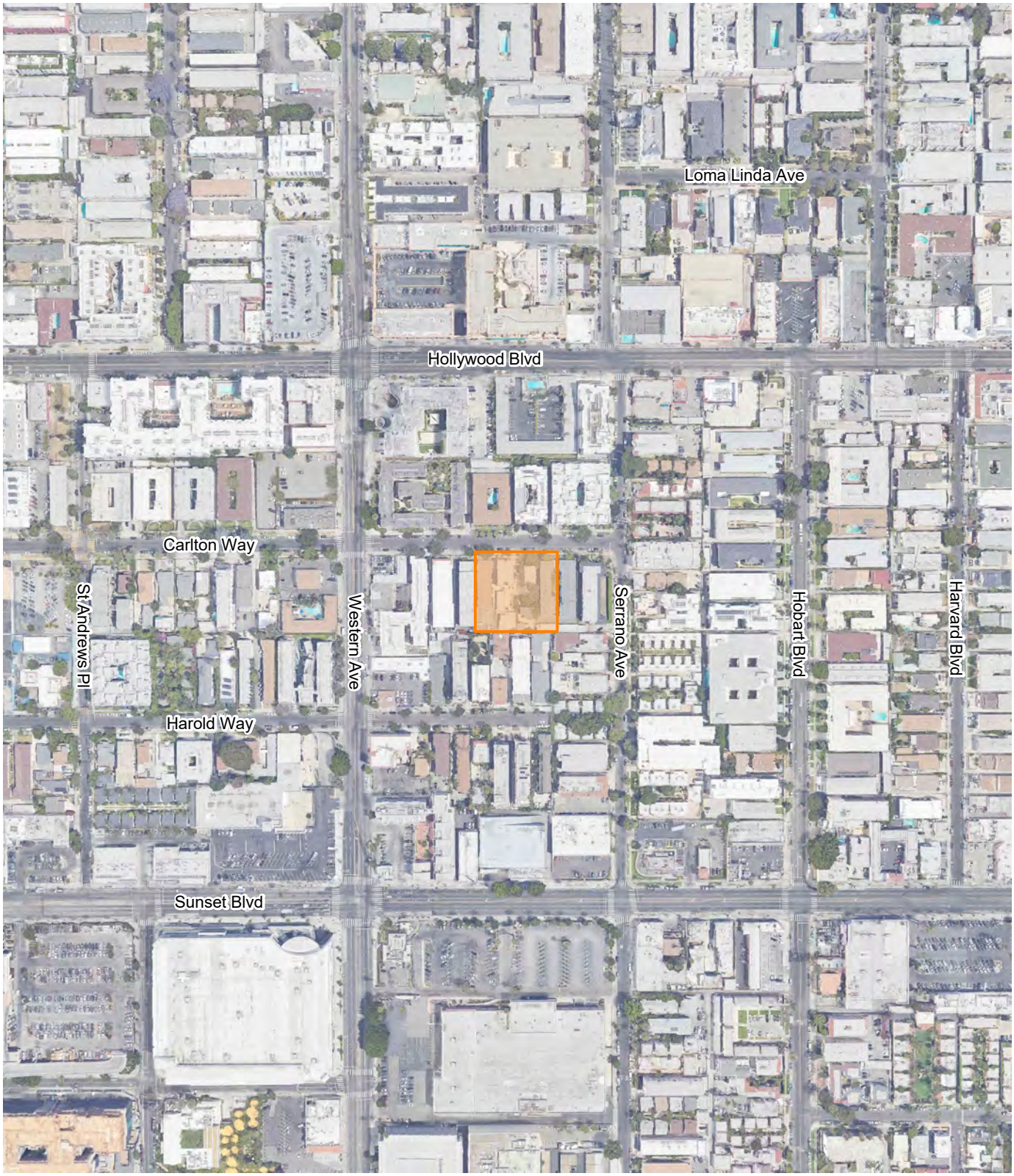
[a] Trip generation information provided by LADOT or estimated using rates from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.



Source: Steinberg Hart. December, 2023.

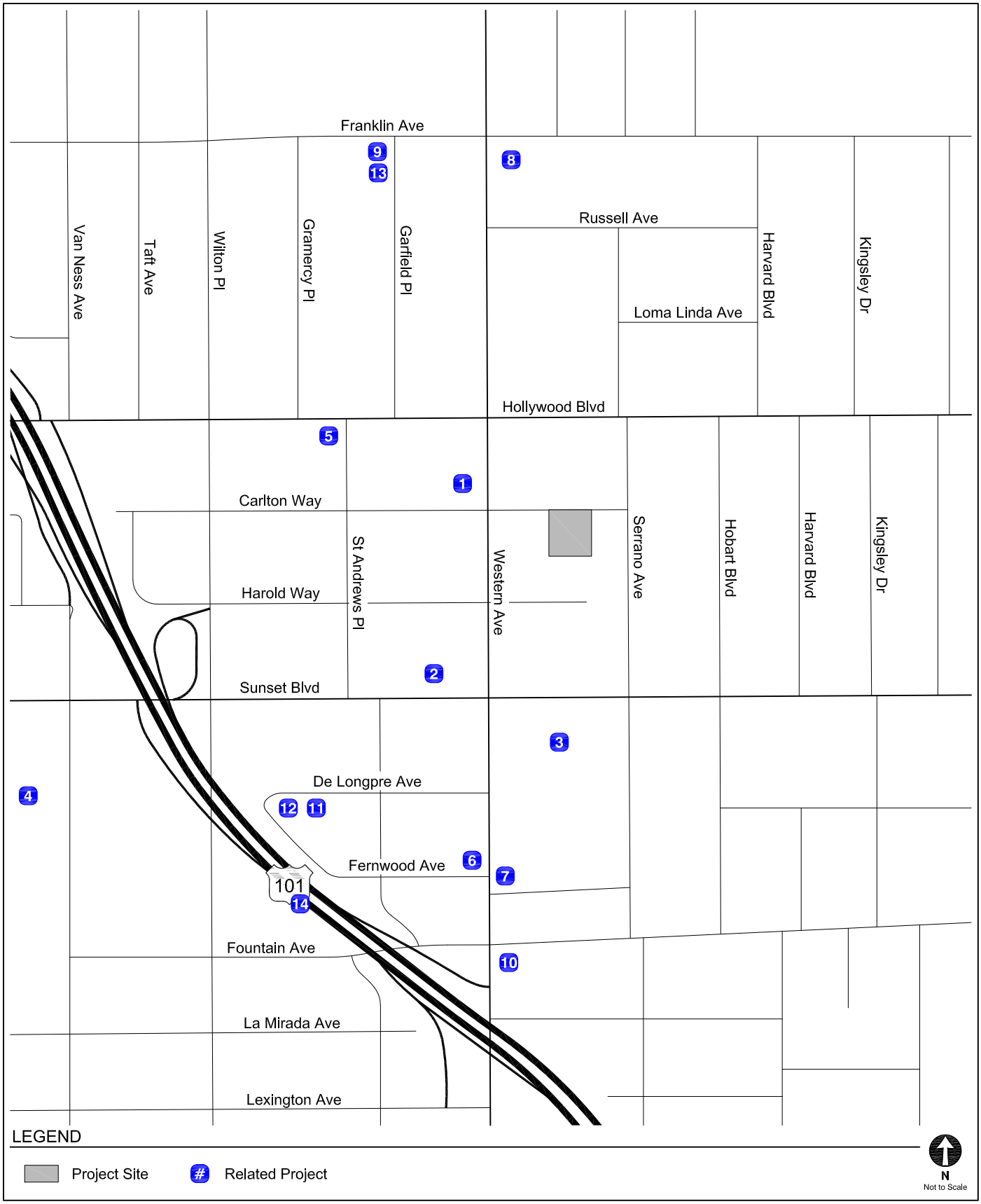
PROJECT SITE PLAN

FIGURE 1



PROJECT SITE LOCATION

FIGURE 2



LOCATIONS OF RELATED PROJECTS

FIGURE 3

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project:

Scenario:

Address: 5424 W CARLTON WAY, 90027

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	8	DU

Housing | Multi-Family
Housing | Single Family
Housing | Multi-Family

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	131	DU

Housing | Multi-Family
Housing | Affordable Housing - Family

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

Project Screening Summary

Existing Land Use	Proposed Project
139 Daily Vehicle Trips	551 Daily Vehicle Trips
950 Daily VMT	3,775 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	412 Net Daily Trips
The net increase in daily VMT ≤ 0	2,825 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/1/2024

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario:

Address: 5424 W CARLTON WAY, 90027

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	122	D
Housing | Affordable Housing - Family	17	D

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

168 city code parking provision for the project site

148 actual parking provision for the project site

Unbundle Parking

☑ Proposed Prj ☐ Mitigation

50 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
498 Daily Vehicle Trips	**498** Daily Vehicle Trips
3,432 Daily VMT	**3,432** Daily VMT
4.6 Household VMT per Capita	**4.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	122	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	17	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

Analysis Results

Total Employees: 0
Total Population: 328

Proposed Project		*With Mitigation*	
498	**Daily Vehicle Trips**	**498**	**Daily Vehicle Trips**
3,432	**Daily VMT**	**3,432**	**Daily VMT**
4.6	**Household VMT per Capita**	**4.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	168	168
		Actual parking provision (spaces)	148	148
	Unbundle parking	Monthly cost for parking ($)	$50	$50
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	6%	6%	*0%*	*0%*	6%	6%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*12%*	*12%*	*7%*	*7%*	*12%*	*12%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*
MAX. TDM EFFECT	*12%*	*12%*	*7%*	*7%*	*12%*	*12%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	124	-22.6%	96	8.3	1,029	797
Home Based Other Production	343	-45.8%	186	4.9	1,681	911
Non-Home Based Other Production	160	-3.1%	155	8.7	1,392	1,349
Home-Based Work Attraction	0	0.0%	0	8.2	0	0
Home-Based Other Attraction	163	-53.4%	76	6.7	1,092	509
Non-Home Based Other Attraction	39	-2.6%	38	5.5	215	209

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-12.1%	84	700	-12.1%	84	700
Home Based Other Production	-12.1%	163	800	-12.1%	163	800
Non-Home Based Other Production	-6.5%	145	1,261	-6.5%	145	1,261
Home-Based Work Attraction	-6.5%	0	0	-6.5%	0	0
Home-Based Other Attraction	-6.5%	71	476	-6.5%	71	476
Non-Home Based Other Attraction	-6.5%	35	195	-6.5%	35	195

MXD VMT Methodology Per Capita & Per Employee

Total Population: 328
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,500**	**1,500**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**4.6**	**4.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix B

VMT Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project:

Scenario:

Address: 5424 W CARLTON WAY, 90027

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	8	DU

Housing | Multi-Family
Housing | Single Family
Housing | Multi-Family

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	131	DU

Housing | Multi-Family
Housing | Affordable Housing - Family

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

Project Screening Summary

Existing Land Use	Proposed Project
139 Daily Vehicle Trips	551 Daily Vehicle Trips
950 Daily VMT	3,775 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	412 Net Daily Trips
The net increase in daily VMT ≤ 0	2,825 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/1/2024

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario:

Address: 5424 W CARLTON WAY, 90027

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	122	D
Housing | Affordable Housing - Family	17	D

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

168 city code parking provision for the project site

148 actual parking provision for the project site

Unbundle Parking

☑ Proposed Prj ☐ Mitigation

50 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
498 Daily Vehicle Trips	**498** Daily Vehicle Trips
3,432 Daily VMT	**3,432** Daily VMT
4.6 Household VMT per Capita	**4.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	122	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	17	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

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Analysis Results

Total Employees: 0
Total Population: 328

Proposed Project		*With Mitigation*	
498	**Daily Vehicle Trips**	**498**	**Daily Vehicle Trips**
3,432	**Daily VMT**	**3,432**	**Daily VMT**
4.6	**Household VMT per Capita**	**4.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	168	168
		Actual parking provision (spaces)	148	148
	Unbundle parking	Monthly cost for parking ($)	$50	$50
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	6%	6%	*0%*	*0%*	6%	6%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*12%*	*12%*	*7%*	*7%*	*12%*	*12%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*
MAX. TDM EFFECT	*12%*	*12%*	*7%*	*7%*	*12%*	*12%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

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MXD VMT Methodology Per Capita & Per Employee

Total Population: 328
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,500**	**1,500**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**4.6**	**4.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix C

Plans, Policies, and Programs Consistency Worksheet

LADOT

Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

□ Yes ☑ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? □ Yes ☑ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. □ Yes □ No ☑ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

□ Yes □ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

□ **Yes** □ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

□ Yes ☑ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** □ No ☑ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** □ No ☑ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

□ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

□ Yes □ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes □ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes □ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes ☑ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ **No** ☑ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☑ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☑ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☑ No ☐ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

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

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

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

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

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5424 W Carlton Way
DOT Case No. 23-56550

Date: April 12, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 5424 WEST CARLTON WAY (ENV-2024-915-EAF/CPC-2024-914-DB-PR-SPPC-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (GTC), dated March 2024, for the proposed residential project located at 5424 West Carlton Way within the Central Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 4. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace seven residential structures consisting of 22 multi-family dwelling units and three single family homes with an 8 story building consisting of 131 (114 multi-family, 14 very low income, and 3 low income) residential dwelling units. One existing eight-unit apartment building would remain. After project completion, the project would have a total of 139 dwelling units (122 multi-family, 14 very low income, and 3 low income). The project would also provide three levels (two subterranean and one at-grade) of residential parking with 148 vehicular parking spaces, and 72 (2 short-term and 70 long-term) bicycle parking spaces. Vehicular access would be provided via one driveway located on Carlton Way along the northern boundary of the project site as illustrated in **Attachment A**. Pedestrian access will be provided along Carlton Way separate from the vehicular access. The project is expected to be completed by 2027.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and define the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by GTC, the project proposes to incorporate the TDM strategies of reduced parking supply by providing 148 of the 168 Code-required parking spaces, unbundled parking, and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the proposed project is projected to have a Household VMT per capita of 4.6 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

Vehicular access and pedestrian access would be provided separately along Carlton Way. During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority

for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Per the latest TAG issued by LADOT on August 17, 2022, projects that generate more than 500 daily vehicle trips are required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations
To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
The project would provide parking for 148 vehicles and 72 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements
Per the Mobility Element of the General Plan, **Carlton Way**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
The conceptual site plan for the project (**Attachment A**) is acceptable to LADOT. Vehicular access would be provided via one driveway located on Carlton Way along the northern boundary of the project site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

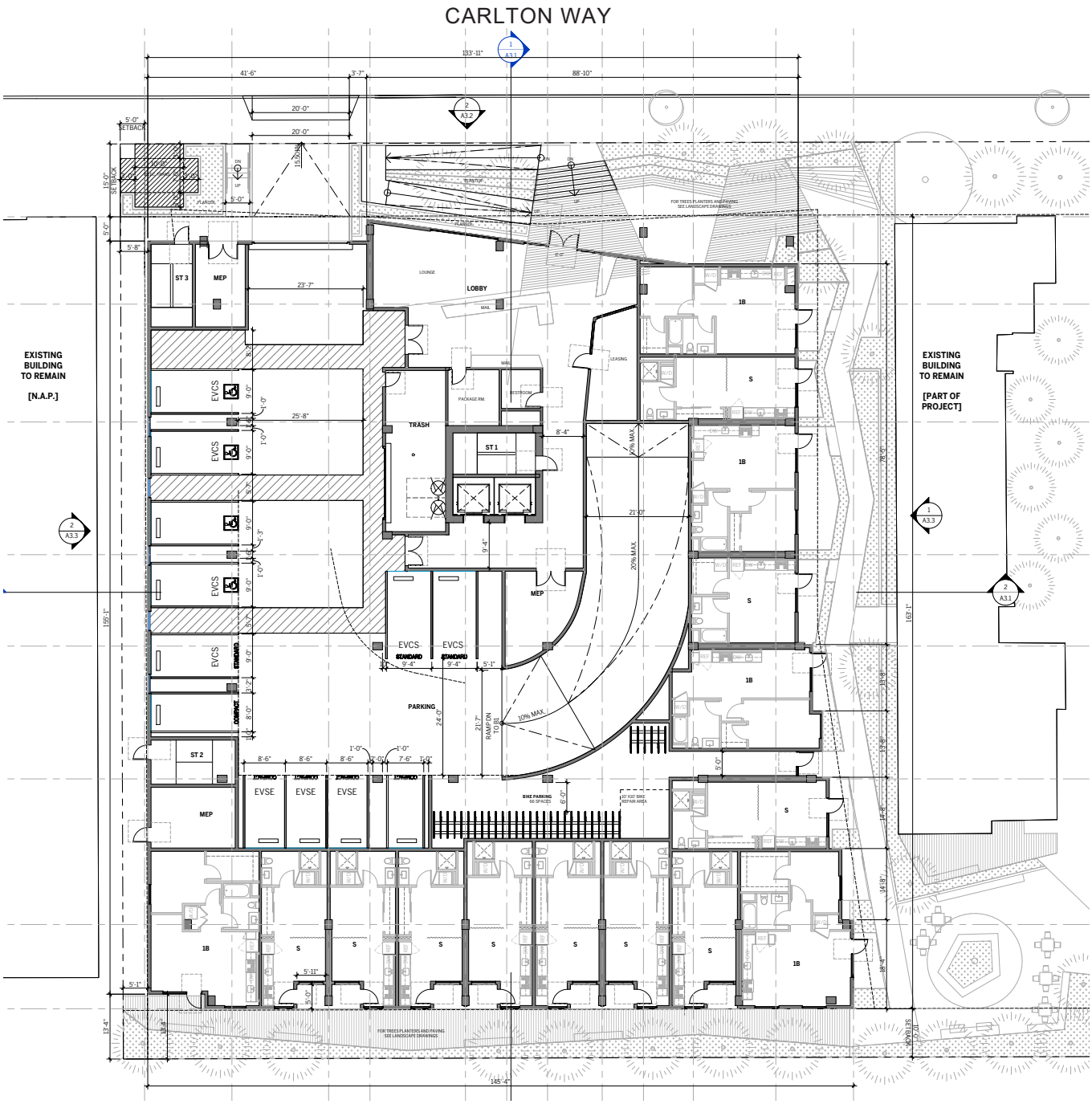
6. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jose Cardenas of my staff at (213) 972-4995.

Attachments

I:\Letters\2024\CEN23-56550_5424 W Carlton Way_Res.docx

c: Emma Howard, Council District 13
Hokchi Chiu, Central District, BOE
Oliver Hou, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Rebecca Avenasian/Johnathan Chambers, GTC



N
Not to Scale

Source: Steinberg Hart. December, 2023.

PROJECT SITE PLAN

FIGURE 1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

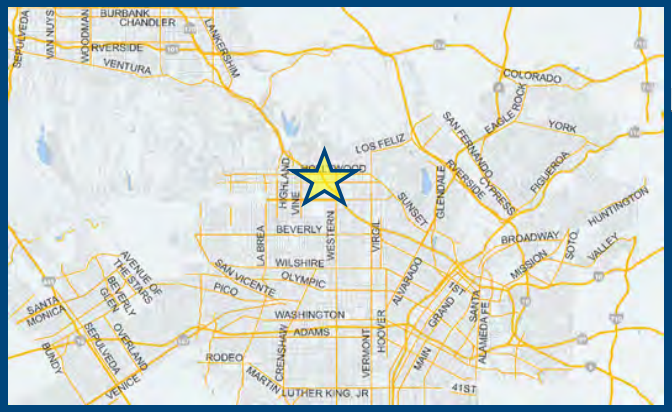
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address: 5424 W CARLTON WAY, 90027



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	8	DU

Housing | Multi-Family
Housing | Single Family
Housing | Multi-Family

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	131	DU

Housing | Multi-Family
Housing | Affordable Housing - Family

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

Project Screening Summary

Existing Land Use	Proposed Project
139 Daily Vehicle Trips	551 Daily Vehicle Trips
950 Daily VMT	3,775 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	412 Net Daily Trips
The net increase in daily VMT ≤ 0	2,825 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

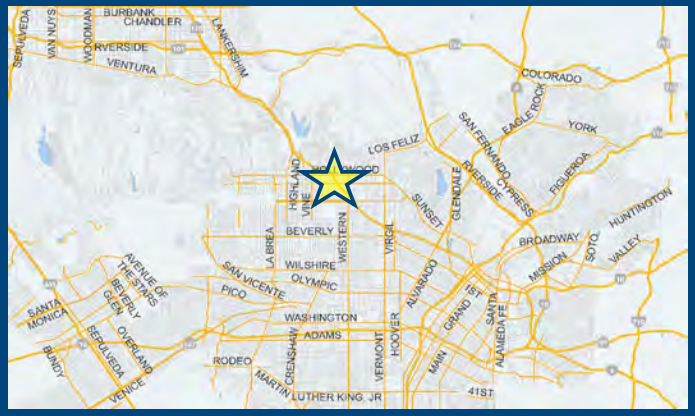
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario:

Address: 5424 W CARLTON WAY, 90027



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	122	D
Housing | Affordable Housing - Family	17	D

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

168 city code parking provision for the project site

148 actual parking provision for the project site

Unbundle Parking

☑ Proposed Prj ☐ Mitigation

50 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
498 Daily Vehicle Trips	**498** Daily Vehicle Trips
3,432 Daily VMT	**3,432** Daily VMT
4.6 Household VMT per Capita	**4.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	122	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	17	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

Analysis Results			
Total Employees: 0 Total Population: 328			
Proposed Project		***With Mitigation***	
498	**Daily Vehicle Trips**	**498**	**Daily Vehicle Trips**
3,432	**Daily VMT**	**3,432**	**Daily VMT**
4.6	**Household VMT per Capita**	**4.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	168	168
		Actual parking provision (spaces)	148	148
	Unbundle parking	Monthly cost for parking ($)	$50	$50
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	6%	6%	*0%*	*0%*	6%	6%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*12%*	*12%*	*7%*	*7%*	*12%*	*12%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*
MAX. TDM EFFECT	*12%*	*12%*	*7%*	*7%*	*12%*	*12%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 1, 2024
Project Name:
Project Scenario:
Project Address: 5424 W CARLTON WAY, 90027

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	124	-22.6%	96	8.3	1,029	797
Home Based Other Production	343	-45.8%	186	4.9	1,681	911
Non-Home Based Other Production	160	-3.1%	155	8.7	1,392	1,349
Home-Based Work Attraction	0	0.0%	0	8.2	0	0
Home-Based Other Attraction	163	-53.4%	76	6.7	1,092	509
Non-Home Based Other Attraction	39	-2.6%	38	5.5	215	209

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-12.1%	84	700	-12.1%	84	700
Home Based Other Production	-12.1%	163	800	-12.1%	163	800
Non-Home Based Other Production	-6.5%	145	1,261	-6.5%	145	1,261
Home-Based Work Attraction	-6.5%	0	0	-6.5%	0	0
Home-Based Other Attraction	-6.5%	71	476	-6.5%	71	476
Non-Home Based Other Attraction	-6.5%	35	195	-6.5%	35	195

MXD VMT Methodology Per Capita & Per Employee

Total Population: 328
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,500**	**1,500**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**4.6**	**4.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

12/19/2023

Information Panel

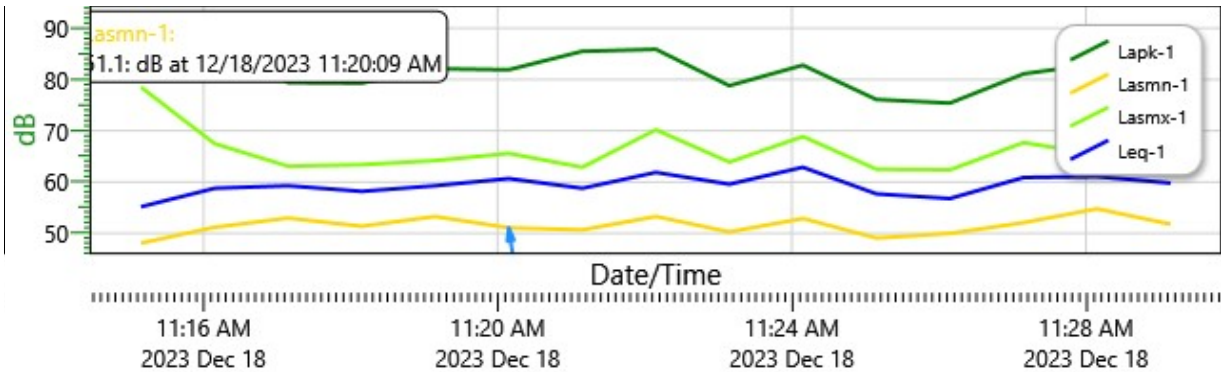
Name	5436 Carlton Way
Comments	Overcast
Start Time	12/18/2023 11:14:09 AM
Stop Time	12/18/2023 11:29:11 AM
Run Time	00:15:02
Serial Number	SE40214325
Device Name	SE40214325
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5436 Carlton Way: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/18/2023 11:15:09 AM	92.3	48.1	78.5	55.2
11:16:09 AM	90.8	51.2	67.5	58.8
11:17:09 AM	79.4	53	63.1	59.3
11:18:09 AM	79.3	51.4	63.4	58.2
11:19:09 AM	82.1	53.3	64.2	59.3
11:20:09 AM	81.9	51.1	65.6	60.7
11:21:09 AM	85.5	50.7	62.9	58.8
11:22:09 AM	85.9	53.3	70.2	61.9
11:23:09 AM	78.8	50.3	63.9	59.6
11:24:09 AM	82.8	52.9	68.9	62.9
11:25:09 AM	76.1	49.1	62.5	57.7
11:26:09 AM	75.4	50	62.4	56.8
11:27:09 AM	81.1	52.1	67.7	60.9
11:28:09 AM	83.1	54.8	65.4	61.1
11:29:09 AM	80.8	51.8	65.5	59.8

Session Report

12/19/2023

Information Panel

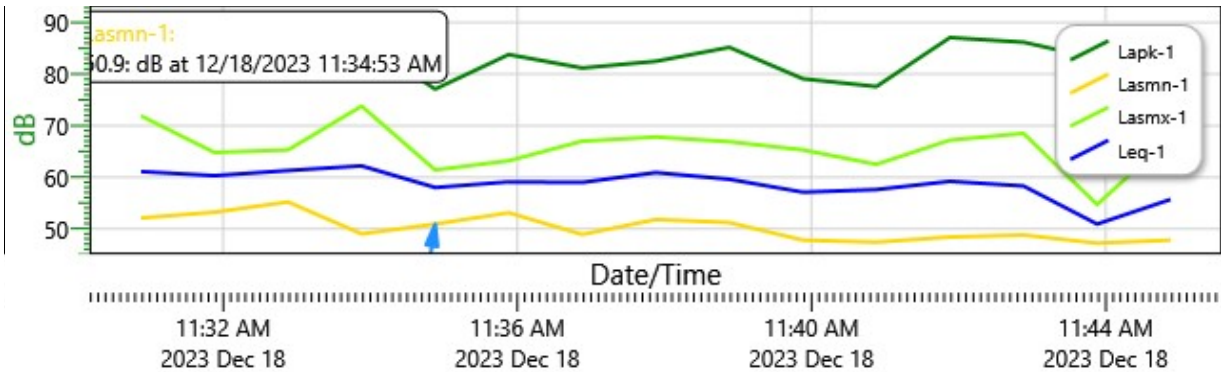
Name	5443 Carlton Way
Comments	Overcast
Start Time	12/18/2023 11:29:53 AM
Stop Time	12/18/2023 11:45:05 AM
Run Time	00:15:12
Serial Number	SE40214325
Device Name	SE40214325
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5443 Carlton Way: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/18/2023 11:30:53 AM	91.2	52.1	71.9	61.1
11:31:53 AM	78.9	53.2	64.8	60.3
11:32:53 AM	80.1	55.2	65.3	61.3
11:33:53 AM	86.6	49	73.8	62.2
11:34:53 AM	77.1	50.9	61.4	58
11:35:53 AM	83.8	53.1	63.2	59.1
11:36:53 AM	81.2	48.9	67	59
11:37:53 AM	82.5	51.8	67.8	60.9
11:38:53 AM	85.2	51.2	66.9	59.6
11:39:53 AM	79.1	47.8	65.3	57.1
11:40:53 AM	77.6	47.4	62.5	57.6
11:41:53 AM	87.1	48.4	67.2	59.2
11:42:53 AM	86.2	48.8	68.5	58.3
11:43:53 AM	83	47.2	54.7	50.9
11:44:53 AM	82.9	47.8	67.7	55.7

Session Report

12/19/2023

Information Panel

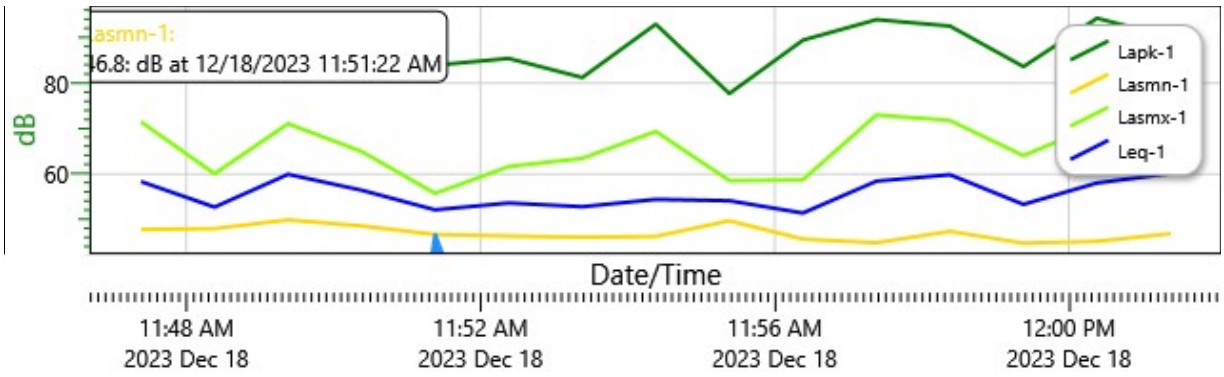
Name	5437 Harold Way
Comments	
Start Time	12/18/2023 11:46:23 AM
Stop Time	12/18/2023 12:01:26 PM
Run Time	00:15:03
Serial Number	SE40214325
Device Name	SE40214325
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5437 Harold Way: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/18/2023 11:47:23 AM	85.4	47.9	71.5	58.4
11:48:23 AM	80.6	48.1	60.1	52.8
11:49:23 AM	94.6	50	71.1	60
11:50:23 AM	85.2	48.7	65	56.5
11:51:23 AM	83.9	46.8	55.8	52.2
11:52:23 AM	85.4	46.5	61.7	53.7
11:53:23 AM	81.2	46.2	63.5	52.9
11:54:23 AM	92.9	46.4	69.4	54.5
11:55:23 AM	77.7	49.8	58.6	54.2
11:56:23 AM	89.4	45.8	58.8	51.5
11:57:23 AM	93.9	45	73	58.5
11:58:23 AM	92.5	47.5	71.8	59.9
11:59:23 AM	83.6	44.9	64.1	53.4
12:00:23 PM	94.2	45.3	70.8	58.1
12:01:23 PM	90	47	72	60.2

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

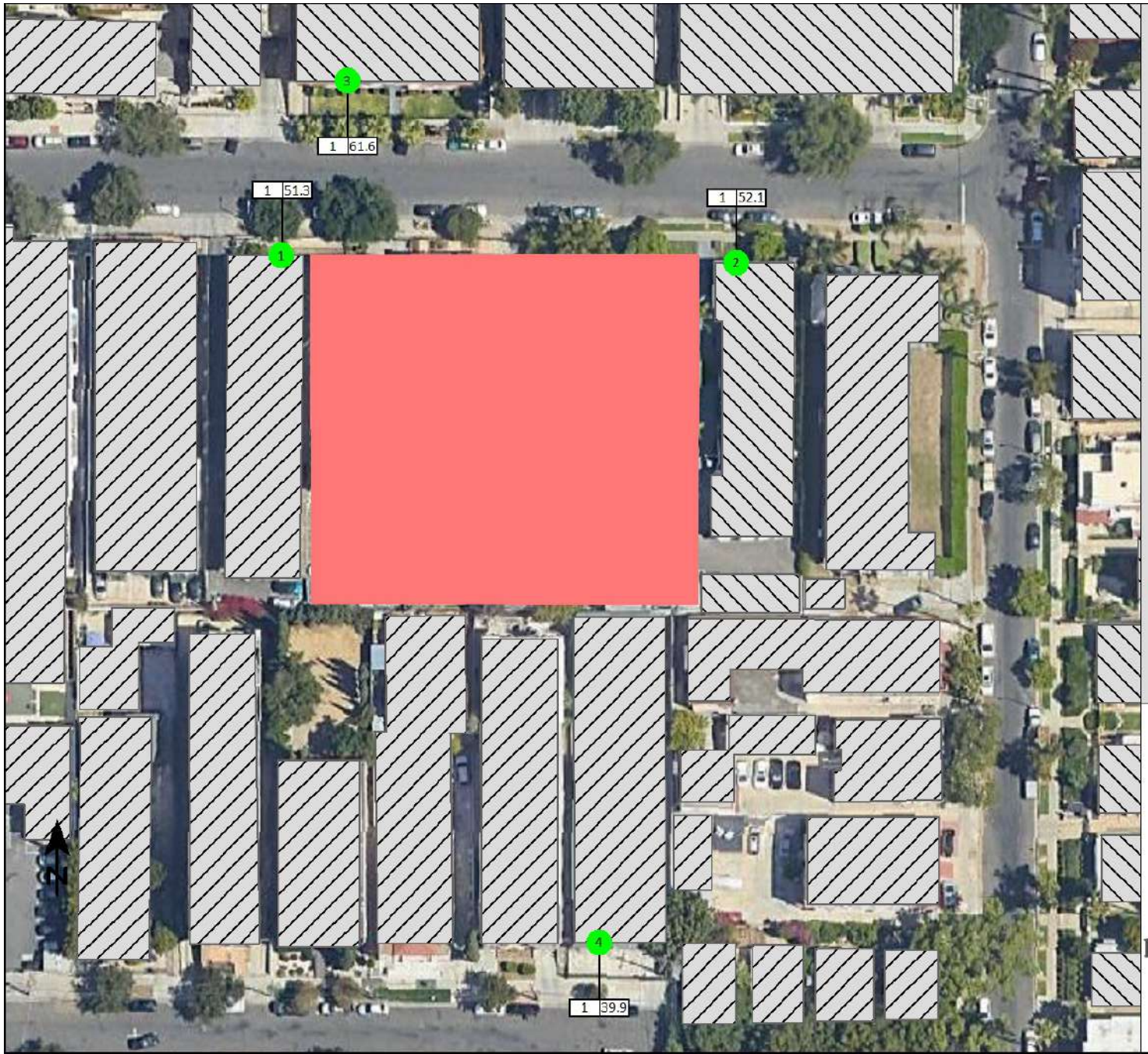
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	3207 m²	Lw/unit	106.4	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X	Y	Buildir side	Floor	Height abv.gr m	Limit Day	Evenir	Night	Lden	Level Day	Evenir	Night	Lden	Conflict Day	Evenir	Night	Lden
		in meter					dB(A)				dB(A)				dB			
1	Residences - 5412 C	11379313	774063	North	GF	118.0	-	-	-	-	51.3	0.0	0.0	48.2	-	-	-	-
2	Residences - 5434-54	11379383	774062	North	GF	119.42	-	-	-	-	52.1	0.0	0.0	49.1	-	-	-	-
3	Residences - Carlton	11379323	774090	South	GF	120.61	-	-	-	-	61.6	0.0	0.0	58.6	-	-	-	-
4	Residences - Harold \	11379363	773958	South	GF	117.76	-	-	-	-	39.9	0.0	0.0	36.9	-	-	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day	Evening	Night	Lden
			dB(A)			
Residences - 5412 Carlton Way	GF		51.3	0.0	0.0	48.2
Construction Site		-	51.3	-	-	48.2
Residences - 5434-5436 Carlton Way	GF		52.1	0.0	0.0	49.1
Construction Site		-	52.1	-	-	49.1
Residences - Carlton Way (north side)	GF		61.6	0.0	0.0	58.6
Construction Site		-	61.6	-	-	58.6
Residences - Harold Way	GF		39.9	0.0	0.0	36.9
Construction Site		-	39.9	-	-	36.9



5424 Carlton Way

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 64

0 12.5 25 50 75 100 feet

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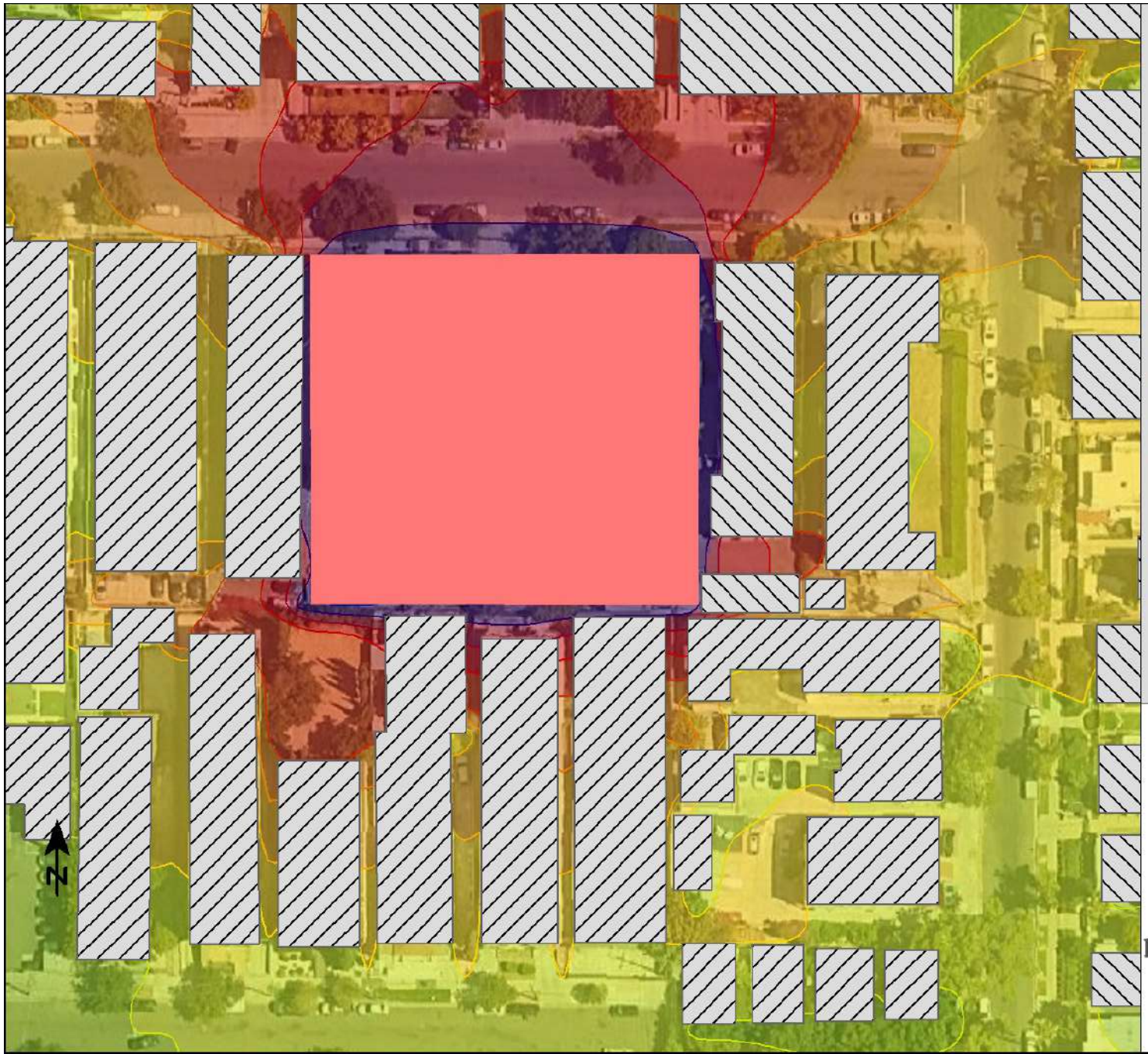

5424 Carlton Way

Signs and symbols

Building

Construction Site

Levels in dB(A)

< 28
28 - 32
32 - 36
36 - 40
40 - 44
44 - 48
48 - 52
52 - 56
56 - 60
60 - 64
64 - 68
68 - 72
>= 72

1 : 64

0 12.5 25 50 75 100 feet

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Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Carlton Way (north side)	59.2	61.6	63.6	4.4	**No**
Residences - 5412 Carlton Way	59.2	51.3	59.9	0.7	**No**
Residences - 5434-5436 Carlton Way	59.7	52.1	60.4	0.7	**No**
Residences - Harold Way	56.9	39.9	57.0	0.1	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	125.0	135	3.1%
Site Preparation	5	0		5	0.1%
Grading	7.5	0	331	339	7.7%
Trenching	2.5	0		3	0.1%
Building Construction	125	91.3		216	4.9%
Architectural Coatings	24.9	0		24.9	0.6%

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

4,398 Traffic Volumes on Western Avenue at Sunset Boulevard in the peak A.M. hour

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OPERATIONS NOISE CALCULATIONS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	5424 Carlton Way

Receiver Parameters

Receiver:	Residences - Carlton Way (north side)
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	57 dBA

Noise Source Parameters

Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	23
Nighttime hrs	Avg. Number of Autos/hr	10
Distance	Distance from Source to Receiver (ft)	40
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

Project Results Summary

Existing Ldn:	57 dBA
Total Project Ldn:	46 dBA
Total Noise Exposure:	58 dBA
Increase:	0 dB
Impact?:	None

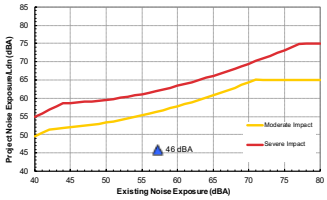
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	16 ft
Dist to Sev. Impact Contour (Source 1):	9 ft

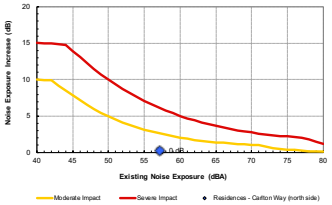
Source 1 Results

Leq(day):	42.4 dBA
Leq(night):	38.8 dBA
Ldn:	46.0 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

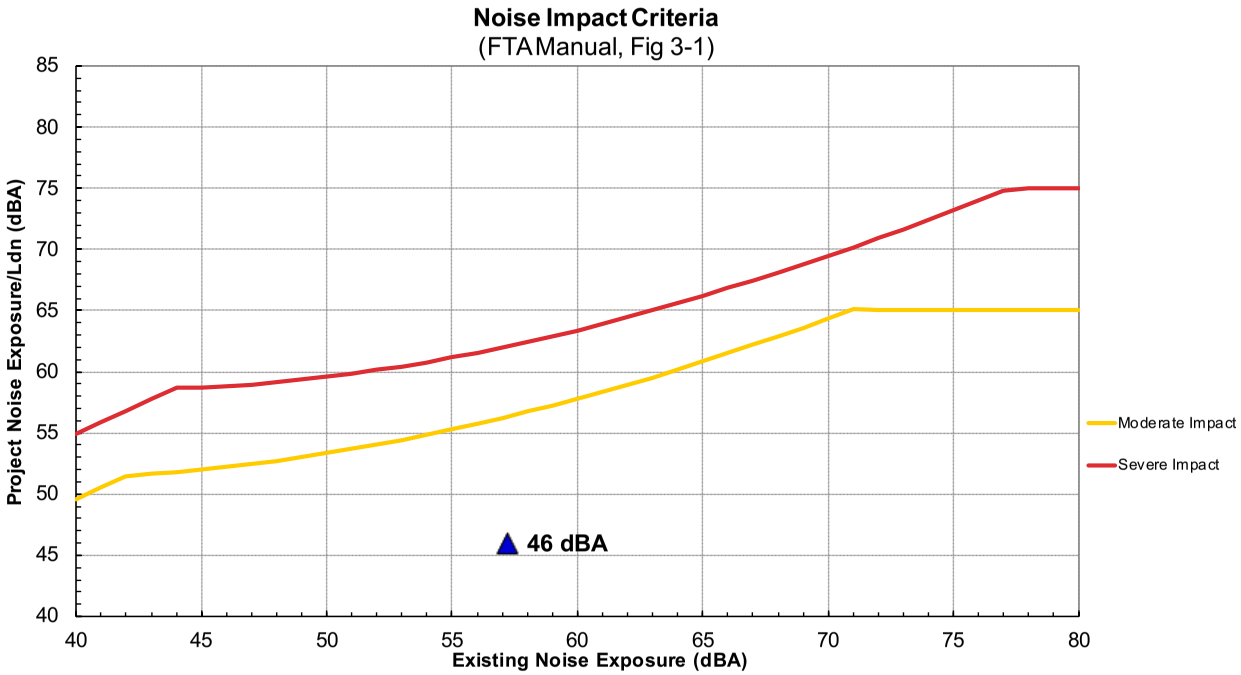


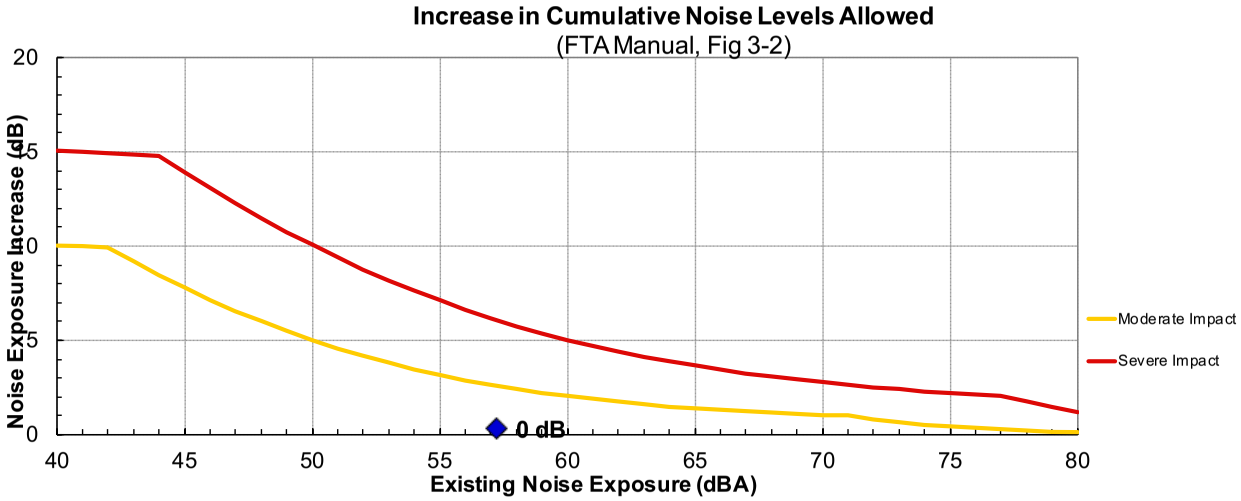
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 5424 Carlton Way
Receiver: Residences - Carlton Way (north side)

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	40 ft	46.0 dBA	57 dBA	56 dBA	62 dBA	None
2	--	50 ft		57 dBA	56 dBA	62 dBA	
3	--	50 ft		57 dBA	56 dBA	62 dBA	
4	--	70 ft		57 dBA	56 dBA	62 dBA	
5	--	ft		57 dBA	56 dBA	62 dBA	
6	--	ft		57 dBA	56 dBA	62 dBA	
	Combined Sources		**46 dBA**	**57 dBA**	**56 dBA**	**62 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
46 dBA
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
0 dB
Moderate Impact
Severe Impact

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OPERATIONS ANALYSIS
OUTDOOR SPACES

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Swimming Pool	41 m²	Lw/unit	90.3	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residences - 5412 Carlton Way	11379316.88 3774063.55	North	GF	118.00	-	23.8	-
2	Residences - 5434-5436 Carlton Way	11379386.71 3774062.43	North	GF	119.42	-	20.9	-
3	Residences - Carlton Way (north side)	11379326.98 3774090.29	South	GF	120.61	-	18.2	-
4	Residences - Harold Way	11379365.62 3773958.09	South	GF	117.76	-	23.6	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 5412 Carlton Way	GF		23.8
Swimming Pool		-	23.8
Residences - 5434-5436 Carlton Way	GF		20.9
Swimming Pool		-	20.9
Residences - Carlton Way (north side)	GF		18.2
Swimming Pool		-	18.2
Residences - Harold Way	GF		23.6
Swimming Pool		-	23.6

Swimming Pool Noise Impacts

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Sound Power Level (Lw)	90.3	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Carlton Way (north side)	57.2	18.2	57.2	0.0	**No**
Residences - 5412 Carlton Way	57.2	23.8	57.2	0.0	**No**
Residences - 5434-5436 Carlton Way	57.7	20.8	57.7	0.0	**No**
Residences - Harold Way	54.9	23.6	54.9	0.0	**No**

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

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DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building		12	-	1,000	-	10	-	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	-	12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence	16,959	12	7,537	1,000	3,769	10	1,507	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			131	333	22	10	26	
Asphalt or concrete (Constructior	1,100	0.5	20	2,400	24	10	4	
TOTAL			7,689		3,815		1,538	

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LANDSCAPING DEBRIS

Tree	Number	Height (Feet)	Diameter at breast height (Feet)	Radius	Area	Volume (Cubic Feet)	Volume (Cubic Yards)
Urban tree	18	40	5	2.50	20	196	130.9
Total							131

Source: Montana State University; Estimating Board Feet
https://www.montana.edu/extension/forestry/projectlearningtree/activitybooklets/Estimating%20Individual%20Tree%20Volume.pdf

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TRAFFIC NOISE CALCULATIONS

Turning Movement Count Report AM

Location ID: 31
North/South: Western Avenue
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	71	167	10	12	123	20	17	82	39	12	160	21	734
07:15	86	162	17	14	158	23	21	117	21	18	193	24	854
07:30	66	187	36	19	170	29	19	138	38	14	224	30	970
07:45	56	208	44	28	196	41	25	131	25	12	267	40	1073
08:00	89	193	52	26	186	30	19	97	19	21	264	30	1026
08:15	98	179	56	18	187	28	23	115	31	16	239	41	1031
08:30	75	197	27	15	182	34	22	112	23	14	259	53	1013
08:45	105	192	30	14	144	34	14	121	21	12	216	50	953
09:00	96	179	43	15	171	25	12	89	22	16	261	25	954
09:15	95	200	19	23	167	18	24	110	31	12	171	35	905
09:30	79	223	24	20	174	35	25	117	26	17	160	37	937
09:45	77	193	22	18	152	31	24	118	22	14	182	42	895

Total Volume:	993	2280	380	222	2010	348	245	1347	318	178	2596	428	11345
Approach %	27%	62%	10%	9%	78%	13%	13%	71%	17%	6%	81%	13%	

Peak Hr Begin:	7:45												
PHV	318	777	179	87	751	133	89	455	98	63	1029	164	4143
PHF	0.954			0.916			0.887			0.963			0.965

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 31
North/South: Western Avenue
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	65	144	30	24	181	29	33	131	32	39	289	57	1054
15:15	55	162	36	32	202	28	36	137	37	25	308	62	1120
15:30	63	163	50	28	164	38	31	156	28	24	296	73	1114
15:45	46	137	41	40	201	37	26	168	36	16	305	65	1118
16:00	38	178	52	34	185	37	28	146	33	24	319	75	1149
16:15	47	154	28	33	204	30	24	162	34	22	322	89	1149
16:30	51	130	50	33	178	30	31	181	40	22	338	63	1147
16:45	57	136	43	36	204	29	22	180	35	21	323	76	1162
17:00	50	149	49	33	219	37	29	186	39	20	343	77	1231
17:15	53	153	58	38	202	37	36	162	39	15	371	72	1236
17:30	60	142	49	27	231	44	43	200	44	23	337	75	1275
17:45	41	135	41	24	182	40	46	188	26	19	377	70	1189

Total Volume:	626	1783	527	382	2353	416	385	1997	423	270	3928	854	13944
Approach %	21%	61%	18%	12%	75%	13%	14%	71%	15%	5%	78%	17%	

Peak Hr Begin:	17:00												
PHV	204	579	197	122	834	158	154	736	148	77	1428	294	4931
PHF	0.928			0.922			0.904			0.965			0.967

TRAFFIC VOLUME ADJUSTMENTS

North/South	Western Avenue
East/West	Sunset Boulevard
Year	2018
Hour	7:45-8:45 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	642	1274	1256	971		1.07%

2018	642	1,274	1,256	971	4,143
2019	648	1,287	1,269	981	4,184
2020	655	1,300	1,281	991	4,226
2021	661	1,313	1,294	1,000	4,269
2022	668	1,326	1,307	1,010	4,311
2023	675	1,339	1,320	1,021	4,354
2024	**681**	**1,352**	**1,333**	**1,031**	**4,398**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	557	1,104	1,089	842	6,048,810	82.5%
MDT	86	172	169	131	940,092	12.8%
HDT	2	5	5	4	25,348	0.3%
Buses	1	2	2	1	9,386	0.1%
MCY	15	31	30	23	167,287	2.3%
Aux	13	26	26	20	142,856	1.9%
Total	675	1,339	1,320	1,021	7,333,779	100.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	221			221			221			221			221		
Land Use	Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Close to Rail transit		
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban		
Time Period	Weekday			Saturday			Sunday			Weekday			Weekday		
# Data Sites	6			1			1			1			1		
	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%	1.8%	2.8%	0.8%	3.5%	5.5%	1.2%	0.6%	1.0%	0.2%	1.1%	1.6%	0.6%
1:00 - 2:00 AM	0.4%	0.6%	0.3%	0.3%	0.4%	0.2%	2.0%	2.9%	0.9%	0.2%	0.0%	0.5%	0.4%	0.4%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%	0.5%	0.9%	0.2%	3.3%	4.7%	1.8%	0.2%	0.2%	0.2%	0.6%	1.0%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%	1.7%	2.4%	1.0%	0.6%	0.5%	0.6%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%
4:00 - 5:00 AM	0.3%	0.1%	0.5%	0.3%	0.4%	0.2%	0.6%	1.0%	0.0%	0.6%	0.0%	1.2%	0.1%	0.3%	0.0%
5:00 - 6:00 AM	1.2%	0.4%	2.0%	0.2%	0.2%	0.2%	0.4%	0.5%	0.3%	2.2%	0.7%	3.6%	0.6%	0.1%	1.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%	1.2%	0.4%	1.9%	0.6%	0.0%	1.2%	4.2%	1.5%	7.0%	2.7%	1.3%	4.2%
7:00 - 8:00 AM	8.6%	2.5%	14.7%	3.5%	3.0%	4.0%	1.3%	0.8%	1.8%	9.8%	1.9%	17.6%	7.3%	1.0%	13.6%
8:00 - 9:00 AM	7.8%	3.0%	12.5%	3.8%	2.8%	4.8%	2.2%	0.8%	3.9%	9.5%	1.9%	17.1%	7.5%	4.4%	10.5%
9:00 - 10:00 AM	4.5%	2.2%	6.9%	5.8%	3.5%	8.1%	2.9%	1.8%	4.2%	5.2%	3.4%	7.0%	4.5%	2.3%	6.8%
10:00 - 11:00 AM	3.7%	2.7%	4.6%	6.4%	5.0%	7.7%	5.4%	3.9%	7.2%	3.9%	2.9%	4.8%	5.6%	4.2%	6.9%
11:00 - 12:00 PM	3.7%	3.4%	4.0%	6.4%	6.1%	6.7%	6.8%	3.7%	10.4%	3.5%	3.6%	3.4%	4.5%	2.5%	6.5%
12:00 - 1:00 PM	4.6%	4.3%	4.8%	6.6%	4.5%	8.5%	6.8%	6.0%	7.8%	4.5%	4.1%	4.8%	5.2%	5.1%	5.3%
1:00 - 2:00 PM	4.4%	4.4%	4.4%	6.2%	6.9%	5.4%	7.3%	6.0%	8.7%	4.1%	4.6%	3.6%	5.5%	5.4%	5.6%
2:00 - 3:00 PM	3.9%	4.1%	3.7%	7.3%	7.1%	7.5%	6.7%	6.3%	7.2%	3.3%	2.9%	3.6%	3.9%	3.9%	3.9%
3:00 - 4:00 PM	4.9%	5.9%	3.8%	6.7%	8.2%	5.2%	7.8%	5.8%	10.1%	4.1%	4.1%	4.1%	5.6%	6.3%	4.9%
4:00 - 5:00 PM	7.2%	9.2%	5.1%	6.2%	6.3%	6.0%	5.6%	5.8%	5.4%	5.0%	6.3%	3.6%	6.8%	8.6%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%	7.7%	7.8%	7.7%	7.7%	7.9%	7.5%	9.1%	13.1%	5.1%	7.7%	11.0%	4.4%
6:00 - 7:00 PM	9.0%	12.1%	6.0%	6.8%	6.3%	7.3%	7.8%	9.2%	6.3%	9.4%	15.0%	3.9%	6.7%	8.3%	5.1%
7:00 - 8:00 PM	7.4%	9.4%	5.4%	5.4%	6.9%	4.0%	6.6%	9.2%	3.6%	8.3%	13.1%	3.6%	6.5%	8.7%	4.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%	4.3%	4.5%	4.2%	4.7%	5.0%	4.5%	5.1%	7.3%	2.9%	5.1%	5.9%	4.2%
9:00 - 10:00 PM	4.0%	6.5%	1.5%	4.0%	4.3%	3.7%	4.3%	5.8%	2.7%	4.0%	7.0%	1.0%	5.8%	8.6%	3.0%
10:00 - 11:00 PM	2.6%	3.7%	1.6%	3.9%	4.8%	3.1%	3.9%	5.2%	2.4%	2.4%	3.9%	1.0%	3.5%	5.2%	1.7%
11:00 - 12:00 AM	1.4%	2.1%	0.8%	3.0%	4.3%	1.7%	1.3%	1.8%	0.6%	0.8%	1.5%	0.2%	2.6%	3.5%	1.7%

Time	Total
12:00 - 1:00 AM	3
1:00 - 2:00 AM	2
2:00 - 3:00 AM	1
3:00 - 4:00 AM	1
4:00 - 5:00 AM	1
5:00 - 6:00 AM	5
6:00 - 7:00 AM	17
7:00 - 8:00 AM	34
8:00 - 9:00 AM	31
9:00 - 10:00 AM	18
10:00 - 11:00 AM	15
11:00 - 12:00 PM	15
12:00 - 1:00 PM	18
1:00 - 2:00 PM	17
2:00 - 3:00 PM	15
3:00 - 4:00 PM	19
4:00 - 5:00 PM	28
5:00 - 6:00 PM	37
6:00 - 7:00 PM	36
7:00 - 8:00 PM	29
8:00 - 9:00 PM	21
9:00 - 10:00 PM	16
10:00 - 11:00 PM	10
11:00 - 12:00 AM	6
ADT	397

Total	Entering	Day	Evening
12:00 - 1:00 AM	4		
1:00 - 2:00 AM	1		
2:00 - 3:00 AM	2		
3:00 - 4:00 AM	1		
4:00 - 5:00 AM	1		
5:00 - 6:00 AM	2		
6:00 - 7:00 AM	11		
7:00 - 8:00 AM	29		
8:00 - 9:00 AM	30		
9:00 - 10:00 AM	18		
10:00 - 11:00 AM	22		
11:00 - 12:00 PM	18		
12:00 - 1:00 PM	21		
1:00 - 2:00 PM	22		
2:00 - 3:00 PM	16		
3:00 - 4:00 PM	22		
4:00 - 5:00 PM	27		
5:00 - 6:00 PM	30		
6:00 - 7:00 PM	27		
7:00 - 8:00 PM	26		
8:00 - 9:00 PM	20		
9:00 - 10:00 PM	23		
10:00 - 11:00 PM	14		
11:00 - 12:00 AM	10		
ADT	397	23	10

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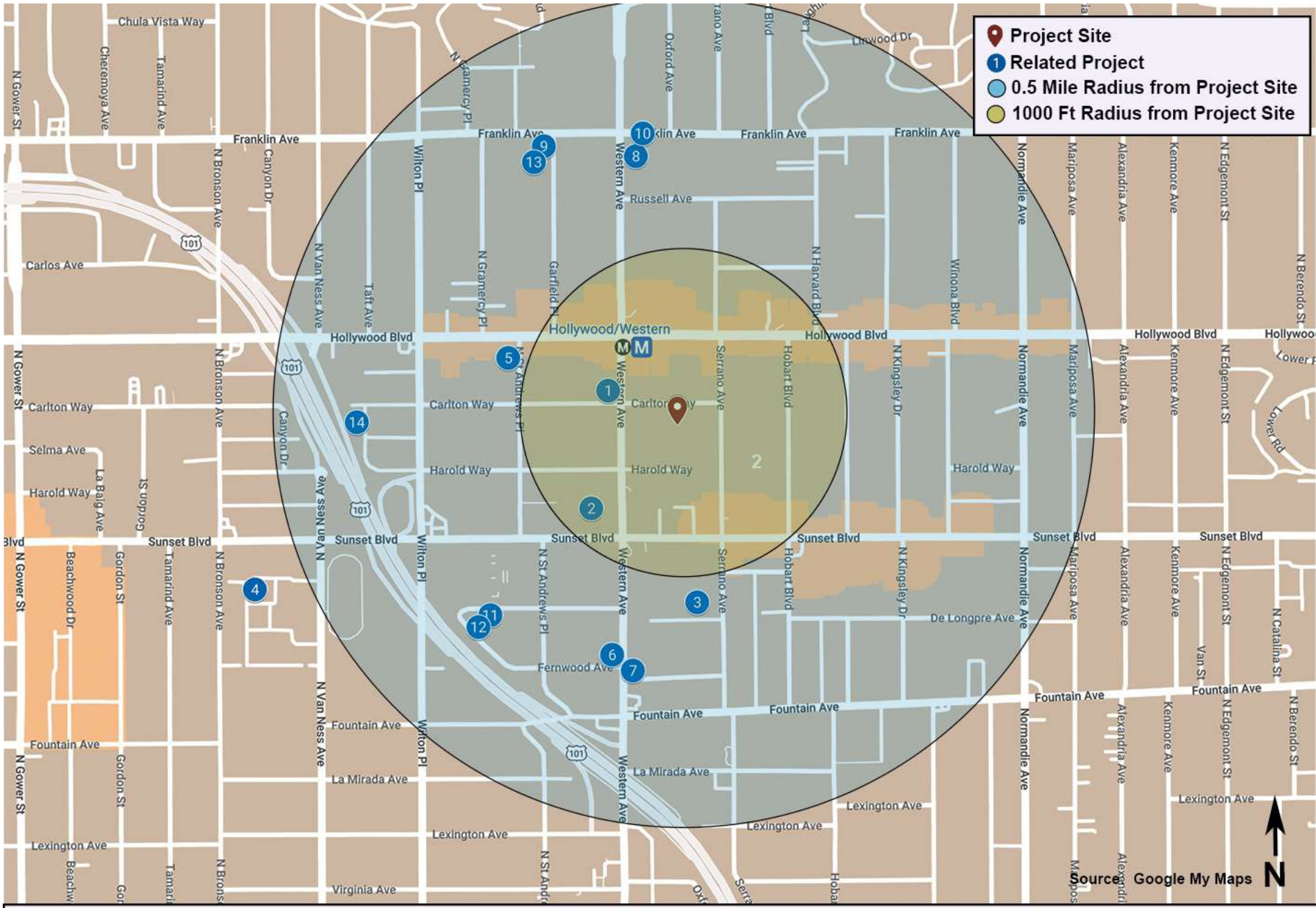
CUMULATIVE PROJECTS



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RELATED PROJECT TRIP GENERATION ESTIMATES

1657 WESTERN AVENUE

Multifamily Housing (High-Rise)
Close to Rail Transit (222)

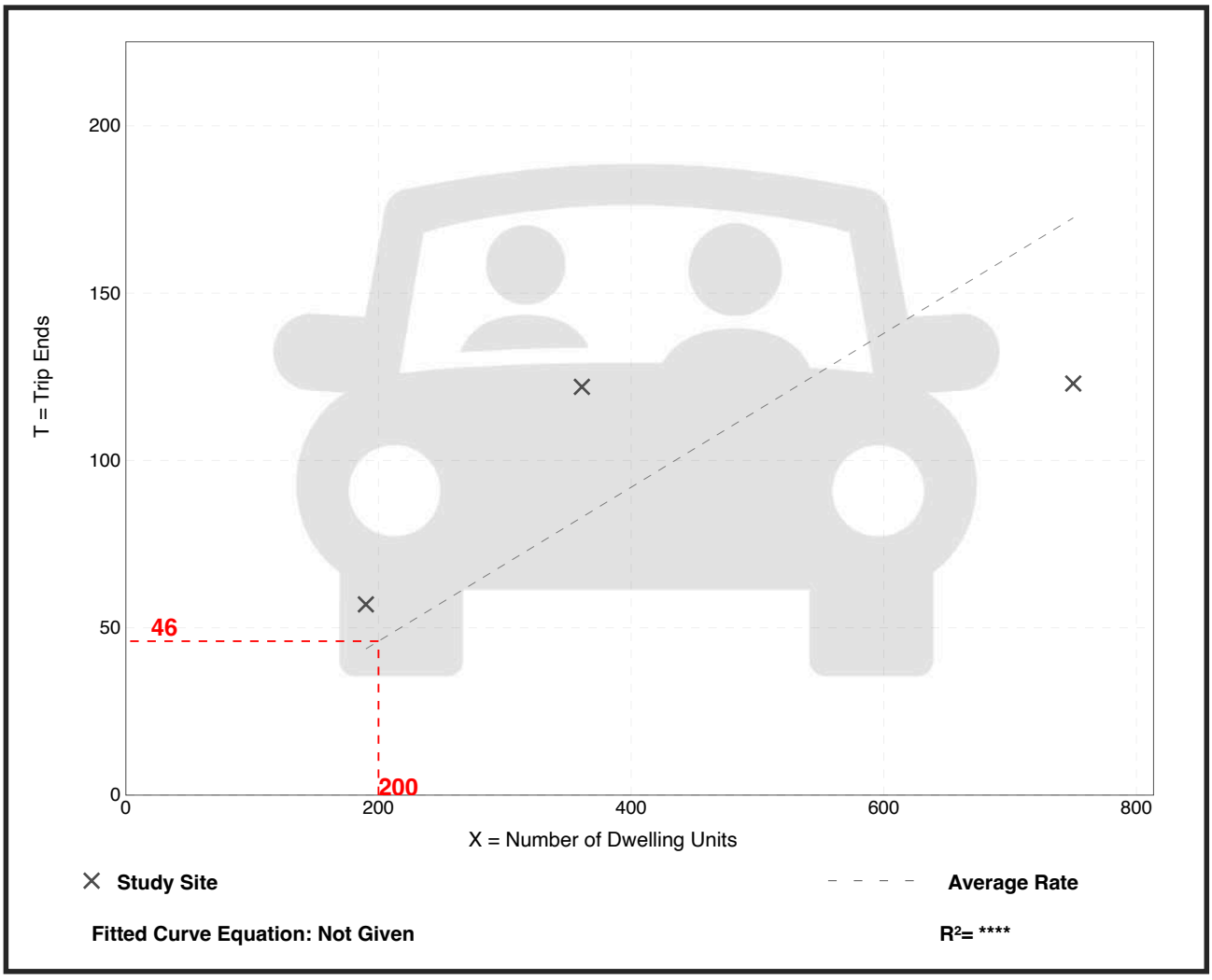
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	3
Avg. Num. of Dwelling Units:	434
Directional Distribution:	22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

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Multifamily Housing (High-Rise)
Close to Rail Transit (222)

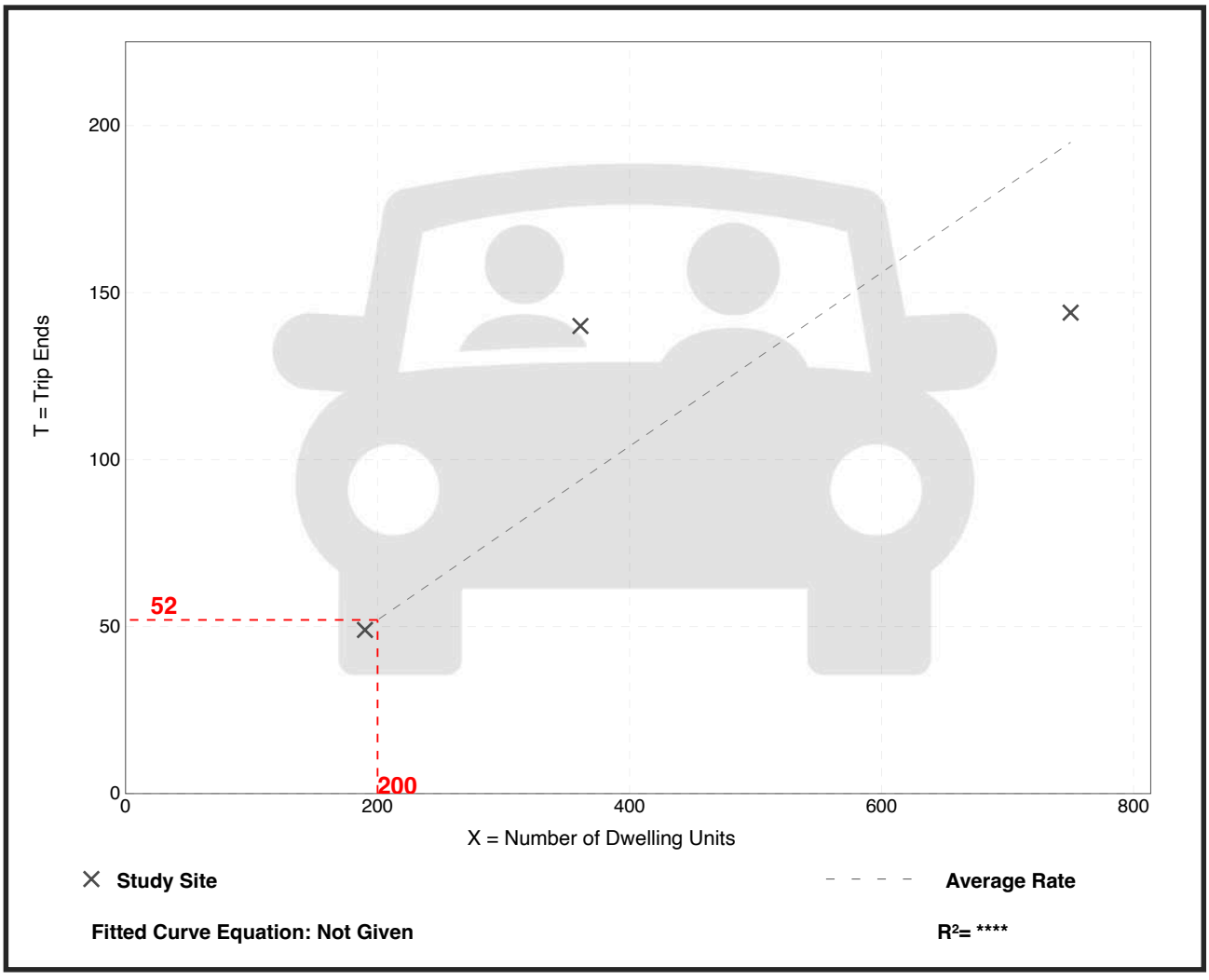
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 434
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.39	0.10

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

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5525 SUNSET BOULEVARD

Multifamily Housing (High-Rise)
Close to Rail Transit (222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 434
Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

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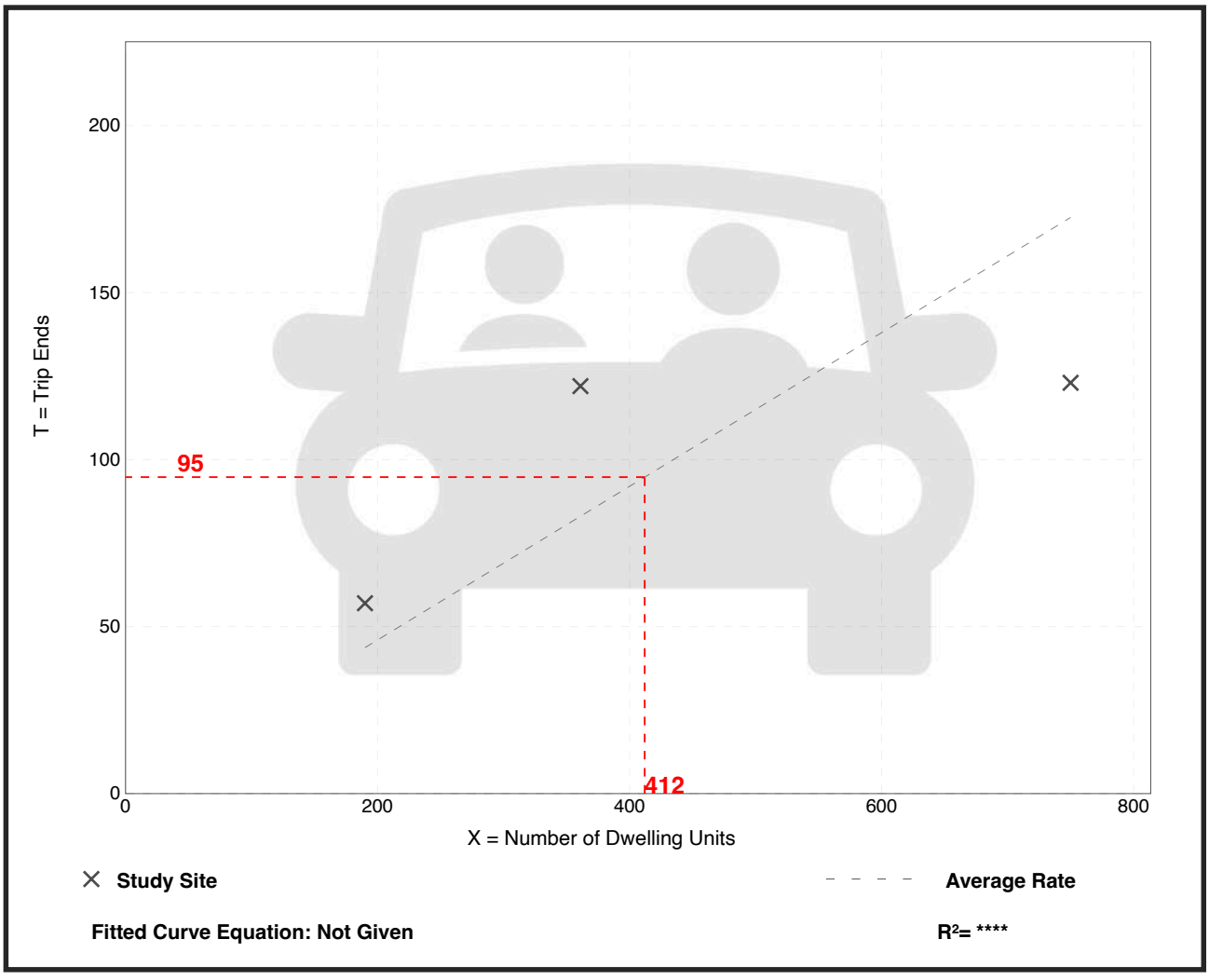

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Multifamily Housing (High-Rise)
Close to Rail Transit (222)

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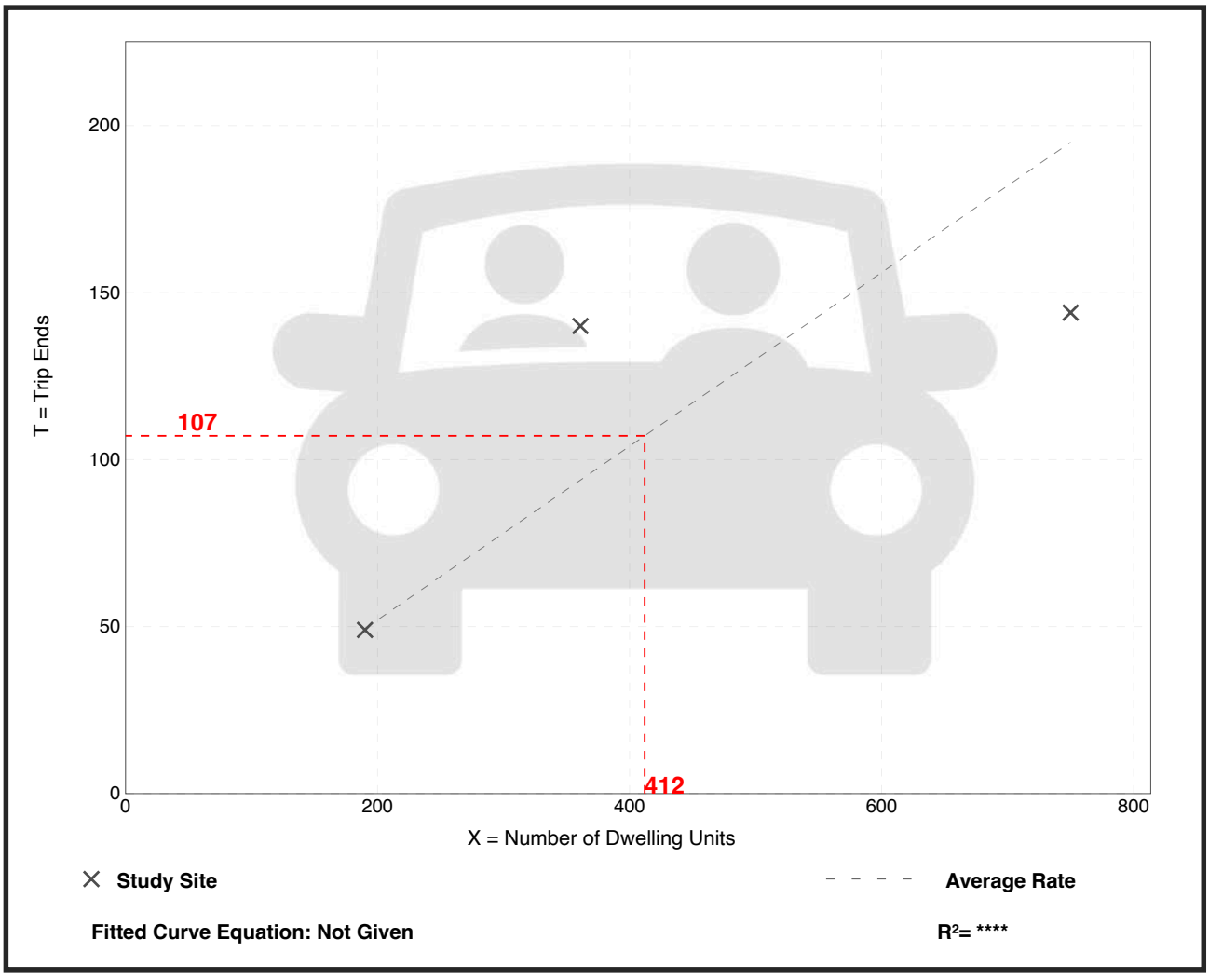

Fitted Curve Equation: Not Given

R^2= ****

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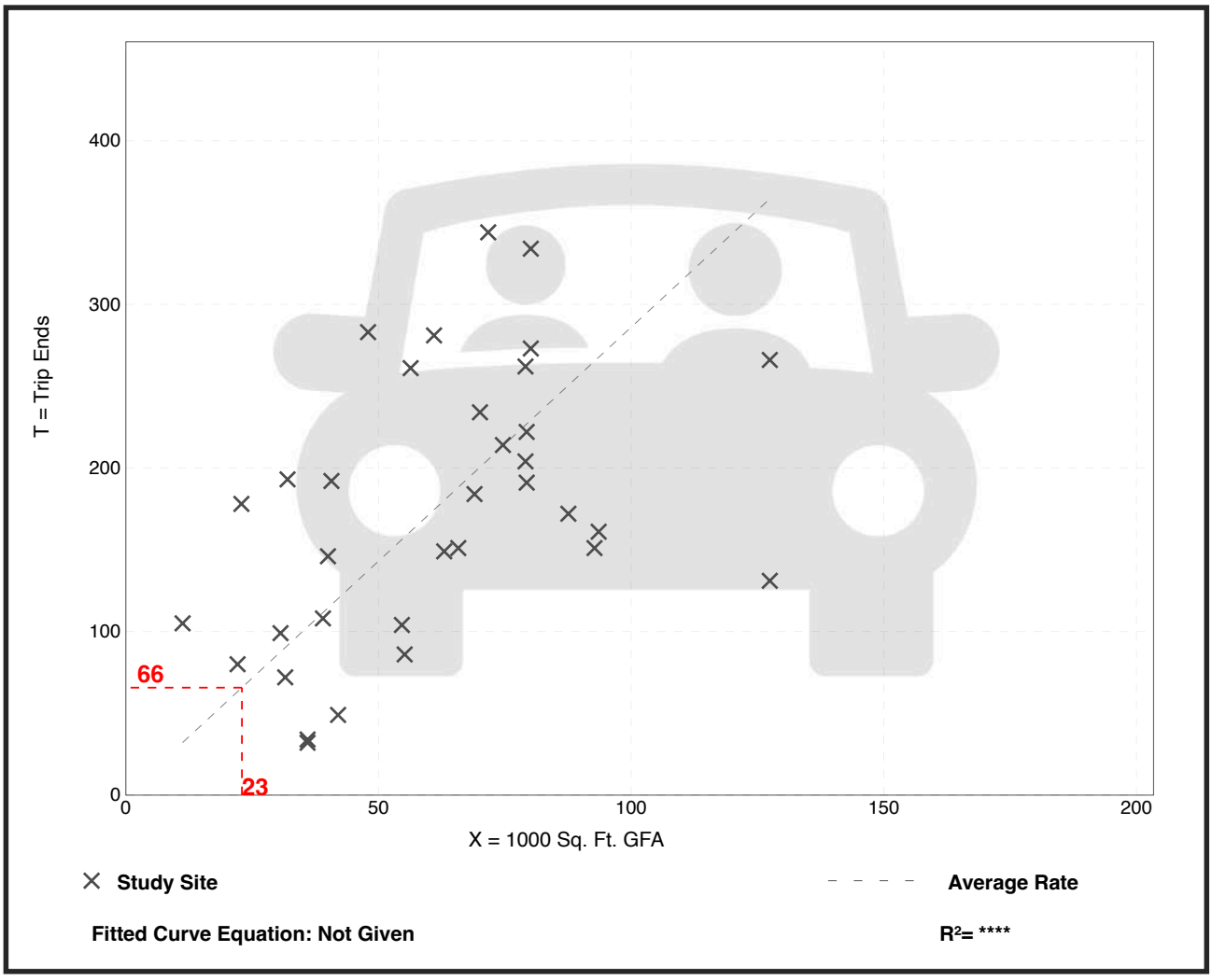
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 61
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



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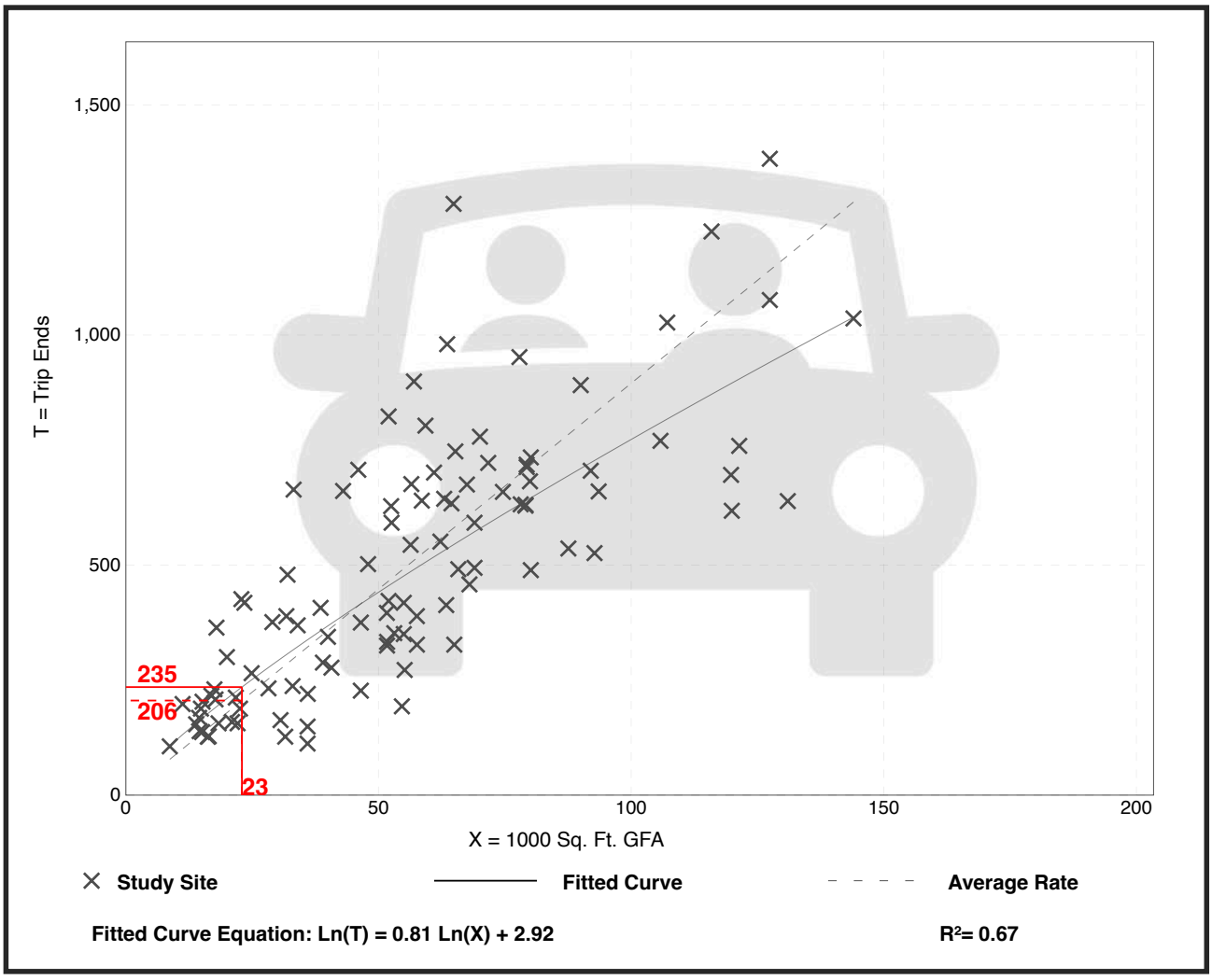
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

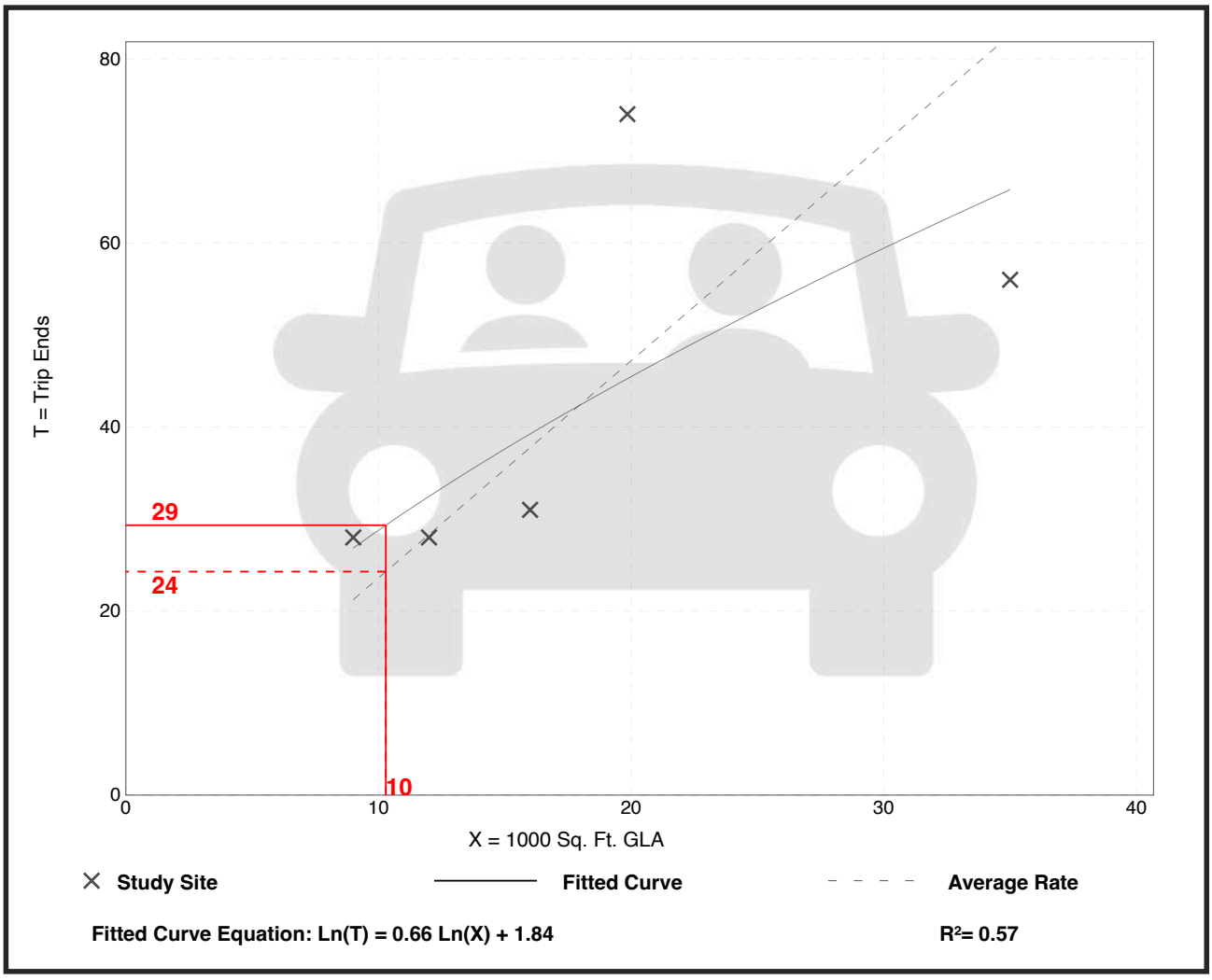
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



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On a: **Weekday,**
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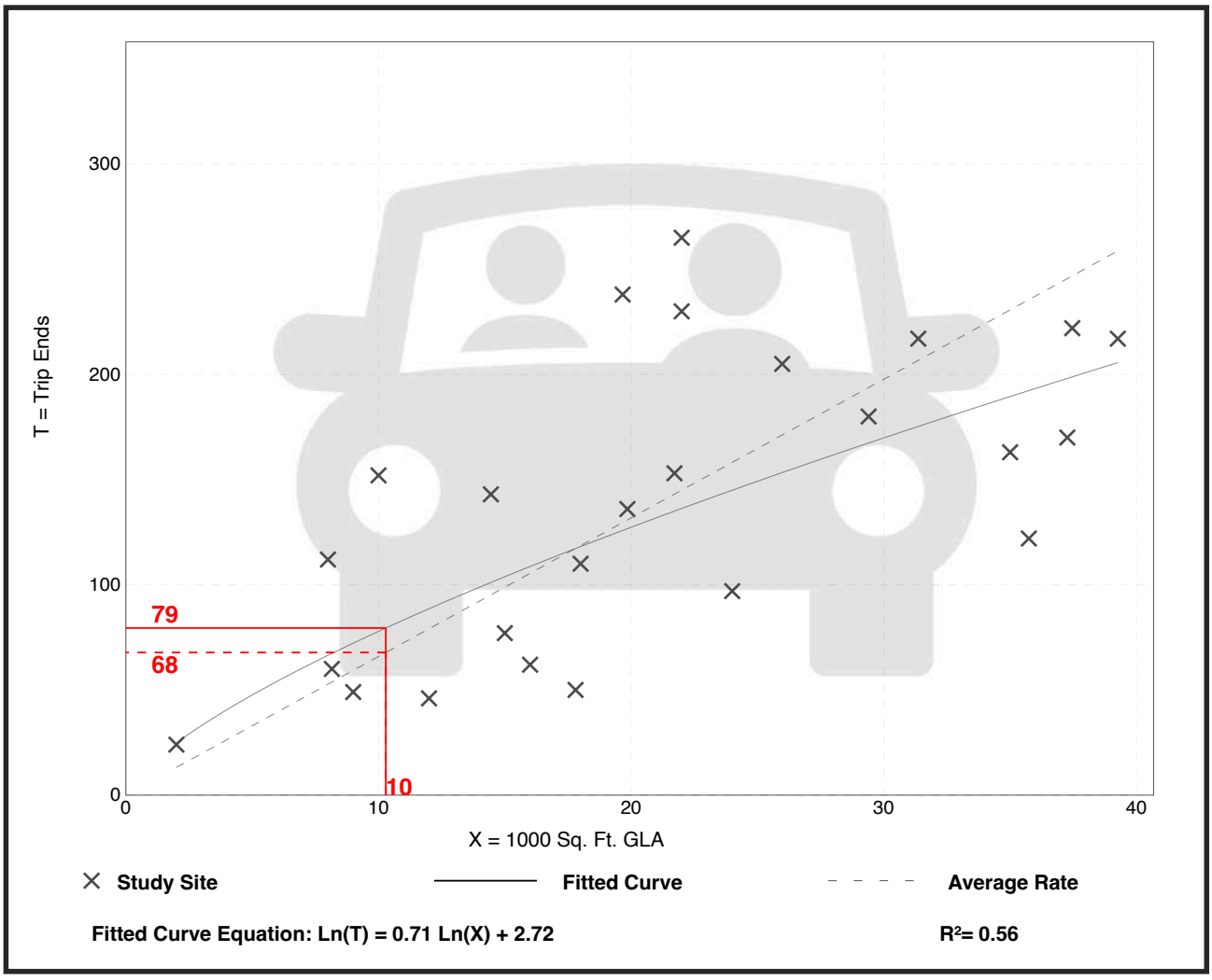
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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5420 SUNSET BOULEVARD

Multifamily Housing (High-Rise)
Close to Rail Transit (222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 434
Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

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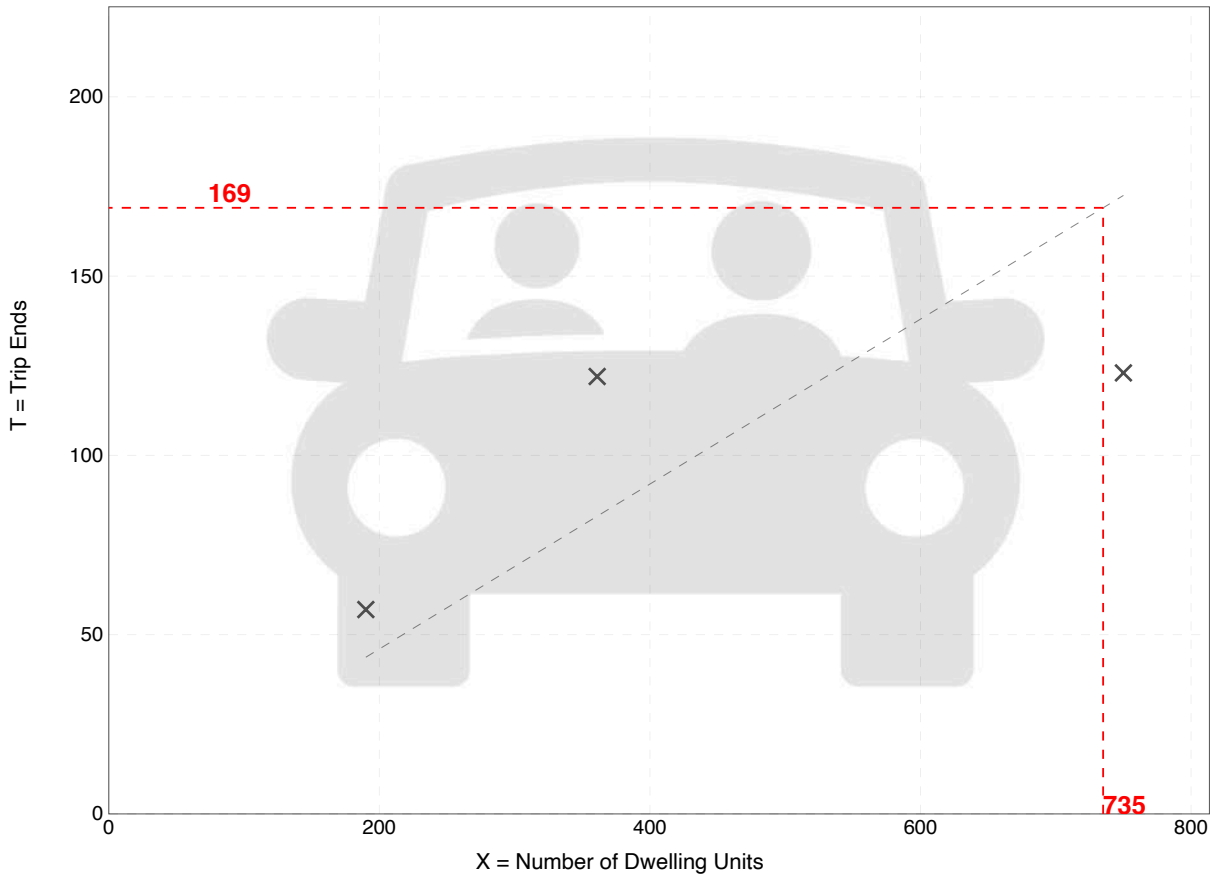

Fitted Curve Equation: Not Given

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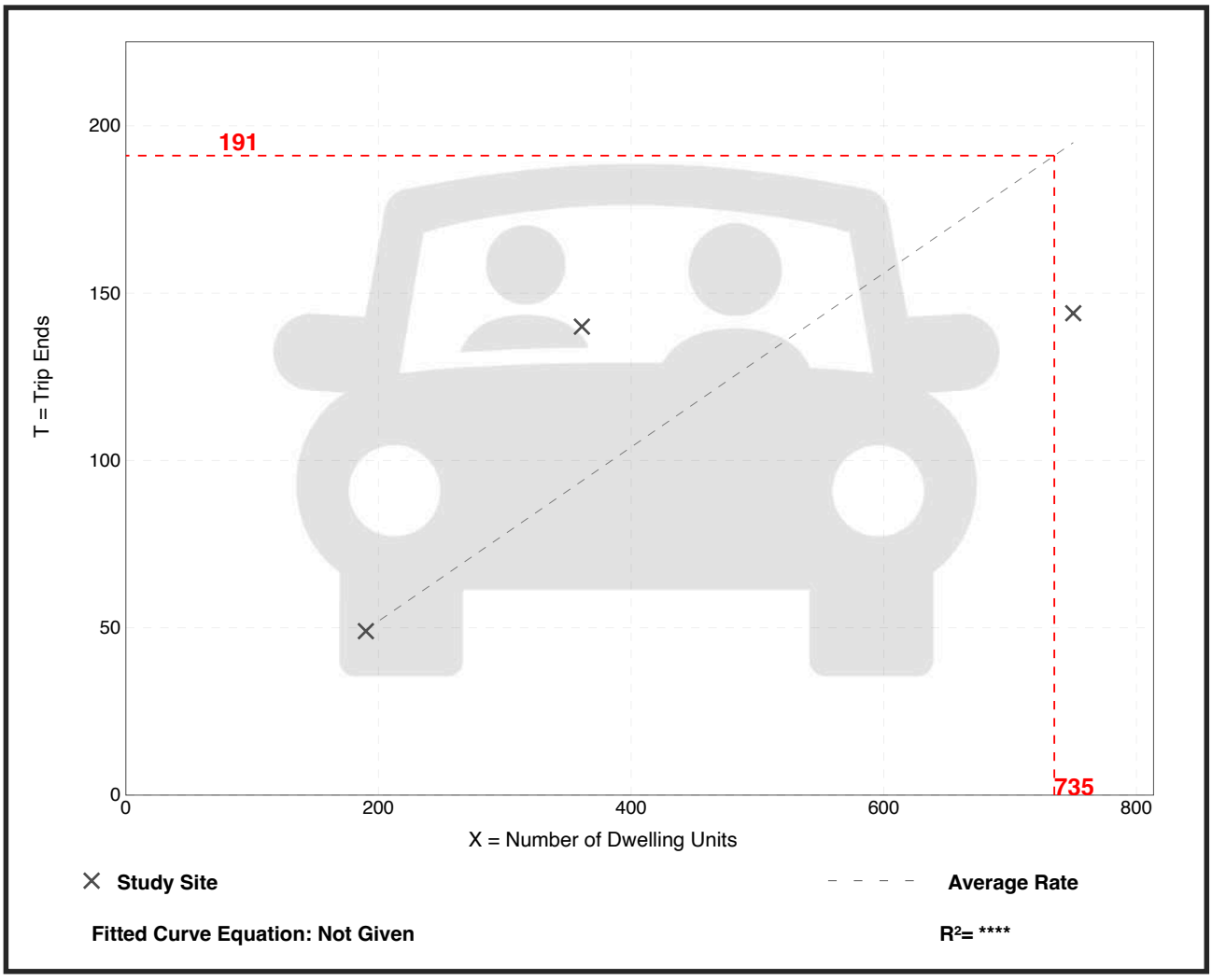

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Supermarket
(850)

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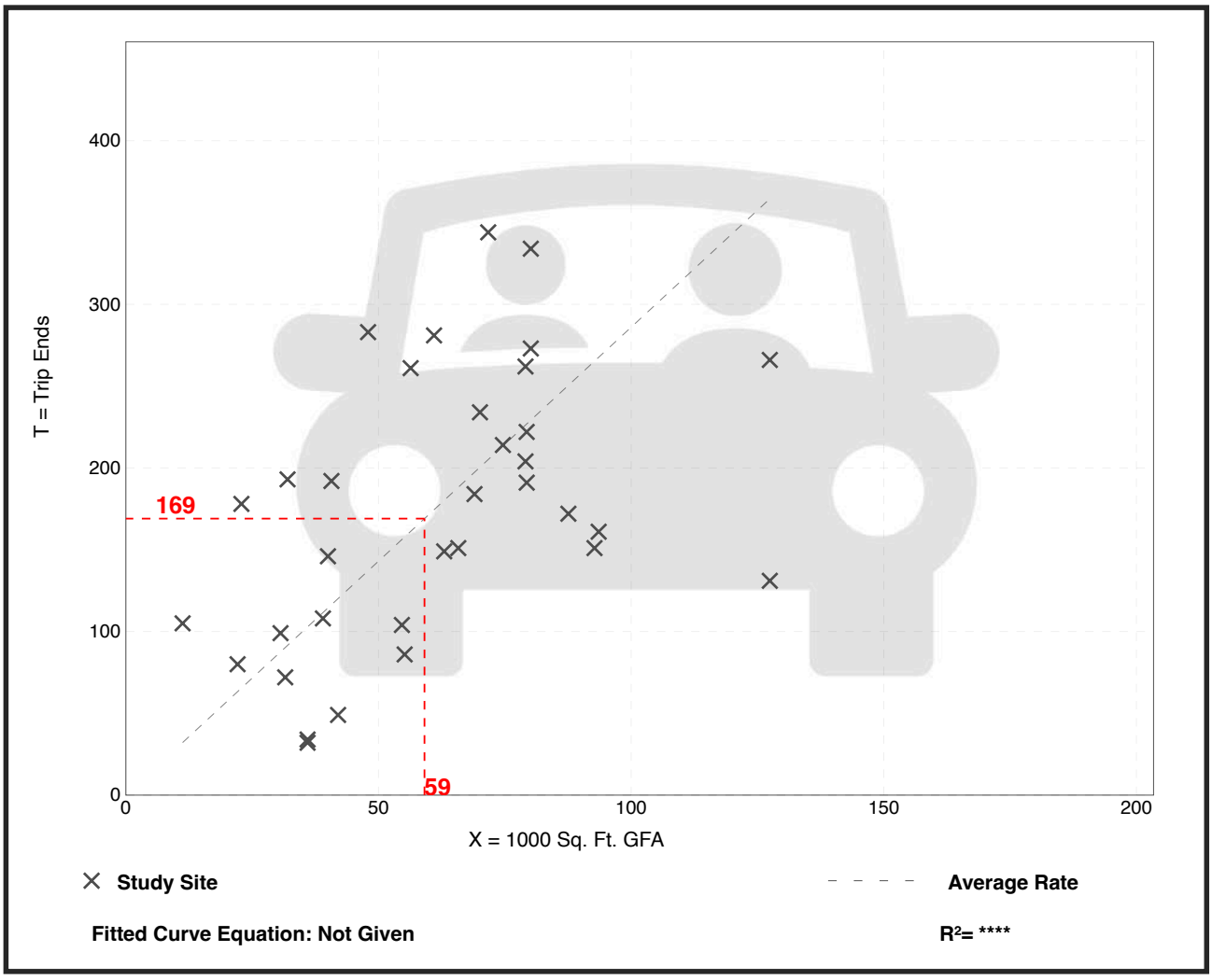

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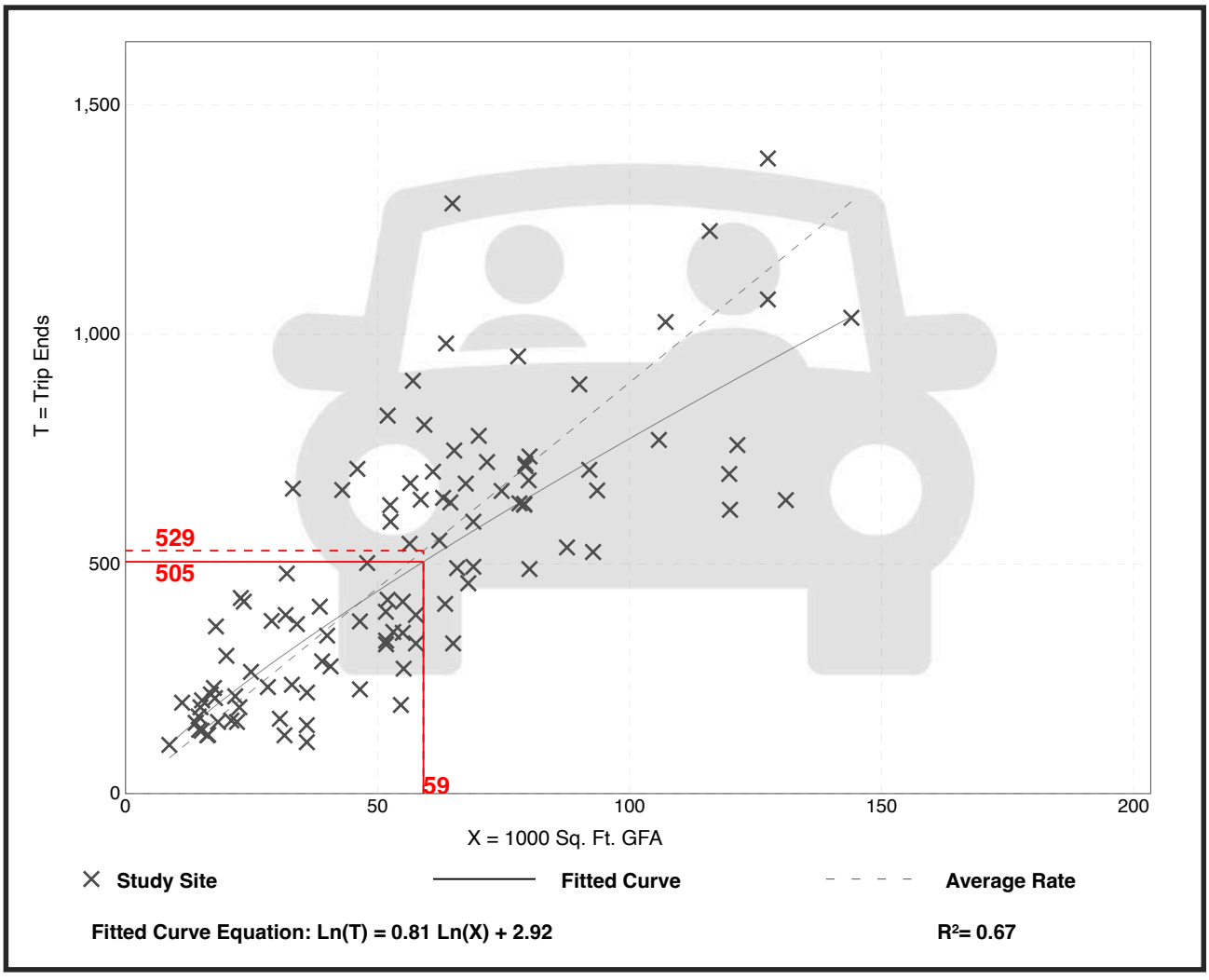

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Strip Retail Plaza (<40k)
(822)

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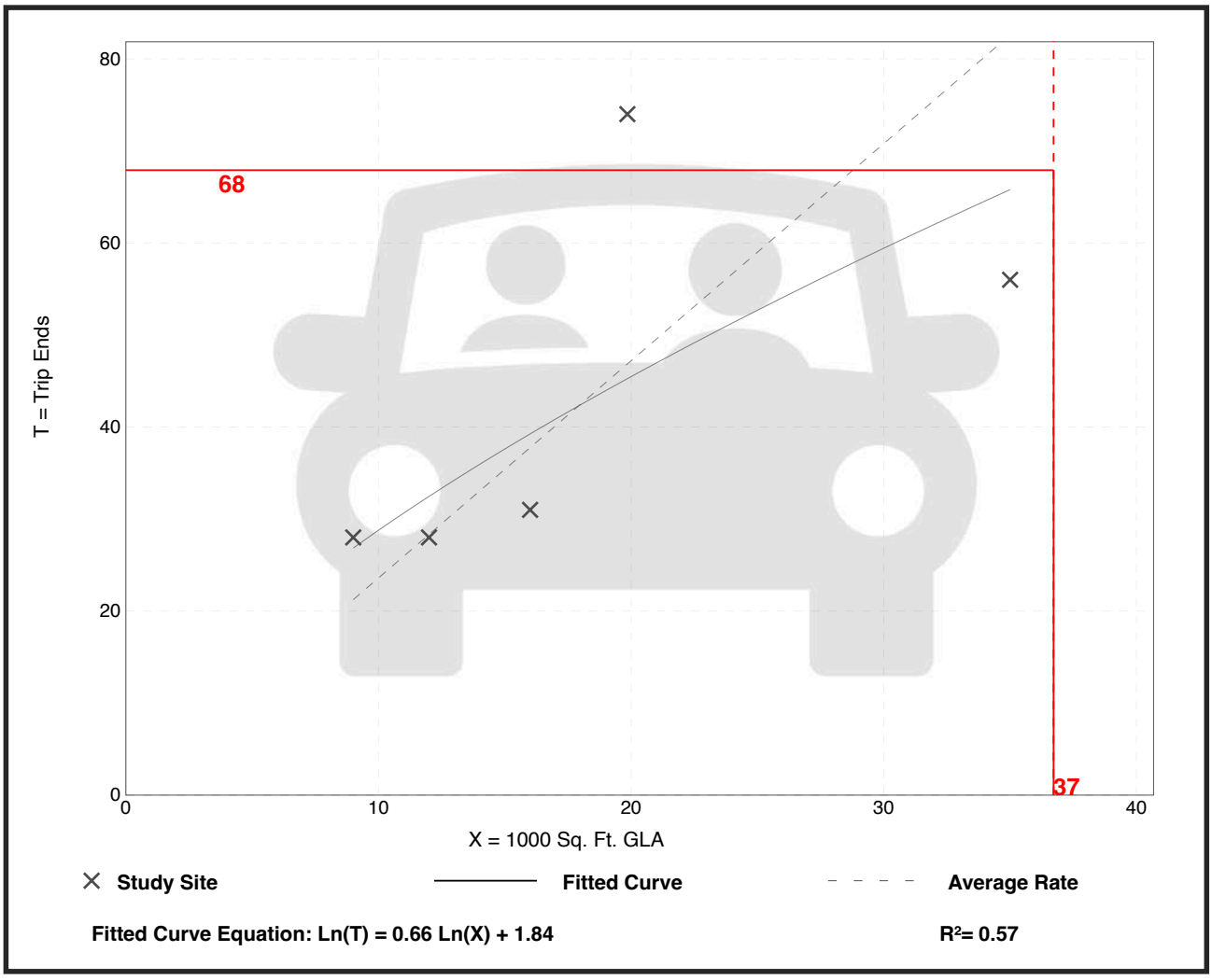

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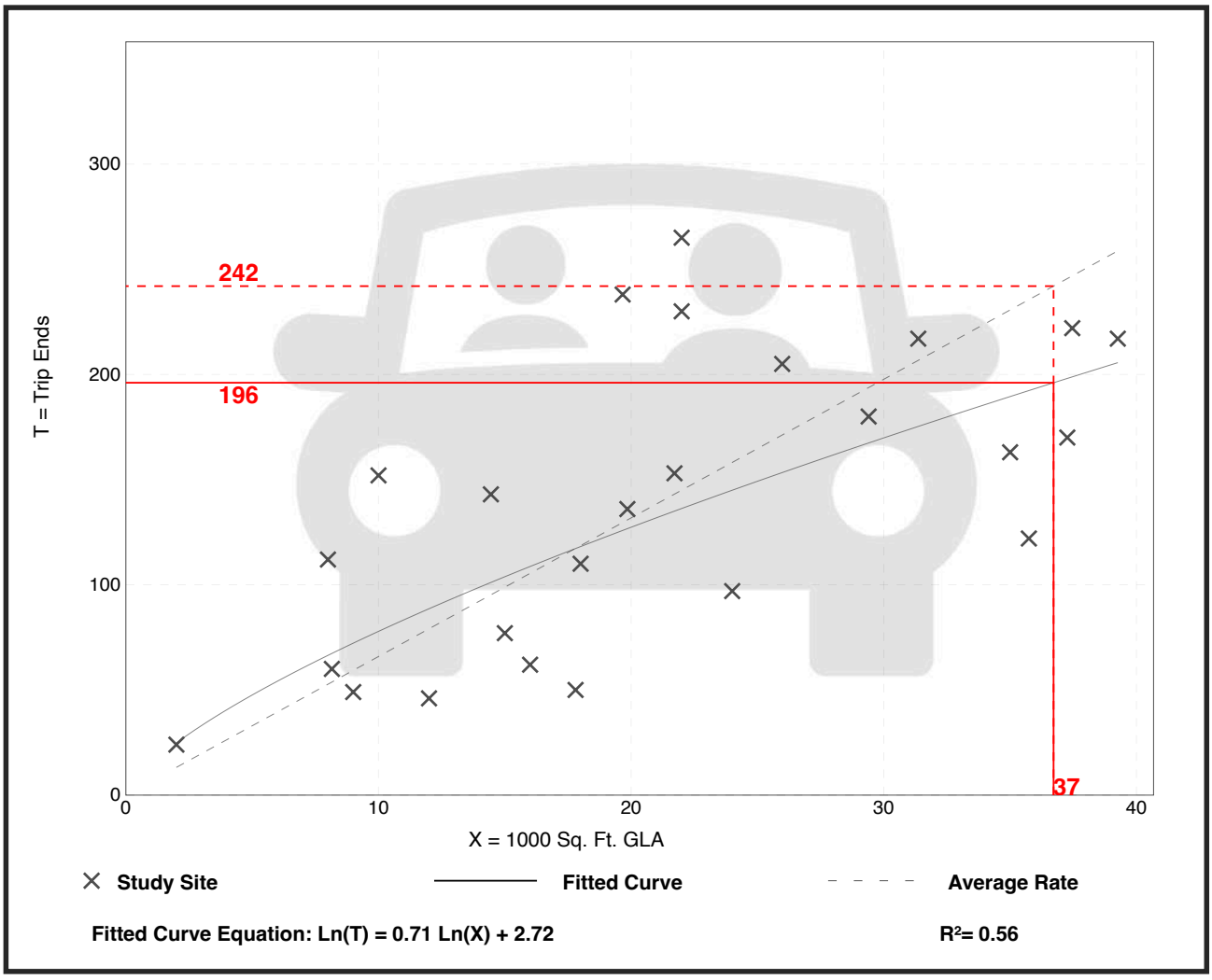

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5600 HOLLYWOOD BOULEVARD

Multifamily Housing (High-Rise)
Close to Rail Transit (222)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	3
Avg. Num. of Dwelling Units:	434
Directional Distribution:	22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
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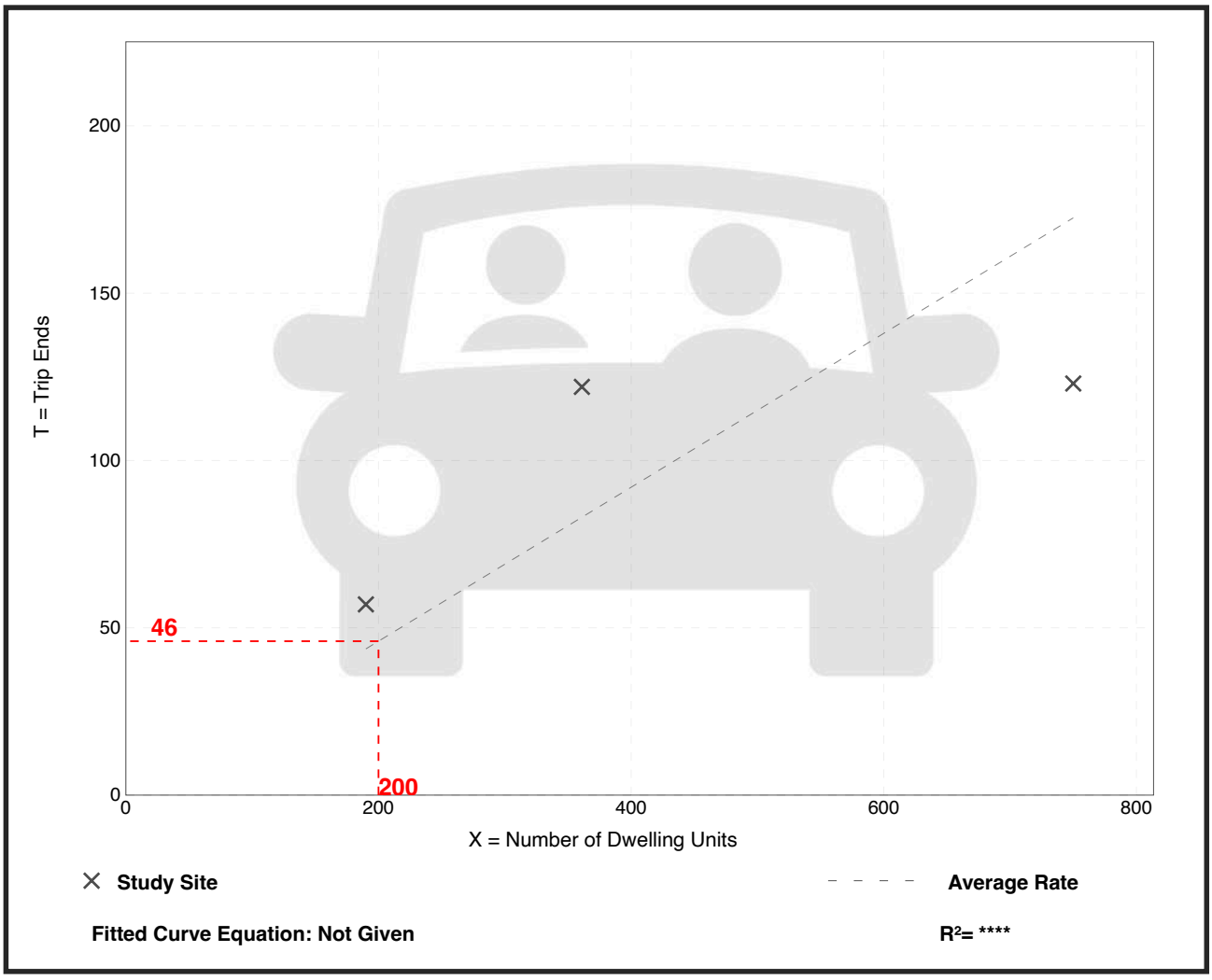

Fitted Curve Equation: Not Given

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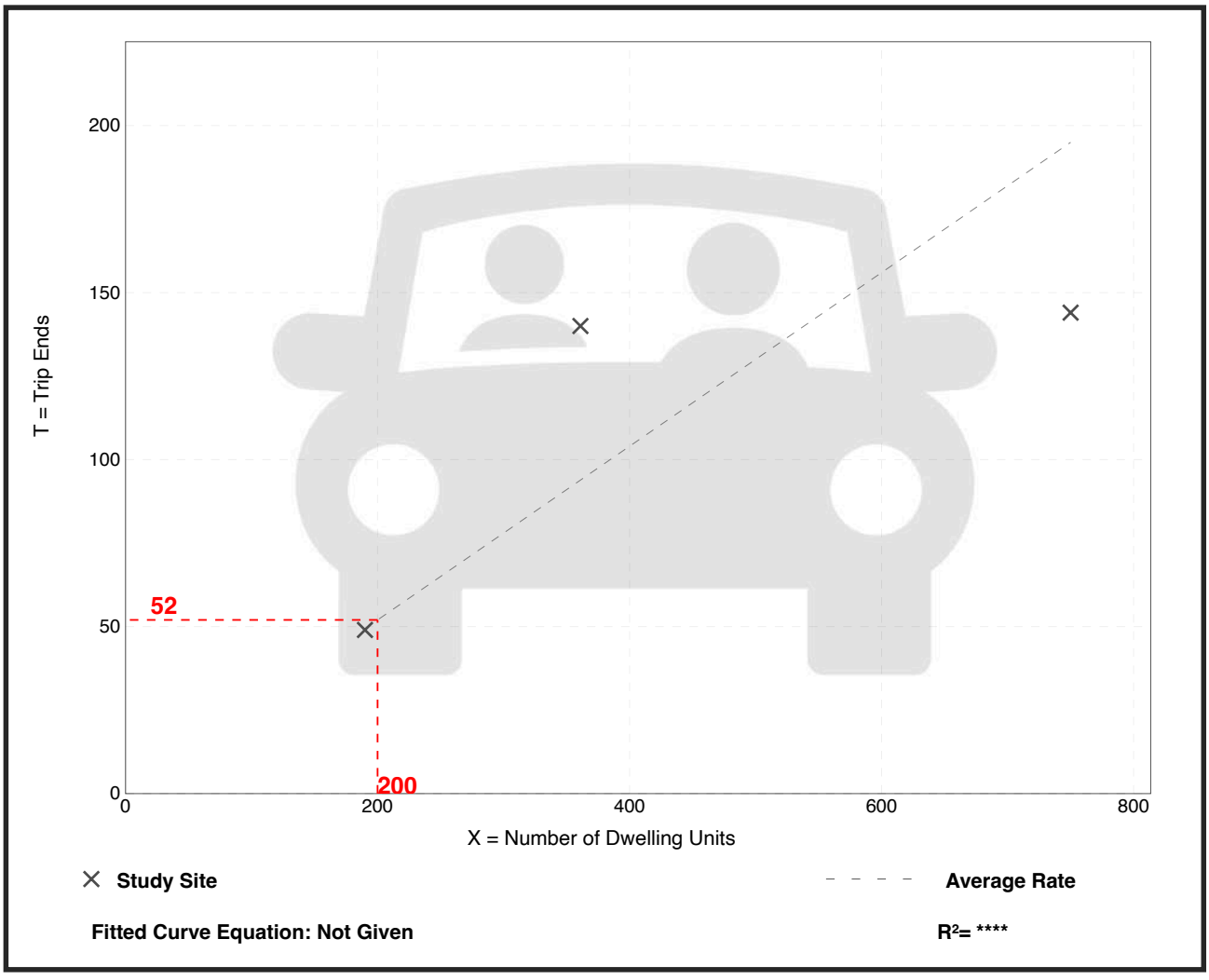

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R^2= ****

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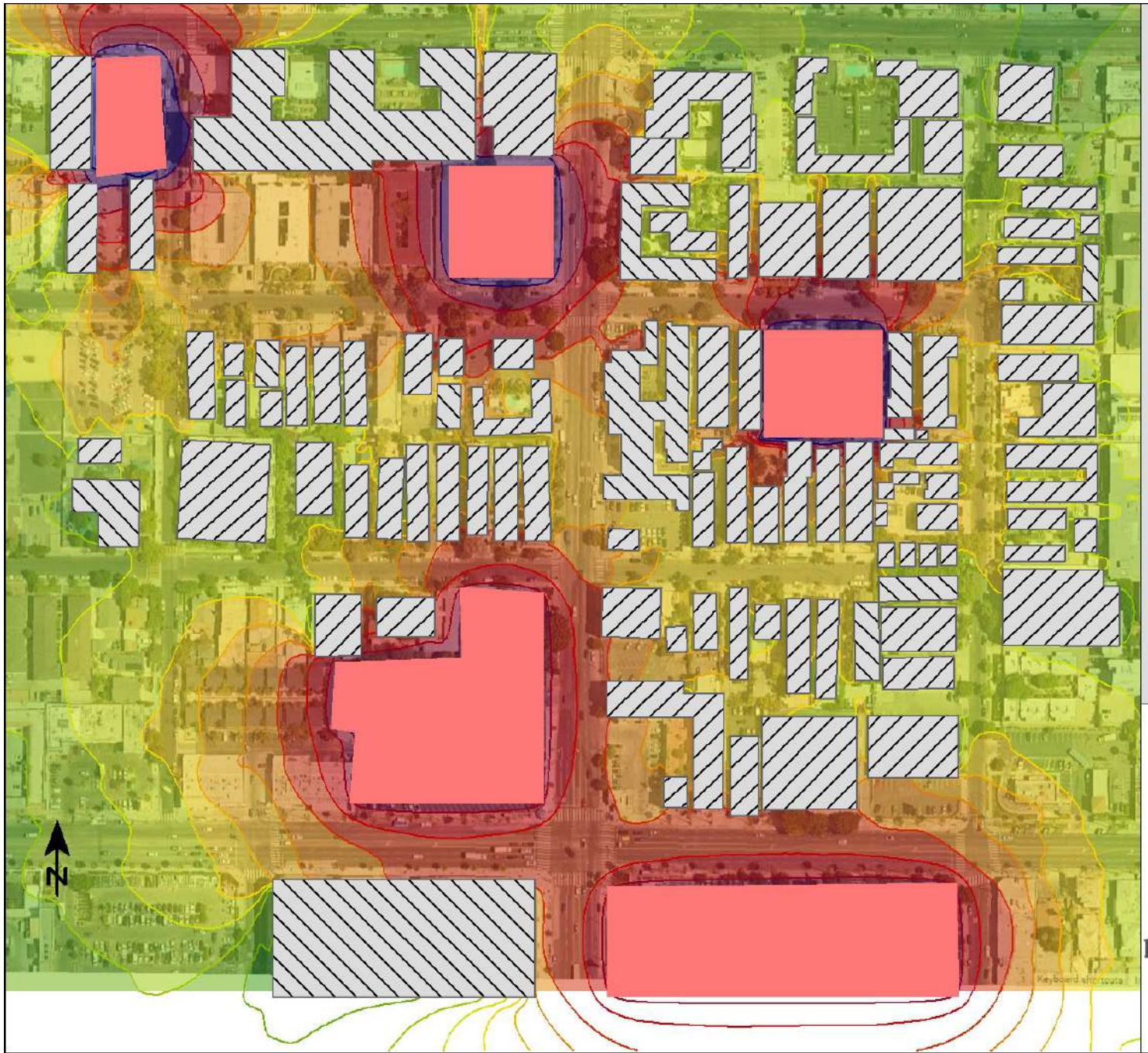
CUMULATIVE CONSTRUCTION NOISE IMPACTS

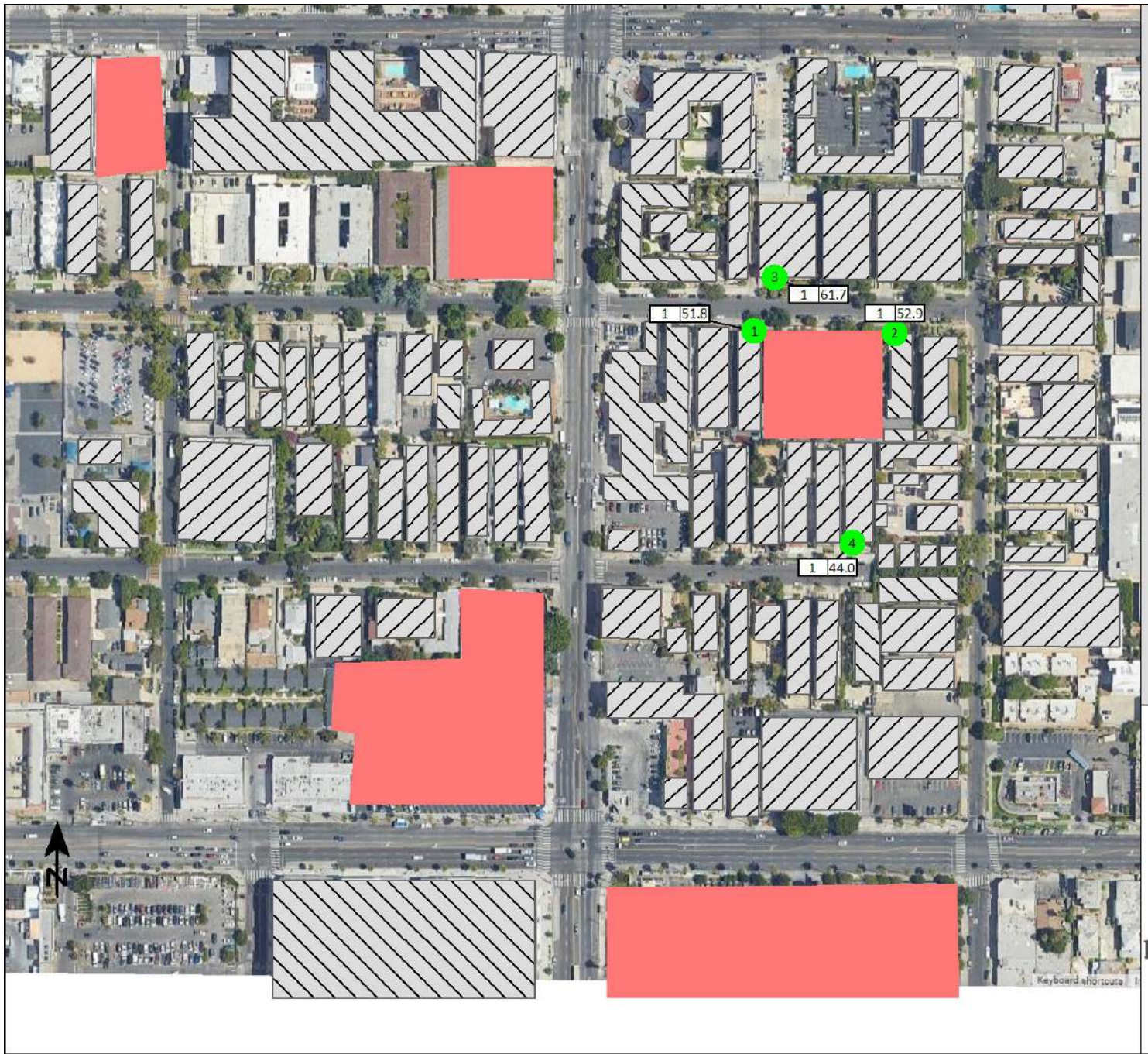
Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residences - 5412 Carlton Way	11379316.88 3774063.55	North	GF	118.00	-	51.8	-
2	Residences - 5434-5436 Carlton Way	11379386.71 3774062.43	North	GF	119.42	-	52.9	-
3	Residences - Carlton Way (north side)	11379326.98 3774090.29	South	GF	120.61	-	61.7	-
4	Residences - Harold Way	11379365.62 3773958.09	South	GF	117.76	-	44.0	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 5412 Carlton Way	GF		51.8
Construction Site		-	51.3
Related Project -1657 Western Ave.		-	41.6
Related Project -5420 Sunset Bl.		-	29.0
Related Project -5525 Sunset Bl.		-	31.1
Related Project -5600 Hollywood Bl.		-	27.1
Residences - 5434-5436 Carlton Way	GF		52.9
Construction Site		-	52.8
Related Project -1657 Western Ave.		-	34.1
Related Project -5420 Sunset Bl.		-	29.6
Related Project -5525 Sunset Bl.		-	32.0
Related Project -5600 Hollywood Bl.		-	24.8
Residences - Carlton Way (north side)	GF		61.7
Construction Site		-	61.6
Related Project -1657 Western Ave.		-	41.8
Related Project -5420 Sunset Bl.		-	31.6
Related Project -5525 Sunset Bl.		-	36.4
Related Project -5600 Hollywood Bl.		-	27.0
Residences - Harold Way	GF		44.0
Construction Site		-	41.1
Related Project -1657 Western Ave.		-	31.9
Related Project -5420 Sunset Bl.		-	34.7
Related Project -5525 Sunset Bl.		-	38.8
Related Project -5600 Hollywood Bl.		-	24.6


5424 Carlton Way
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 28
28 - 32
32 - 36
36 - 40
40 - 44
44 - 48
48 - 52
52 - 56
56 - 60
60 - 64
64 - 68
68 - 72
>= 72
1 : 208
0 40 80 160 240 320
feet
N
DouglasKim+Associates,LLC



5424 Carlton Way

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 208

0 40 80 160 240 320 feet

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Cumulative Construction Noise Impacts

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Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Carlton Way (north side)	59.2	61.7	63.6	4.4	**No**
Residences - 5412 Carlton Way	59.2	51.8	59.9	0.7	**No**
Residences - 5434-5436 Carlton Way	59.7	52.9	60.5	0.8	**No**
Residences - Harold Way	56.9	44.0	57.1	0.2	**No**

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

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EXISTING EMISSIONS

5424 Carlton Way (Existing) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	5424 Carlton Way (Existing)
Operational Year	2024
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	5424 Carlton Way, Los Angeles, CA 90027, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4353
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	25.0	Dwelling Unit	0.86	16,959	1,000	—	59.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.88	0.40	4.12	0.01	0.02	0.49	0.51	0.02	0.12	0.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.74	0.41	2.53	0.01	0.02	0.49	0.50	0.02	0.12	0.14
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.83	0.42	3.55	0.01	0.02	0.48	0.50	0.02	0.12	0.14
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.08	0.65	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.35	0.24	2.64	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13
Area	0.52	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.88	0.40	4.12	0.01	0.02	0.49	0.51	0.02	0.12	0.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.34	0.26	2.47	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13
Area	0.39	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.74	0.41	2.53	0.01	0.02	0.49	0.50	0.02	0.12	0.14
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.34	0.27	2.52	0.01	< 0.005	0.48	0.49	< 0.005	0.12	0.13
Area	0.48	0.01	0.97	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.83	0.42	3.55	0.01	0.02	0.48	0.50	0.02	0.12	0.14
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.05	0.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02
Area	0.09	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.15	0.08	0.65	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.36	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.52	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.36	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Total	0.39	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.07	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.09	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	101	101	101	36,865	690	690	690	251,850

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	33
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
34341.975	11,447	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	89,479	690	0.0489	0.0069	566,070

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	931,845	17,141

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	14.7	—

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	60.7
AQ-PM	78.1
AQ-DPM	98.1
Drinking Water	92.5
Lead Risk Housing	62.2
Pesticides	0.00
Toxic Releases	71.6
Traffic	76.9
Effect Indicators	—
CleanUp Sites	44.0

Groundwater	27.8
Haz Waste Facilities/Generators	58.3
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	51.3
Cardio-vascular	46.4
Low Birth Weights	84.6
Socioeconomic Factor Indicators	—
Education	55.5
Housing	98.6
Linguistic	91.5
Poverty	82.8
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	15.25728218
Employed	42.62799949
Median HI	5.235467727
Education	—
Bachelor's or higher	58.84768382
High school enrollment	6.454510458
Preschool enrollment	26.78044399
Transportation	—

Auto Access	2.540741691
Active commuting	94.28974721
Social	—
2-parent households	12.12626716
Voting	2.168612858
Neighborhood	—
Alcohol availability	4.516874118
Park access	23.25163608
Retail density	97.43359425
Supermarket access	94.25125112
Tree canopy	25.13794431
Housing	—
Homeownership	0.654433466
Housing habitability	18.60644168
Low-inc homeowner severe housing cost burden	99.12742205
Low-inc renter severe housing cost burden	20.41575773
Uncrowded housing	7.493904786
Health Outcomes	—
Insured adults	8.020017965
Arthritis	65.9
Asthma ER Admissions	38.2
High Blood Pressure	46.3
Cancer (excluding skin)	68.9
Asthma	32.2
Coronary Heart Disease	57.7
Chronic Obstructive Pulmonary Disease	27.0
Diagnosed Diabetes	44.3

Life Expectancy at Birth	17.1
Cognitively Disabled	39.7
Physically Disabled	33.4
Heart Attack ER Admissions	41.1
Mental Health Not Good	27.0
Chronic Kidney Disease	55.3
Obesity	36.0
Pedestrian Injuries	98.6
Physical Health Not Good	30.0
Stroke	39.4
Health Risk Behaviors	—
Binge Drinking	58.7
Current Smoker	21.9
No Leisure Time for Physical Activity	36.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	31.0
Elderly	90.8
English Speaking	0.8
Foreign-born	97.1
Outdoor Workers	49.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	2.1
Traffic Density	94.1
Traffic Access	87.4
Other Indices	—

Hardship	80.4
Other Decision Support	—
2016 Voting	9.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	83.0
Healthy Places Index Score for Project Location (b)	8.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Assumes 2.42 persons per dwelling unit per Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.
Operations: Hearths	—

DouglasKim+Associates,LLC

FUTURE EMISSIONS

5424 Carlton Way (Future) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	5424 Carlton Way (Future)
Construction Start Date	1/1/2025
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	5424 Carlton Way, Los Angeles, CA 90027, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4353
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	139	Dwelling Unit	0.86	144,851	3,357	—	328	—
Enclosed Parking with Elevator	148	Space	0.00	59,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-16	Require Zero Net Energy Buildings

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	15.1	21.9	17.4	0.08	0.60	4.98	5.58	0.56	1.80	2.36
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	15.1	22.4	16.0	0.08	0.60	4.98	5.58	0.56	1.80	2.36
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.77	6.92	10.4	0.02	0.20	1.71	1.92	0.19	0.47	0.66
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.50	1.26	1.89	< 0.005	0.04	0.31	0.35	0.03	0.09	0.12

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.23	21.9	16.1	0.08	0.60	4.98	5.58	0.56	1.80	2.36
2026	0.98	6.14	15.4	0.02	0.20	1.84	2.04	0.18	0.44	0.62
2027	15.1	6.71	17.4	0.02	0.19	2.17	2.36	0.18	0.52	0.69
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.23	22.4	14.7	0.08	0.60	4.98	5.58	0.56	1.80	2.36
2026	0.97	6.23	14.2	0.02	0.20	1.84	2.04	0.18	0.44	0.62
2027	15.1	6.87	16.0	0.02	0.19	2.17	2.36	0.18	0.52	0.69
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.70	6.92	9.55	0.02	0.20	1.71	1.92	0.19	0.47	0.66
2026	0.69	4.49	10.4	0.01	0.14	1.30	1.45	0.13	0.31	0.44
2027	2.77	1.74	4.13	< 0.005	0.05	0.54	0.59	0.05	0.13	0.17
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.13	1.26	1.74	< 0.005	0.04	0.31	0.35	0.03	0.09	0.12
2026	0.13	0.82	1.89	< 0.005	0.03	0.24	0.26	0.02	0.06	0.08
2027	0.50	0.32	0.75	< 0.005	0.01	0.10	0.11	0.01	0.02	0.03

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.23	21.9	16.1	0.08	0.60	4.98	5.58	0.56	1.80	2.36
2026	0.98	6.14	15.4	0.02	0.20	1.84	2.04	0.18	0.44	0.62
2027	15.1	6.71	17.4	0.02	0.19	2.17	2.36	0.18	0.52	0.69
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—

2025	1.23	22.4	14.7	0.08	0.60	4.98	5.58	0.56	1.80	2.36
2026	0.97	6.23	14.2	0.02	0.20	1.84	2.04	0.18	0.44	0.62
2027	15.1	6.87	16.0	0.02	0.19	2.17	2.36	0.18	0.52	0.69
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.70	6.92	9.55	0.02	0.20	1.71	1.92	0.19	0.47	0.66
2026	0.69	4.49	10.4	0.01	0.14	1.30	1.45	0.13	0.31	0.44
2027	2.77	1.74	4.13	< 0.005	0.05	0.54	0.59	0.05	0.13	0.17
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.13	1.26	1.74	< 0.005	0.04	0.31	0.35	0.03	0.09	0.12
2026	0.13	0.82	1.89	< 0.005	0.03	0.24	0.26	0.02	0.06	0.08
2027	0.50	0.32	0.75	< 0.005	0.01	0.10	0.11	0.01	0.02	0.03

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	5.98	1.42	21.8	0.03	0.05	2.43	2.49	0.05	0.62	0.67
Mit.	5.98	1.42	21.8	0.03	0.05	2.43	2.49	0.05	0.62	0.67
% Reduced	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.85	1.42	10.6	0.03	0.04	2.43	2.48	0.04	0.62	0.66
Mit.	4.85	1.42	10.6	0.03	0.04	2.43	2.48	0.04	0.62	0.66
% Reduced	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	5.60	1.49	18.0	0.03	0.05	2.41	2.46	0.05	0.61	0.66

Mit.	5.60	1.49	18.0	0.03	0.05	2.41	2.46	0.05	0.61	0.66
% Reduced	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.02	0.27	3.29	0.01	0.01	0.44	0.45	0.01	0.11	0.12
Mit.	1.02	0.27	3.29	0.01	0.01	0.44	0.45	0.01	0.11	0.12
% Reduced	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.50	0.98	11.2	0.03	0.02	2.43	2.45	0.02	0.62	0.63
Area	4.46	0.10	10.5	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.98	1.42	21.8	0.03	0.05	2.43	2.49	0.05	0.62	0.67
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.48	1.07	10.5	0.03	0.02	2.43	2.45	0.02	0.62	0.63
Area	3.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.85	1.42	10.6	0.03	0.04	2.43	2.48	0.04	0.62	0.66

Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.47	1.08	10.7	0.03	0.02	2.41	2.42	0.02	0.61	0.63
Area	4.11	0.07	7.17	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.60	1.49	18.0	0.03	0.05	2.41	2.46	0.05	0.61	0.66
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.20	1.95	< 0.005	< 0.005	0.44	0.44	< 0.005	0.11	0.11
Area	0.75	0.01	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.02	0.27	3.29	0.01	0.01	0.44	0.45	0.01	0.11	0.12

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.50	0.98	11.2	0.03	0.02	2.43	2.45	0.02	0.62	0.63
Area	4.46	0.10	10.5	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—

Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.98	1.42	21.8	0.03	0.05	2.43	2.49	0.05	0.62	0.67
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.48	1.07	10.5	0.03	0.02	2.43	2.45	0.02	0.62	0.63
Area	3.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.85	1.42	10.6	0.03	0.04	2.43	2.48	0.04	0.62	0.66
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.47	1.08	10.7	0.03	0.02	2.41	2.42	0.02	0.61	0.63
Area	4.11	0.07	7.17	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.60	1.49	18.0	0.03	0.05	2.41	2.46	0.05	0.61	0.66
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.20	1.95	< 0.005	< 0.005	0.44	0.44	< 0.005	0.11	0.11
Area	0.75	0.01	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.02	0.27	3.29	0.01	0.01	0.44	0.45	0.01	0.11	0.12

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	1.51	1.51	—	0.23	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.51	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.14	0.14	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	7.42	2.56	0.04	0.08	1.70	1.78	0.08	0.46	0.55
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.68	0.23	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

3.2. Demolition (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	1.51	1.51	—	0.23	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.51	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.14	0.14	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	7.42	2.56	0.04	0.08	1.70	1.78	0.08	0.46	0.55
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.68	0.23	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

3.3. Site Preparation (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005

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

3.4. Site Preparation (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.5. Grading (2025) - Unmitigated

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

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

Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.19	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.24	0.24	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.12	11.8	4.22	0.07	0.13	2.81	2.95	0.13	0.77	0.90
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	12.3	4.24	0.07	0.13	2.81	2.95	0.13	0.77	0.90
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.47	0.50	0.01	0.02	0.33	0.34	0.02	0.09	0.11
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.27	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02

3.6. Grading (2025) - Mitigated

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

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

Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.19	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.24	0.24	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	11.8	4.22	0.07	0.13	2.81	2.95	0.13	0.77	0.90
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	12.3	4.24	0.07	0.13	2.81	2.95	0.13	0.77	0.90
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.47	0.50	0.01	0.02	0.33	0.34	0.02	0.09	0.11
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.27	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02

3.7. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.31	3.12	0.01	0.10	—	0.10	0.09	—	0.09
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.42	0.57	< 0.005	0.02	—	0.02	0.02	—	0.02

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.54	8.69	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.89	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.60	7.37	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.92	0.44	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.29	3.48	0.00	0.00	0.73	0.73	0.00	0.17	0.17
Vendor	0.01	0.42	0.19	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.31	3.12	0.01	0.10	—	0.10	0.09	—	0.09
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.42	0.57	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.54	8.69	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.89	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.60	7.37	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.92	0.44	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.29	3.48	0.00	0.00	0.73	0.73	0.00	0.17	0.17
Vendor	0.01	0.42	0.19	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.05	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.48	8.07	0.00	0.00	1.63	1.63	0.00	0.38	0.38

Vendor	0.02	0.84	0.41	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.54	6.89	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.88	0.42	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.42	5.15	0.00	0.00	1.15	1.15	0.00	0.27	0.27
Vendor	0.02	0.63	0.30	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.94	0.00	0.00	0.21	0.21	0.00	0.05	0.05
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

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

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

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.48	8.07	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.84	0.41	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.54	6.89	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.88	0.42	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.42	5.15	0.00	0.00	1.15	1.15	0.00	0.27	0.27
Vendor	0.02	0.63	0.30	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.08	0.94	0.00	0.00	0.21	0.21	0.00	0.05	0.05
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.20	1.82	< 0.005	0.04	—	0.04	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
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.43	7.50	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.81	0.38	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.44	0.54	6.36	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.84	0.39	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.14	1.77	0.00	0.00	0.43	0.43	0.00	0.10	0.10
Vendor	0.01	0.22	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.32	0.00	0.00	0.08	0.08	0.00	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.20	1.82	< 0.005	0.04	—	0.04	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
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.43	7.50	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.81	0.38	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.54	6.36	0.00	0.00	1.63	1.63	0.00	0.38	0.38
Vendor	0.02	0.84	0.39	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.14	1.77	0.00	0.00	0.43	0.43	0.00	0.10	0.10
Vendor	0.01	0.22	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.32	0.00	0.00	0.08	0.08	0.00	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	13.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	13.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	2.48	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.50	0.00	0.00	0.33	0.33	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.11	1.27	0.00	0.00	0.33	0.33	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	13.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	13.9	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	2.48	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.50	0.00	0.00	0.33	0.33	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.11	1.27	0.00	0.00	0.33	0.33	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2025) - Unmitigated

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

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

Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Trenching (2025) - Mitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

4.1.2. Mitigated

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

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	3.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.11	0.10	10.5	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	4.46	0.10	10.5	< 0.005	0.01	—	0.01	0.01	—	0.01

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	3.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—
Total	3.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.57	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.75	0.01	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	3.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.11	0.10	10.5	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	4.46	0.10	10.5	< 0.005	0.01	—	0.01	0.01	—	0.01

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	3.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—
Total	3.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.57	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.75	0.01	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

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

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

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5.2. Mitigated

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

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

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.6.2. Mitigated

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

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	2/14/2025	5.00	33.0	—
Site Preparation	Site Preparation	2/15/2025	2/28/2025	5.00	10.0	—
Grading	Grading	3/1/2025	4/30/2025	5.00	43.0	—
Building Construction	Building Construction	5/16/2025	5/15/2027	5.00	521	—
Architectural Coating	Architectural Coating	2/15/2027	5/15/2027	5.00	65.0	—
Trenching	Trenching	5/1/2025	5/15/2025	5.00	11.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	45.8	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.70	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	75.9	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	125	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.6	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	25.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	45.8	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.70	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	75.9	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	125	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.6	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	25.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	293,323	97,774	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	3,793	—
Site Preparation	—	131	5.00	0.00	—

Grading	—	26,100	32.3	0.00	—

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

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

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	498	498	498	181,770	3,432	3,432	3,432	1,252,680

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	498	498	498	181,770	3,432	3,432	3,432	1,252,680

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	139
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	139
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
293323.27499999997	97,774	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	456,406	690	0.0489	0.0069	1,379,625

Enclosed Parking with Elevator	218,533	690	0.0489	0.0069	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	456,406	690	0.0489	0.0069	1,379,625
Enclosed Parking with Elevator	218,533	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	5,181,058	57,543
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	5,181,058	57,543
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	81.9	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	81.9	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	60.7
AQ-PM	78.1
AQ-DPM	98.1
Drinking Water	92.5
Lead Risk Housing	62.2
Pesticides	0.00
Toxic Releases	71.6
Traffic	76.9
Effect Indicators	—
CleanUp Sites	44.0
Groundwater	27.8

Haz Waste Facilities/Generators	58.3
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	51.3
Cardio-vascular	46.4
Low Birth Weights	84.6
Socioeconomic Factor Indicators	—
Education	55.5
Housing	98.6
Linguistic	91.5
Poverty	82.8
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	15.25728218
Employed	42.62799949
Median HI	5.235467727
Education	—
Bachelor's or higher	58.84768382
High school enrollment	6.454510458
Preschool enrollment	26.78044399
Transportation	—
Auto Access	2.540741691

Active commuting	94.28974721
Social	—
2-parent households	12.12626716
Voting	2.168612858
Neighborhood	—
Alcohol availability	4.516874118
Park access	23.25163608
Retail density	97.43359425
Supermarket access	94.25125112
Tree canopy	25.13794431
Housing	—
Homeownership	0.654433466
Housing habitability	18.60644168
Low-inc homeowner severe housing cost burden	99.12742205
Low-inc renter severe housing cost burden	20.41575773
Uncrowded housing	7.493904786
Health Outcomes	—
Insured adults	8.020017965
Arthritis	65.9
Asthma ER Admissions	38.2
High Blood Pressure	46.3
Cancer (excluding skin)	68.9
Asthma	32.2
Coronary Heart Disease	57.7
Chronic Obstructive Pulmonary Disease	27.0
Diagnosed Diabetes	44.3
Life Expectancy at Birth	17.1

Cognitively Disabled	39.7
Physically Disabled	33.4
Heart Attack ER Admissions	41.1
Mental Health Not Good	27.0
Chronic Kidney Disease	55.3
Obesity	36.0
Pedestrian Injuries	98.6
Physical Health Not Good	30.0
Stroke	39.4
Health Risk Behaviors	—
Binge Drinking	58.7
Current Smoker	21.9
No Leisure Time for Physical Activity	36.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	31.0
Elderly	90.8
English Speaking	0.8
Foreign-born	97.1
Outdoor Workers	49.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	2.1
Traffic Density	94.1
Traffic Access	87.4
Other Indices	—
Hardship	80.4

Other Decision Support	—
2016 Voting	9.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	83.0
Healthy Places Index Score for Project Location (b)	8.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Population estimate from City of Los Angeles VMT Calculator, v1.4
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Trips and VMT	Assumes 40-mile distance to landfill, 10 CY haul truck capacity. Assumptions for haul truck trip numbers in Technical Appendix

Operations: Hearths	Project plans

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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites

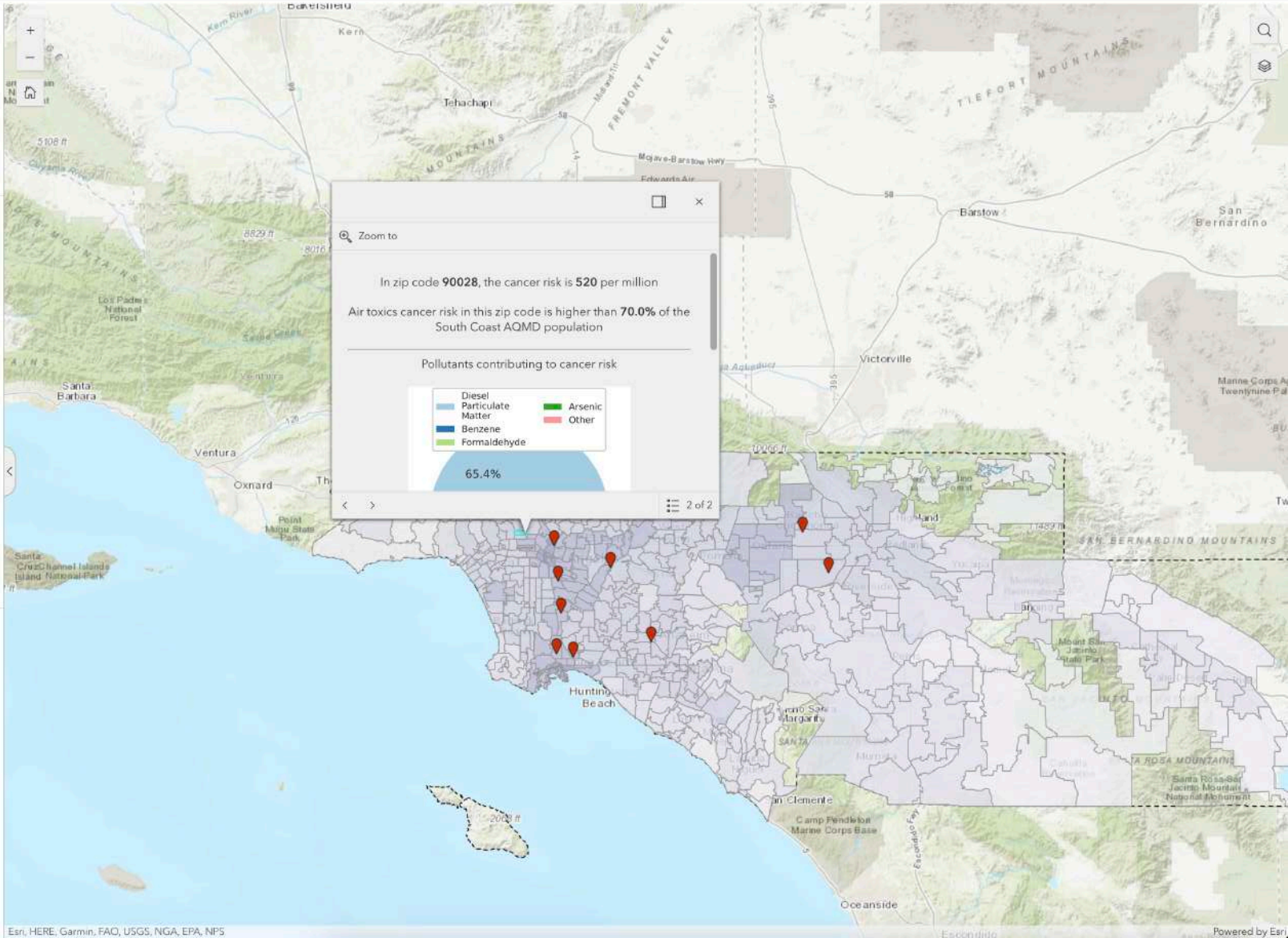
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

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

South Coast AQMD Boundary

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



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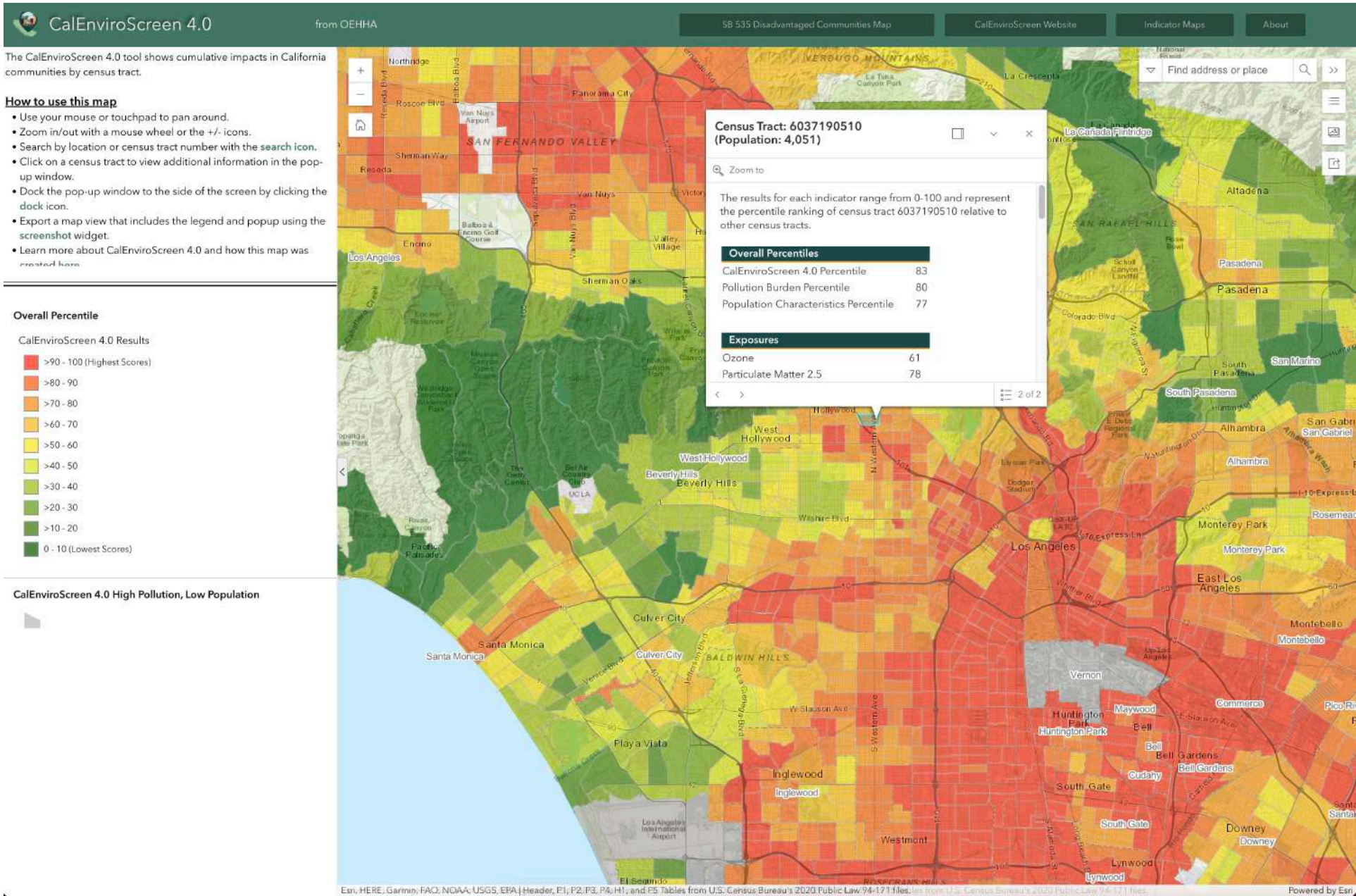
CALENVIROSCREEN 4.0 OUTPUT


CalEnviroScreen 4.0
from OEHHA
SB 535 Disadvantaged Communities Map
CalEnviroScreen Website
Indicator Maps
About
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.
How to use this map
• Use your mouse or touchpad to pan around.
• Zoom in/out with a mouse wheel or the +/- icons.
• Search by location or census tract number with the search icon.
• Click on a census tract to view additional information in the pop-up window.
• Dock the pop-up window to the side of the screen by clicking the dock icon.
• Export a map view that includes the legend and popup using the screenshot widget.
• Learn more about CalEnviroScreen 4.0 and how this map was created here
Overall Percentile
CalEnviroScreen 4.0 Results
>90 - 100 (Highest Scores)
>80 - 90
>70 - 80
>60 - 70
>50 - 60
>40 - 50
>30 - 40
>20 - 30
>10 - 20
0 - 10 (Lowest Scores)
CalEnviroScreen 4.0 High Pollution, Low Population
Census Tract: 6037190510
(Population: 4,051)
Zoom to
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037190510 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 83
Pollution Burden Percentile 80
Population Characteristics Percentile 77
Exposures
Ozone 61
Particulate Matter 2.5 78
2 of 2
Find address or place
SAN FERNANDO VALLEY
VERDUGO MOUNTAINS
SAN RAFAEL HILLS
BALDWIN HILLS
Los Angeles
Pasadena
Santa Monica
Culver City
Beverly Hills
West Hollywood
Inglewood
Downey
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files
Powered by Esri

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DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building		12	-	1,000	-	10	-	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	-	12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence	16,959	12	7,537	1,000	3,769	10	1,507	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			131	333	22	10	26	
Asphalt or concrete (Constructior	1,100	0.5	20	2,400	24	10	4	
TOTAL			7,689		3,815		1,538	

600.00 ft
5428
5422 1/2
5428 1/2
5436
800.00 ft
750.00 ft
550.00 ft
650.00 ft
5420
5422
700.00 ft
500.00 ft
850.00 ft
5430
950.00 ft
5434
450.00 ft
1,095.58 ft
0
400.00 ft
200.00 ft
250.00 ft
300.00 ft
50.00 ft
100.00 ft
Measure distance
Click on the map to add to your path
Total area: 12,548.30 ft² (1,165.78 m²)
Total distance: 1,095.58 ft (333.93 m)
3D
Layers

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LANDSCAPING DEBRIS

Tree	Number	Height (Feet)	Diameter at breast height (Feet)	Radius	Area	Volume (Cubic Feet)	Volume (Cubic Yards)
Urban tree	18	40	5	2.50	20	196	130.9
Total							131

Source: Montana State University; Estimating Board Feet
https://www.montana.edu/extension/forestry/projectlearningtree/activitybooklets/Estimating%20Individual%20Tree%20Volume.pdf

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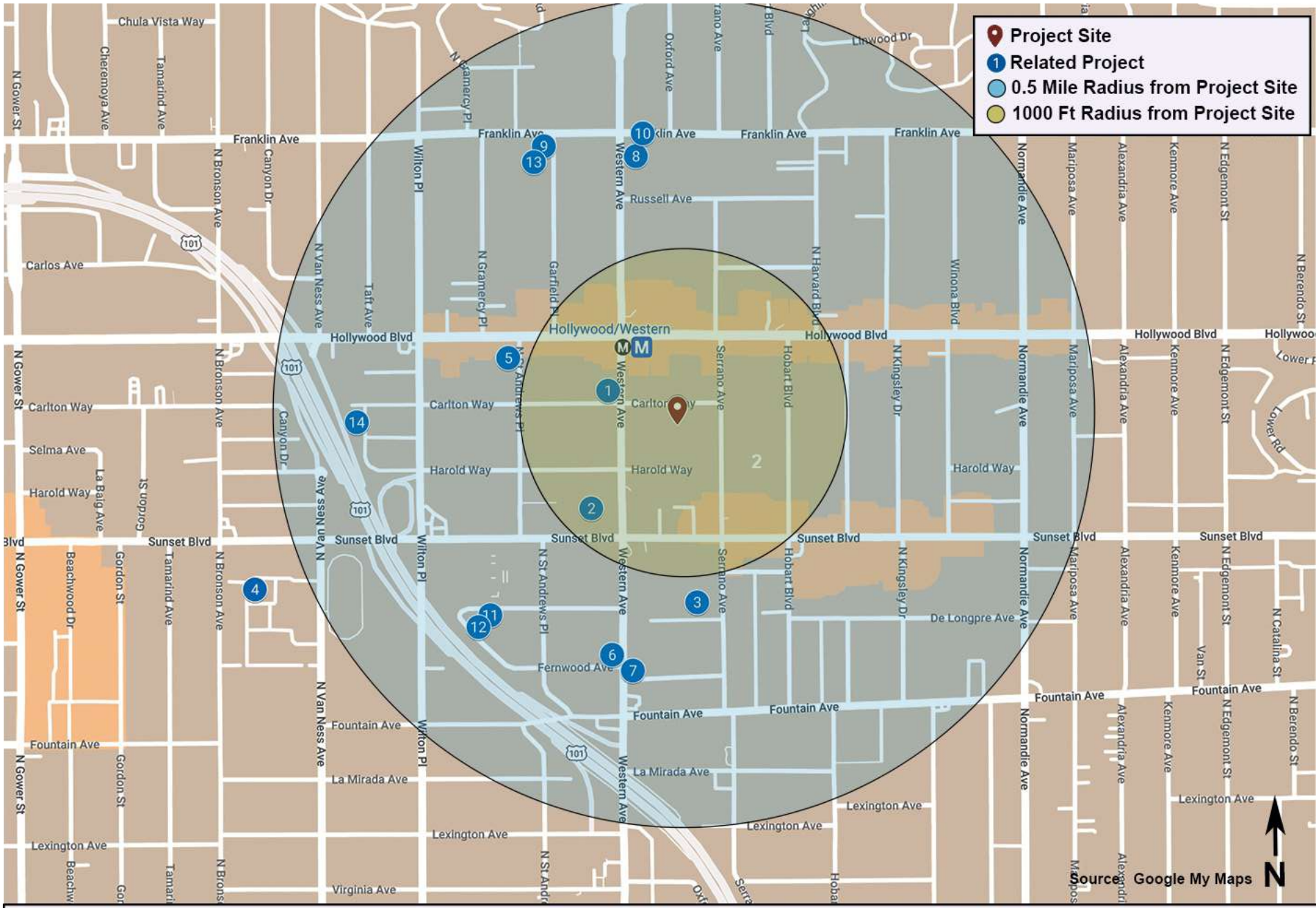
CUMULATIVE PROJECTS



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Geotechnologies, Inc.
Consulting Geotechnical Engineers
439 Western Avenue
Glendale, California 91201-2837
818.240.9600 • Fax 818.240.9675

August 21, 2023
File Number 22403

ROM Investments, Inc.
6464 Sunset Boulevard, Suite 610
Los Angeles, California 90028

Attention: Leeor Maciborski

Subject: Geotechnical Engineering Investigation
Proposed Residential Complex
5416-5430 Carlton Way, Los Angeles, California

Dear Mr. Maciborski:

This letter transmits the Geotechnical Engineering Investigation for the subject site prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, excavations, shoring and foundation design. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependent upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations, or which may result from changes in subsurface conditions.

Should you have any questions please contact this office.

Respectfully submitted,
GEOTECHNOLOGIES, INC.

ELAHE H. NEZHAD
Staff Engineer

REGISTERED PROFESSIONAL ENGINEER
STANLEY SIU-KEI TANG
R.C.E. 56178
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GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED RESIDENTIAL COMPLEX
5416-5430 CARLTON WAY
LOS ANGELES, CALIFORNIA

INTRODUCTION

This report presents the results of the geotechnical engineering investigation performed on the subject property. The purpose of this investigation was to identify the distribution and engineering properties of the earth materials underlying the site, and to provide geotechnical recommendations for the design of the proposed development.

This investigation included two exploratory excavations, collection of representative samples, laboratory testing, engineering analysis, review of published geologic data, review of available geotechnical engineering information and the preparation of this report. The exploratory excavation locations are shown on the enclosed Plot Plan. The results of the exploration and the laboratory testing are presented in the Appendix of this report.

PROPOSED DEVELOPMENT

Information concerning the proposed development was furnished by the design team. The site is proposed to be developed with a residential complex. The structure is proposed to be seven or eight stories over two subterranean levels. Preliminarily, the proposed subterranean levels will extend on the order of 20 feet below the existing site grade. Column loads are estimated to be between 700 and 1,000 kips. Wall loads are estimated to be between 6 and 10 kips per lineal foot. Grading will consist of excavations as deep as 25 feet in depth for the subterranean levels and foundation elements.

Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

SITE CONDITIONS

The Project Site is located at 5416-5430 Carlton Way, in the Hollywood area of the City of Los Angeles, California. The site is relatively level with approximately five feet of elevation change. The site is bounded by Carlton Way to the north, and by neighboring developments to the east, south, and west.

The site is currently developed with one to two story residential structures, and paved parking lot. The vegetation on the site consists of small trees and shrubs in landscape planters.

GEOTECHNICAL EXPLORATION

FIELD EXPLORATION

The site was explored on July 19 and 20, 2023 by excavating two exploratory borings. The explorations varied in depth from 50 to 80 feet. The explorations were prosecuted with the aid of a limited access track mounted rig and a truck-mounted drilling rig using 8-inch diameter hollowstem augers. The exploration locations are shown on the Plot Plan and the geologic materials encountered are logged on Plates A-1 and A-2.

The location of exploratory excavations was determined by information furnished by the client. Elevations of the exploratory excavations were determined by hand level or interpolation from data provided. The location and elevation of the exploratory excavations should be considered accurate only to the degree implied by the method used.

Geologic Materials

Fill materials were encountered in both of the explorations. The fill was found to be approximately 3 feet in depth and consists of sandy silts, which are dark brown, moist, and stiff, with minor construction debris. The upper native soils underlying the site consist of medium dense to very dense silty sands and clayey sands underlaid by stiff to very stiff silty clays, sandy silts, and clay with various amounts of sand.

The geologic materials consist of (older) detrital sediments deposited by river and stream action typical to this area of Los Angeles County. More detailed descriptions of the earth materials encountered may be obtained from individual boring logs.

Groundwater

Groundwater was encountered at a depth of 65 feet below the existing site grade in Boring B-2. Groundwater was not encountered in Boring B-1, which was excavated to a depth of 50 feet below the existing site grade.

The historic high groundwater level was established by review of California Geological Survey Seismic Hazard Evaluation Report 026 Plate 1.2 entitled “Historically Highest Ground Water Contours”. Review of this plate indicates that the historically highest groundwater level is greater than 50 feet below grade.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

Caving

Caving could not be directly observed during exploration due to the type of excavation equipment utilized. Based on the experience of this firm, large diameter excavations, excavations that encounter granular, cohesionless soils and excavations below the groundwater table will most likely experience caving.

SEISMIC EVALUATION

REGIONAL GEOLOGIC SETTING

The subject property is located in the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-trending reverse faults that form the southern margin of the Transverse Ranges.

The Los Angeles Basin is located at the northern end of the Peninsular Ranges Geomorphic Province. The basin is bounded by the east and southeast by the Santa Ana Mountains and San Joaquin Hills, to the northwest by the Santa Monica Mountains. Over 22 million years ago the Los Angeles basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over 5 miles of marine and non-marine sedimentary rock as well as intrusive and extrusive igneous rocks have filled the basin. During the last 2 million years, defined by the Pleistocene and Holocene epochs, the Los Angeles basin and surrounding mountain ranges have been uplifted to form the present day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers such as the Los Angeles River. Areas that have experienced subtle uplift have been eroded with gullies.

REGIONAL FAULTING

Based on criteria established by the California Division of Mines and Geology (CDMG) now called California Geologic Survey (CGS), Faults may be categorized as Holocene-active, Pre-Holocene faults, and Age-undetermined faults. Holocene-active faults are those which show evidence of surface displacement within the last 11,700 years. Pre-Holocene faults are those that have not moved in the past 11,700 years. Age-undetermined faults are faults where the recency of fault movement has not been determined.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low (Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

SEISMIC HAZARDS AND DESIGN CONSIDERATIONS

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.

Surface Rupture

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. As revised in 2018, The Act defines

"Holocene-active" Faults utilizing the same aging criteria as that used by California Geological Survey (CGS). However, established state policy has been to zone only those faults which have direct evidence of movement within the last 11,700 years. It is this recency of fault movement that the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the Holocene-Active fault trace based on the location precision, the complexity, or the regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates that the proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and results of site reconnaissance, no known Holocene-active or Pre-Holocene faults underlie the subject site.

The closest fault to the site which could cause surface rupture is the Hollywood Fault which is located approximately 0.35 miles north of the Project Site. The Hollywood Fault is part of the Transverse Ranges Southern Boundary fault system. This fault trends east-west along the base of the Santa Monica Mountains from the West Beverly Hills Lineament in the West Hollywood–Beverly Hills area to the Los Feliz area of Los Angeles. The Hollywood fault is the eastern segment of the reverse oblique Santa Monica–Hollywood fault. Based on geomorphic evidence, stratigraphic correlation between exploratory borings, and fault trenching studies, this fault is classified as active.

Until recently, the approximately 9.3-mile-long Hollywood Fault was considered to be expressed as a series of linear ground-surface geomorphic expressions and south-facing ridges along the south margin of the eastern Santa Monica Mountains and the Hollywood Hills. Multiple recent fault rupture hazard investigations have shown that the Hollywood Fault is located south of the

ridges and bedrock outcroppings along portions of Sunset Boulevard. The Hollywood Fault has not produced any damaging earthquakes during the historical period and has had relatively minor micro-seismic activity. It is estimated that the Hollywood fault is capable of producing a maximum 6.7 magnitude earthquake. In 2014, the California Geological Survey established an Earthquake Fault Zone for the Hollywood Fault.

The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the subject site is considered low.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Seismic Hazards Maps of the State of California (CDMG, 1999), does not classify the site as part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake.

Groundwater was encountered at a depth of 65 feet below ambient site grade in Boring B-2. The historic high groundwater level was established by review of California Geological Survey Seismic Hazard Evaluation Report 026 Plate 1.2 entitled "Historically Highest Ground Water Contours". Review of this plate indicates that the historically highest groundwater level is greater than 50 feet below grade.

The proposed development will be constructed over 2 subterranean levels, which will extend on the order of 25 feet below the existing site grade when including the foundation system. Additionally, the proposed development will be designed to infiltrate stormwater at an

approximate depth of 15 feet below the foundation system (which will be discussed in a later section of this report). Therefore, for the purpose of performing a liquefaction evaluation, a historic high groundwater of 40 feet has been conservatively assumed for the enclosed liquefaction evaluation.

A site-specific liquefaction analysis was performed following the Recommended Procedures for Implementation of the California Geologic Survey Special Publication 117A, Guidelines for Analyzing and Mitigating Seismic Hazards in California (CGS, 2008), and the EERI Monograph (MNO-12) by Idriss and Boulanger (2008). The enclosed liquefaction analysis was performed using the semi-empirical method based on a correlation between measured values of Standard Penetration Test (SPT) resistance and field performance data.

The modal magnitude (M_W) and the peak ground acceleration (PGA_M) and were obtained from the USGS Probabilistic Seismic Hazard Deaggregation program and the ASCE 7 Hazard Tool program, respectively. Based on these programs, a M_W of 6.9 and a PGA_M of 0.998g were obtained for the Project Site. These seismic parameters are utilized for the enclosed liquefaction analysis.

The enclosed liquefaction evaluation is based on blowcount data collected from Boring B2. Standard Penetration Test (SPT) data were collected at 5-foot intervals. Samples of the collected materials were conveyed to the laboratory for testing and analysis. The percent passing a Number 200 sieve, Atterberg Limits, and the plasticity index (PI) of representative samples of the soils encountered in the exploratory boring are presented on the enclosed F-Plate. Based on the collected SPT data, the enclosed liquefaction analysis indicates that the soils underlying the site would not be capable of liquefaction during the maximum considered earthquake ground motion.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures.

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, however, due to the uniform nature of the underlying geologic materials, excessive differential settlements are not expected to occur.

Tsunamis, Seiches and Flooding

Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. Review of the City of Los Angeles Inundation and Tsunami Hazard Areas map indicates the site does not lie within the mapped tsunami inundation boundaries.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. No major water-retaining structures are located immediately adjacent to the Project Site. Therefore, the risk of flooding from a seismically-induced seiche is considered to be remote.

Review of the County of Los Angeles Flood and Inundation Hazards Map, Leighton (1990), indicates the site does not lie within mapped inundation boundaries due to a breached upgradient reservoir.

Landsliding

The CGS Seismic Hazards Zones Map of the Hollywood Quadrangle indicates that the site is not located within an Earthquake-Induced Landslide Zone (CGS, 2014). The probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference slope geometry across or adjacent to the site.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the exploration, laboratory testing, and research, it is the finding of Geotechnologies, Inc. that construction of the proposed multi-story residential structure is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented herein are followed and implemented during construction.

Up to 3 feet of existing fill materials was encountered in the explorations. The existing fill materials are not suitable for support of the proposed foundations, floor slabs or additional fill. The proposed development will be constructed over 2 subterranean levels extending on the order of 25 feet below the existing site grade when considering the proposed foundation system. Therefore, it is anticipated that excavation of the proposed subterranean levels and foundation elements will remove the existing fill and expose the underlying dense native soils. The proposed structure may be supported on conventional foundations bearing in the underlying dense native soils.

Due to the location of the proposed structure relative to property lines, public way, and existing structures, the excavation of the proposed subterranean level will require shoring measures to provide a stable excavation.

Foundations for small outlying structures, such as property line walls, planters, trash enclosures, and canopies, which will not be tied-in rigidly to the proposed structure, may be supported on conventional foundations bearing in properly compacted fill and/or the native soils.

SEISMIC DESIGN CONSIDERATIONS

California Building Code Seismic Parameters

Based on information derived from the subsurface investigation, the subject site is classified as Site Class D, which corresponds to a "Stiff Soil" Profile, according to Table 20.3-1 of ASCE 7-16. This information and the site coordinates were input into the OSHPD seismic utility program in order to calculate ground motion parameters for the site.

CALIFORNIA BUILDING CODE SEISMIC PARAMETERS	
California Building Code	2022
ASCE Design Standard	7-16
Risk Category	II
Site Class	D
Mapped Spectral Acceleration at Short Periods (S_S)	2.113g
Site Coefficient (F_a)	1.0
Maximum Considered Earthquake Spectral Response for Short Periods (S_{MS})	2.113g
Five-Percent Damped Design Spectral Response Acceleration at Short Periods (S_{DS})	1.408g
Mapped Spectral Acceleration at One-Second Period (S_1)	0.759g
Site Coefficient (F_v)	1.7*
Maximum Considered Earthquake Spectral Response for One-Second Period (S_{M1})	1.290g*
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period (S_{D1})	0.860g*

* *According to ASCE 7-16, a Long Period Site Coefficient (F_v) of 1.7 may be utilized provided that the value of the Seismic Response Coefficient (C_s) is determined by Equation 12.8-2 for values of $T \leq 1.5T_s$ and taken as equal to 1.5 times the value computed in accordance with either Equation 12.8-3 for $T_L \geq T > 1.5T_s$ or equation 12.8-4 for $T > T_L$. Alternatively, a site-specific ground motion hazard analysis may be performed in accordance with ASCE 7-16 Section 21.1 and/or a ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 to determine ground motions for any structure.*

FILL SOILS

Up to 3 feet of existing fill materials was encountered during explorations. This material and any fill generated during demolition should be removed during the excavation of the subterranean levels and be wasted from the Project Site.

EXPANSIVE SOILS

The onsite geologic materials are in the moderate expansion range. The Expansion Index was found to be 50 for a bulk sample remolded to 90 percent of the laboratory maximum density. Recommended reinforcing is noted in the "Foundation Design" and "Slabs-on-Grade" sections of this report.

WATER-SOLUBLE SULFATES

The Portland cement portion of concrete is subject to attack when exposed to water-soluble sulfates. Usually the two most common sources of exposure are from soil and marine environments.

The sources of natural sulfate minerals in soils include the sulfates of calcium, magnesium, sodium, and potassium. When these minerals interact and dissolve in subsurface water, a sulfate concentration is created, which will react with exposed concrete. Over time sulfate attack will destroy improperly proportioned concrete well before the end of its intended service life.

The water-soluble sulfate content of the onsite geologic materials was tested by California Test 417. The water-soluble sulfate content was determined to be less than 0.1% percentage by weight for the soils tested. Based on the most recent revision to American Concrete Institute (ACI) Standard 318, the sulfate exposure is classified as S0, and is considered to be negligible for sulfate

attack on concrete. Therefore, there are no restriction on the cement types which may be utilized for concrete foundations in contact with the site soils.

METHANE ZONES

This office has reviewed the City of Los Angeles Methane and Methane Buffer Zones map. Based on this review it appears that the subject property is not located within a Methane Zone or a Methane Buffer Zone as designated by the City.

GRADING GUIDELINES

The following grading guidelines may be utilized for any miscellaneous site grading which may be required as part of the proposed development.

Site Preparation

- A thorough search should be made for possible underground utilities and/or structures. Any existing or abandoned utilities or structures located within the footprint of the proposed grading should be removed or relocated as appropriate.

- All vegetation, existing fill, and soft or disturbed geologic materials should be removed from the areas to receive controlled fill. All existing fill materials and any disturbed geologic materials resulting from grading operations shall be completely removed and properly recompacted prior to foundation excavation.

- Any vegetation or associated root system located within the footprint of the proposed structures should be removed during grading.

- Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.

- The excavated areas shall be observed by the geotechnical engineer prior to placing compacted fill.

Compaction

The City of Los Angeles Department of Building and Safety requires a minimum comparative compaction of 95 percent of the laboratory maximum density where the soils to be utilized in the fill have less than 15 percent finer than 0.005 millimeters. The granular soils tested by this firm would require the 95 percent compaction requirement. Comparative compaction is defined, for purposes of these guidelines, as the ratio of the in-place density to the maximum density as determined by applicable ASTM testing.

All fill should be mechanically compacted in layers not more than 8 inches thick. The materials placed should be moisture conditions to within 3 percent of the optimum moisture content of the particular material placed. All fill shall be compacted to at least 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum laboratory density for the materials used. The maximum density shall be determined by the laboratory operated by Geotechnologies, Inc. in general accordance with the most recent revision of ASTM D 1557.

Field observation and testing shall be performed by a representative of the geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until a minimum of 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) compaction is obtained.

Acceptable Materials

The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as any debris and/or organic matter is removed. Any imported materials shall be observed and tested by the representative of the geotechnical engineer prior to use in fill areas. Imported

materials should contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials should consist of geologic materials with an expansion index of less than 50. The water-soluble sulfate content of the import materials should be less than 0.1% percentage by weight.

Imported materials should be free from chemical or organic substances which could affect the proposed development. A competent professional should be retained in order to test imported materials and address environmental issues and organic substances which might affect the proposed development.

Utility Trench Backfill

Utility trenches should be backfilled with controlled fill. The utility should be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the laboratory maximum density. Utility trench backfill should be tested by representatives of this firm in general accordance with the most recent revision of ASTM D 1557.

Shrinkage

Shrinkage results when a volume of soil removed at one density is compacted to a higher density. A shrinkage factor between 5 and 15 percent should be anticipated when excavating and recompacting the existing fill and underlying native geologic materials on the site to an average comparative compaction of 92 percent.

Weather Related Grading Considerations

When rain is forecast all fill that has been spread and awaits compaction shall be properly compacted prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed.

Temporary drainage devices should be installed to collect and transfer excess water to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

Work may start again, after a period of rainfall, once the site has been reviewed by a representative of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture content will fall within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, if considered necessary by a representative of this firm.

Geotechnical Observations and Testing During Grading

Geotechnical observations and testing during grading are considered to be a continuation of the geotechnical investigation. It is critical that the geotechnical aspects of the project be reviewed by representatives of Geotechnologies, Inc. during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

FOUNDATION DESIGN

Conventional

The proposed structure may be supported on conventional foundations bearing in the underlying dense native soils. Continuous foundations may be designed utilizing an allowable bearing capacity of 3,000 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended bearing material.

Column foundations may be designed utilizing an allowable bearing capacity of 3,500 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended bearing material.

The allowable bearing capacity increase for each additional foot of width is 250 pounds per square foot. The bearing capacity increase for each additional foot of depth is 500 pounds per square foot. The maximum recommended bearing capacity is 7,000 pounds per square foot.

The bearing capacities indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

Since the recommended bearing capacity is a net value, the weight of concrete in the foundations may be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when determining the downward load on the foundations.

All continuous foundations should be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the foundation, and two should be placed near the bottom.

Miscellaneous Foundations

Conventional foundations for structures such as privacy walls or trash enclosures which will not be rigidly connected to the proposed residential complex may bear in properly compacted fill and/or the native soils. Continuous footings may be designed for a bearing capacity of 2,000 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. No bearing capacity increases are recommended.

Lateral Design

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.35 may be used with the dead load forces.

Passive geologic pressure for the sides of foundations poured against undisturbed or recompacted soil may be computed as an equivalent fluid having a density of 250 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. The passive and friction components may be combined for lateral resistance without reduction. A one-third increase in the passive value may be used for short duration loading such as wind or seismic forces.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be less than 1 inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed ½ inch.

Foundation Observations

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory geologic materials, if necessary. Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

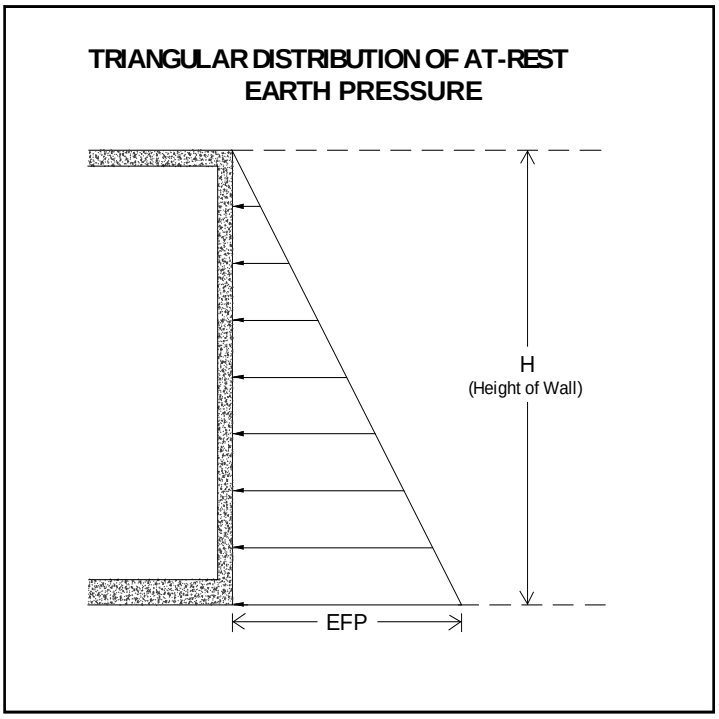
RETAINING WALL DESIGN

Cantilever Retaining Walls

Retaining walls may be designed utilizing a triangular distribution of active earth pressure. Cantilever retaining walls up to 20 feet in height supporting a level backslope may be designed for 45 pounds per cubic foot. For this equivalent fluid pressure to be valid, walls which are to be restrained at the top should be backfilled prior to the upper connection being made. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures.

Restrained Drained Retaining Walls

Restrained retaining walls may be designed to resist a triangular pressure distribution of at-rest earth pressure as indicated in the diagram below. The at-rest pressure for design purposes would be 70 pounds per cubic foot. Additional earth pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures.



In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

The lateral earth pressures recommended above for both cantilever and restrained retaining walls assume that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. Also, where necessary, the retaining walls should be designed to accommodate any surcharge pressures that may be imposed by existing buildings on the adjacent property.

Dynamic (Seismic) Earth Pressure

Retaining walls exceeding 6 feet in height shall be designed to resist the additional earth pressure caused by seismic ground shaking. A triangular pressure distribution should be utilized for the additional seismic loads, with an equivalent fluid pressure of 28 pounds per cubic foot. When using the load combination equations from the building code, the seismic earth pressure should be combined with the lateral active earth pressure for analyses of restrained basement walls under seismic loading condition.

Surcharge from Adjacent Structures

As indicated herein, additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures for retaining walls and shoring design.

The following surcharge equation provided in the LADBS Information Bulletin Document No. P/BC 2020-83, may be utilized to determine the surcharge loads on basement walls and shoring system for existing structures located within the 1:1 (h:v) surcharge influence zone of the excavation and basement.

Resultant lateral force: $R = (0.3*P*h^2)/(x^2+h^2)$

Location of lateral resultant: $d = x*[(x^2/h^2+1)*\tan^{-1}(h/x)-(x/h)]$

where:

R	=	resultant lateral force measured in pounds per foot of wall width.
P	=	resultant surcharge loads of continuous or isolated footings measured in pounds per foot of length parallel to the wall.
x	=	distance of resultant load from back face of wall measured in feet.
h	=	depth below point of application of surcharge loading to top of wall footing measured in feet.
d	=	depth of lateral resultant below point of application of surcharge loading measure in feet.
$\tan^{-1}(h/x)$	=	the angle in radians whose tangent is equal to h/x.

The structural engineer and/or shoring engineer may use this equation to determine the surcharge loads based on the loading of the adjacent structures located within the surcharge influence zone.

Waterproofing

Moisture effecting retaining walls is one of the most common post construction complaints. Poorly applied or omitted waterproofing can lead to effloresence or standing water inside the building. Efflorescence is a process in which a powdery substance is produced on the surface of the concrete by the evaporation of water. The white powder usually consists of soluble salts such as gypsum, calcite, or common salt. Efflorescence is common to retaining walls and does not affect their strength or integrity.

Waterproofing is recommended for retaining walls. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection to below grade walls.

Retaining Wall Drainage

Retaining wall subdrains may consist of 4-inch diameter perforated pipes, places with perforated facing down. The pipe shall be encased in at least one foot of gravel around the pipe. The gravel shall be wrapped in filter fabric. The gravel may consist of three-quarter inch to one-inch crushed rock. As an alternative, the use of gravel pockets and weepholes is an acceptable drainage method. Weepholes shall be a minimum of 2 inches in diameter, placed at 8 feet on center along the base of the wall. Gravel pockets shall be a minimum of 1 cubic foot in dimension, and may consist of three-quarter inch to once inch crushed rock, wrapped in filter fabric.

Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

Where shoring will not allow the installation of a standard subdrainage system outside the wall, rock pockets may be utilized. The rock pockets with should drain through the wall. The pockets should be a minimum of 12 inches in length, width, and depth. The pocket should be filled with gravel. The rock pockets should be spaced no more than 8 feet on center. A collector is placed within the gravel which directs collected waters through the wall to a sump or standard collector pipe system constructed under the slab. This method should be approved by the retaining wall designer prior to implementation.

Retaining Wall Backfill

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum density in general accordance with the most recent revision of ASTM D 1557 method of compaction. Flooding should not be permitted. Compaction within 5 feet, measured horizontally, behind a retaining structure should be achieved by use of light weight, hand operated compaction equipment.

Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

Sump Pump Design

The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic pressure. Groundwater was encountered during exploration to a depth of 65 feet which corresponds to 40 feet below the base of the proposed structure. Therefore, the only water which could affect the proposed retaining walls would be irrigation waters and precipitation. Additionally, the proposed site grading is such that all drainage is directed to the street and the structure has been designed with adequate non-erosive drainage devices.

Based on these considerations the retaining wall backdrainage system is not expected to experience an appreciable flow of water, and in particular, no groundwater will affect it. However, for the purposes of design, a flow of 5 gallons per minute may be assumed.

TEMPORARY EXCAVATIONS

It is anticipated that excavations up to 25 feet in vertical height will be required for the subterranean levels and foundation elements. The excavations are expected to expose fill and dense native soils, which are suitable for vertical excavations up to 5 feet where not surcharged by adjacent traffic or structures. Excavations which will be surcharged by adjacent traffic or structures should be shored.

Where sufficient space is available, temporary unsurcharged embankments could be sloped back without shoring. Excavations over 5 feet in vertical height may be excavated at a uniform 1:1 (h:v) slope gradient in its entirety to a maximum height of 15 feet. A uniform sloped excavation is sloped from bottom to top and does not have a vertical component.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the excavation. If the temporary construction embankments are to be maintained during the rainy season, berms are strongly recommended along the tops of the slopes to prevent runoff water from

entering the excavation and eroding the slope faces. Water should not be allowed to pond on top of the excavation nor to flow towards it.

Excavation Observations

It is critical that the soils exposed in the cut slopes are observed by a representative of Geotechnologies, Inc. during excavation so that modifications of the slopes can be made if variations in the geologic material conditions occur. Many building officials require that temporary excavations should be made during the continuous observations of the geotechnical engineer. All excavations should be stabilized within 30 days of initial excavation.

SHORING DESIGN

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that Geotechnologies, Inc. review the final shoring plans and specifications prior to bidding or negotiating with a shoring contractor.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tied-back anchors or raker braces.

Soldier Piles – Drilled and Poured

Drilled cast-in-place soldier piles should be placed no closer than two diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the geologic materials. For design purposes, an allowable passive

value for the geologic materials below the bottom plane of excavation, may be assumed to be 600 pounds per square foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed geologic materials.

The frictional resistance between the soldier piles and retained geologic material may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.35 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 500 pounds per square foot. The minimum depth of embedment for shoring piles is 5 feet below the bottom of the footing excavation or 7 feet below the bottom of excavated plane whichever is deeper.

Casing may be required should caving be experienced in the granular (saturated) geologic materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

Piles placed below the water level require the use of a tremie to place the concrete into the bottom of the hole. A tremie shall consist of a water-tight tube having a diameter of not less than 10 inches with a hopper at the top. The tube shall be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The flow shall be continuous until the work is completed and the resulting concrete seal shall be monolithic and homogeneous. The tip of the tremie tube shall always be kept

about five feet below the surface of the concrete and definite steps and safeguards should be taken to ensure that the tip of the tremie tube is never raised above the surface of the concrete.

A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength p.s.i. of 1,000 over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

Lagging

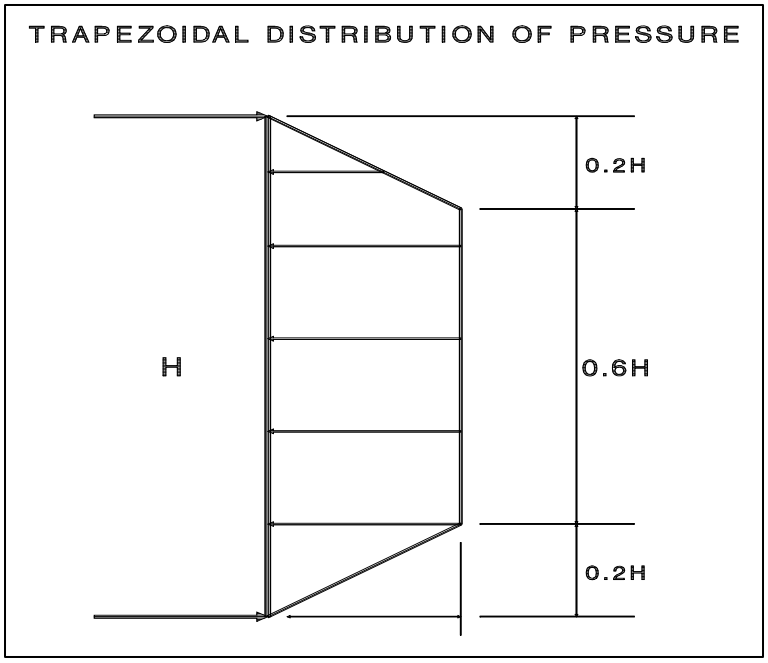
Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the geologic materials, the pressure on the lagging will be less. It is recommended that the lagging should be designed for the full design pressure but may be limited to a maximum of 400 pounds per square foot. It is recommended that a representative of this firm observe the installation of lagging to ensure uniform support of the excavated embankment.

Lateral Pressures

Cantilevered shoring supporting a level backslope may be designed utilizing a triangular distribution of active earth pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	EQUIVALENT FLUID PRESSURE (pounds per cubic foot)
25	37½

A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs, with the trapezoidal distribution as shown in the diagram below.



Restrained shoring supporting a level backslope may be designed utilizing a trapezoidal distribution of active earth pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	DESIGN SHORING FOR (pounds per square foot)
25	24H

Where H is the height of the wall in feet

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be applied where the shoring will be surcharged by adjacent traffic or structures. Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination.

Tieback Anchors

Tieback anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge.

Drilled friction anchors may be designed for a skin friction of 350 pounds per square foot. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. This skin friction is based on 25-foot high shoring, a tieback anchor elevation 6 feet below grade and a minimum 20 foot embedment beyond the potentially active wedge yielding an overburden of 12½ feet below ground surface. Where belled anchors are utilized, the capacity of belled anchors may be designed by applying the skin friction over the surface area of the bonded anchor shaft. The diameter of the bell may be utilized as the diameter of the bonded anchor shaft when determining the surface area. This implies that in order for the belled anchor to fail, the entire parallel soil column must also fail.

Depending on the techniques utilized, and the experience of the contractor performing the installation, it is anticipated that a skin friction of 2,000 pounds per square foot could be utilized for post-grouted anchors. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads.

Anchors should be placed at least 6 feet on center to be considered isolated. It is recommended that at least 3 of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity.

The total deflection during this test should not exceed 12 inches. The anchor deflection should not exceed 0.75 inches during the 24 hour period, measured after the 200 percent load has been applied. All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches.

The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading. After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by the geotechnical engineer. Minor caving during drilling of the anchors should be anticipated.

Anchor Installation

Tied-back anchors may be installed between 20 and 40 degrees below the horizontal. Caving of the anchor shafts, particularly within sand deposits, should be anticipated and the following provisions should be implemented in order to minimize such caving. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

Raker Brace Foundations

An allowable bearing pressure of 4,000 pounds per square foot may be used for the design a raker foundations. This bearing pressure is based on a raker foundation a minimum of 4 feet in width and length as well as 4 feet in depth. The base of the raker foundations should be horizontal. Care should be employed in the positioning of raker foundations so that they do not interfere with the foundations for the proposed structure.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is estimated that the deflection could be on the order of one inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent street and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring.

The City of Los Angeles Department of Building and Safety requires limiting shoring deflection to ½ inch at the top of the shored embankment where a structure is within a 1:1 plane projected up from the base of the excavation. A maximum deflection of 1-inch has been allowed provided there are no structures within a 1:1 plane drawn upward from the base of the excavation.

Monitoring

Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of

selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

Pre-Construction Survey

Prior to excavation of the proposed basement levels, it is recommended the surrounding structures and improvements be surveyed to provide a documented record of their condition. It is recommended this include video and/or photographic documentation as well. Such a survey would aid in the resolution of any disputes that may arise concerning damage to adjacent facilities caused by the proposed construction.

Shoring Observations

It is critical that the installation of shoring is observed by a representative of Geotechnologies, Inc. Many building officials require that shoring installation should be performed during continuous observation of a representative of the geotechnical engineer. The observations ensure that the recommendations of the geotechnical report are implemented and so that modifications of the recommendations can be made if variations in the geologic material or groundwater conditions warrant. The observations will allow for a report to be prepared on the installation of shoring for the use of the local building official, where necessary.

SLABS ON GRADE

Concrete Slabs-on Grade

Concrete floor slabs should be a minimum of 5 inches in thickness, and should be reinforced with a minimum of #4 steel bars on 16-inch centers each way. Slabs-on-grade should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any geologic materials

loosened or over-excavated should be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density.

Outdoor concrete flatwork should be a minimum of 4 inches in thickness, should be reinforced with a minimum of #3 steel bars on 18-inch centers each way. Outdoor concrete flatwork should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any geologic materials loosened or over-excavated should be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density.

Design of Slabs That Receive Moisture-Sensitive Floor Coverings

Geotechnologies, Inc. does not practice in the field of moisture vapor transmission evaluation and mitigation. Therefore, where necessary, it is recommended that a qualified consultant should be engaged to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction. The qualified consultant should provide recommendations for mitigation of potential adverse impacts of moisture vapor on various components of the structure.

Where any dampness would be objectionable or where the slab will be cast below the historic high groundwater level, it is recommended that floor slabs should be waterproofed. A qualified waterproofing consultant should be engaged in order to recommend a product and/or method which would provide protection from unwanted moisture.

Based on ACI 302.2R-30, Chapter 7, for projects which do not have vapor sensitive coverings or humidity-controlled areas, a vapor retarder/barrier is not necessary. Where a vapor retarder/barrier is considered necessary, the design of the slab and the installation of the vapor retarder/barrier should comply with the most recent revisions of ASTM E 1643 and ASTM E 1745. The vapor retarder/barrier should comply with ASTM E 1745 Class A requirements. The necessity of a vapor retarder/barrier is not a geotechnical issue and should be confirmed by qualified members of the design team.

Based on ACI 302.2R-30, Chapter 7, for projects with vapor sensitive coverings, a vapor retarder/ barrier should be provided. Figure 7.1 shows that the slab should be poured on the vapor retarder/barrier. The ACI guide notes in 5.2.3.2 that the decision to locate the vapor retarder/barrier in direct contact with the slab's underside had long been debated. Experience has shown, however, that the greatest level of protection for floor coverings, coating, or building environments is provided when the vapor retarder/barrier is placed in direct contact with the slab. The necessity of a vapor retarder as well as the use of dry granular material, as discussed above is not a geotechnical issue and should be confirmed by qualified members of the design team.

Where a vapor retarder/barrier is used, it should be placed on a level and compact subgrade. Precautions should be taken to protect the vapor retarder/barrier from damage during installation of reinforcing, utilities and concrete. The use of stakes driven thought the vapor retarder/barrier should be avoided. Repair any damaged areas of the vapor retarder/barrier prior to concrete placement.

Groundwater was encountered on the subject site at depths deeper than 65 feet. Proposed concrete slabs-on-grade do not need to be supported on a layer of compacted aggregate to provide a capillary break.

Concrete Crack Control

The recommendations presented in this report are intended to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant slab corners occur.

For standard control of concrete cracking, a maximum crack control joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. The crack control joints should be installed as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by a structural engineer.

Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas, is not required, however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs should be anticipated. In order to provide uniform support beneath the flatwork it is recommended that a minimum of 12 inches of the exposed subgrade beneath the flatwork be scarified and recompacted to 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) relative compaction.

PAVEMENTS

Prior to placing paving, the existing grade should be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 90 percent of the maximum density as determined by the most recent revision of ASTM D 1557. The client and the design team should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. The following pavement sections are recommended:

Service	Asphalt Pavement Thickness Inches	Base Course Inches
Passenger Cars	3	4
Moderate Truck	4	6

A subgrade modulus of 100 pounds per cubic inch may be assumed for design of concrete paving. Concrete paving for passenger cars and moderate truck traffic shall be a minimum of 6 inches in thickness, and shall be underlain by 4 inches of aggregate base. Concrete paving for heavy truck

traffic shall be a minimum of 7½ inches in thickness, and shall be underlain by 6 inches of aggregate base. For standard crack control maximum expansion joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended.

Aggregate base should be compacted to a minimum of 95 percent of the most recent revision of ASTM D 1557 laboratory maximum dry density. Base materials should consist of Crushed Aggregate Base which conform with Section 200-2.2 of the most recent edition of "Standard Specifications for Public Works Construction", (Green Book).

The performance of pavement is highly dependent upon providing positive surface drainage away from the edges. Ponding of water on or adjacent to pavement can result in saturation of the subgrade materials and subsequent pavement distress.

SITE DRAINAGE

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage, with the exception of any required to disposed of onsite by stormwater regulations, should be collected and transferred to the street in non-erosive drainage devices. The proposed structure should be provided with roof drainage. Discharge from downspouts, roof drains and scuppers should not be permitted on unprotected soils within five feet of the building perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope. Planters which are located within a distance equal to the depth of a retaining wall should be sealed to prevent moisture adversely affecting the wall. Planters which are located

within five feet of a foundation should be sealed to prevent moisture affecting the earth materials supporting the foundation.

STORMWATER DISPOSAL

Regulatory agencies have been requiring the disposal of a certain amount of stormwater generated on a site by infiltration into the site soils. Increasing the moisture content of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. This means that any overlying structure, including buildings, pavements and concrete flatwork, could sustain damage due to saturation of the subgrade soils. Structures serviced by subterranean levels could be adversely impacted by stormwater disposal by increasing the design fluid pressures on retaining walls and causing leaks in the walls. Proper site drainage is critical to the performance of any structure in the built environment.

Percolation Testing

Percolation testing was conducted in Boring B-1. Boring B-1 was drilled to a depth of 50 feet. At the completion of drilling, a 2-inch diameter casing was placed within the center of the borehole for the purpose of conducting percolation testing. The casing consisted of a slotted PVC pipe within the lower 15 feet of the borehole, and solid PVC pipe to the top of the borehole. A sand pack consisting of #3 Monterey Sand was poured into the annular space around the slotted portion of the casing. A 1-foot thick, hydrated bentonite seal was placed over the sand and drill cuttings were placed to the ground surface.

Prior to testing, the borehole was filled with water for the purpose of pre-soaking for 2 hours. After presoaking, the borehole was refilled with water, and the rate of drop in the water level was measured. The percolation test readings were recorded a minimum of 8 times or until a stabilized rate of drop was obtained, whichever occurred first.

A field percolation rate of 16.5 inches was obtained from the percolation test. Using a safety factor of 3, an infiltration rate of 5½ inches may be utilized for the design of the proposed stormwater infiltration system.

At the completion of the percolation testing, the PVC casing was removed from the percolation testing well, and the resulting hole was backfilled with on-site soils to the ground surface. An asphalt patch was placed.

The Proposed System

Since the proposed development will be constructed over 2 subterranean levels extending on the order of 25 feet below the ground surface, it is recommended that a deep drywall system be utilized for the proposed infiltration system. The infiltration system shall be designed to infiltrate at a depth of 15 feet below the bottom of the proposed foundation system. Additionally, groundwater was encountered at a depth of 65 feet below the existing site grade during exploration, therefore, the bottom of the proposed infiltration system should not extend below a depth of 55 feet below the existing grade.

The final location and design of the proposed infiltration system shall be reviewed and approved by this office prior to construction to evaluate whether the intent of the recommendations provided by this firm are satisfied.

Recommendations

The design and construction of stormwater infiltration facilities is not the responsibility of the geotechnical engineer. However, based on the experience of this firm, it is recommended that several aspects of the use of such facilities should be considered by the design and construction team:

- Open infiltration basins have many negative associated issues. Such a design must consider attractive nuisance, impacts to growing vegetation, impacts to air quality and vector control.

- All infiltration devices should be provided with overflow protection. Once the device is full of water, additional water flowing to the device should be diverted to another acceptable disposal area, or disposed offsite in an acceptable manner.

- All connections associated with stormwater infiltration devices should be sealed and water-tight. Water leaking into the subgrade soils can lead to loss of strength, piping, erosion, settlement and/or expansion of the effected earth materials.

- Excavations proposed for the installation of stormwater facilities should comply with the "Temporary Excavations" sections of this (the referenced) reports well as CalOSHA Regulations where applicable.

DESIGN REVIEW

Engineering of the proposed project should not begin until approval of the geotechnical report by the Building Official is obtained in writing. Significant changes in the geotechnical recommendations may result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the design process. This review provides assistance to the design team by providing specific recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented herein are satisfied.

CONSTRUCTION MONITORING

Geotechnical observations and testing during construction are considered to be a continuation of the geotechnical investigation. It is critical that this firm review the geotechnical aspects of the project during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. All foundations should be observed by a representative of this firm prior to placing

concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise Geotechnologies, Inc. at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify Geotechnologies, Inc. immediately so the need for modifications may be considered in a timely manner.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations should be cut and maintained in accordance with applicable OSHA rules and regulations.

EXCAVATION CHARACTERISTICS

The exploration performed for this investigation is limited to the geotechnical excavations described. Direct exploration of the entire site would not be economically feasible. The owner, design team and contractor must understand that differing excavation and drilling conditions may be encountered based on boulders, gravel, oversize materials, groundwater and many other conditions. Fill materials, especially when they were placed without benefit of modern grading codes, regularly contain materials which could impede efficient grading and drilling. Southern California sedimentary bedrock is known to contain variable layers which reflect differences in depositional environment. Such layers may include abundant gravel, cobbles and boulders. Similarly bedrock can contain concretions. Concretions are typically lenticular and follow the bedding. They are formed by mineral deposits. Concretions can be very hard. Excavation and drilling in these areas may require full size equipment and coring capability. The contractor should be familiar with the site and the geologic materials in the vicinity.

CLOSURE AND LIMITATIONS

The purpose of this report is to aid in the design and completion of the described project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology and were prepared in accordance with generally accepted geotechnical engineering practice. Geotechnologies, Inc. has a duty to exercise the ordinary skill and competence of members of the engineering profession. Those who hire Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional care and competence.

The recommendations of this report pertain only to the site investigated and are based upon the assumption that the geologic conditions do not deviate from those disclosed in the investigation. If any variations are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geotechnologies, Inc. should be notified so that supplemental recommendations can be prepared.

This report is issued with the understanding that it is the responsibility of the owner, or the owner's representatives, to ensure that the information and recommendations contained herein are brought to the attention of the project architect and engineer and are incorporated into the plans. The owner is also responsible to see that the contractor and subcontractors carry out the geotechnical recommendations during construction.

The findings of this report are valid as of the date of this report. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside

control of this firm. Therefore, this report is subject to review and should not be relied upon after a period of three years.

Geotechnical observations and testing during construction is considered to be a continuation of the geotechnical investigation. It is, therefore, most prudent to employ the consultant performing the initial investigative work to provide observation and testing services during construction. This practice enables the project to flow smoothly from the planning stages through to completion.

Should another geotechnical firm be selected to provide the testing and observation services during construction, that firm should prepare a letter indicating their assumption of the responsibilities of geotechnical engineer of record. A copy of the letter should be provided to the regulatory agency for review. The letter should acknowledge the concurrence of the new geotechnical engineer with the recommendations presented in this report.

EXCLUSIONS

Geotechnologies, Inc. does not practice in the fields of methane gas, radon gas, environmental engineering, waterproofing, dewatering organic substances or the presence of corrosive soils or wetlands which could affect the proposed development including mold and toxic mold. Nothing in this report is intended to address these issues and/or their potential effect on the proposed development. A competent professional consultant should be retained in order to address environmental issues, waterproofing, organic substances and wetlands which might effect the proposed development.

GEOTECHNICAL TESTING

Classification and Sampling

The soil is continuously logged by a representative of this firm and classified by visual examination in accordance with the Unified Soil Classification system. The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the excavation logs.

Samples of the geologic materials encountered in the exploratory excavations were collected and transported to the laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the excavation logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are obtained by driving a thin-walled, California Modified Sampler with successive 30-inch drops of a 140-pound hammer. The soil is retained in brass rings of 2.50 inches outside diameter and 1.00 inch in height. The central portion of the samples are stored in close fitting, waterproof containers for transportation to the laboratory. Samples noted on the excavation logs as SPT samples are obtained in general accordance with the most recent revision of ASTM D 1586. Samples are retained for 30 days after the date of the geotechnical report.

Moisture and Density Relationships

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples, and the moisture content is determined for SPT samples in general accordance with the most recent revision of ASTM D 4959 or ASTM D 4643. This information is useful in providing a gross picture of the soil consistency between exploration locations and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the “Excavation Logs”, A-Plates. The field moisture content is determined as a percentage of the dry unit weight.

Direct Shear Testing

Shear tests are performed in general accordance with the most recent revision of ASTM D 3080 with a strain controlled, direct shear machine manufactured by Soil Test, Inc. or a Direct Shear Apparatus manufactured by GeoMatic, Inc. The rate of deformation is approximately 0.025 inches per minute. Each sample is sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are plotted on the "Shear Test Diagram," B-Plates.

The most recent revision of ASTM 3080 limits the particle size to 10 percent of the diameter of the direct shear test specimen. The sheared sample is inspected by the laboratory technician running the test. The inspection is performed by splitting the sample along the sheared plane and observing the soils exposed on both sides. Where oversize particles are observed in the shear plane, the results are discarded and the test run again with a fresh sample.

Consolidation Testing

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation tests in general accordance with the most recent revision of ASTM D 2435. The consolidation apparatus is designed to receive a single one-inch high ring. Loads are applied in several increments in a geometric progression, and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally tested at increased moisture content to determine the effects of water on the bearing soil. The normal pressure at which the water is added is noted on the drawing. Results are plotted on the "Consolidation Test," C-Plates.

Expansion Index Testing

The expansion tests performed on the remolded samples are in accordance with the Expansion Index testing procedures, as described in the most recent revision of ASTM D 4829. The soil sample is compacted into a metal ring at a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a vertical confining pressure of 1 lbf/square inch and inundated with distilled water. The deformation of the specimen is recorded for a period of 24 hour or until the rate of deformation becomes less than 0.0002 inches/hour, whichever occurs first. The expansion index, EI, is determined by dividing the difference between final and initial height of the ring sample by the initial height, and multiplied by 1,000.

Laboratory Compaction Characteristics

The maximum dry unit weight and optimum moisture content of a soil are determined in general accordance with the most recent revision of ASTM D 1557. A soil at a selected moisture content is placed in five layers into a mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted represent a curvilinear relationship known as the compaction curve. The values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

Grain Size Distribution

These tests cover the quantitative determination of the distribution of particle sizes in soils. Sieve analysis is used to determine the grain size distribution of the soil larger than the Number 200 sieve.

General accordance with the most recent revision of ASTM D 422 is used to determine particle sizes smaller than the Number 200 sieve. A hydrometer is used to determine the distribution of particle sizes by a sedimentation process.

The grain size distributions are plotted on the E-Plates presented in the Appendix of this report.

REFERENCES

California Division of Mines and Geology, 1998, Seismic Hazard Evaluation Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, Seismic Hazard Zone Report 026.

California Division of Mines and Geology, 1997, Seismic Hazard Zone Map, map scale 1:24,000.

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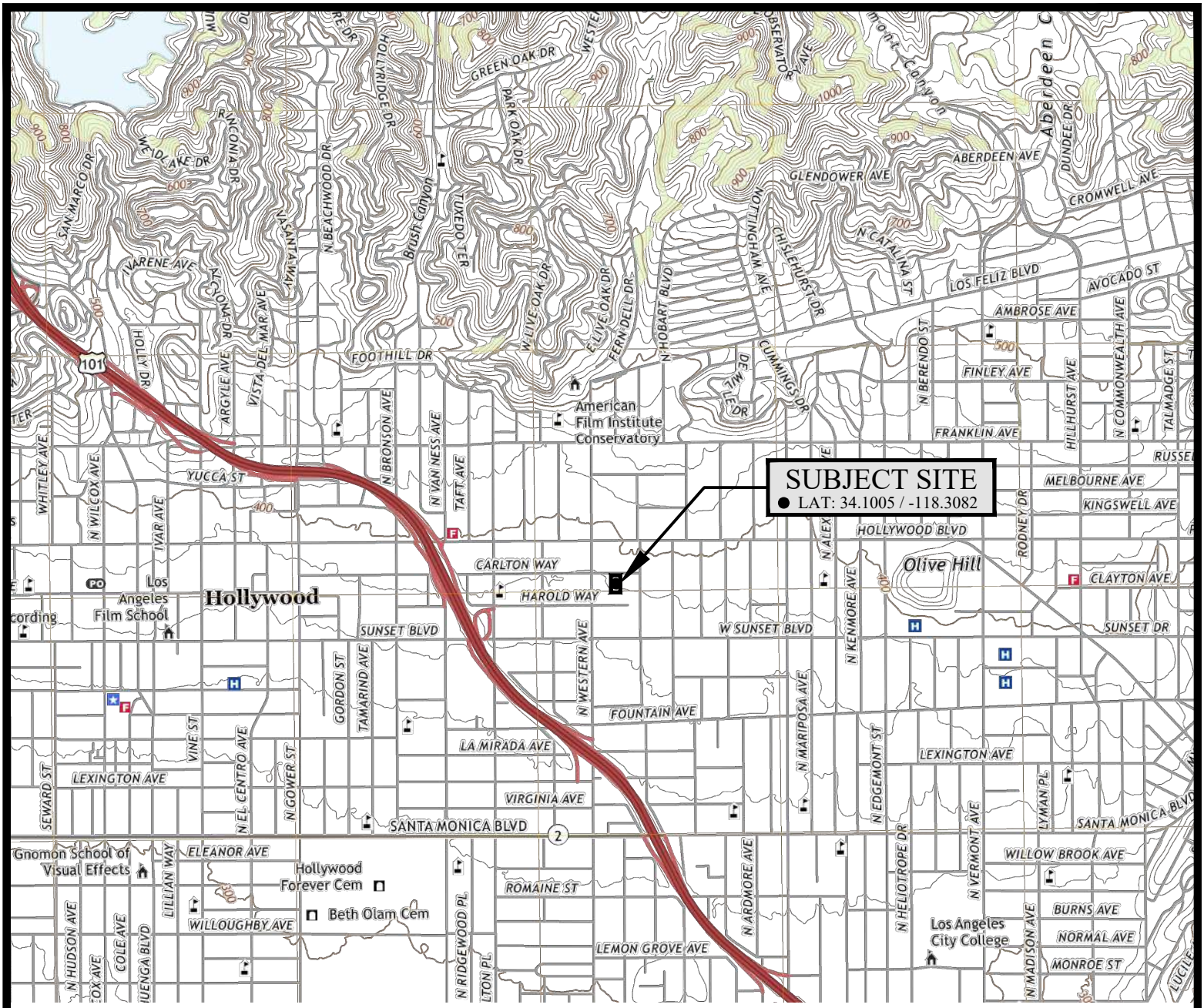
Division of Oil Gas and Geothermal Resources (DOGGR), 2001, Regional Wildcat Map, Northern Los Angeles Basin, map W1-5, map scale 1:48,000.

Dolan, J.F., Sieh, K., Rockwell, T.K., Guptill, P., and Miller, G., 1997, Active Tectonics, Paleoseismology, and Seismic Hazards of the Hollywood Fault, Northern Los Angeles Basin, California, GSA Bulletin, v. 109: no 12, p1595-1616.

Hart, E.W. and Bryant, W.A., 1999 (updated 2005), Fault Rupture Zones in California, Division of Mines and Geology, Special Publication 42, 25pp.

Leighton and Associates, Inc. (1990), Technical Appendix to the Safety Element of the Los Angeles County General Plan: Hazard Reduction in Los Angeles County.



1 0.5 0 KILOMETERS 1 2

1000 500 0 METERS 1000 2000

1 0.5 0 1 MILES

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

N

REFERENCE: USGS TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, HOLLYWOOD, CA QUADRANGLE 2022

VICINITY MAP

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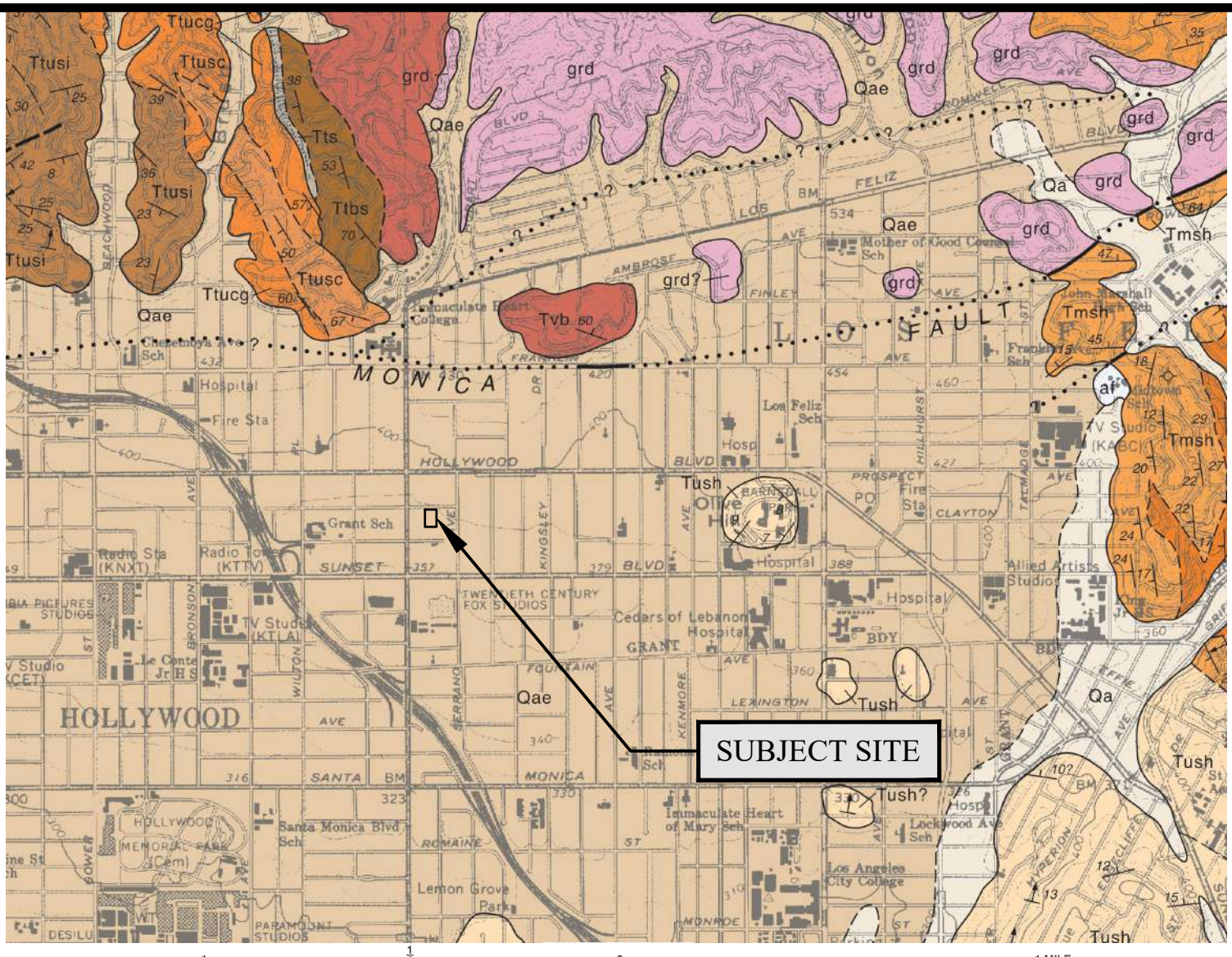
Consulting Geotechnical Engineers

5416 - 5430 CARLTON WAY, LOS ANGELES

FILE NO: 22403



LEGEND

- Qa: Surficial Sediments - alluvium: clay, sand & gravel
- Qae: Older Surficial Sediments - similar to Qa, but slightly elevated and dissected
- Tush: Unnamed Shale - gray to light brown, thin-bedded silty clay shale, soft and crumbly
- Tmsh: White-weathering, thin bedded, platy, siliceous shale, locally porcelaneous and silty
- Tmss: Tan to light gray semi-friable sandstone; includes thin interbeds of micaceous silty clay shale
- Ttusi: Mostly gray micaceous clay shale or claystone, crumbly where weathered, and thing interbeds of gray to tan semi-friable sandstone
- Ttusc: Light gray massive sandstone, with pebble-cobble conglomerate of detritus
- Ttucg: Light to medium gray, crudely bedded; ranges from coarse pebbly sandstone to cobble-boulder conplomerate composed mostly of granitic detritus
- Tvb: Basaltic volcanic rocks: dark gray to black, fine grained, massive to locally vesicular and/or pillowed
- grd: Granodiorite, light gray, massive moderately hard, composed mostly of plagioclase feldspar, lesser amounts of quartz

REFERENCE: T.W. DIBBLEE (EDITED 2010) GEOLOGIC MAP OF THE HOLLYWOOD & SOUTH HALF BURBANK QUADRANGLES (#DF-30)

GEOLOGIC MAP (DIBBLEE)

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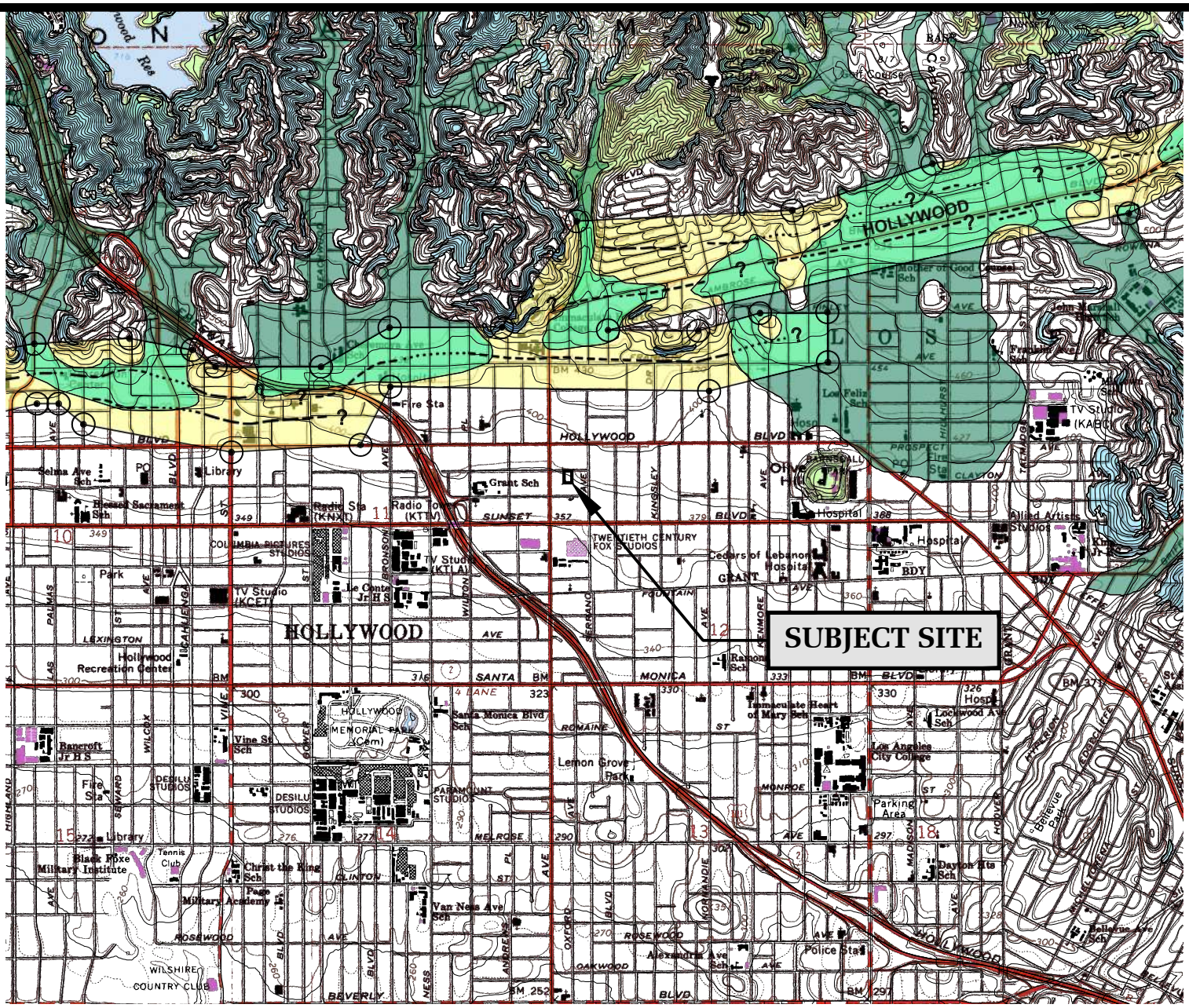
FILE NO: 22403



LEGEND

- EARTHQUAKE FAULT ZONES
- LIQUEFACTION ZONES
- EARTHQUAKE-INDUCED LANDSLIDE ZONES

N

REFERENCE: EARTHQUAKE ZONES OF REQUIRED INVESTIGATION, HOLLYWOOD QUADRANGLE (CGS, 2014)

EARTHQUAKE ZONES OF REQUIRED INVESTIGATION

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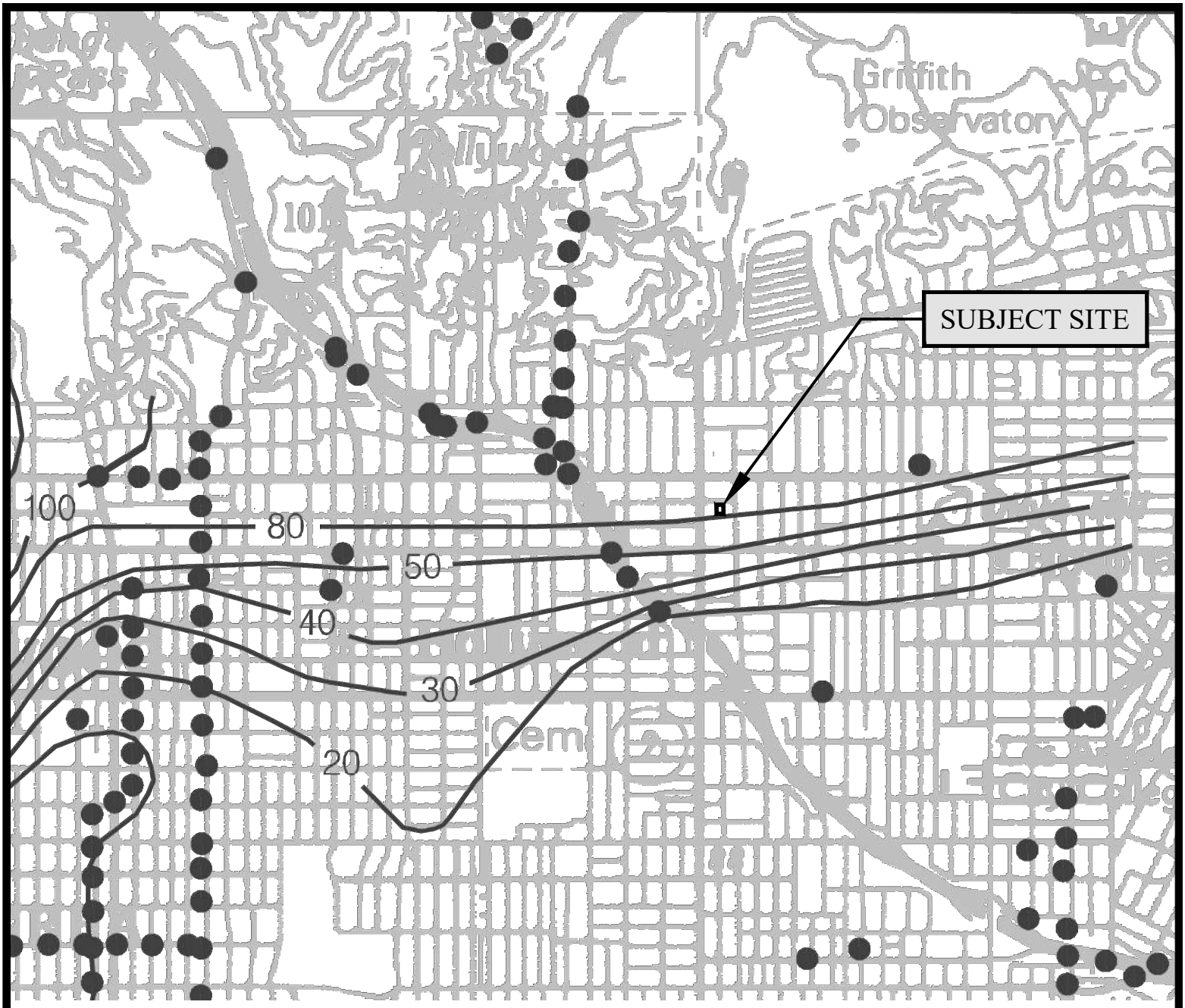
FILE NO: 22403



LEGEND

- Borehole Site
- 30 — Depth to ground water in feet

REFERENCE: SEISMIC HAZARD ZONE REPORT, 026 HOLLYWOOD, 7.5 - MINUTE QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA 1998

HISTORICALLY HIGHEST GROUNDWATER LEVELS

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Consulting Geotechnical Engineers

5416 - 5430 CARLTON WAY, LOS ANGELES

FILE NO: 22403

Plot Date: Aug. 16, 2023
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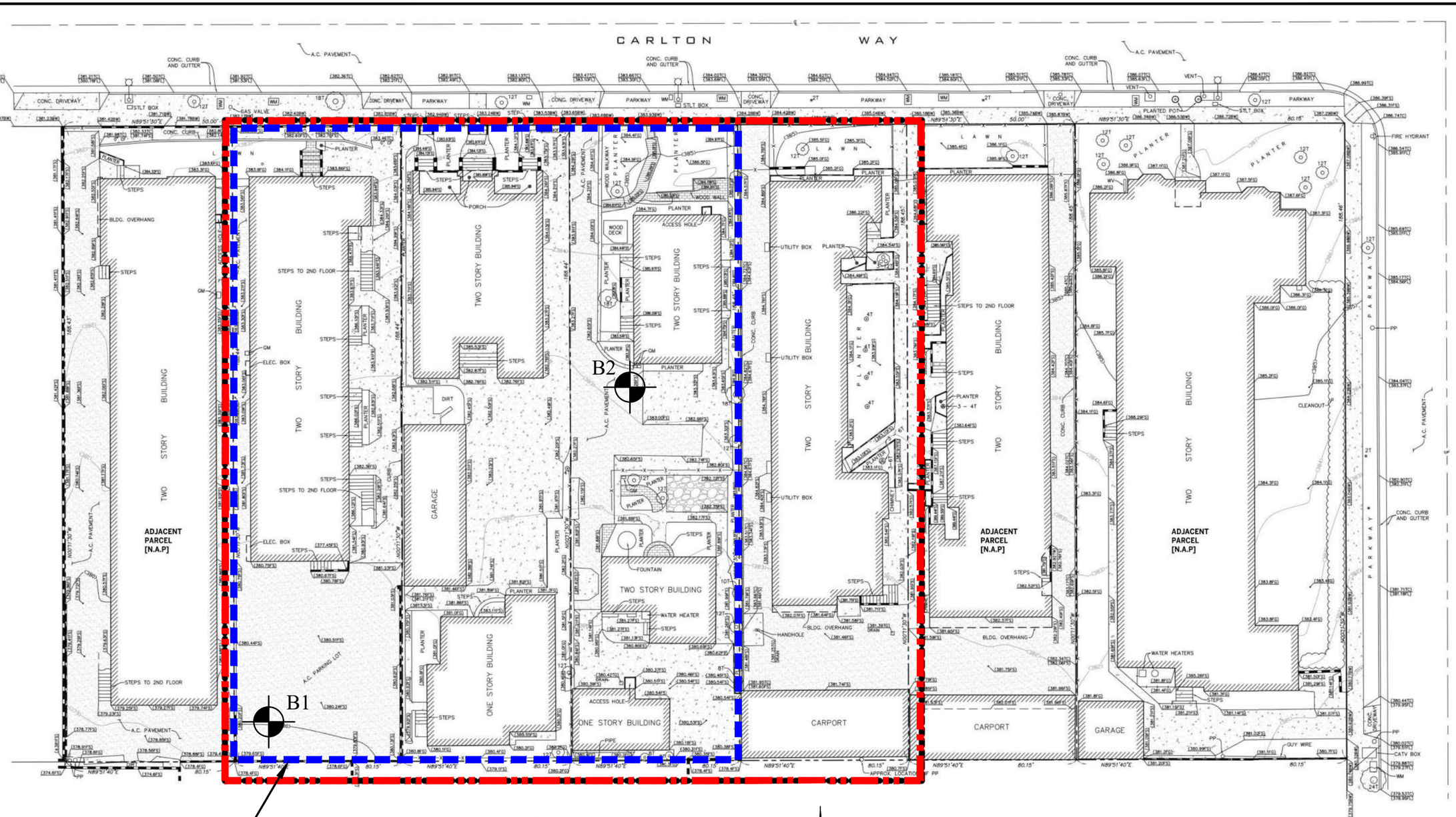

LEGEND

B2 — LOCATION AND NUMBER OF BORING (THIS INVESTIGATION)

PROPERTY LINE

SCALE IN FEET

0 30 60

REFERENCE: TOPO SURVEY PROVIDED BY WESTCON ENGINEERING, INC.
DATED: 12/08/2017

PLOT PLAN

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Consulting Geotechnical Engineers

ROM INVESTMENTS

Drawn by: JD | File No.: 22403

Date: August 2023

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BORING LOG NUMBER 1

Rom Investments, Inc. **Date: 07/19/23** **Elevation: 380'**

File No. 22403 **Method: 8-inch diameter Hollow Stem Auger**

kk/km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		2-inch Asphalt, No Base
				-		
				1 --		FILL: Silty Sand, dark brown, moist, medium dense
				-		
				2 --		
2.5	7	14.0	104.1	-		
				3 --	SM	Silty Sand, dark brown, moist, medium dense, fine grained
				-		
				4 --		
				-		
5	6	12.6	SPT	5 --		
				-		
				6 --		
				-		
				7 --		
7.5	32	27.7	87.7	-		
				8 --	ML	Sandy Silt, dark brown, moist, stiff, fine grained
				-		
				9 --		
				-		
10	20	21.4	SPT	10 --		
				-	CH	Silty Clay, dark brown, moist, very stiff
				11 --		
				-		
				12 --		
12.5	27	20.6	96.4	-		
				13 --	ML	Sandy Silt, dark brown, moist, stiff
				-		
				14 --		
				-		
15	20	18.7	SPT	15 --		
				-		
				16 --		
				-		
				17 --		
17.5	21	15.6	105.3	-		
				18 --	SM	Silty Sand, dark brown, moist, loose, fine grained
				-		
				19 --		
				-		
20	18	15.7	SPT	20 --		
				-	CL-ML	Silty Clay, dark brown, moist, stiff, fine grained
				21 --		
				-		
				22 --		
22.5	20	18.8	94.0	-		
				23 --	SM	Silty Sand, dark brown, moist, medium dense, fine grained
				-		
				24 --		
				-		
25	10	13.1	SPT	25 --		
				-		

BORING LOG NUMBER 1

Rom Investments, Inc.

File No. 22403

kk/km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
27.5	52	12.5	122.7	28		
				29		
30	23	14.1	SPT	30	ML	Sandy Silt, dark brown, moist, very stiff
				31		
				32		
32.5	51	11.5	124.9	33	SM	Silty Sand, dark brown, moist, medium dense, fine grained
				34		
35	21	11.8	SPT	35	SC	Clayey Sand, dark brown, moist, medium dense, fine grained
				36		
				37		
37.5	51	17.9	116.0	38	CL-ML	Silty Clay, dark brown, moist, very stiff
				39		
40	21	17.9	SPT	40		
				41		
				42		
42.5	48	17.9	114.1	43	ML	Sandy Silt, dark brown, moist, very stiff
				44		
45	24	16.5	SPT	45	SC	Clayey Sand, dark and yellowish brown, moist, medium dense to very dense
				46		
				47		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual. Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted SPT=Standard Penetration Test
47.5	52	14.3	110.2	48		
				49		
50	33	13.2	SPT	50		Total Depth 50 feet No Water Fill to 3 feet

BORING LOG NUMBER 2

Rom Investments Inc. **Date: 07/20/23** **Elevation: 383'**

File No. 22403 **Method: 8-inch diameter Hollow Stem Auger**

kk/km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0		2½-inch Asphalt, No Base
				1		FILL: Silty Sand, dark brown, moist, medium dense
2.5	16	15.8	93.2	2		
				3	SM	Silty Sand, dark brown, moist, stiff
				4		
5	13	14.2	SPT	5		
				6	SC	Clayey Sand, dark brown, moist, medium dense
7.5	53	23.2	92.1	7		
				8		
				9		
10	26	14.1	SPT	10		
				11	ML	Sandy Silt, dark brown, moist, very stiff
12.5	63	14.3	93.7	12		
				13		
				14		
15	24	12.1	SPT	15		
				16	SM	Silty Sand, dark and yellowish brown, moist, medium dense, fine grained
				17		
17.5	53 50/5.5"	7.3	114.1	18		dark brown, moist, very dense, fine grained
				19		
20	25	12.9	SPT	20		
				21		
				22		
22.5	62 50/5"	16.8	90.3	23		dark and yellowish brown, moist, very dense, fine grained
				24		
25	64	11.0	SPT	25		dark brown, moist, very dense, fine grained

BORING LOG NUMBER 2

Rom Investments Inc.

File No. 22403

kk/km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
27.5	100/6.5"	9.1	115.3	28		
				29		
30	68	9.5	SPT	30		dark and yellowish brown
				31		
				32		
32.5	48 50/5"	4.8	106.2	33	SP	Sand, dark and yellowish brown, moist, very dense, fine to medium grained
				34		
35	48	5.5	SPT	35		dense
				36		
				37		
37.5	42 50/5"	5.3	111.8	38		very dense, fine grained
				39		
40	54	12.1	SPT	40	ML	Sandy Silt, dark and yellowish brown, moist, fine grained, very stiff
				41		
				42		
42.5	72	17.2	111.6	43		
				44		
45	47	14.6	SPT	45		
				46		
				47		
47.5	45 50/4"	15.5	114.5	48		
				49		
50	49	16.2	SPT	50		

BORING LOG NUMBER 2

Rom Investments Inc.

File No. 22403

kk/km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				51		
				52		
52.5	32 50/4"	13.6	112.1	53	SM	Silty Sand, dark brown, moist, very dense, fine grained
				54		
55	30	20.4	SPT	55	ML	Sandy Silt, dark brown, moist, fine grained, stiff to very stiff
				56		
57.5	56	21.7	104.2	57		
				58		
				59		
60	48	16.2	SPT	60		
				61		
62.5	29 50/5"	18.9	108.5	62		
				63		
				64		
65	40	18.7	SPT	65	SC	Clayey Sand, dark brown, moist, dense
				66		
67.5	33 50/4"	17.6	106.5	67	ML	Sandy Silt, dark brown, very moist, very stiff
				68		
				69		
70	38	23.5	SPT	70	CL	Silty Clay, dark brown, wet, fine grained, very stiff
				71		
72.5	45	20.3	106.3	72		
				73	SM	Silty Sand, dark brown, wet, medium dense, fine grained
				74		
75	45	18.6	SPT	75		
					SC	Clayey Sand, dark brown, wet, dense to very dense

BORING LOG NUMBER 2

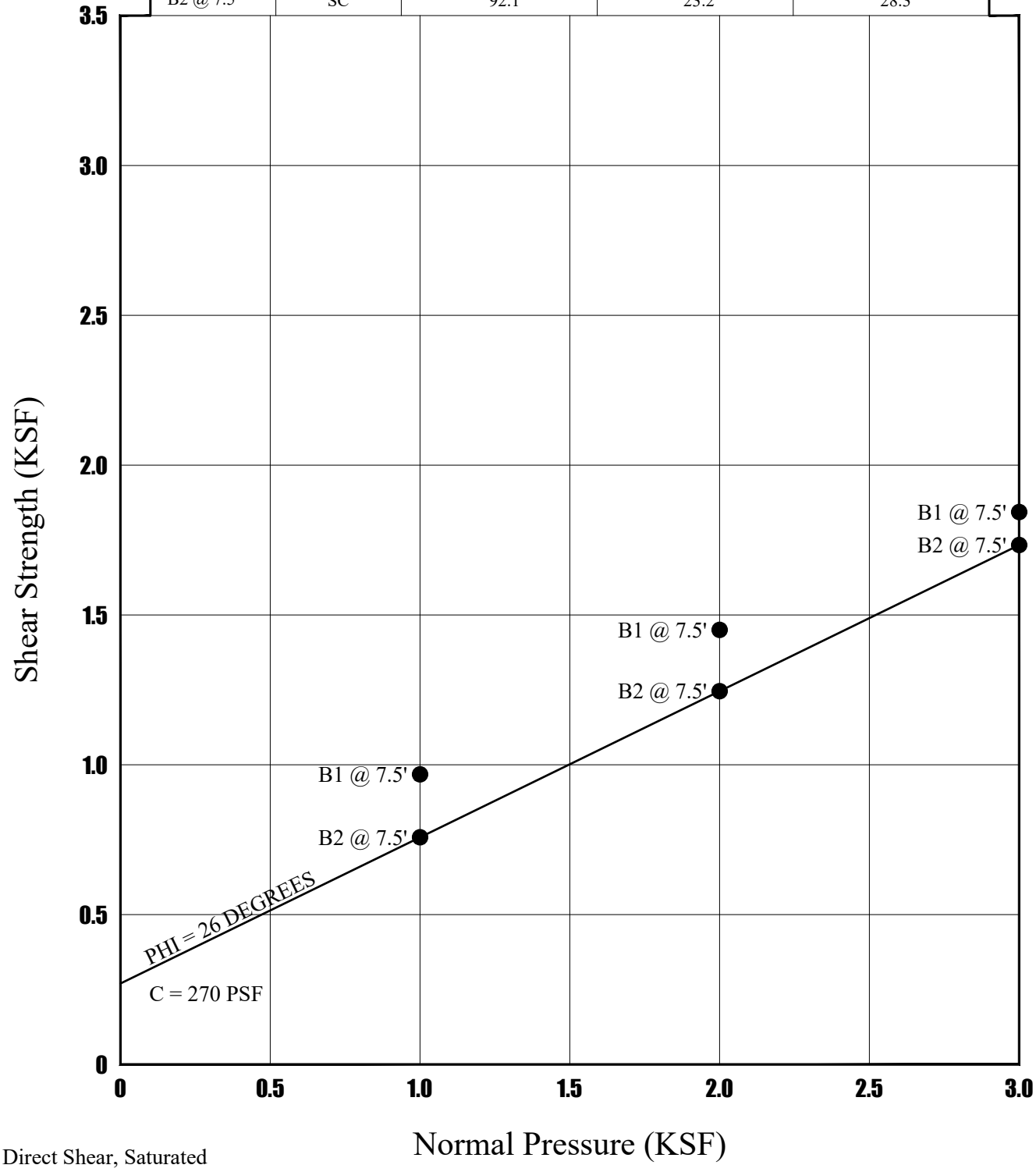
Rom Investments Inc.

File No. 22403

kk/km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				76		
				77		
77.5	47 50/4"	15.3	116.7	78		
				79		
80	57	22.2	SPT	80		Total Depth 80 feet Water at 65 feet Fill to 3 feet
				81		
				82		
				83		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				84		
				85		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted
				86		
				87		SPT=Standard Penetration Test
				88		
				89		
				90		
				91		
				92		
				93		
				94		
				95		
				96		
				97		
				98		
				99		
				100		

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 7.5'	ML	87.7	27.7	31.6
B2 @ 7.5'	SC	92.1	23.2	28.3



● Direct Shear, Saturated

SHEAR TEST DIAGRAM (ASTM D3080)

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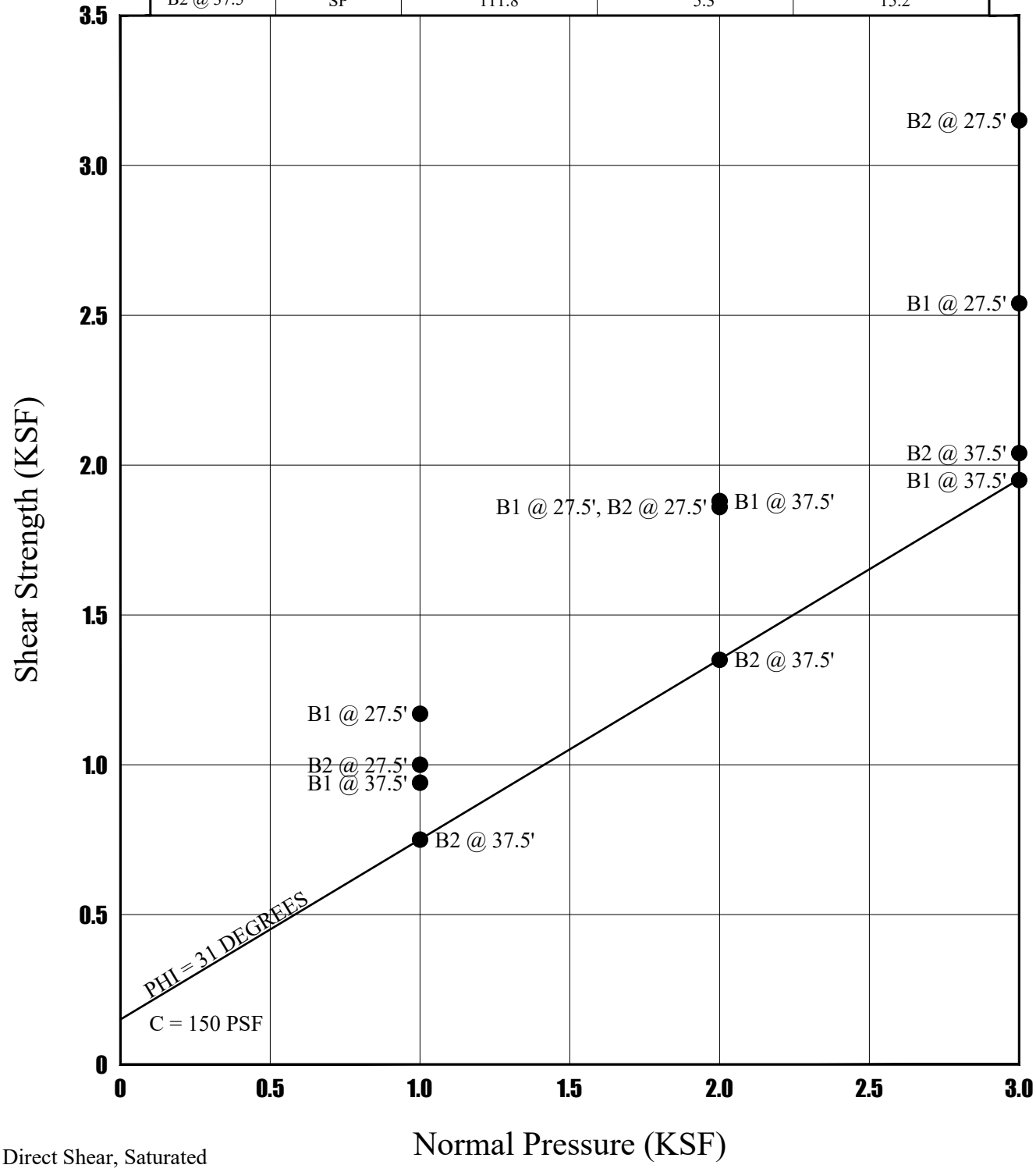
ROM INVESTMENTS

FILE NO: 22403 | PLATE: B-1

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 27.5'	SM	122.7	12.5	14.5
B2 @ 27.5'	SM	115.3	9.1	16.0
B1 @ 37.5'	CL-ML	116.0	17.9	23.6
B2 @ 37.5'	SP	111.8	5.3	15.2



● Direct Shear, Saturated

SHEAR TEST DIAGRAM (ASTM D3080)

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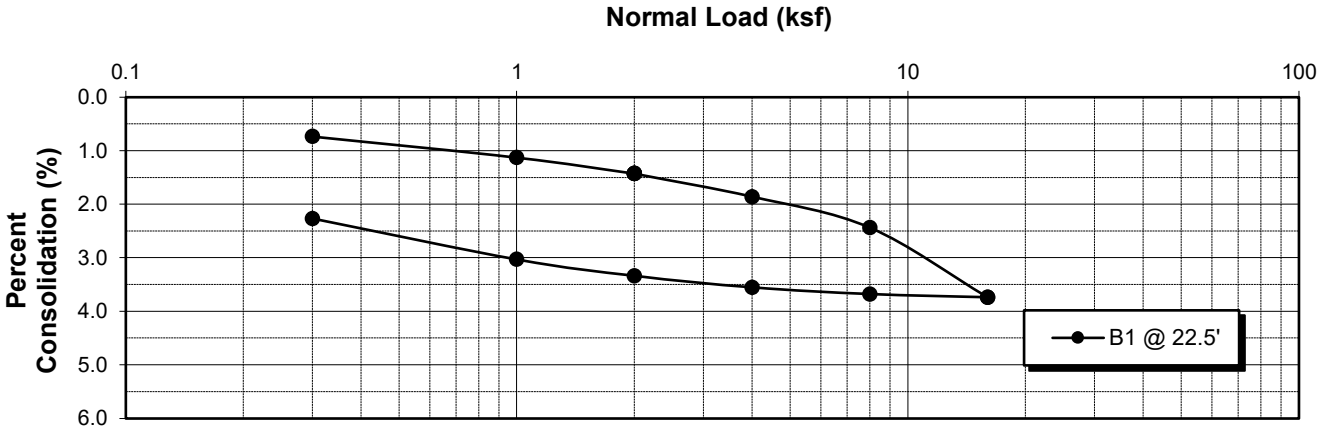
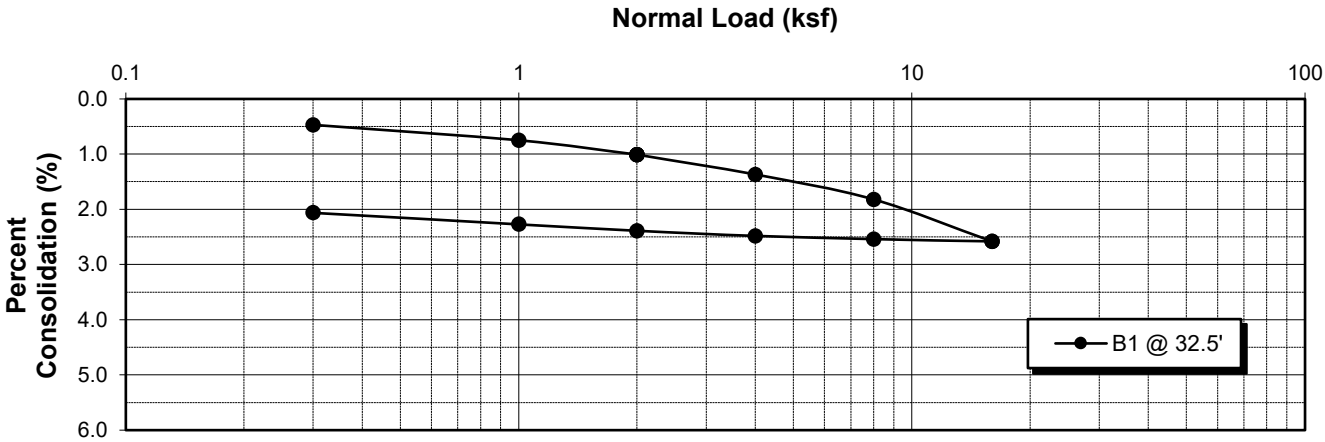
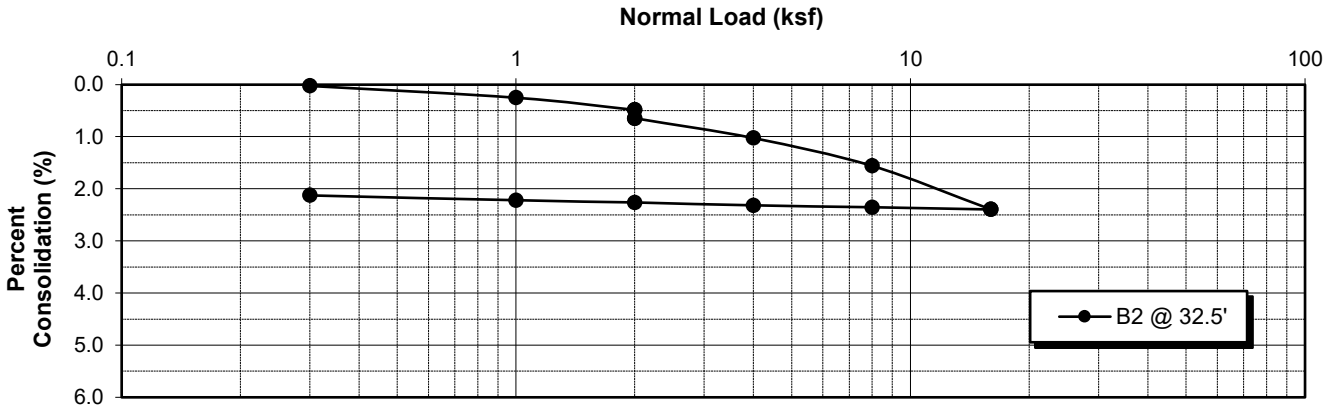
ROM INVESTMENTS

FILE NO: 22403 | PLATE: B-2







Water added at 2 KSF

CONSOLIDATION (ASTM D2435)

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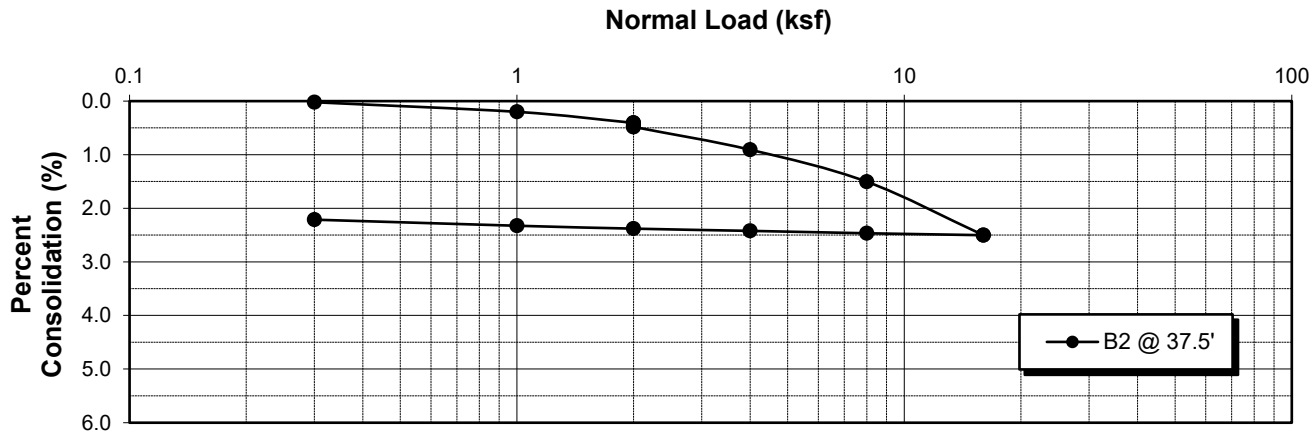
Consulting Geotechnical Engineers

PROJECT: ROM INVESTMENTS, INC.	
FILE NO.: 22403	PLATE: C-1



Water added at 2 KSF

CONSOLIDATION (ASTM D2435)

Geotechnologies, Inc.
Consulting Geotechnical Engineers

PROJECT: ROM INVESTMENTS, INC.

FILE NO.: 22403 | PLATE: C-2

LABORATORY COMPACTION CHARACTERISTICS (ASTM D1557)	
SAMPLE	B1 @ 1'-5'
SOIL TYPE	ML
MAXIMUM DENSITY PCF.	127.3
OPTIMUM MOISTURE %	10.4

EXPANSION INDEX (ASTM D4829)	
SAMPLE	B1 @ 1'-5'
SOIL TYPE	ML
EXPANSION INDEX UBC STANDARD 18-2	50
EXPANSION CHARACTER	MODERATE

SULFATE CONTENT (CALIFORNIA TEST 417)	
SAMPLE	B1 @ 1'-5'
SULFATE CONTENT: (Percentage by Weight)	<0.1%

COMPACTION/EXPANSION/SULFATE DATA SHEET

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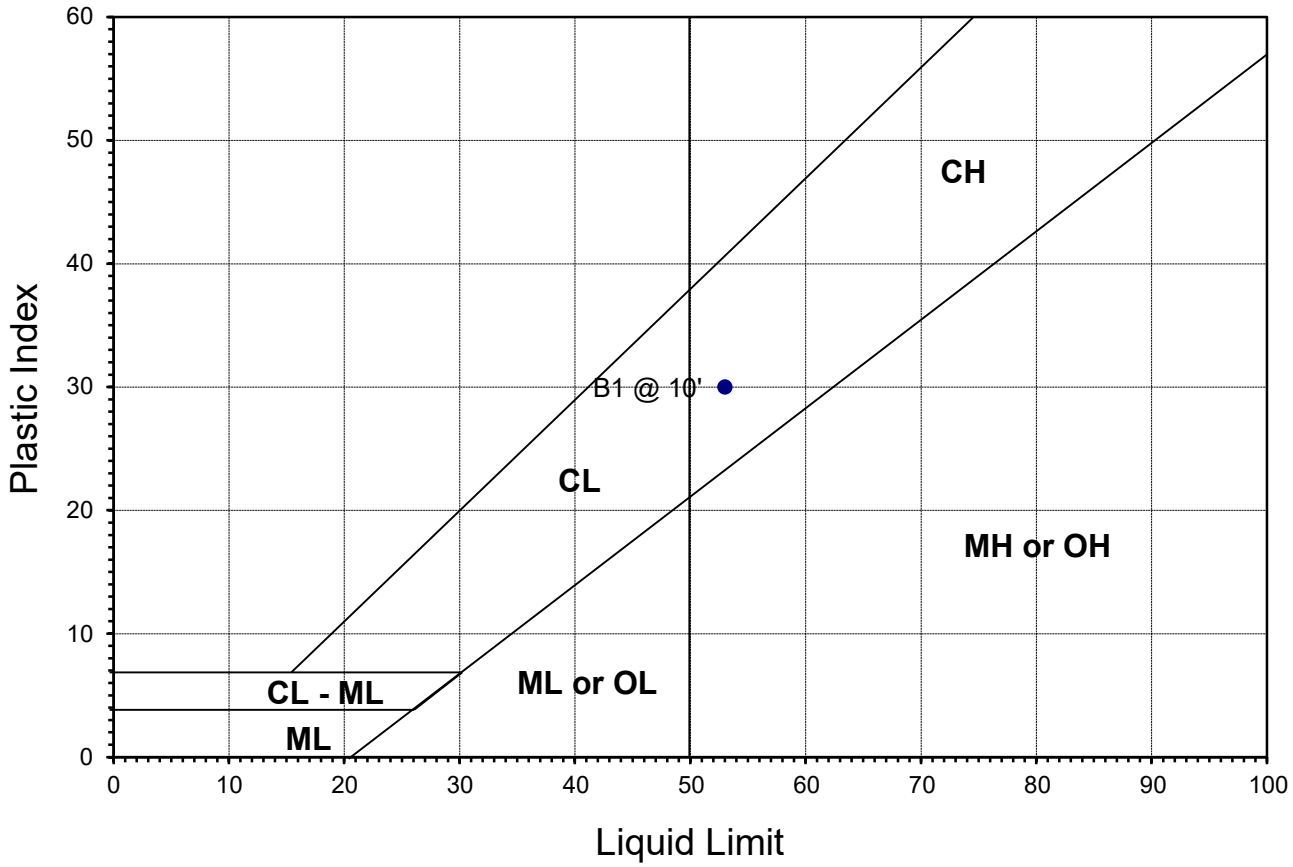
ROM INVESTMENTS, INC.

FILE NO: 22403 | PLATE: D



Sample ID	Descriptions	Passing #200	Liquid Limit	Plastic Limit	Plastic Index
B2 @ 5'	SC	40.0			
B1 @ 10'	CH	70.2	53.0	23.0	30.0
B2 @ 55'	SC	40.2			

ATTERBERG LIMITS (ASTM D4318)

Geotechnologies, Inc.

CONSULTING GEOTECHNICAL ENGINEERS

PROJECT: ROM INVESTMENTS, INC.

FILE NO.: 22403

PLATE: E

Geotechnologies, Inc.

Project: ROM
File No.: 22403
Description: Liquefaction Analysis
Boring No: B2

LIQUEFACTION EVALUATION (Idriss & Boulanger, EERI NO 12)

EARTHQUAKE INFORMATION:

Earthquake Magnitude (M):	6.9
Peak Ground Horizontal Acceleration, PGA (g):	1.00
Calculated Mag.Wtg.Factor:	1.171

GROUNDWATER INFORMATION:

Current Groundwater Level (ft):	65.0
Historically Highest Groundwater Level* (ft):	40.0
Unit Weight of Water (pcf):	62.4

* Based on California Geological Survey Seismic Hazard Evaluation Report

BOREHOLE AND SAMPLER INFORMATION:

Borehole Diameter (inches):	8
SPT Sampler with room for Liner (Y/N):	Y

LIQUEFACTION BOUNDARY:

Plastic Index Cut Off (PI):	18
Minimum Liquefaction FS:	1

Depth to Base Layer (feet)	Total Unit Weight (pcf)	Current Water Level (feet)	Historical Water Level (feet)	Field SPT Blowcount N	Depth of SPT Blowcount (feet)	Fines Content #200 Sieve (%)	Plastic Index (PI)	Vetical Stress σ_{vc}, (psf)	Effective Vert. Stress σ_{vc}', (psf)	Fines Corrected $(N_1)_{60\text{-}cs}$	Stress Reduction Coeff, r_d	Cyclic Shear Ratio CSR	Cyclic Resistance Ratio (CRR)	Factor of Safety CRR/CSR (F.S.)	Liquefaction Settlment ΔS_i (inches)
1	107.9	Unsaturated	Unsaturated	13	5	0.0	0	107.9	107.9	29.5	1.00	0.653	0.587	Non-Liq.	0.00
2	107.9	Unsaturated	Unsaturated	13	5	0.0	0	215.8	215.8	29.5	1.00	0.651	0.587	Non-Liq.	0.00
3	107.9	Unsaturated	Unsaturated	13	5	0.0	0	323.7	323.7	29.5	1.00	0.649	0.587	Non-Liq.	0.00
4	107.9	Unsaturated	Unsaturated	13	5	0.0	0	431.6	431.6	29.5	0.99	0.647	0.587	Non-Liq.	0.00
5	107.9	Unsaturated	Unsaturated	13	5	0.0	0	539.5	539.5	30.6	0.99	0.644	0.676	Non-Liq.	0.00
6	107.9	Unsaturated	Unsaturated	13	5	40.0	0	647.4	647.4	34.6	0.99	0.642	1.319	Non-Liq.	0.00
7	107.9	Unsaturated	Unsaturated	13	5	40.0	0	755.3	755.3	33.2	0.98	0.640	1.017	Non-Liq.	0.00
8	113.6	Unsaturated	Unsaturated	13	5	40.0	0	868.9	868.9	31.7	0.98	0.637	0.792	Non-Liq.	0.00
9	113.6	Unsaturated	Unsaturated	13	5	40.0	0	982.5	982.5	32.0	0.98	0.635	0.826	Non-Liq.	0.00
10	113.6	Unsaturated	Unsaturated	13	5	40.0	0	1096.1	1096.1	30.8	0.97	0.632	0.692	Non-Liq.	0.00
11	113.6	Unsaturated	Unsaturated	26	10	0.0	0	1209.7	1209.7	47.8	0.97	0.629	2.000	Non-Liq.	0.00
12	113.6	Unsaturated	Unsaturated	26	10	0.0	0	1323.3	1323.3	46.7	0.96	0.626	2.000	Non-Liq.	0.00
13	107.1	Unsaturated	Unsaturated	26	10	0.0	0	1430.4	1430.4	45.8	0.96	0.624	2.000	Non-Liq.	0.00
14	107.1	Unsaturated	Unsaturated	26	10	0.0	0	1537.5	1537.5	45.0	0.95	0.621	2.000	Non-Liq.	0.00
15	107.1	Unsaturated	Unsaturated	26	10	0.0	0	1644.6	1644.6	49.3	0.95	0.618	2.000	Non-Liq.	0.00
16	107.1	Unsaturated	Unsaturated	24	15	0.0	0	1751.7	1751.7	44.8	0.95	0.615	2.000	Non-Liq.	0.00
17	107.1	Unsaturated	Unsaturated	24	15	0.0	0	1858.8	1858.8	44.1	0.94	0.611	2.000	Non-Liq.	0.00
18	122.5	Unsaturated	Unsaturated	24	15	0.0	0	1981.3	1981.3	43.4	0.94	0.608	2.000	Non-Liq.	0.00
19	122.5	Unsaturated	Unsaturated	24	15	0.0	0	2103.8	2103.8	42.6	0.93	0.605	2.000	Non-Liq.	0.00
20	122.5	Unsaturated	Unsaturated	24	15	0.0	0	2226.3	2226.3	42.0	0.93	0.602	2.000	Non-Liq.	0.00
21	122.5	Unsaturated	Unsaturated	25	20	0.0	0	2348.8	2348.8	43.1	0.92	0.598	2.000	Non-Liq.	0.00
22	122.5	Unsaturated	Unsaturated	25	20	0.0	0	2471.3	2471.3	42.4	0.92	0.595	2.000	Non-Liq.	0.00
23	105.5	Unsaturated	Unsaturated	25	20	0.0	0	2576.8	2576.8	41.9	0.91	0.592	2.000	Non-Liq.	0.00
24	105.5	Unsaturated	Unsaturated	25	20	0.0	0	2682.3	2682.3	41.4	0.90	0.588	2.000	Non-Liq.	0.00
25	105.5	Unsaturated	Unsaturated	25	20	0.0	0	2787.8	2787.8	40.9	0.90	0.585	2.000	Non-Liq.	0.00
26	105.5	Unsaturated	Unsaturated	64	25	0.0	0	2893.3	2893.3	104.6	0.89	0.581	2.000	Non-Liq.	0.00
27	105.5	Unsaturated	Unsaturated	64	25	0.0	0	2998.8	2998.8	103.6	0.89	0.578	2.000	Non-Liq.	0.00
28	125.8	Unsaturated	Unsaturated	64	25	0.0	0	3124.6	3124.6	107.9	0.88	0.574	2.000	Non-Liq.	0.00
29	125.8	Unsaturated	Unsaturated	64	25	0.0	0	3250.4	3250.4	106.7	0.88	0.570	2.000	Non-Liq.	0.00
30	125.8	Unsaturated	Unsaturated	64	25	0.0	0	3376.2	3376.2	105.7	0.87	0.567	2.000	Non-Liq.	0.00
31	125.8	Unsaturated	Unsaturated	68	30	0.0	0	3502.0	3502.0	111.2	0.87	0.563	1.992	Non-Liq.	0.00
32	125.8	Unsaturated	Unsaturated	68	30	0.0	0	3627.8	3627.8	110.2	0.86	0.559	1.968	Non-Liq.	0.00
33	111.4	Unsaturated	Unsaturated	68	30	0.0	0	3739.2	3739.2	109.3	0.85	0.556	1.947	Non-Liq.	0.00
34	111.4	Unsaturated	Unsaturated	68	30	0.0	0	3850.6	3850.6	108.5	0.85	0.552	1.927	Non-Liq.	0.00
35	111.4	Unsaturated	Unsaturated	68	30	0.0	0	3962.0	3962.0	107.7	0.84	0.548	1.907	Non-Liq.	0.00
36	111.4	Unsaturated	Unsaturated	48	35	0.0	0	4073.4	4073.4	75.4	0.84	0.544	1.888	Non-Liq.	0.00
37	111.4	Unsaturated	Unsaturated	48	35	0.0	0	4184.8	4184.8	74.9	0.83	0.541	1.869	Non-Liq.	0.00
38	117.7	Unsaturated	Unsaturated	48	35	0.0	0	4302.5	4302.5	74.4	0.83	0.537	1.850	Non-Liq.	0.00
39	117.7	Unsaturated	Unsaturated	48	35	0.0	0	4420.2	4420.2	73.8	0.82	0.533	1.831	Non-Liq.	0.00
40	117.7	Unsaturated	Unsaturated	48	35	0.0	0	4537.9	4537.9	73.3	0.81	0.529	1.813	Non-Liq.	0.00
41	117.7	Unsaturated	Saturated	54	40	0.0	0	4655.6	4593.2	81.9	0.81	0.533	1.796	3.4	0.00
42	117.7	Unsaturated	Saturated	54	40	0.0	0	4773.3	4648.5	81.4	0.80	0.536	1.778	3.3	0.00
43	130.8	Unsaturated	Saturated	54	40	0.0	0	4904.1	4716.9	80.8	0.80	0.539	1.760	3.3	0.00
44	130.8	Unsaturated	Saturated	54	40	0.0	0	5034.9	4785.3	80.3	0.79	0.541	1.741	3.2	0.00
45	130.8	Unsaturated	Saturated	54	40	0.0	0	5165.7	4853.7	79.7	0.79	0.543	1.724	3.2	0.00
46	130.8	Unsaturated	Saturated	47	45	0.0	0	5296.5	4922.1	68.9	0.78	0.545	1.706	3.1	0.00
47	130.8	Unsaturated	Saturated	47	45	0.0	0	5427.3	4990.5	68.5	0.77	0.547	1.689	3.1	0.00
48	132.2	Unsaturated	Saturated	47	45	0.0	0	5559.5	5060.3	68.1	0.77	0.549	1.673	3.0	0.00
49	132.2	Unsaturated	Saturated	47	45	0.0	0	5691.7	5130.1	67.6	0.76	0.550	1.657	3.0	0.00
50	132.2	Unsaturated	Saturated	47	45	0.0	0	5823.9	5199.9	67.2	0.76	0.551	1.641	3.0	0.00
51	132.2	Unsaturated	Saturated	49	50	0.0	0	5956.1	5269.7	69.7	0.75	0.552	1.625	2.9	0.00
52	132.2	Unsaturated	Saturated	49	50	0.0	0	6088.3	5339.5	69.3	0.75	0.553	1.610	2.9	0.00
53	127.4	Unsaturated	Saturated	49	50	0.0	0	6215.7	5404.5	68.9	0.74	0.554	1.596	2.9	0.00
54	127.4	Unsaturated	Saturated	49	50	0.0	0	6343.1	5469.5	68.5	0.73	0.554	1.582	2.9	0.00
55	127.4	Unsaturated	Saturated	49	50	0.0	0	6470.5	5534.5	68.2	0.73	0.554	1.568	2.8	0.00
56	127.4	Unsaturated	Saturated	30	55	40.2	0	6597.9	5599.5	44.8	0.72	0.555	1.554	2.8	0.00
57	127.4	Unsaturated	Saturated	30	55	40.2	0	6725.3	5664.5	44.4	0.72	0.555	1.541	2.8	0.00
58	126.8	Unsaturated	Saturated	30	55	40.2	0	6852.1	5728.9	44.0	0.71	0.555	1.528	2.8	0.00
59	126.8	Unsaturated	Saturated	30	55	40.2	0	6978.9	5793.3	43.6	0.71	0.555	1.516	2.7	0.00
60	126.8	Unsaturated	Saturated	30	55	40.2	0	7105.7	5857.7	43.3	0.70	0.554	1.503	2.7	0.00
61	126.8	Unsaturated	Saturated	48	60	0.0	0	7232.5	5922.1	64.9	0.70	0.554	1.491	2.7	0.00
62	126.8	Unsaturated	Saturated	48	60	0.0	0	7359.3	5986.5	64.6	0.69	0.554	1.479	2.7	0.00
63	128.9	Unsaturated	Saturated	48	60	0.0	0	7488.2	6053.0	64.3	0.69	0.553	1.467	2.7	0.00
64	128.9	Unsaturated	Saturated	48	60	0.0	0	7617.1	6119.5	64.0	0.68	0.553	1.455	2.6	0.00
65	128.9	Unsaturated	Saturated	48	60	0.0	0	7746.0	6186.0	63.7	0.68	0.552	1.444	2.6	0.00
66	128.9	Saturated	Saturated	40	65	0.0	0	7874.9	6252.5	53.0	0.67	0.551	1.438	2.6	0.00
67	128.9	Saturated	Saturated	40	65	0.0	0	8003.8	6319.0	52.8	0.67	0.550	1.432	2.6	0.00
68	125.3	Saturated	Saturated	40	65	0.0	0	8129.1	6381.9	52.7	0.66	0.550	1.426	2.6	0.00
69	125.3	Saturated	Saturated	40	65	0.0	0	8254.4	6444.8	52.6	0.66	0.549	1.421	2.6	0.00
70	125.3	Saturated	Saturated	40	65	0.0	0	8379.7	6507.7	52.5	0.65	0.548	1.415	2.6	0.00
71	125.3	Saturated	Saturated	38	70	0.0	0	8505.0	6570.6	49.8	0.65	0.547	1.410	2.6	0.00
72	125.3	Saturated	Saturated	38	70	0.0	0	8630.3	6633.5	49.7	0.65	0.546	1.405	2.6	0.00
73	127.9	Saturated	Saturated	38	70	0.0	0	8758.2	6699.0	49.6	0.64	0.545	1.399	2.6	0.00
74	127.9	Saturated	Saturated	38	70	0.0	0	8886.1	6764.5	49.5	0.64	0.544	1.394	2.6	0.00
75	127.9	Saturated	Saturated	38	70	0.0	0	9014.0	6830.0	49.4	0.63	0.543	1.388	2.6	0.00
76	127.9	Saturated	Saturated	45	75	0.0	0	9141.9	6895.5	58.4	0.63	0.542	1.383	2.6	0.00
77	127.9	Saturated	Saturated	45	75	0.0	0	9269.8	6961.0	58.2	0.63	0.541	1.378	2.5	0.00
78	134.6	Saturated	Saturated	45	75	0.0	0	9404.4	7033.2	58.1	0.62	0.540	1.372	2.5	0.00
79	134.6	Saturated	Saturated	45	75	0.0	0	9539.0	7105.4	58.0	0.62	0.539	1.366	2.5	0.00
80	134.6	Saturated	Saturated	45	75	0.0	0	9673.6	7177.6	57.9	0.61	0.538	1.360	2.5	0.00
												Total Liquefaction Settlement, S =			**0.00 inches**

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SOILS REPORT APPROVAL LETTER

December 5, 2023

LOG # 128545
SOILS/GEOLOGY FILE - 2

5430 Carlton, LLC
9454 Wilshire Boulevard, Suite 850
Beverly Hills, CA 90212

TRACT: PADEN TRACT (M P 16-190)
LOT(S): 15 / 16 / 17 / 18
LOCATION: 5430, 5424 (aka 5426, 5426 1/2, 5428, 5428 1/2), 5420 (aka 5420 1/2, 5422), 5416 (aka 5418) W Carlton Way

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	22403	08/21/2023	Geotechnologies, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed construction of a 7 or 8-story residential complex over 2 subterranean levels.

The project site is relatively level and includes multiple lots. The site exploration consisted of excavating two exploratory borings. The earth materials at the subsurface exploration locations consist of up to 3 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure(s) on conventional foundations bearing on native undisturbed soils.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2023 City of LA Building Code. P/BC numbers refer to the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

2. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

4. A grading permit shall be obtained for all structural fill/retaining wall backfill (106.1.2).

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

6. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

7. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

8. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

9. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

10. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction.

11. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

12. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).

13. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

14. Unsurcharged temporary excavation may be cut vertical up to 5 feet. For excavations over 5 feet, the portion of the excavation above the vertical cut shall be trimmed back at a uniform gradient not exceeding 1:1 (horizontal to vertical), as recommended.

15. Shoring shall be designed for the lateral earth pressures specified in the section titled "Lateral Pressure" starting on page 27 of the 08/21/2023 report; all surcharge loads shall be included into the design. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.

16. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.

17. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer

18. All foundations shall derive entire support from native undisturbed soils, as recommended (and approved by the geologist and soils engineer by inspection).

19. Footings supported on expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

20. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).

21. Concrete floor slabs placed on expansive soil or compacted fill shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

22. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, for structures on Site Class D sites with S1 greater than or equal to 0.2, the parameter SM1 determined by EQ. (11.4-2) shall be increased by 50%. Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review.

23. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 19 of the 08/21/2023 report. All surcharge loads shall be included into the design.

24. All retaining walls shall be provided with a standard surface backdrain system; all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

25. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

26. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

27. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

28. The use of acceptable prefabricated drainage composites (also known as geosynthetic subdrain systems), as an alternative to traditionally accepted methods of draining retained earth, shall be determined during structural plan check.

29. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)

30. The structure shall be connected to the public sewer system per P/BC 2020-027.

31. The infiltration facility design and construction shall comply with the minimum requirements specified in the Information Bulletin P/BC 2020-118.

32. The construction of the infiltration system shall be provided under the inspection and approval of the soils engineer.

33. An overflow outlet shall be provided to conduct water to the street in the event that the infiltration system capacity is exceeded. (P/BC 2020-118)

34. Approval for the proposed infiltration system from the Bureau of Sanitation, Department of Public Works shall be secured.

35. A minimum distance of 10 feet (in any direction) shall be provided from adjacent proposed/existing footings to the discharge of the proposed infiltration system. A minimum distance of 10 feet horizontally shall be provided from private property lines to the proposed infiltration system.

36. The dry well area between the blank casing and the surround soils shall be sealed to a minimum depth of 15 feet below the bottom of any adjacent foundation, as recommended. Bentonite slurry (or equivalent) shall be used to prevent unintended leakage or horizontal infiltration. An emergency pump shall be provided and properly connected to the dry well in case of disfunction or overflow of the dry well.

37. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

38. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

39. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for

the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division upon completion of the work. (108.9 & 7008.2)

40. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).

41. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

42. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]

43. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. An Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

44. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

45. A supplemental report shall be provided in the event any deviation to the currently proposed project configuration, as presented and as shown in the plans and cross sections included in the approved reports, is made. This shall include but not limited to: relocation, change in any dimension, change in the number of stories above or below grade of any of the proposed structures; addition of any structure(s), such as retaining walls, decks, swimming pools, driveways, access roads, living quarters, etc.; or, additional permanent grading or temporary grading for construction purposes that are not described and not shown in the plans and cross sections included in the approved reports.

DAN L. STOICA
Geotechnical Engineer I

DLS/dls
Log No. 128545
213-482-0480

cc: Gary Benjamin, Applicant
Geotechnologies, Inc., Project Consultant
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District LA | Log No. 128545

APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012 Telephone No. (213)482-0480.
B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION
Tract: Paden Tract
Block: N/A Lots: 15-18
3. OWNER: 5430 Carlton, LLC
Address: 9454 Wilshire Blvd., Ste. 850
City: Beverly Hills Zip: 90212
Phone (Daytime): (323) 467-8210

2. PROJECT ADDRESS: 5416-5430 W. Carlton Wy.
4. APPLICANT Gary Benjamin, Alchemy Planning + Land Use
Address: 1110 N. Virgil Ave., #187
City: Los Angeles Zip: 90029
Phone (Daytime): (213) 479-7521
E-mail address: gary@alchemyplanning.com

5. Report(s) Prepared by: Geotechnologies, Inc.
6. Report Date(s): 8/21/23

7. Status of project: ☒ Proposed ☐ Under Construction ☐ Storm Damage
8. Previous site reports? ☐ YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? ☐ YES if yes, provide dates and attach a copy to expedite processing.
Dates:
10. Applicant Signature: Position: Representative

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED		FEES
☒ Soils Engineering	363.00	No. of Lots	4	15.00
☐ Geology		No. of Acres	0.865	
☐ Combined Soils Engr. & Geol.		☐ Division of Land		
☐ Supplemental		Other		
☐ Combined Supplemental		☒ Expedite		
☐ Import-Export Route		☐ Response to Correction		
Cubic Yards:		☐ Expedite ONLY		
		Sub-total		378.00
		Surcharge		323.74
		TOTAL FEE		701.74

Fee Due: 701.74
Fee Verified By: AM Date: 11/7/23
(Cashier Use Only)

Receipt # 1711378

Paid on 11/7/23

ACTION BY:

THE REPORT IS: ☐ NOT APPROVED
☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

For Geology — Date

For Soils — Date

BOARD OF PUBLIC WORK
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HI SANG KIM
YPERION EXECUTIVE PLANT MANAGER

WASTEWATER ENGINEERING
SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

April 26, 2024

Ms. Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101
Chatsworth, CA 91311

Dear Ms. Cruz,

5424 CARLTON WAY PROJECT - REQUEST FOR WASTEWATER SERVICE INFORMATION

This is in response to your April 17, 2024 letter requesting a review of your proposed residential project located at 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W Carlton Way, Los Angeles, CA 90027. The project will consist of 139 multi-family residential units and residential amenities. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.
.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative capacity impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential Apt: Studio	75 GPD/1 DU	75 DU	5,625
Residential Apt:1-BDRM	110 GPD/1 DU	55 DU	6,050
Residential Apt:2-BDRM	150 GPD/1 DU	9 DU	1,350
Pool		1	25,000
Total			**38,025**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Serrano Ave. The sewage from the existing 8-inch line feeds into a 24-inch line on Sunset Blvd before discharging into a 33-inch sewer line on Vine St. Figure 1 shows the details of the sewer system within the vicinity of the project.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Serrano Ave.	18	376,816 GPD
8	Western Ave.	30	512,781 GPD
30	Taft Ave RW	45	3.69 MGD
24	Sunset Blvd.	43	3.84 MGD
21	Sunset Blvd.	55	4.14 MGD
33	Vine St.	22	21.11 MGD

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

This response letter is not intended to address any potential utility conflicts associated with the wastewater or stormwater conveyance systems. Construction of any type near any wastewater or stormwater conveyance infrastructure in the public right of way, or in/near any conveyance easement must be evaluated separately.

If you have any questions, please call Than Win at (323) 342-6268 or email at than.win@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: https://eng2.lacity.org/techdocs/stdplans/index.htm

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

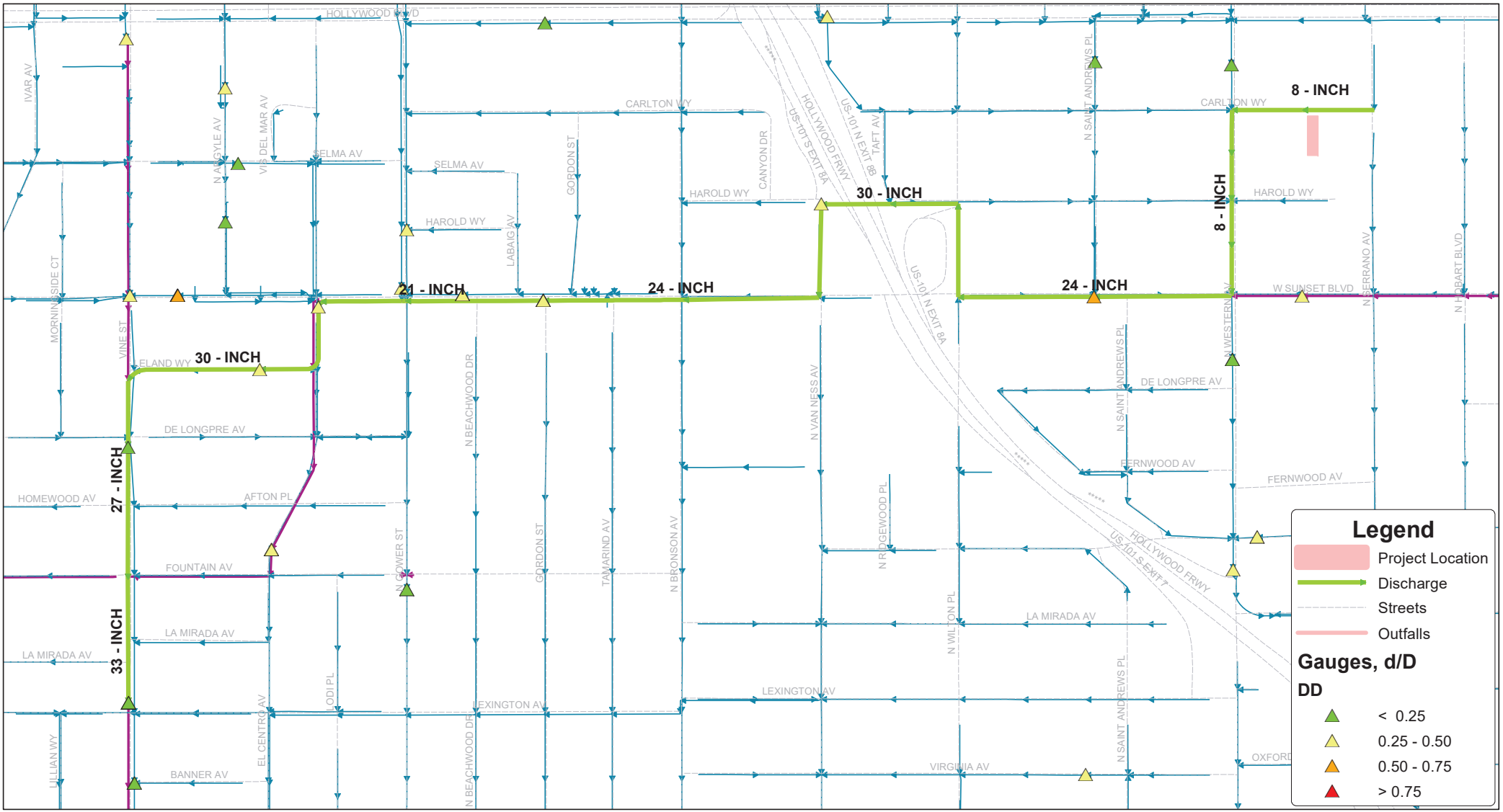
Sincerely,

Rowena Lau, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

RL/TW: sa

Attachment: Figure 1 - Sewer Map

c: Julie Allen, LASAN
Michael Scaduto, LASAN
Spencer Yu, LASAN
Than Win, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
5424 Carlton Way Project
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

Los Angeles Department of Water & Power

BUILDING A STRONGER L.A.

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Board of Commissioners
Richard Katz, President
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Nurit D. Katz
Mia Lehrer
Wilma J. Pinder
Chante L. Mitchell, Secretary

Martin L. Adams, General Manager and Chief Engineer

April 23, 2024

Ms. Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd, Suite 101
Chatsworth, CA 91311

Dear Ms. Cruz,

Subject: Los Angeles Department of Water and Power Water and Electricity Connection Services Request 5424 Carlton Way Project

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated April 17, 2024, requesting LADWP's ability to provide water and electric services for the Carlton Way Project (Project).

Project Description:

The Carlton Way Project is located at 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027.

Existing Uses: The Project Site contains eight existing residential buildings with a total of 33 units.

Proposed Project: The Project proposes to construct 131 new multi-family dwelling units (including 14 Very Low-Income units and three Low Income units) in an eight-story building. Additionally, one existing eight-unit apartment building would remain on the Project Site for a total of 139 total units. Seven other existing residential and accessory structures, consisting of 22 multi-family dwelling units and three single-family homes (25 total residential units removed), would be demolished. The Project would have a total of 139 dwelling units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units. There is a pool with approximately 25,000 gallons. The backwash rate is unknown. There is no spa.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project. Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply. Depending on the Project scope, a WSA by the water supply agency may need to be requested by the California Environmental Quality Act (CEQA) Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report (EIR).

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.) are such

that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Mr. Anselmo Collins
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan, at (213) 367-2166 or by e-mail at Delon.Kwan@ladwp.com.

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer contact Ms. Flordeliza Gonzalez at (213) 367-1312 or by e-mail at Flordeliza.Gonzalez@ladwp.com to make arrangements for water supply service needs.

The following responses are provided regarding impacts to water service.

1. Please describe sizes and capacities of existing water mains that would serve the Project Site.

   The project may be served from an existing 6-inch pipe in Carlton Way. If the project requires a higher capacity than what is currently available, the pipe may need to be upgraded.

2. Are there any existing water service problems/deficiencies in the Project area?

   There are no known problems or deficiencies.

3. Would DWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area? If not, what new infrastructure or upgrades to infrastructure would be needed?

   LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed.

4. How does the City anticipate and plan for future water service needs?

   The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands for the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a

25-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) demographic projection by the Southern California Association of Governments (SCAG).

See the following link to the 2020 UWMP: http://www.ladwp.com/uwmp

In general, projects that conform to the demographic projection from the RTP/SCS by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore, the projected water supplies would meet projected demands.

5. In order to assess the proposed project's future consumption of water, please provide your recommended rates. Land Use: multi-family residential = ___ gallons / unit / day.

   For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the current factors at the following link: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart or contact the LADWP Water Resources' Development group for a copy of the factors.

   For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link: https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Model-Water-Efficient-Landscape-Ordinance.

   If the proposed project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.

   Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed project.

6. Please provide any recommendations that might reduce any potential water impacts associated with the Project.

   Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, in order to lower the net additional water demand for the proposed project. Also, applicants are encouraged to use water efficient fixtures and appliances in the proposed project. For more information on water conservation in the City of Los Angeles, please visit the LADWP website https://www.ladwp.com/waterconservation.

Power Needs

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

1) Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the project site and the surrounding area. Please include a map illustrating your description.

   The Power Capacity Map provides the Los Angeles Department of Water and Power's customers with insight about the available load capacity throughout the City of Los Angeles. Los Angeles Department of Water and Power: Power Capacity Map (arcgis.com).

2) Are there any existing electricity service problems/deficiencies in the project area?

   LADWP's Power System Reliability Program provides a blueprint for ensuring continued reliable energy service for future generations of Los Angeles residents. LADWP implemented the Power System Reliability Program through a two-pronged approach—rebuilding infrastructure and proactive maintenance—and will invest more than $1 billion in the program over the next 5 to 15 years.

3) Would the DWP be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area? If not, what new infrastructure would be needed to meet the proposed project's demand for electricity?

   This will be determined during the review of the Project's electrical drawings and load schedules after submittal of plans for the electric service to your region's LADWP Service Planning Engineer. New project interconnections may require on-site transformation and line extension on public streets.

4) Would the DWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?

   Electric Service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available on-line at https://www.ladwp.com under Electric Services/Codes & Specifications). The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles and has been considered in the planned growth of the City's power system.

   LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.

5) In order to assess the proposed project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour / unit / year

LADWP does not provide consumption rates.

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program, for commercial, industrial, institutional and multi-family residential customers up to $250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation.

Energy Efficiency

LADWP suggests consideration and incorporation of energy- efficient design measures for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. For further information, please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or by e-mail at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: https://www.ladwp.com/residential-services/programs-and-rebates-residential

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Arash Saidi is the Solar Energy Program Manager and can be reached at (213) 367-4886 or by e-mail at Arash.Saidi@ladwp.com.

For more information about the Solar Programs, please visit the LADWP website: www.ladwp.com/solar or www.ladwp.com/fit regarding the Feed-In Tariff Program. To begin the process of integrating a net-metered solar system, please visit this website: www.ladwp.com/NEM.

For more information on other rebates and programs, please visit the LADWP website: https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient electric vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City. Mr. Yamen Nanne is the Electric Vehicle Program Manager and can be reached at (213) 367-2585 or via email at Yamen.Nanne@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1-866-484-0433 or email us at PluginLA@ladwp.com.

Please include LADWP in your mailing list and address it to the attention of Ms. Jane Hauptman in Room 1044 for review of the environmental document for the proposed Project.

Ms. Jane Hauptman
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

If there are any additional questions on this utility services request, please contact Mr. Matthew Kerby of the Environmental Planning and Assessment Group at (213) 367-1795.

Sincerely,

Jane Hauptman
Manager of Environmental Planning and Assessment

MK:ea
Enclosures
c/enc: Mr. Delon Kwan
Mr. Yamen Nanne
Mr. Anselmo Collins
Mr. Mark Gentili
Mr. Arash Saidi
Ms. Lucia Alvelais
Ms. Flordeliza Gonzalez

LOS ANGELES POLICE DEPARTMENT

DOMINIC H. CHOI
Chief of Police

Karen Bass
Mayor

P.O. Box 30158
Los Angeles, CA 90030
Telephone: (213) 486-0150
TTY: (877) 275-5273
Ref #:11.3

May 1, 2024

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth CA 91311

Dear Sherrie Cruz: [ENV-0000-0000-EIR]

The proposed, "5424 Carlton Way Project," is located at 5424 Carlton Way, Los Angeles CA 90027. This project has additional addresses. The project location is in Reporting District (RD) 0648. This RD falls within the geographical boundaries of the Los Angeles Police Department's Hollywood Area. A project of this size could have an impact on police services within Hollywood Area. The Department is available for advisement on crime prevention features appropriate for the design of the properties within the project.

Upon completion of the project, it is encouraged that the Area Commanding Officer (ACO) of Hollywood Community Police Station be provided with a diagram copy of each portion of the property. Hollywood Community Police Station's ACO is Captain III Craig Heredia. Hollywood Community Police Station is located, at 1358 N. Wilcox Avenue, Hollywood, CA 90028 (RD 0666). The diagram should include access routes and any additional information that might facilitate or impact police response.

Should you have any further questions, please contact Police Officer III Jeff Nelson, Public Engagement Section, Office of Operations, Crime Prevention Through Environmental Design, at (213) 486-6000 or via e-mail at CPTED@lapd.online.

Respectfully,

DOMINIC H. CHOI
Chief of Police

GISSELLE ESPINOZA, Commander
Department Homeless Coordinator
Office of Operations

The following report was prepared for the "5424 Carlton Way Project" in accordance with Section 15083 of the California Environmental Quality Act (CEQA).

Project Location / Description:

The "5424 Carlton Way Project" site is located at 5416, 5418, 5420, 5422, 5424, 5426, 5428, and 5430 Carlton Way. This project will be constructed within the Hollywood Community Plan area, Los Angeles, CA 90027." This project will be constructed within the boundaries of the City of Los Angeles and located in LAPD's Hollywood Area. Some of the communities in this area are Hollywood, Mount Olympus, Fairfax District (North of Beverly Boulevard), Melrose District, Argyle Avenue and Los Feliz Estates. (LAPD's Operations West Bureau).

A summarization of this project's Environmental Impact Report (E.I.R.) is to identify and assess the project's potential impact on public quality of life issues and concerns. This is in accordance with Section 15083 of the California Environmental Quality Act (CEQA). This E.I.R. will also address the project's potential impact on police protection services, the resources needed, the resources available and the impact these services and resources will have on the immediate community.

Purpose of Proposed Project:

The proposed "5424 Carlton Way Project" contains eight existing residential buildings with a total of 33 units.

The project proposes to construct 131 new multi-family dwellings (including 14 very Low-Income units and three Low Income units) in an eight-story building. Additionally, one existing eight-unit apartment building would remain on the Project Site for a total of 139 total units. Seven other existing residential and accessory structures, consisting of 22 multi-family dwelling units and three single-family homes (25 total residential units removed), would be demolished. The project would have a total of 139 dwelling units, including 75 studio units, 55 one-bedroom units and nine two-bedroom units.

There is a pool with approximately 25,000 gallons. The backwash rate is unknown and there is no spa.

Project Distance and Times:

The 5424 Carlton Way Project addresses are approximately 1 mile and 2 minutes from the Hollywood Community Police Station.

These distances and times were calculated from a departure point starting from the Hollywood Community Police Station. These arrival times were configured utilizing some traffic delays. Estimated times of arrival can vary depending on divisional call load, time of the day, traffic delays and types of calls being responded to.

The reporting district for Hollywood Community Police Station is RD 0666. Their phone number is (213) 972-2971.

Divisional Geographic's / Demographics:

Hollywood Community Police Station's geographical area of patrol is approximately 17.2 square miles. It consists of 58 Reporting Districts. The service boundaries for Hollywood Station are as follows:

To the ***West*** is North La Brea, Sierra Mar Place

To the ***North*** Mulholland Drive

To the ***East*** Fern Dell Drive, Normandie Avenue, border with LAPD Northeast Division

To the ***South*** is Melrose Avenue, Willoughby Avenue, Fountain Avenue, Sunset Boulevard

The proposed, "5424 Carlton Way Project", will be in ***RD 0648*** *(Los Angeles Police Department's Hollywood Division).* The borders for ***RD 0648*** are as follows:

Reporting District 0663

To the ***West*** is N. Bronson Avenue

To the ***North*** is Hollywood Boulevard

To the ***East*** is N. Western Avenue

To the ***South*** is Sunset Boulevard

Hollywood Division

Hollywood Division has approximately 314 sworn personnel and 12 civilian support staff. Hollywood staffing consists of 2 Captains, 7 Lieutenants, 22 Detectives, 31 Sergeants, 226 Police Officers.

To the North, Hollywood Division borders North Hollywood, and the city of Burbank. To the west is LAPD's West Los Angeles Division, and the city of Beverly Hills. To the south is LAPD's Wilshire, and Olympic Division's. To the east is LAPD's Northeast Division.
Some points of interest that Hollywood area of Los Angeles offers is Argyle, Cahuenga Pass, East Hollywood, Hobart, Hollywood, Hollywood Hills, Hollywood/La Brea, Little Armenia, Los Feliz, Melrose District, Mount Olympus, Sierra Vista, Spaulding Square, Sunset Strip, Thai Town, Vine/Willoughby

The residential population in the Hollywood area is estimated at 3000,000 people, plus or minus (WIKIPEDIA and Los Angeles Almanac). The officer to resident ratio is 1 officer for every 993 residents (993:1). This is a given residential impact for a 17.2 square mile area. This population amount does not reflect citizens from outside the area visiting local businesses, churches, residences and educational institutions.

The Los Angeles Police Department

The Los Angeles Police Department currently has 8,827 sworn personnel and 2,464 civilian employees. These city police employees cater to a Los Angeles City population of approximately 3,985,516. This city population amount is current as of October 1, 2021 (according to 2010-2020 American Community Survey and the 2020 US Census for year 2020). Additionally, this amount does not include all residents and non-residents, but only reflects those individuals that responded to the 2020 Census.

This population equates to a resident to officer ratio of 445 residents for every 1 officer (445:1). The 3,985,516-population amount depicts a firm registered value of population for the City of Los Angeles. However, this number can also be fluid.

The ethnic breakdown of the City of Los Angeles, according to the 2010-2020 American Community Survey and Wikipedia is:

- 46.9% Hispanic / Latin
- 28.9% White (Non-Hispanic)
- 11.7% Asian
- 8.3% Black / African American
- 0.73% Native American
- 0.16% Native Hawaiian / Pacific Islander
- 3.4% Other/two or more races

Divisional Support and Communication:

There are many specialized support units, divisions, sections and services available to Hollywood's Division within the LAPD (i.e., Air Support, Detectives, Bike Unit, K9 and Metro / SWAT) to support any additional policing needs Hollywood Division may encounter. These services are available to supplement and complement Hollywood area policing. In utilizing these available resources, the Los Angeles Police Department can meet the demanded needs of police services for the 5424 Carlton Way Project.

Hollywood Community Police Station's emergency response system is directly linked to the Los Angeles Police Department's Communication and Dispatch Center. Communication Division has the responsibility to staff this Dispatch Center. The staff are incident trained personnel that will respond to radioed and telephoned calls for service. They would then dispatch these requests to the proper emergency and non-emergency personnel required or requested. They would provide the city personnel involved with the necessary information to execute their duties for any given incident.

These operations are performed on a 24 hour a day, 7 days a week, 365 days a year basis. This includes 911 emergency calls (police, fire and medical). In referencing Communication Division, their main area of concentration is the dispatching and follow-up of police calls for service. Communication Division's "Emergency Operations Center" (EOC / DOC), also works in concert with the Los Angeles Fire Department's (LAFD) "Metropolitan Fire Communications Center" (MFC). Additional emergency response entities that Communication Division interacts with are, but not limited to, is the Los Angeles County Fire Department (LACoFD), the Los Angeles County Sheriff's Department (LASD) and other regional city police and fire agencies. This interaction is

performed to ensure coordinated responses to all emergencies and incidents that occur, will occur or have occurred in Los Angeles City and Los Angeles County regions.

Divisional and Citywide Response Times:

According to the Los Angeles Police Department's Computer Statistics (CompStat) Division, the average police response time to emergency, high priority calls in the Hollywood Area (Code 3 calls) was 3.8 minutes. This was done with a dispatch median time of 1.8 minutes. The medium high priority response time (Code 2) was 18.9 minutes. This was done with a dispatch median time of 5.3 minutes. Low priority, non-emergency response times, was 36.1 minutes. These low priority calls had a dispatch median time of 14.4 minutes.

Citywide response times during this same 4-week period was 4.6 minutes for emergency, high priority calls. The dispatch emergency time was 1.5 minutes. The medium high (Code 2 calls) priority response times were 16.8 minutes with a dispatch time of 5.1 minutes. Low priority response times were 32.4 minutes with a dispatch time of 13.4 minutes.

These response times were taken from the statistics submitted by Hollywood Division to "CompStat's", for a 4-week period between March 17, 2024 through April 13, 2024. During this same 4-week period, Hollywood Division answered 316 emergency calls for service, 1,312 medium high priority calls and 1,018 low priority calls.

Citywide, for the same 4-week period, the Los Angeles Police Department answered 6,654 emergency calls for service, 25,660 medium high priority calls and 19,841 low priority calls. The response times stated are adequate performance times for this police division.

Statistics:

The following is one month of crime statistics for RD 0656 (The 6311 Romaine Street Project) and Hollywood Division 5-year crime statistics for the years 2020-2024. Also included are Citywide crime statistics, broken down by month for the same period.

Hollywood Division Crime YTD and 5-year totals	**2024**	**2023**	**2022**	**2021**	**2020**	**Crime in RD 0648** **02-04-2024 / 03-03-2024**
Violent Crime	224	1,393	1,728	1,835	1,444	6
Property Crime	800	4,515	5,607	5,224	4,323	10
Homicide	3	10	12	9	7	0
Rape	10	96	112	119	100	0
Robbery	64	450	616	637	449	3
Aggravated Assault	147	837	988	1,070	888	3
Burglary	110	539	620	648	682	1
Motor Vehicle Theft	159	742	942	910	726	3
Burglary Theft from Vehicle	236	1,283	1,846	1,773	1,360	2
Personal / Other Theft	295	1,951	2,199	1,893	1,555	4

Supplemental Divisions, 5-year crime totals. This graph left blank intentionally:

Division --- Crime YTD and 5-year totals	**2022**	**2021**	**2020**	**2019**	**2018**	**Crime in RD 0000 0-0-2022 / 0-0-2022**
Violent Crime	--	--	--	--	--	--
Property Crime	--	--	--	--	--	--
Homicide	--	--	--	--	--	--
Rape	--	--	--	--	--	--
Robbery	--	--	--	--	--	--
Aggravated Assault	--	--	--	--	--	--
Burglary	--	--	--	--	--	--
Motor Vehicle Theft	--	--	--	--	--	--
Burglary Theft from Vehicle	--	--	--	--	--	--
Personal / Other Theft	--	--	--	--	--	--

Citywide 5-year crime totals:

Citywide Crime Statistics Crime YTD and 5-year totals	**2024**	**2023**	**2022**	**2021**	**2020**	**Crime in RD 0000 00-00-2024 / 00-00-2024**
Violent Crime	4,694	27,380	30,927	30,529	28,465	--
Property Crime	17,258	94,789	102,071	92,091	86,612	--
Homicide	50	295	383	402	355	--
Rape	156	1,203	1,412	1,563	1,541	--
Robbery	1,460	7,787	9,100	8,497	8,014	--
Aggravated Assault	3,028	18,095	20,032	20,067	18,555	--
Burglary	2,611	13,407	14,785	13,007	13,750	--
Motor Vehicle Theft	4,544	23,738	25,901	24,555	21,462	--
Burglary Theft from Vehicle	4,730	27,042	31,997	29,640	27,637	--
Personal / Other Theft	5,373	30,602	29,388	24,889	23,763	--

Divisional year totals, month to month:

2024 Hollywood Crime Statistics	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal/Other Theft
JAN	104	296	1	2	34	67	33	68	94	101
FEB	205	705	3	10	57	135	92	144	204	265
MAR										
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										

Citywide year totals, month to month:

2024 City Wide Crime Statistics	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal/Other Theft
JAN	2,021	6,857	17	54	655	1,295	1,071	1,971	1,845	1,970
FEB	4,091	14,985	46	128	1,277	2,640	2,256	3,995	4,114	4,620
MAR										
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										

Hollywood Area — 5 Year Comparison Report (Current v Previous)

Weeks Ending: March 2, 2024

CRIME	2024	2023	% CHG	2023	2022	% CHG	2022	2021	% CHG	2021	2020	% CHG	2020
Homicide	3	2	50.0%	2	0	0.0%	0	1	-100.0%	1	3	-66.7%	3
Rape(121,122,815,820,821)	10	26	-61.5%	26	24	8.3%	24	21	14.3%	21	25	-16.0%	25
Robbery	64	58	10.3%	58	122	-52.5%	122	81	50.6%	81	78	3.8%	78
Aggravated Assault*	147	140	5.0%	140	170	-17.6%	170	130	30.8%	130	133	-2.3%	133
Total Violent Crimes	**224**	**226**	**-0.9%**	**226**	**316**	**-28.5%**	**316**	**233**	**35.6%**	**233**	**239**	**-2.5%**	**239**
Burglary	110	114	-3.5%	114	104	9.6%	104	105	-1.0%	105	81	29.6%	81
Motor Vehicle Theft	159	145	9.7%	145	185	-21.6%	185	137	35.0%	137	73	87.7%	73
BTFV	236	308	-23.4%	308	322	-4.3%	322	270	19.3%	270	250	8.0%	250
Personal/Other Theft	295	358	-17.6%	358	380	-5.8%	380	239	59.0%	239	359	-33.4%	359
Total Property Crimes	**800**	**925**	**-13.5%**	**925**	**991**	**-6.7%**	**991**	**751**	**32.0%**	**751**	**763**	**-1.6%**	**763**

Citywide — 5 Year Comparison Report (Current v Previous)

Weeks Ending: March 2, 2024

CRIME	2024	2023	% CHG	2023	2022	% CHG	2022	2021	% CHG	2021	2020	% CHG	2020
Homicide	50	43	16.3%	43	61	-29.5%	61	72	-15.3%	72	52	38.5%	52
Rape(121,122,815,820,821)	156	240	-35.0%	240	277	-13.4%	277	280	-1.1%	280	357	-21.6%	357
Robbery	1460	1283	13.8%	1283	1594	-19.5%	1594	1350	18.1%	1350	1537	-12.2%	1537
Aggravated Assault*	3028	3042	-0.5%	3042	3164	-3.9%	3164	3022	4.7%	3022	2683	12.6%	2683
Total Violent Crimes	**4694**	**4608**	**1.9%**	**4608**	**5096**	**-9.6%**	**5096**	**4724**	**7.9%**	**4724**	**4629**	**2.1%**	**4629**
Burglary	2611	2503	4.3%	2503	2491	0.5%	2491	2250	10.7%	2250	2235	0.7%	2235
Motor Vehicle Theft	4544	4145	9.6%	4145	4346	-4.6%	4346	3967	9.6%	3967	2881	37.7%	2881
BTFV	4730	5932	-20.3%	5932	5530	7.3%	5530	5086	8.7%	5086	5569	-8.7%	5569
Personal/Other Theft	5373	5565	-3.5%	5565	4584	21.4%	4584	3648	25.7%	3648	5525	-34.0%	5525
Total Property Crimes	**17258**	**18145**	**-4.9%**	**18145**	**16951**	**7.0%**	**16951**	**14951**	**13.4%**	**14951**	**16210**	**-7.8%**	**16210**

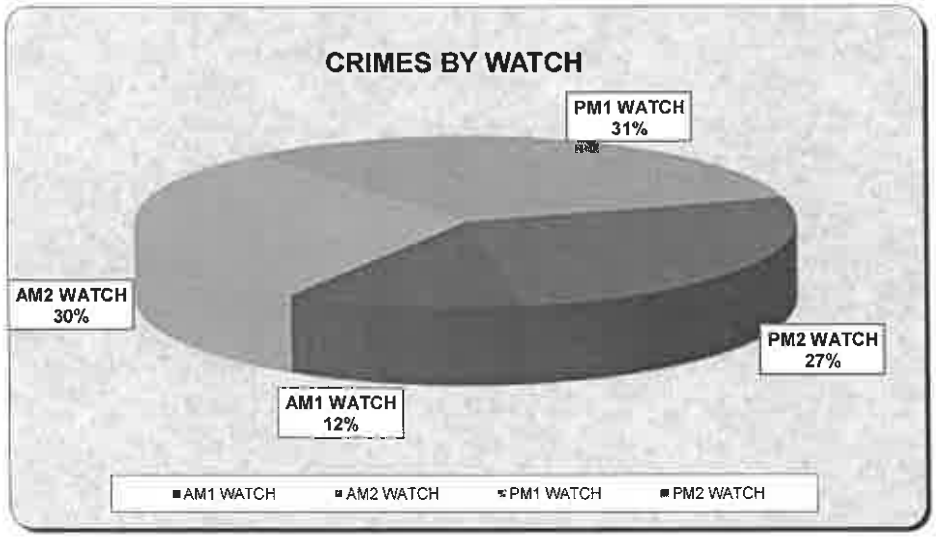
PART 1 CRIMES BY WATCH REPORT
BY AREA
REPORT COVERING THE WEEK OF 02/25/2024 THRU 03/02/2024

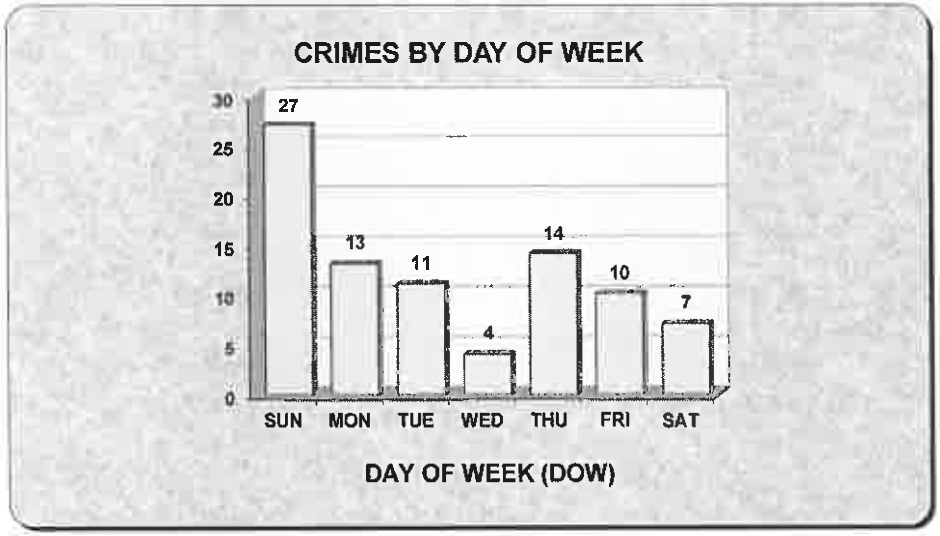
AREA_DESC Hollywood

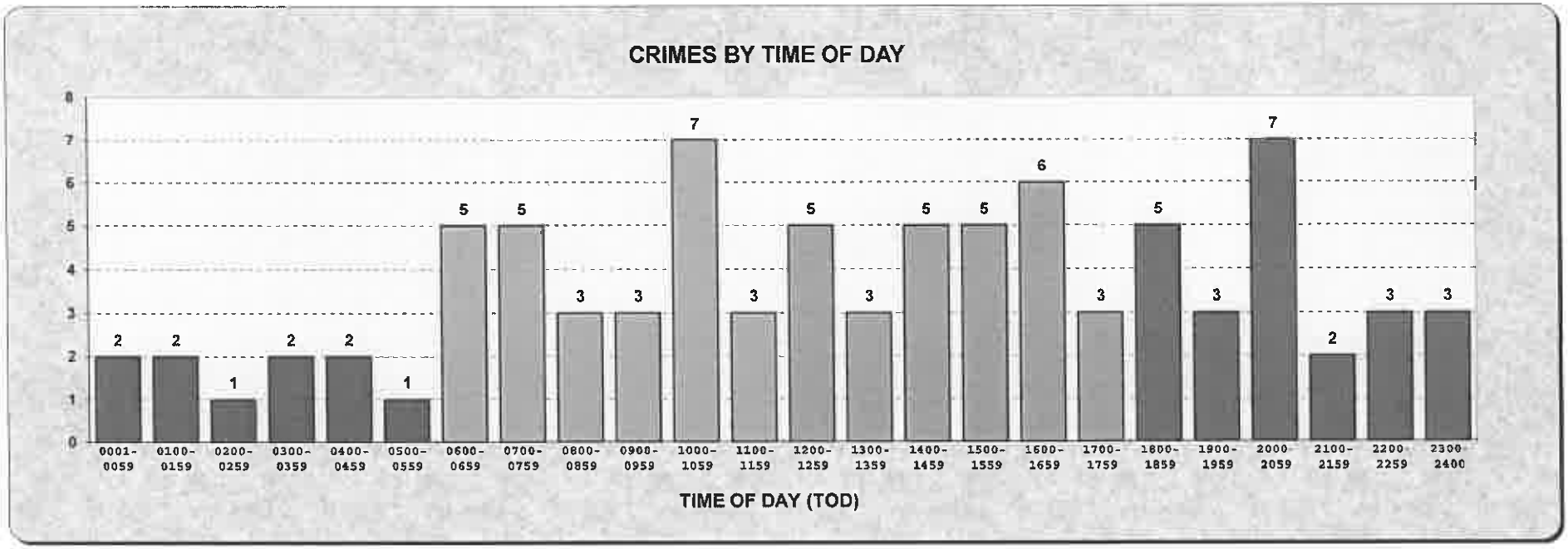
Watch	TIME OF DAY	SUN	MON	TUE	WED	THU	FRI	SAT	Grand Total
AM1 WATCH	0001-0059	0	1	0	1	0	0	0	2
	0100-0159	2	0	0	0	0	0	0	2
	0200-0259	0	0	1	0	0	0	0	1
	0300-0359	0	0	0	1	1	0	0	2
	0400-0459	1	0	0	0	0	0	1	2
	0500-0559	0	1	0	0	0	0	0	1
AM1 WATCH Total		**3**	**2**	**1**	**2**	**1**	**0**	**1**	**10**
AM2 WATCH	0600-0659	3	0	0	0	0	2	0	5
	0700-0759	3	0	0	0	0	1	1	5
	0800-0859	0	0	0	0	1	0	2	3
	0900-0959	1	0	1	0	0	1	0	3
	1000-1059	1	1	0	0	3	2	0	7
	1100-1159	1	1	1	0	0	0	0	3
AM2 WATCH Total		**9**	**2**	**2**	**0**	**4**	**6**	**3**	**26**
PM1 WATCH	1200-1259	2	0	0	1	1	1	0	5
	1300-1359	1	1	0	0	1	0	0	3
	1400-1459	2	1	2	0	0	0	0	5
	1500-1559	1	1	1	0	0	1	1	5
	1600-1659	1	0	1	0	3	1	0	6
	1700-1759	1	0	1	0	1	0	0	3
PM1 WATCH Total		**8**	**3**	**5**	**1**	**6**	**3**	**1**	**27**
PM2 WATCH	1800-1859	0	3	0	1	1	0	0	5
	1900-1959	1	1	0	0	0	1	0	3
	2000-2059	2	2	1	0	1	0	1	7
	2100-2159	0	0	0	0	1	0	1	2
	2200-2259	1	0	2	0	0	0	0	3
	2300-2400	3	0	0	0	0	0	0	3
PM2 WATCH Total		**7**	**6**	**3**	**1**	**3**	**1**	**2**	**23**
Grand Total		**27**	**13**	**11**	**4**	**14**	**10**	**7**	**86**

Prepared By:
ADSD, LAPD

PART 1 CRIMES BY WATCH REPORT







Prepared By:
ADSD, LAPD

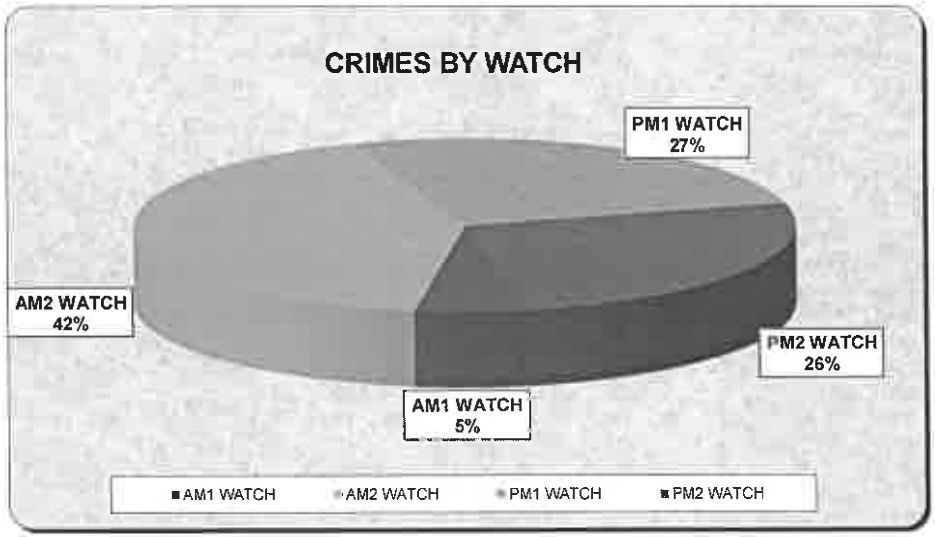
VIOLENT CRIMES BY WATCH REPORT
BY AREA
REPORT COVERING THE WEEK OF 02/25/2024 THRU 03/02/2024

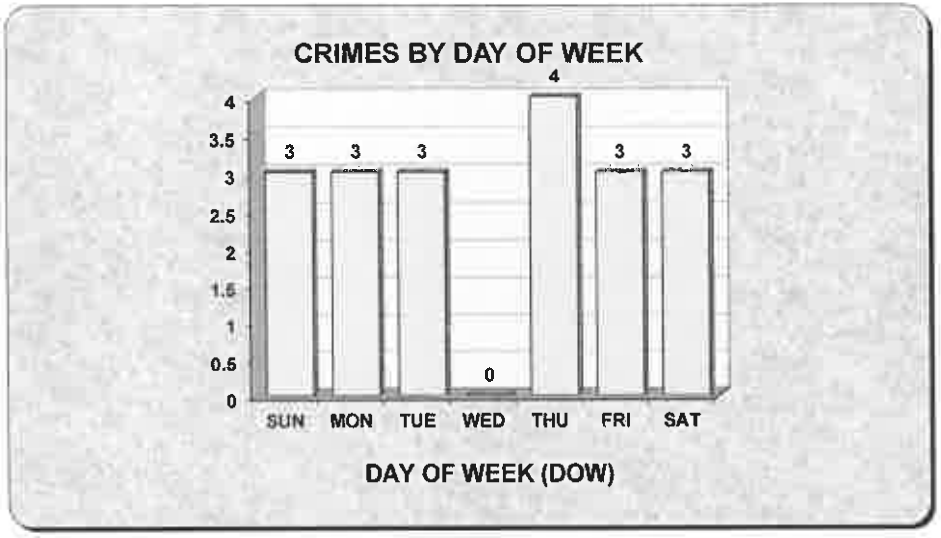
AREA_DESC Hollywood

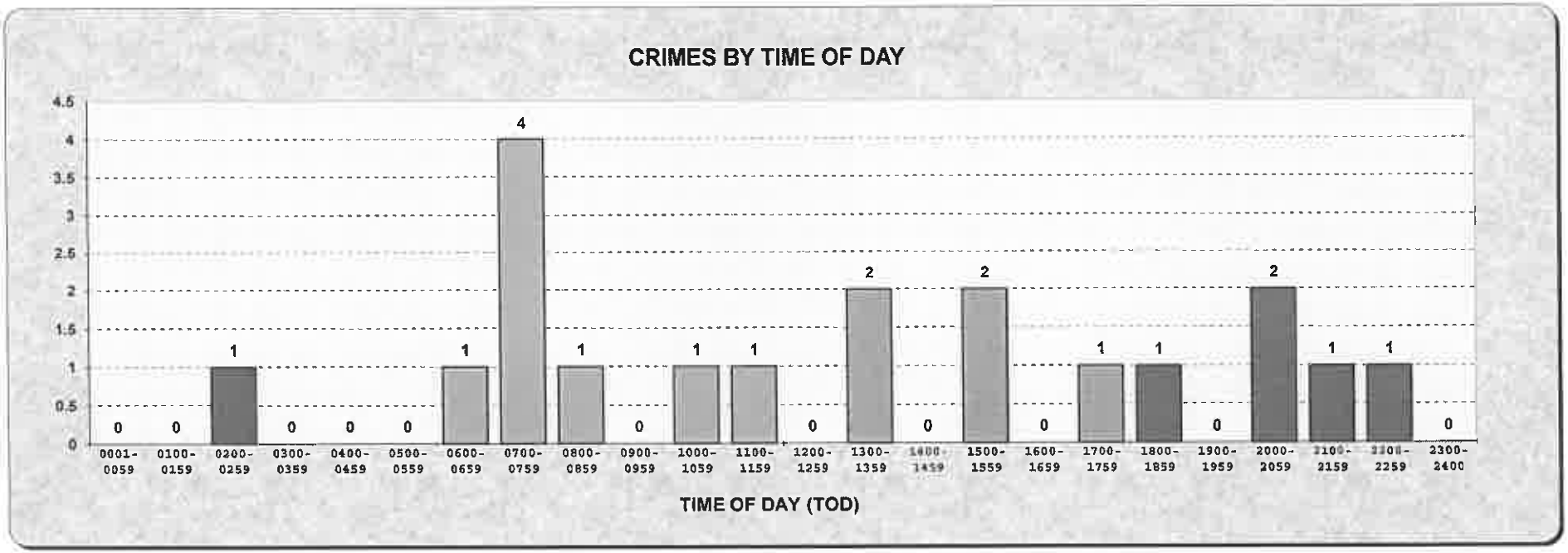
Watch	TIME OF DAY	SUN	MON	TUE	WED	THU	FRI	SAT	Grand Total
AM1 WATCH	0001-0059	0	0	0	0	0	0	0	0
	0100-0159	0	0	0	0	0	0	0	0
	0200-0259	0	0	1	0	0	0	0	1
	0300-0359	0	0	0	0	0	0	0	0
	0400-0459	0	0	0	0	0	0	0	0
	0500-0559	0	0	0	0	0	0	0	0
AM1 WATCH Total		**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
AM2 WATCH	0600-0659	0	0	0	0	0	1	0	1
	0700-0759	2	0	0	0	0	1	1	4
	0800-0859	0	0	0	0	1	0	0	1
	0900-0959	0	0	0	0	0	0	0	0
	1000-1059	0	0	0	0	1	0	0	1
	1100-1159	0	1	0	0	0	0	0	1
AM2 WATCH Total		**2**	**1**	**0**	**0**	**2**	**2**	**1**	**8**
PM1 WATCH	1200-1259	0	0	0	0	0	0	0	0
	1300-1359	1	1	0	0	0	0	0	2
	1400-1459	0	0	0	0	0	0	0	0
	1500-1559	0	0	1	0	0	1	0	2
	1600-1659	0	0	0	0	0	0	0	0
	1700-1759	0	0	0	0	1	0	0	1
PM1 WATCH Total		**1**	**1**	**1**	**0**	**1**	**1**	**0**	**5**
PM2 WATCH	1800-1859	0	0	0	0	1	0	0	1
	1900-1959	0	0	0	0	0	0	0	0
	2000-2059	0	1	0	0	0	0	1	2
	2100-2159	0	0	0	0	0	0	1	1
	2200-2259	0	0	1	0	0	0	0	1
	2300-2400	0	0	0	0	0	0	0	0
PM2 WATCH Total		**0**	**1**	**1**	**0**	**1**	**0**	**2**	**5**
Grand Total		**3**	**3**	**3**	**0**	**4**	**3**	**3**	**19**

Prepared By:
ADSD, LAPD

VIOLENT CRIMES BY WATCH REPORT







There are no planned improvements to the Hollywood Area Community Police Station and or it's protection facilities currently. These planned project improvements and or non-planned improvements are intended only for the service areas of the "5424 Carlton Way Project" site.

Additionally, at this time, there are no special police protection requirements needed by law enforcement because of the specific attributes of the 5424 Carlton Way Project site.

The 5424 Carlton Way Project, individually or combined with other past or present projects, will not result in the need for new or altered police facilities.

This concludes the 5424 Carlton Way Project, Environmental Impact Report. If there are any further questions regarding this report, please email them to CPTED@lapd.online for the fastest response time.

Thank You for your patience

#31843

Prepared by:

Officer Jeff Nelson, CPD
Los Angeles Police Department
Public Engagement Section
Crime Prevention Through Environmental Design

100 West 1st Street, RM 250
Los Angeles, CA. 90012
E-mail: CPTED@lapd.online
213-486-6000

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

May 2, 2024

Sherrie Cruz Recipient Name
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311

Re: 5424 Carlton Way Project

Dear Ms. Cruz

In response to your request for information, please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the 5424 Carlton Way Project, located at 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027. The Project proposes to construct 131 new multi-family dwelling units (including 14 Very Low Income units and three Low Income units). Additionally, one existing eight-unit apartment building would remain on the Project Site for a total of 139 total units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units. At this time reporting is based on individual project address, without reporting on the combined impacts of other project addresses served by the same schools. This report contains the most recent data available on operating capacities and enrollments, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report *already take into account*: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information about LAUSD's Capital improvement programs can be found on the Facilities Services Division Capital Projects Dashboard webpage. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder.

Student generation rates can be found in the Developer Fee Justification Study.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1 & 2 The project is located in a **HS** attendance choice/option area. Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-6266 if more information regarding fees and student generation rates is needed.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Vincent Maffei, Director
School Management Services and Demographics

PROJECT SERVED: 5424 Carlton Way Project, located at 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 W. Carlton Way, Los Angeles, CA 90027. The Project proposes to construct 131 new multi-family dwelling units (including 14 Very Low Income units and three Low Income units). Additionally, one existing eight-unit apartment building would remain on the Project Site for a total of 139 total units, including 75 studio units, 55 one-bedroom units, and nine two-bedroom units.

SCHOOL YEAR: 2023-2024

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1426001	Grant El	446	477	352	(31)	**Yes**	405	41	**No**
1822601	Le Conte MS	587	900	648	(313)	**Yes**	648	(61)	**Yes**
a	**SCHOOL CHOICE AREA TOTALS** (schools listed below)	**1595**	**1236**	**1348**	**359**	**No**	**1167**	**428**	**No**
	BERNSTEIN HS ZONE OF CHOICE								
1773401	Bernstein SH STEM	722	-	602	-	-	-	-	-
1869601	Bernstein SH	873	-	746	-	-	-	-	-

[a] Schools & programs that are part of a "school choice area" pull enrollments from the area school(s) that have resident attendance boundaries.

Seating overage/shortage and overcrowding is calculated and reported for the school choice area as a whole; capacity and actual enrollment is reported for each individual school and/or program listed in the shaded cells.

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for dual language and magnet programs.

[4] The total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students eligible to enroll at any dual language or on-site magnet centers.

[5] The number of all students actually attending all programs at the school at the start of the reported school year. Includes all dual language and magnet students.

[6] Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

[7] Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:

-There is a seating shortage.

-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.

[8] Projected 5-year total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

[9] Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).

[10] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.

o Resident Magnet School Enrollment: Actual enrollment includes the number of resident students attending the school plus all other eligible students selected through the application process.

* Enrollment is by application only.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 4260 **COST CENTER:** 1426001

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR GRANT SCHOOL EFFECTIVE JULY 1, 2005 (CLARIFIED 6-28-2005) (UPDATED 7-1-2006; 7-1-2007; 7-1-2009).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2005 (clarified 6-28-2005; updated 7-1-2006, 7-1-2007). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 6)

HOLLYWOOD BOULEVARD * VAN NESS AVENUE (BOTH SIDES) * FRANKLIN AVENUE * KINGSLEY DRIVE * HOLLYWOOD BOULEVARD * NORMANDIE AVENUE * SUNSET BOULEVARD * WESTERN AVENUE * FOUNTAIN AVENUE AND EXTENSION * BRONSON AVENUE (BOTH SIDES EXCLUDED) * SUNSET BOULEVARD * VINE STREET.

(GRADES 4 - 6)

SUNSET BOULEVARD * BRONSON AVENUE (BOTH SIDES) TO FOUNTAIN AVENUE * BRONSON AVENUE * FOUNTAIN AVENUE * VINE STREET.

OPTIONAL: GRANT SCHOOL AND HOLLYWOOD PRIMARY CENTER

(GRADES K - 3)

SUNSET BOULEVARD * BRONSON AVENUE (BOTH SIDES) TO FOUNTAIN AVENUE * BRONSON AVENUE * FOUNTAIN AVENUE * VINE STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8226 **COST CENTER:** 1822601

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR JOSEPH LE CONTE MIDDLE SCHOOL EFFECTIVE JULY 1, 2008 (UPDATED 7-1-2010).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2008. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

SANTA MONICA BOULEVARD * BRONSON AVENUE (BOTH SIDES EXCLUDED) * FOUNTAIN AVENUE * WESTERN AVENUE * SUNSET BOULEVARD * KINGSLEY DRIVE (BOTH SIDES) * FOUNTAIN AVENUE * KINGSLEY DRIVE (BOTH SIDES) * SANTA MONICA BOULEVARD * KINGSLEY DRIVE (BOTH SIDES) * HOLLYWOOD FREEWAY * NORMANDIE AVENUE * MELROSE AVENUE * WESTERN AVENUE * BEVERLY BOULEVARD * BEACHWOOD DRIVE * MELROSE AVENUE * GOWER STREET.

(GRADES 7 – 8)

LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * RIVERSIDE DRIVE TO ZOO DRIVE * LINE SOUTHERLY FROM RIVERSIDE DRIVE AT ZOO DRIVE TO VERMONT AVENUE AT THE SOUTH BOUNDARY OF GRIFFITH PARK * GRIFFITH PARK BOUNDARY * FERN DELL DRIVE (BOTH SIDES) * LOS FELIZ BOULEVARD TO LAUGHLIN PARK DRIVE * LOS FELIZ BOULEVARD (BOTH SIDES EXCLUDED) * DE MILLE DRIVE (BOTH SIDES EXCLUDED) * KINGSLEY DRIVE AND EXTENSION * HOLLYWOOD BOULEVARD * NORMANDIE AVENUE * SUNSET BOULEVARD * EDGEMONT STREET * MONROE STREET * ALEXANDRIA AVENUE * MONROE STREET AND EXTENSION EXCLUDING 773 NORTH ALEXANDRIA AVENUE AND 826 NORTH MARIPOSA AVENUE * NORMANDIE AVENUE * HOLLYWOOD FREEWAY * KINGSLEY DRIVE (BOTH SIDES EXCLUDED) * SANTA MONICA BOULEVARD * KINGSLEY DRIVE (BOTH SIDES EXCLUDED) * FOUNTAIN AVENUE * KINGSLEY DRIVE (BOTH SIDES EXCLUDED) * SUNSET BOULEVARD * WESTERN AVENUE * FOUNTAIN AVENUE * BRONSON AVENUE (BOTH SIDES) * SANTA MONICA BOULEVARD * VINE STREET * HOLLYWOOD BOULEVARD * CAHUENGA BOULEVARD * HOLLYWOOD FREEWAY TO VINE STREET * A LINE NORTHERLY THROUGH THE HOLLYWOOD RESERVOIR TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY AT THE TERMINUS OF CALIFORNIA STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8696 **COST CENTER:** 1869601

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR HELEN BERNSTEIN HIGH SCHOOL EFFECTIVE JULY 1, 2008 (UPDATED 7-1-2009) (CLARIFICATION 7-1-2010; 7-1-2013).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2008 (updated 7-1-2009; clarified 7-1-2010). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

CARLTON WAY AND EXTENSION * SERRANO AVENUE * HOLLYWOOD BOULEVARD * NORMANDIE AVENUE * SUNSET BOULEVARD * EDGEMONT STREET * FOUNTAIN AVENUE * VERMONT AVENUE * HOLLYWOOD FREEWAY * NORMANDIE AVENUE * MELROSE AVENUE * VAN NESS AVENUE * SANTA MONICA BOULEVARD * GORDON STREET * SUNSET BOULEVARD * GORDON STREET.

Bernstein Zone of Choice: two schools or educational programs that students will be able to make application to when resident to Helen Bernstein High School. Students in grades 9 - 12 may apply to attend Helen Bernstein High School, or the Science, Technology, Engineering and Math (STEM) Academy.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
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Office of Environmental Health and Safety
Department of Transportation, City of L. A.

5424 Carlton Way Project
Request for Information
Los Angeles Public Library Response

April 18, 2024

This Project would be served by the following agencies:

Cahuenga Branch Library
4591 Santa Monica Blvd
Los Angeles, 90029

Will & Ariel Durant Branch Library
7140 W. Sunset Bl
Los Angeles, 90046

Frances Howard Goldwyn Hollywood Regional Library
1623 N. Ivar Ave
Hollywood, 90028

John C. Fremont Branch Library
6121 Melrose Av
Los Angeles 90038

Los Feliz Branch Library
1874 Hillhurst Ave
Los Angeles, 90027

Wilshire Branch Library
149 N. St Andrews Place
Los Angeles, 90004

Detailed information regarding each branch is attached.

There are no current plans to build new libraries that would serve this project area.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities — 12,500 Square feet for a community with less than 45,000 population and 14,500 square feet for a community with more than 45,000 population and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for library materials, technology, programs and/or facilities improvement. It is recommended that mitigation fees be paid for by the developer.

Location Name and Address
Cahuenga Branch Library
4591 Santa Monica Blvd
Los Angeles, 90029

Size of facility in Square feet
10,942

Collection size
27,046

Annual Circulation
17,368

Staffing level
7.5 FTE

Volunteers
7

Service Population
60,049

The City of Los Angeles makes no predictions on future population statistics.

The branch has a community room that is used by the community for public programs. This library has extensive Russian and Ukrainian collections as well as materials in English and Spanish. They also have a Literacy Center available to the public.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Will & Ariel Durant Branch Library
7140 W. Sunset Bl
Los Angeles, 90046

Size of facility in Square feet
12,500

Collection size
49,062

Annual Circulation
27,433

Staffing level
9.50

Volunteers
0

Service Population
38,736

The City of Los Angeles makes no predictions on future population statistics.
The branch has a community room that is used by the community for public programs. This library has Russian collection and provides service in Russian They have materials in English and Spanish. They also host “The Source”; a service to assist the local homeless community on a monthly basis.

All libraries provide free access to computer workstations which are connected to the Library’s information network. In addition to providing Internet access, these workstations enable the public to search LAPL’s many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Frances Howard Goldwyn Hollywood Regional Library
1623 N. Ivar Ave
Hollywood, 90028

Size of facility in Square feet
19,000

Collection size
69,967

Annual Circulation
19,174

Staffing level
14.5

Volunteers
29

Service Population
61,661

The City of Los Angeles makes no predictions on future population statistics.

The branch has a community room that is used by the community for public programs. This library has a large collection of rare Hollywood memorabilia, as well as materials in English and Spanish.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
John C. Fremont Branch Library
6121 Melrose Av
Los Angeles 90038

Size of facility in Square feet
7,361

Collection size
31,967

Annual Circulation
32,331

Staffing level
8.5 FTE

Volunteers
22

Service Population
21,150

The City of Los Angeles makes no predictions on future population statistics.

The branch has a community room that is used by the community for public programs. This Branch has materials in English and Spanish. They also have a bi-weekly French Conversation class

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Los Feliz Branch Library
1874 Hillhurst Ave
Los Angeles, 90027

Size of facility in Square feet
10,449

Collection size
48,524

Annual Circulation
87,089

Staffing level
9.5 FTE

Volunteers
63

Service Population
30,634

The City of Los Angeles makes no predictions on future population statistics.

The branch has a community room that is used by the community for public programs. This library has materials in English and Spanish as well as a small collection of Armenian materials. They also have a " Los Feliz in Literature" collection

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Wilshire Branch Library
149 N. St Andrews Place
Los Angeles, 90004

Size of facility in Square feet
6,258

Collection size
39,225

Annual Circulation
33,625

Staffing level
8.5 FTE

Volunteers
8

Service Population
51,744

The City of Los Angeles makes no predictions on future population statistics.

The branch has a community room that is used by the community for public programs. This library has a small Korean collection as well as materials in English and Spanish.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

DEPARTMENT OF RECREATION AND PARKS

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(213) 202-2633

Letter sent via email to:
sherrie@ceqa-nepa.com

April 24, 2024

Sherrie Cruz
CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE 5424 CARLTON WAY PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Cruz:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed 5424 Carlton Way Project. This project proposes the development of an apartment building on a site generally located at 5416, 5418, 5420, 5422, 5424, 5426, 5428, 5430 West Carlton Way in the Hollywood Community Plan. The development will provide 139 new multi-family residential units.

1. *Which parks and recreational facilities would serve the proposed project?*

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- Carlton Way Park, located at 5927 Carlton Way, Los Angeles 90004.
- De Longpre Park, located at 1350 North Cherokee Avenue, Los Angeles 90028.
- Dorothy J. & Benjamin B. Smith Park, located at 7020 West Franklin Avenue, Los Angeles 90028.
- Franklin-Ivar Park, located at 1900 North Ivar Avenue, Los Angeles 90028.
- Harvard Elementary Community School Park, located at 330 North Harvard Boulevard, Los Angeles 90004.
- La Mirada Avenue Park, located at 5401 West La Mirada Avenue, Los Angeles 90029.
- Lexington Avenue Pocket Park, 5523 West Lexington Avenue, Los Angeles 90038.
- Madison Avenue Park and Community Garden, located at 1177 North Madison Avenue, Los Angeles 90029.
- Madison West Park, located at 464 North Madison Avenue, Los Angeles 90004.

- Robert L. Burns Park, located at 4900 West Beverly Boulevard, Los Angeles 90004.
- Seily Rodriguez Park, located at 5707 West Lexington Avenue, Hollywood 90038.
- Selma Park, located at 6567 West Selma Avenue, Los Angeles 90028.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- Alpine Recreation Center, located at 817 North Yale Street, Los Angeles 90012.
- Barnsdall Park, located at 4800 West Hollywood Boulevard, Los Angeles 90027.
- Bellevue Recreation Center, located at 826 North Lucille Avenue, Los Angeles 90026.
- Chevy Chase Park, located at 4165 East Chevy Chase Drive, Los Angeles 90039.
- Cypress Recreation Center, located at 2630 North Pepper Avenue, Los Angeles 90065.
- Echo Park, located at 751 North Echo Park Boulevard, Los Angeles 90026.
- Eleanor Green Roberts Aquatic Center, located at 4526 West Pico Boulevard, Los Angeles 90019.
- Elysian Valley Recreation Center, located at 1811 West Ripple Street, Los Angeles 90039.
- Fairfax Senior Citizen Center, located at 7929 West Melrose Avenue, Los Angeles 90046.
- Glassell Park, located at 3650 North Verdugo Road, Los Angeles 90065.
- Hollywood Recreation Center, located at 1122 North Cole Avenue, Los Angeles 90038.
- Hoover Recreation Center, located at 1010 West 25th Street, Los Angeles 90007.
- Lafayette Park, located at 625 South Lafayette Park Place, Los Angeles 90057.
- Lake Street Community Center, located at 227 North Lake Street, Los Angeles 90026.
- Las Palmas Senior Citizen Center, located at 1820 North Las Palmas Avenue, Los Angeles 90028.
- Lemon Grove Recreation Center, located at 4959 West Lemon Grove, Los Angeles 90029.
- Loren Miller Recreation Center, located at 2717 South Halldale Avenue, Los Angeles 90018.
- MacArthur (General Douglas) Park, located at 2230 West 6th Street, Los Angeles 90057.
- Normandie Recreation Center, located at 1550 South Normandie Avenue, Los Angeles 90006.
- Old Cypress Park Library, 3320 East Pepper Avenue, Los Angeles 90065.
- Pan Pacific Park, located at 7600 West Beverly Boulevard, Los Angeles 90036.
- Parkview Photo Center, located at 2332 West 4th Street, Los Angeles 90057.
- Pershing Square, located at 525 South Olive Street, Los Angeles 90013.
- Poinsettia Recreation Center, located at 7341 West Willoughby Avenue, Los Angeles 90046.
- Queen Anne Recreation Center, located at 1240 South West Boulevard, Los Angeles 90019.
- Rio De Los Angeles State Park, located at 1900 North San Fernando Road, Los Angeles 90065.
- Seoul International Park, located at 3250 West San Marino Street, Los Angeles 90006.

- Shatto Recreation Center, located at 3191 West 4th Street, Los Angeles 90020.
- Silverlake Dog Park, located at 1869 North Silver Lake Boulevard, Los Angeles 90026.
- Silverlake Recreation Center, located at 1850 North Silver Lake Drive, Los Angeles 90026.
- South Seas House Park, located at 2301 West 24th Street, Los Angeles 90018.
- Toberman Recreation Center, located at 1725 South Toberman Street, Los Angeles 90015.
- Tommy Lasorda Field of Dreams, 1901 North Waterloo Street, Los Angeles 90039.
- Vista Hermosa Soccer Field, 1301 West 1st Street, Los Angeles 90026.
- Weddington Park (North), located at 10844 West Acama Street, Studio City 91602.
- Weddington Park (South), located at 10600 West Valleyheart Drive, Studio City 91602.
- Yucca Community Center, located at 6671 West Yucca Street, Los Angeles 90028.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Ascot Hills Park, located at 4371 East Multnomah Street, Los Angeles 90032.
- Beverly Glen Park, located at 2448 North Angelo Drive, Los Angeles 90077.
- Campo de Cahuenga, located at 3919 North Lankershim Boulevard, Studio City 91604.
- Charles F. Lummis Home, “El Alisal”, located at 200 East Avenue 43, Los Angeles 90031.
- Coldwater Canyon Park, located at 12601 North Mulholland Drive, Beverly Hills 90210.
- Deervale – Stone Canyon Park, located at 14890 West Valley Vista Boulevard, Sherman Oaks 91403.
- Eagle Rock Hillside Park, located at 2747 South Valle Vista Drive, Glendale 91206 (North of Ventura Freeway).
- Elysian Park, located at 929 West Academy Road, Los Angeles 90012.
- Ernest E. Debs Regional Park, located at 4235 North Monterey Road, Los Angeles 90032.
- Exposition Park Rose Garden, located at 702 West State Drive, Los Angeles 90037.
- Griffith Park, located at 4730 North Crystal Springs Drive, Los Angeles 90027.
- Haines Canyon Park, located at 7021 West Arama Avenue, Tujunga 91042.
- Heritage Park, located at 3800 North Homer Street, Los Angeles 90031.
- Holmby Park, located at 601 South Club View Drive, Los Angeles 90024.
- La Tuna Canyon Park, located at 6801 North La Tuna Canyon Road, Tujunga 91042.
- Laurel Canyon Greenway and Laurel Grove Pedestrian Bridge, located at 12305 West Valleyheart Drive South, Studio City 91604.
- Laurel Canyon Mulholland Park, located at 8100 Mulholland Drive, Los Angeles 90046.
- Los Angeles River Greenway/Elysian Valley Bikeway, located at Los Angeles River West Bank from North Fletcher Drive to Barclay Street.
- Rose Hill Park, located at 3606 North Boundary Avenue, Los Angeles 90032.
- Runyon Canyon Park, located at 2000 North Fuller Avenue, Los Angeles 90046.
- Verdugo Mountain Park, located at 9999 South Edmore Place, Los Angeles 91352.
- Villa Cabrini Park, located 9401 West Cabrini Drive, Burbank 91504.
- Wattles Garden Park, located at 1824 North Curson Avenue, Hollywood 90046.

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?

The City is planning to demolish the existing recreation center at Hollywood Recreation Center in order to build a modern gymnasium building. This project is currently in the design phase.

3. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?

The Hollywood Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 28.11 acres per 1,000 residents. The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. Most subdivision projects that contain more than fifty residential dwelling units are required to meet with the Department of Recreation and Parks prior to filing in order to discuss any potential dedication requirements. If you have any questions or comments regarding this information, please contact the RAP Park Staff at (213) 202-2682 or rap.parkfees@lacity.org.

Sincerely,

CATHIE M. SANTO DOMINGO
Assistant General Manager

DARRYL FORD
Superintendent
Planning, Maintenance, and Construction Branch

CSD/DF:js

cc: Reading File

CHRONICLE™
HERITAGE

Historical Resource Assessment Report for 5416–5418, 5420, 5424–5428, and 5430 West Carlton Way, Los Angeles, California 90027

Carrie Chasteen, M.S.
Scott Torres, M.A.
June 3, 2024

Historical Resource Assessment Report for 5416-5418, 5420, 5424–5428, and 5430 West Carlton Way, Los Angeles, California 90027

Prepared by:
Carrie Chasteen, M.S.
Scott Torres, M.A.

Prepared for:
Leeor Maciborski
5424 Carlton, LLC
9454 Wilshire Boulevard, Suite 850
Beverly Hills, California 90212

Technical Report No.: 24-190

Chronicle Heritage
55 East Huntington Drive, Suite 238
Arcadia, California 91006

June 3, 2024

Executive Summary

This report presents the results of a historic resource assessment report for the buildings at 5416–5418, 5420, 5424–5428, and 5430 West Carlton Way (Assessor's Parcel Number's 5544-022-010, 5544-022-009, 5544-022-008, and 5544-022-007), City of Los Angeles, Los Angeles County, California (Project). The Project would demolish buildings on three of the parcels (5420–5430 Carlton) but retain the building at 5416–5418 Carlton. The purpose of the report is to determine if the buildings are eligible for consideration as historical resources pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. Chronicle Heritage architectural historians Carrie Chasteen and Scott Torres (Appendix A: Resumes of Key Personnel) were retained to serve as principal investigators to complete this historic resource assessment report. Chasteen and Torres meet the Secretary of the Interior's Professional Qualification Standards in the fields of History and Architectural History. The Project would demolish the existing buildings on three parcels between 5416 and 5430 West Carlton Way to make way for new multi-family housing. These parcels were evaluated in this report using the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and for designation as a Historic-Cultural Monument and to determine if the subject Properties would contribute to a potential Historic Preservation Overlay Zone.

A historic resource survey of the Hollywood Redevelopment Plan Area was cooperatively completed by Historic Resources Group, Architectural Resources Group, and GPA Consulting in 2020.[1] The buildings were not identified as individually significant or as contributors to an eligible historic district in the historic resources survey reports.

Research and analysis of the buildings in the proposed Project area between 5416 and 5430 West Carlton Way do not appear to be individually eligible for listing in the NRHP, CRHR due to a lack of significance and architectural merit. The buildings were not found to be associated with a significant event or pattern of events pertinent to national, state, or local history. No persons having resided at each building were found to be historically significant at the national, state, and local levels. The buildings are not excellent examples of a Mediterranean Revival, Spanish Colonial Revival, Early American Colonial, Late American Colonial Revival, or Mid-Century Modern styles. Overall, the buildings are vernacular in style and only retain nods to each of the styles listed above. Furthermore, each of the buildings in the Project area has been altered over time, and some buildings have been altered beyond what is acceptable in current professional standards.

In the case where an architect and builder were identified in the City of Los Angeles' building permit record—Ulrich Plaut (5416–5418 West Carlton Way), "LF'S Syndicate" (5420 West Carlton Way), W.F. Gow (5422 West Carlton Way), Matthias Burgbacher (5424–5428 West Carlton Way)—a review of examples of their bodies of work, historical newspaper articles, and the Pacific Coast Architecture Database reveal that the buildings in the Project area are not the best examples of each architect's or builder's body of work. In many cases, there was no information available regarding substantial building projects each architect or builder may have been associated with. Therefore, the buildings in the Project area do not appear to be significant examples of style and period of significance and are not the work of master architects or craftsmen.

The buildings in the proposed Project area have been altered and do not retain the feeling of and association with their specific architectural styles. Therefore, the buildings in the Project area do

[1] Architectural Resources Group, Inc., Historic Resources Group, and GPA Consulting, "Historic Resources Survey of the Hollywood Redevelopment Plan Area," (Prepared for CR/LA, 2020), https://planning.lacity.org/odocument/ab2f5674-8968-4e77-ad10-1557b6107f67/SurveyLAWilshire_SurveyReport_.pdf.

not appear to be historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines. The proposed demolition of the buildings would not result in a substantial adverse change to a historical resource [Section 15064.5(b) of the CEQA Guidelines].

Finally, the proposed Project was analyzed and evaluated against the Secretary of Interior's Standards for the Treatment of Historic Properties and was found to be in conformance with the Standards. The proposed Project area is outside the boundaries of the NRHP–listed Serrano Historic District, and any demolition and construction associated with the proposed Project would not result in a substantial adverse change to the Serrano Historic District. Additionally, the proposed Project would not result in a substantial adverse change to the individually eligible Hollywood Carlton Apartments at 5406 West Carlton Way.

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Appendices

Appendix A: Resumes of Key Personnel

1 Introduction

This report presents the results of a historic resource assessment report (HRAR) for the buildings at 5416–5418, 5420, 5424–5428, and 5430 West Carlton Way (Assessor's Parcel Number's [APN] 5544-022-010, 5544-022-009, 5544-022-008, and 5544-022-007), City of Los Angeles (City), Los Angeles County, California (Project). The subject properties are within the Hollywood Redevelopment Project Area (RPA) of the Hollywood Community Plan Area (CPA). The purpose of this HRAR is to provide an intensive study of the subject properties, including an application of eligibility criteria for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), designation as a Historic-Cultural Monument (HCM), and as contributors to a potential Historic Preservation Overlay Zone (HPOZ) to determine if the properties qualify for consideration as a historical resource pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. Historic Resources Group, Inc. (HRG) completed the historic resource survey of the Hollywood RPA in 2011 and revised it in 2015.[2] An additional historic resource survey of the Hollywood RPA was cooperatively completed by HRG, Architectural Resources Group, and GPA Consulting in 2020.[3] The subject properties were not identified as individually significant or as contributors to an eligible historic district in these historic resources survey reports.

This HRAR was prepared by Chronicle Heritage architectural historians Carrie Chasteen and Scott Torres. Chasteen has earned B.A. degrees in History and Political Science and an M.S. in Historic Preservation, has over 22 years of experience in the field of cultural resource management, meets and exceeds the Secretary of the Interior's professional qualification standards in the fields of History and Architectural History, and is included in the City Office of Historic Resources' list of qualified consultants. Torres has earned a B.A. and an M.A. in History and has over 4 years of experience in the field of cultural resource management.

2 Project Summary, Location. and Description

2.1 Brief Project Description

The Applicant proposes to construct a new 138,894-square foot (ft^2), eight-story, 97.75-ft apartment building with 131 dwelling units, including 74 studio units, 49 one-bedroom units, and 8 two-bedroom units, above two and one-half subterranean parking levels containing 148 parking stalls, as well as the maintenance of an existing 5,957-ft^2, two-story apartment building with eight dwelling units, including one studio unit, six one-bedroom units, and one two-bedroom unit, for a project total of 144,851 ft^2 of floor area (floor-area ratio of 4.82) and 139 dwelling units, including 75 studio units, 55 one-bedroom units, and 9 two-bedroom units, with 14 very low-income units and 3 low-income units (Project).

The Project also involves the demolition of seven existing residential and accessory structures, including a 6,822-ft^2, two-story apartment building with 16 dwelling units, circa 1952 (APN: 5544-

[2] Historic Resources Group, "Historic Resources Survey of the Hollywood Community Plan Area," Prepared for the City of Los Angeles, August 2011 and Revised 2015, 2015, https://planning.lacity.gov/odocument/7de89dca-89c9-494e-8e72-e67694613161/SurveyLAHollywood_SurveyReport.pdf.

[3] Architectural Resources Group, Inc., Historic Resources Group, and GPA Consulting, "Historic Resources Survey of the Hollywood Redevelopment Plan Area."

022-007); a 4,472-ft^2, two-story fourplex, circa 1921; a 1,437-ft^2, one-story single-family dwelling, circa 1921, and one-story garage (APN: 5544-022-008); a 2,288-ft^2, two-story duplex, circa 1917; a 1,430-ft^2, two-story, single-family dwelling, circa 1916; and a 510-ft^2, one-story, single-family dwelling, circa 1926 (APN: 5544-022-009).

The Project comprises four legal lots, totaling 37,688.3 ft^2 of lot area (Property) within the [Q]R4-2 zone and High Density Residential land use area of the Hollywood Community Plan, the High Residential land use area of the Hollywood Redevelopment Plan, and within Subarea A of the Vermont/Western Station Neighborhood Area Plan (SNAP).

The Project area contains five street trees in the adjacent right-of-way (ROW) including three protected street trees, of which two will be removed. The Project area also has 16 trees on private property including three protected trees, all of which are to be removed.

2.2 Entitlement Requests

Pursuant to AB 2334 and AB 2345, the Applicant proposes to use a 46 percent density bonus, as permitted within the Hollywood RPA, to increase the maximum allowable density from 95 to 139 dwellings, to use AB 2097 parking reductions, and to request the following On-Menu and Off-Menu Density Bonus Incentives and Waiver of Development Standards pursuant to Sections 12.22-A,25(g)(2) & (3) of LAMC Chapter 1 and Section 13B.2.5 of LAMC Chapter 1A:

2.2.1 Off-Menu Incentives

- On-Menu Incentive to permit a 12 ft, 6 inches to 18 ft, -3 inches variable building setback along Carlton Way, in lieu of 15 ft, as otherwise required by SNAP Section 7-E.
- Off-Menu Incentive to permit roof lines of up to 169 ft, 1 inch without breaks in lieu of 40 ft as otherwise required by SNAP Development Standards Section IV-13.
- Off-Menu Incentive for a 54.6 percent west-side yard reduction to permit 5 ft in lieu of 11 ft, as otherwise required by LAMC 12.11-C,2.

2.2.2 Waiver of Development Standards

- Waiver of Development Standard for a 52-ft, 9-inch height increase to permit a maximum building height of 97 ft, 9 inches in lieu of 45 ft as required by Ordinance 165,668.
- Waiver of Development Standard for a 59-ft, 6-inch height increase to permit a transitional building height of 97 ft, 9 inches in lieu of 38 ft, 3 inches as otherwise required by SNAP Section 7-D.
- Waiver of Development Standard to permit four lots with a total combined area of 37,688 ft^2 to be tied together to form a single building site in lieu two lots, with a total combined area of 15,000 ft^2 as otherwise required by SNAP Section 7-A.
- Waiver of Development Standard for a 70 percent rear-yard reduction to permit 6 ft in lieu of 20 ft as otherwise required by LAMC 12.11-C,3.
- Waiver of Development Standard for a 58.4 percent reduction of the space between buildings width requirement to permit 9 ft, 2 inches in lieu of 22 ft as otherwise mandated by LAMC 12.21-C,2(a).

- Waiver of Development Standard for a 72.8 percent passageway width reduction to permit 6 ft in lieu of 22 ft as otherwise required by LAMC 12.21-C,2(b).
- Waiver of Development Standard to permit a xx percent reduction in required open space to permit xx ft^2, of open space, in lieu of xx ft^2, as otherwise required by SNAP Section 7-F.

2.2.3 Compliance Review Request

- Pursuant to LAMC Chapter 1A, Section 13B.4.2, the applicant requests a Specific Plan Project Compliance review to determine compliance with the Vermont/Western Station Neighborhood Area Plan.
- Pursuant to LAMC Chapter 1A, Section 13B.2.4, the applicant requests Project Review.

2.3 Project Location and Current Setting

The Project area consists of four parcels (5544-022-010, 5544-022-009, 5544-022-008, and 5544-022-007) in Los Angeles, Los Angeles County, California. The properties are on a residential street within the Hollywood RPA and CPA. This is an area with dense multi-family residential development and dense commercial development between North Western Avenue and North Serrano Avenue (Figure 2-1 and Figure 2-2).

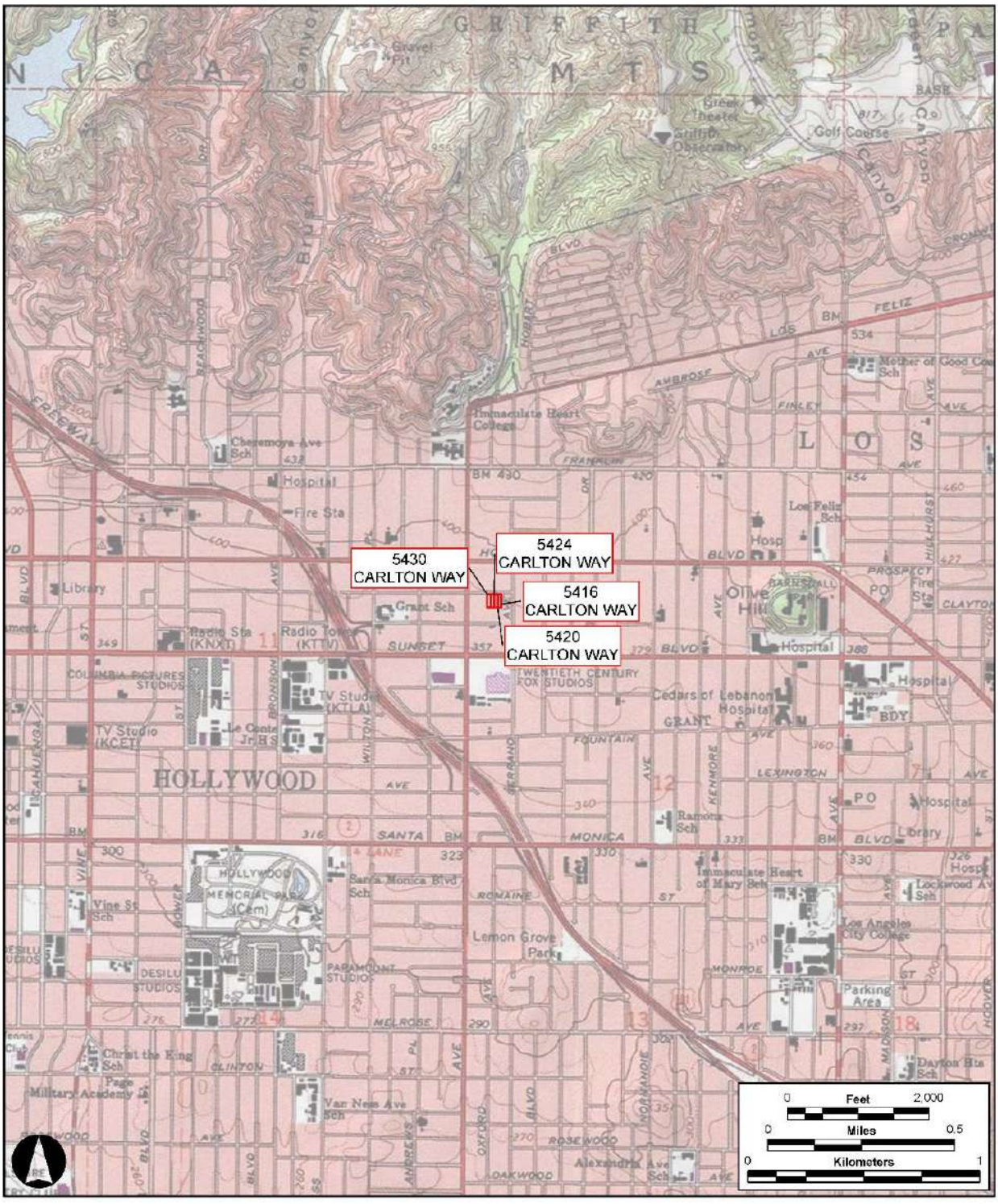


Figure 2-1. Project location map, 5416–5428 West Carlton Way (U.S. Geological Survey, Hollywood 1981).

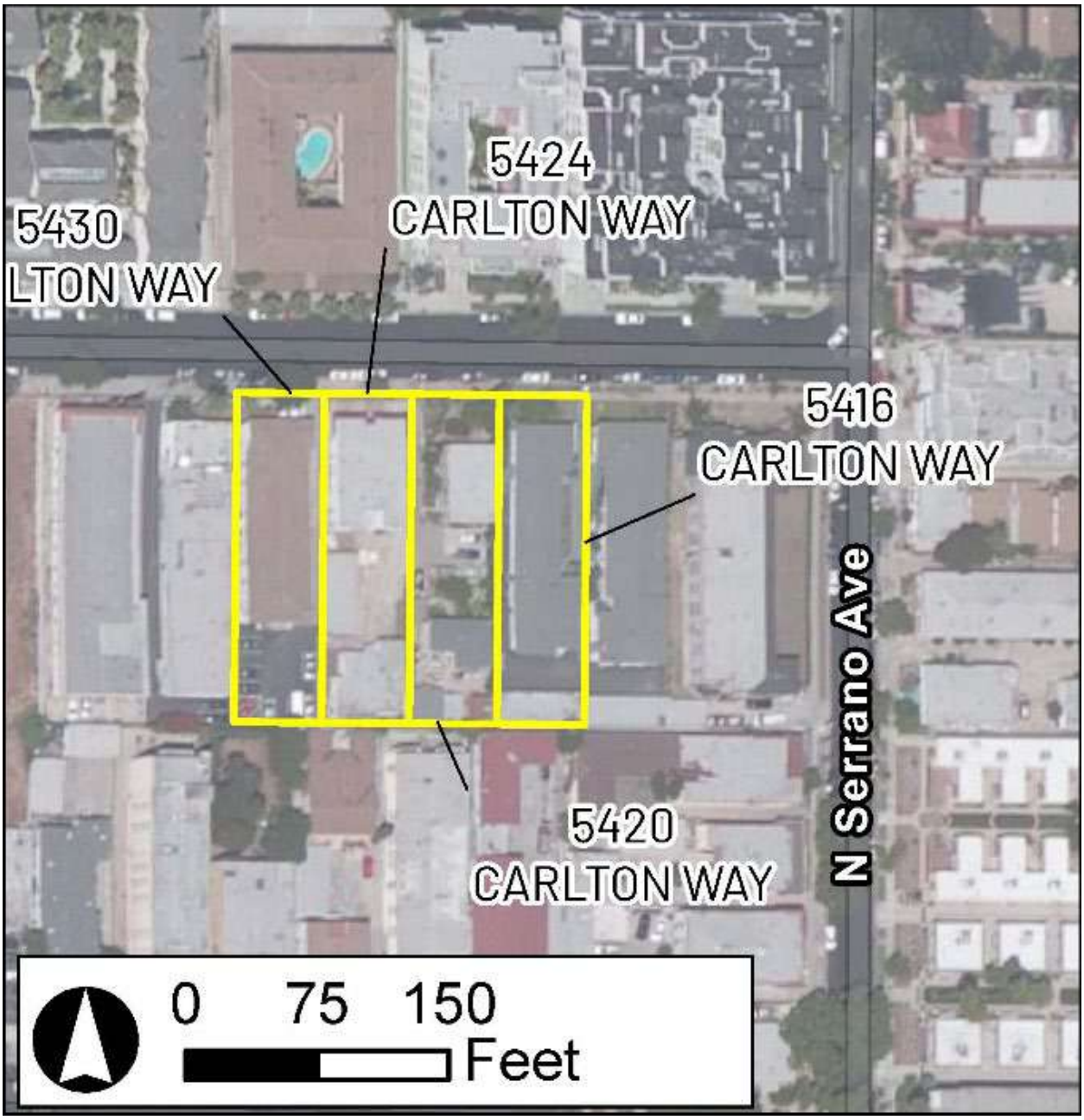


Figure 2-2. Sketch map, 5416–5428 West Carlton Way.

2.4 Current Setting

The setting surrounding the Project area is composed of multi-family residences within the Hollywood CPA and RPA. The subject properties are between North Western Avenue and North Serrano Avenue, both prominent commercial streets (Figure 2-3 and Figure 2-4).

Figure 2-3. View facing west on West Carlton Way.

Figure 2-4. View facing east on West Carlton Way.

3 Methods

The assessment methods consisted of research and a field assessment of the structures and buildings on the subject Property and neighboring properties.

3.1 Research Conducted

1. Obtained and reviewed the building permits for the parcels from the City Department of Building and Safety. Dates of construction and subsequent alterations were determined by the building permit record as well as additional resources, such as the field inspection, Assessor inspection records, Sanborn Fire Insurance Company maps, and historic-period aerial photographs.
2. Researched the Project area and vicinity at local libraries and archives to establish the general history and context of the Project area, including a review of the Built Environment Resource Directory (BERD) for Los Angeles County, newspapers, City directories, books, and articles.
3. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the City's Historic Context Statement to identify the appropriate CTP under which to evaluate the buildings on the Project site.
4. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation assessment processes and programs to evaluate the significance and integrity of the buildings on the Project site.

3.2 Field Methods

Field inspections of the Project site were conducted on December 14, 2023, and March 25, 2024, to ascertain the general condition and physical integrity of the buildings thereon. Digital photographs were taken during the site inspection, which included only the exterior of the buildings. Field notes were made.

4 Regulatory Framework

The buildings associated with the subject properties were evaluated to determine if they constitute a historic resource as defined by the CEQA, using the eligibility criteria for listing in applicable federal, state, and local statutes and regulations.

4.1 Federal

The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the NRHP:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history (36 Code of Federal Regulations Section part 63).

According to NRHP Bulletin No. 15, "to be eligible for listing in the NRHP, a property must not only be shown to be significant under NRHP criteria, but it also must have integrity." Integrity is defined in NRHP Bulletin No. 15 as "the ability of a property to convey its significance."[4] Within the concept of integrity, the NRHP recognizes the following seven aspects or qualities that in various combinations define integrity: location, design, setting, materials, workmanship, feeling, and association.

4.2 State of California

Section 5024.1(c), Title 14 California Code of Regulations, Section 4852 of the California Public Resources Code defines the criteria to be considered eligible for listing in the CRHR:

> A resource may be listed as an historical resource in the California Register if it meets any of the following NRHP criteria:
>
> 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
> 2. Is associated with the lives of persons important in our past
> 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values
> 4. Has yielded, or may be likely to yield, information important in prehistory or history

Section 4852(C) of the California Code of Regulations[5] defines integrity as follows:

> Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

[4] National Park Service [NPS], "National Register Bulletin—How to Apply the National Register Criteria for Evaluation," Originally Published 1990 (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources, National Register, History and Education, 1997), https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

[5] California Office of Historic Preservation, "California State Law and Historic Preservation: Statutes, Regulations and Administrative Policies Regarding Historic Preservation and Protection of Cultural and Historical Resources," Technical Assistance Series (Sacramento: California Office of Historic Preservation, 1999).

> Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

4.3 City of Los Angeles

Historic-Cultural Monument

Section 22.171.7 of the City Cultural Heritage Ordinance defines a HCM:

> For purposes of this article, an HCM is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the [City]. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:
>
> 1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community
> 2. Is associated with the lives of historic personages important to national, state, city, or local history, or
> 3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age

Unlike the NRHP and CRHRs, the City Cultural Heritage Ordinance makes no mention of concepts such as integrity or period of significance. Additionally, properties do not have to reach a minimum age (e.g., 45–50 years) to be designated as HCMs.

4.3.1 Historic Preservation Overlay Zone

The City has established 36 HPOZs, or historic districts. City Ordinance No. 175891 amended Section 12.20.3 of the City's municipal code regarding HPOZs. The purpose of the ordinance was stated as follows:

> It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of buildings, structures, landscaping, natural features, and areas within the City of Los Angeles having historic, architectural, cultural, or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people.

Contributing elements are defined as any building, structure, landscape, or natural feature identified in a historic resource survey as contributing to the historic significance of the HPOZ, including a building or structure that has been altered, where the nature and extent of the alterations are determined reversible by the historic resources survey.

5 Record Search

5.1 Record Search

In accordance with South Central Coastal Information Center, at California State University, Fullerton, current policies and procedures, an equivalent record search was conducted by reviewing the BERD for Los Angeles County, available from the California Office of Historic Preservation (updated September 23, 2022), historical U.S. Geological Survey 7.5-minute series topographic maps, and aerial photographs for the Project site and adjacent properties. In addition to official maps and records, the following published registers and reports for the geographic area were reviewed:

- NRHP-listed properties or sites (2024)
- CRHR-listed properties or sites (2024)
- California State Historical Landmarks (1996 and updates)
- California Points of Historical Interest (1992 and updates)
- HistoricPlacesLA.org (2024)
- Hollywood RPA Historic Resources Surveys (2011, 2015, and 2020)

5.2 Summary of Previous Evaluations and Designations

HRG completed the historic resources survey of the Hollywood CPA in 2011 and revised it in 2015.[6] An additional historic resources survey of the Hollywood RPA was cooperatively completed by HRG, Architectural Resources Group, and GPA Consulting in 2020.[7] The subject Properties were not identified as individually significant or as a contributors to an eligible historic district in these historic resources survey reports.

6 History and Description of Surrounding Area

6.1 Development History

6.1.1 Residential Development in the CPA

The subject Properties are in the Paden Tract. The Paden Tract is composed of 24 rectangular lots between North Western and North Serrano avenues (Figure 6-1). The tract was platted in 1910 for John Hayden (1845–1917),[8] W.W. Paden, and Grace Paden. A review of John A. Hayden's obituary in the *Los Angeles Times*[9] revealed that Hayden had resided in Hollywood for 13 years prior to his passing. The *Los Angeles Times* also indicated that Hayden was a pioneer in slate and tile roofing materials in St. Louis, Missouri. Hayden was retired at the time of his death. According to Ancestry.com records, William Paden (1886–1930)[10] was involved in real estate in a 1910 Los Angeles

[6] Historic Resources Group, "Historic Resources Survey of the Hollywood Community Plan Area."
[7] Architectural Resources Group, Inc., Historic Resources Group, and GPA Consulting, "Historic Resources Survey of the Hollywood Redevelopment Plan Area."
[8] "California, U.S., Death Index, 1905-1939 (Database Online)," Ancestry.com, 2013.
[9] "Manufacturer Dead," *Los Angeles Times*, March 2, 1917.
[10] "U.S. Find a Grave Index, 1600s-Current (Database Online)," Ancestry.com, 2012.

City Directory.[11] Ancestry.com records also revealed that Paden married Grace Dufficy in 1910.[12] Additional records indicate that Payden tragically passed away in an airplane crash in 1930.[13] Additional information regarding Payden revealed that he was a real estate developer and builder in the city. Based on his obituary, it appears that he and Grace were divorced sometime between 1910 and 1930. Grace was listed as a housewife at the time the Paden Tract was platted. A newspaper article search provided one article indicating the construction of a large bungalow in the tract to be completed by Pheonix Home Builders in 1911.[14] Based on a field inspection of the tract, the bungalow is no longer extant. No additional information regarding the Paden Tract was found in historical newspaper articles.

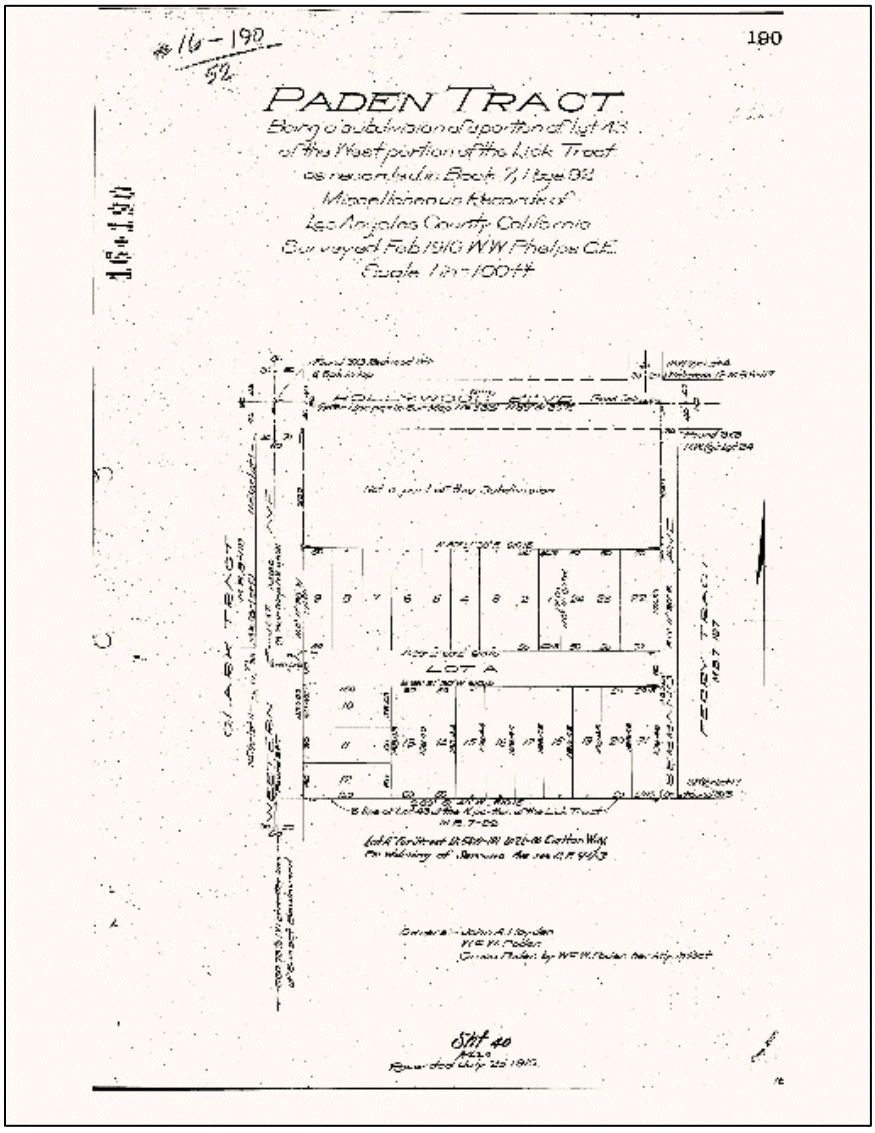


Figure 6-1. Paden Tract map, Los Angeles County Public Works.

[11] Ancestry.com, "U.S. City Directories, 1822-1995 (Database Online)," Ancestry.com, 2011.
[12] "California, U.S., County Birth, Marriage, and Death Records, 1849-1980 (Database Online)," Ancestry.com, 2017.
[13] "Wreckage Removed," *News Pilot San Pedro*, January 21, 1930.
[14] "Artistic Features Are Many in This Bungalow," *Los Angeles Evening Post Record*, September 23, 1911.

7 Historical Resource Assessments

7.1 5416–5418 West Carlton Way

7.1.1 Architectural Description

Northern Façade

The northern façade includes more features than its adjacent counterparts. The subject Property is a vernacular multi-family residence. The building is two stories and has a rectangular plan on a concrete base (Figure 7-1). The building's façade is fronted by a metal fence that separates a small, manicured lawn from the sidewalk and entrance. The building includes a hipped roof throughout with a shallow pitch and a minimal overhang and features a secondary roofline for a second-story balcony that is visible from the public right-of-way (ROW). The northern facade features fixed-pane windows that wrap the interior corner on the eastern elevation and single-hung windows on both stories. Additionally, the northern façade includes a breezeblock feature on the western corner of the building.

Figure 7-1. Northern façade, facing southwest.

Southern Façade

The southern façade features the minimal overhang of the roof throughout and includes an integrated carport and paved parking lot. Most notably, the southern façade includes an exterior staircase that protrudes from the building to access the second story. A small window is underneath the staircase and single-hung vinyl windows on the second floor. The southern façade is clad in smooth stucco and devoid of any details in the siding (Figure 7-2).

Figure 7-2. Southern façade, facing northeast.

Eastern Façade

The eastern façade includes the vinyl windows that are connected to the windows on the northern facade. Below the windows are bricks that extend to the ground and surround a small planter. A walkway leads to a downstairs unit that is covered by a small pergola. Most of the Property includes a shallow planter lined by brick that is adjacent to the downstairs units with a lawn and small trees. The eastern facade features vinyl windows in sets of three throughout the building's eastern side. Near the middle of the eastern side is a brick chimney. Toward the southern end is a wood door to access the corner of the first floor and access to the exterior staircase (Figure 7-3 through Figure 7-7).

Figure 7-3. Eastern façade, facing west.

Figure 7-4. Eastern façade, facing west.

Figure 7-5. Eastern façade, facing southwest.

Figure 7-6. Eastern façade, facing northwest.

Figure 7-7. Eastern façade, facing northwest.

Western Façade

The western façade includes a narrow-paved walkway between the subject property and adjacent property. The overhang of the roof is visible throughout the western façade, and, aside from the vinyl windows of varying orientation, primarily pairs of single-hung windows, the eastern façade is unadorned and relatively featureless. Like the rest of the building, the western façade is clad in smooth stucco with no detailing in the siding. Unlike any other side of the building, the western façade includes a metal door on the first floor (Figure 7-8 through Figure 7-10).

Figure 7-8. Western façade, facing south.

Figure 7-9. Western façade, facing northwest.

Figure 7-10. Western façade, facing northwest.

Carport

The carport is single story, rectangular shaped, and covered. It is located in the rear of the Property and is disconnected from both apartment buildings. The carport is separated into two distinct portions. Both portions feature a flat roof line; however, the western portion features a higher roof that extends vertically down to create a portion of a wall. The shorter easternmost portion includes a minimal overhang of the roof. The carport also features narrow support beams spaced throughout (Figure 7-11).

Figure 7-11. Carport, facing southwest.

7.1.2 Construction History

In 1947,[15] a permit was issued to Ben Kovach to construct a 30 × 126-ft, two-story apartment house and garage. The permit revealed that the building was designed by Ulrich Plaut and constructed by Camber Contracting. The apartment complex consists of two apartment buildings; the permit that was issued in 1947 was for the construction of units between 5416 and 5418. A permit was issued in 1969[16] to a "P. Carlos," the registered owner, to repair fire damage to an interior kitchen. Additional permits did not indicate any alterations to exterior materials and did not indicate a proposed change in the building design (Figure 7-12).

[15] City of Los Angeles, "Los Angeles City Building Permit, Permit No. 1947LA24926/1947LA24927," September 12, 1947.
[16] City of Los Angeles, "Permit No. 1969LA01685," January 13, 1969.

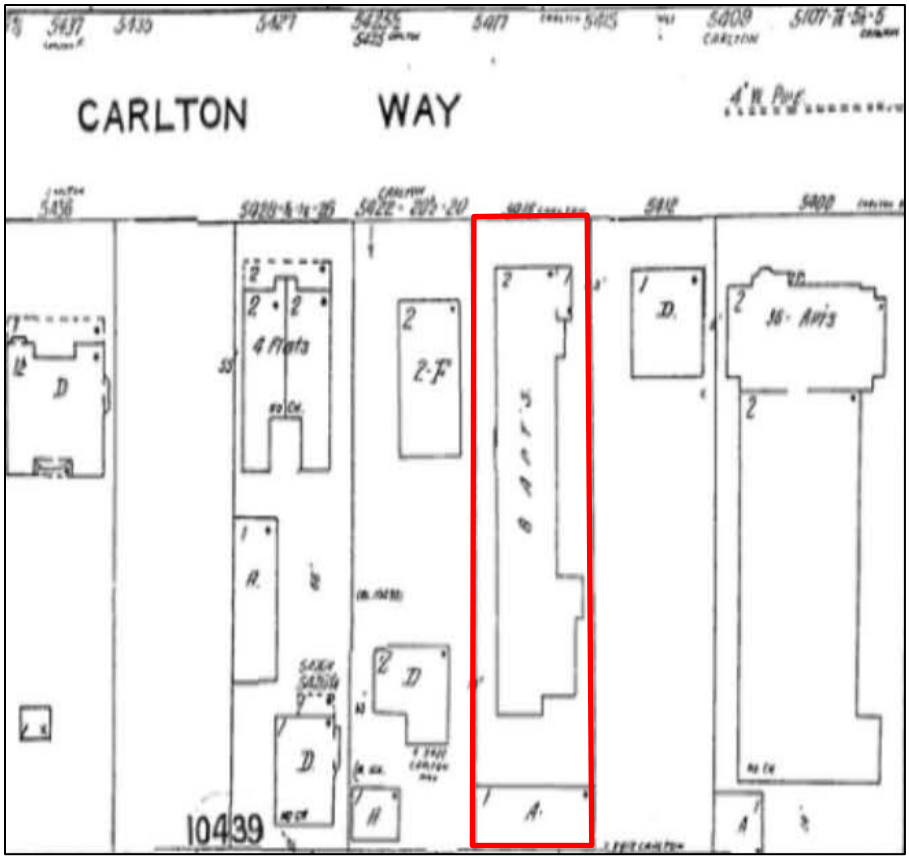


Figure 7-12. Sanborn Fire Insurance Company map.

7.1.3 Identification of Architects and Builders

The original building permit for the building identified Ulrich Plaut as the architect associated with the building design. A review of local newspaper publications revealed that Ulrich Plaut was a local architect associated with various building designs, including multi-family residential, industrial, and commercial buildings in the Los Angeles County area. Plaut is known for his association with the Strick Residence in the city of Santa Monica. Based on a 2002[17] article in the *Los Angeles Times*, the Strick residence was designed by Brazilian architect Oscar Niemeyer in 1963; however, Niemeyer designed the building remotely from Brazil because the United States would not grant him a Visa because he was a professed communist. Ulrich Plaut was brought on board to oversee the design locally and prepare the construction drawings.[18] Based on the article in the *Times*, Plaut did not appear to play a significant role in the project; it was credited to Niemeyer. There was no additional information in local or regional newspaper publications or the Pacific Coast Architecture Database (PCAD) to assert that Plaut was a master architect, and no additional examples of his buildings appear to be significant.

The builder associated with the construction was the Los Angeles–based Camber Contracting Company. No information was found in historical newspaper articles regarding significant building

[17] Los Angeles Times, "A House at Stake," October 23, 2002, 95.
[18] Kavior Moon, "Strick House," Webpage, SAH Archipedia, 2024, https://sah-archipedia.org/buildings/CA-01-037-0096.

projects Camber Contracting was associated with. Therefore, Camber Contracting does not appear to be significant within the context of the building trades.

7.1.4 Ownership and Occupant History

A review of the permit records identified Benjamin Kovac as the property owner in 1947. According to the permit, Ancestry.com, census, and City directory records, Kovac resided in the single-family residence building adjacent to the subject Property at 5412 West Carlton Way.[19] There was no additional record that identified Kovac residing between 5416 and 5418 West Carlton Way. A permit issued in 1969 identified a Mr. P. Carlos as the owner. Ancestry.com records and City directories did not identify a P. Carlos at the address in 1969. A permit issued in 2009[20] identified a loan with Carol Bochis Trust as the owner. Permits between 2019[21] and 2020[22] identified 5430 Carlton, LLC as the owner.

7.1.5 Use History

The Property was built as multi-family apartment units, and the building's units are currently occupied.

7.1.6 Historic Context

The subject Property was evaluated using the Citywide Historic Context Statement developed for SurveyLA, specifically, the Residential Development and Suburbanization context and Multi-Family Residential Development theme, Apartment Houses, 1895–1970 subtheme, and the Architecture and Engineering context and the Mid-Century Modern subtheme.[23]

Apartment Houses, 1895–1970

Summary Statement of Significance: Apartment houses evaluated under this theme are significant in the area of Community Planning and Development. They represent an important building type that proliferated throughout the city during most of the twentieth century and reflect trends in urban planning to accommodate a wide range of full- and part-time residents as well as tourists and other visitors. Many examples are also significant in the area of architecture as excellent examples of their respective architectural styles. Apartment houses range from modest duplexes, triplexes, and fourplexes to mid- and high-rise apartment buildings. Due to their versatility, apartment houses are among the most common multi-family residential building types in Los Angeles, with examples constructed in nearly every part of the city. Early examples are becoming increasingly rare.

Period of Significance: 1895–1970

Period of Significance Justification: The period of significance begins in 1895, when multi-family residential development begins in Los Angeles, in particular with the appearance of the duplex

[19] City of Los Angeles, "Los Angeles City Certificate of Occupancy, Certificate No. 1948LA24926," August 30, 1948.
[20] City of Los Angeles, "Building Permit No. 09016-20000-10992," August 4, 2009.
[21] City of Los Angeles, "Building Permit No. 09016-10000-19905," November 7, 2019.
[22] City of Los Angeles, "Building Permit No. 19016-10001-19905," March 3, 2020.
[23] City of Los Angeles Office of Historic Resources, Department of City Planning, "SurveyLA Historic Context Outline and Summary Tables," May 6, 2014, https://preservation.lacity.org/news/surveyla-historic-context-outline-and-summary-tables-published.

type. The start date may be revised if earlier examples are found. The end date is 1970 and may be extended over time to include additional multifamily types.

Area(s) of Significance: Community Planning and Development; Architecture

Criteria: NRHP, Criteria A and C; CRHR, Criteria 1 and 3; Local, Criteria 1 and 3

Associated Property Type No. 2: Apartment House

Property Type: Residential—Multi-family

Property Subtype: Apartment House

Geographic Location: Citywide

Property Subtype Description: An apartment house is a multi-family residential property that is two to six stories tall, has three or more units, is designed to maximize lot coverage, and is oriented toward the street.

Property Subtype Significance: An apartment house is significant for its association with residential development in Los Angeles as one of the region's dominant multi-family residential building types throughout most of the twentieth century.

Eligibility Standards:

- Is two or more stories tall
- Is an excellent example of the type
- Was constructed during the period of significance
- Was originally constructed as an apartment house

Character-defining or Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Designed to maximize lot coverage
- Is two or more stories and may be up to five or six stories
- Is typically three or more units (flats or apartments); triplex examples occur but are not common
- Is generally rectangular in plan, often with one or more light wells
- Is oriented toward the street, with architectural detailing on the street-facing façade
- Early examples are often vernacular in design (wood or brick), and may not exhibit the features of a particular architectural style
- May have a single common building entrance with unit entrances opening onto interior corridors, or multiple ground-floor entries
- May have central landscaping or other feature, but it is not a focus of the design
- May also be significant as a good to excellent example of an architectural style from its period and/or the work of a significant architect or builder
- Are associated architectural styles that include the following:
    - American Foursquare,

- Shingle
- Craftsman
- Art Deco
- Spanish Colonial Revival
- Mediterranean Revival
- American Colonial Revival
- Tudor Revival
- French Revival
- Classical Revival
- Renaissance Revival
- Mid-Century Modern

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, and Feeling
- Some original materials may have been altered or removed
- Replacement of some windows may be acceptable if the openings have not been changed or resized
- Security bars may have been added
- Parapets may have been removed to comply with seismic regulations
- If it is a rare surviving example of its type or is a rare example in the community in which it is located, a greater degree of alteration or fewer character-defining features may be acceptable.
- Surrounding buildings and land uses may have changed
- Where this property type is situated within a grouping of multi-family residences, it may also be significant as a contributor to a multi-family residential district. A grouping may be composed of a single property type or a variety of types.

Architecture and Engineering

Context: Architecture and Engineering

Theme: Mid-Century Modern, 1945–1975

Summary Statement of Significance: Resources evaluated under this sub-theme are significant in the area of Architecture as excellent examples of the Mid-Century Modern style and exhibit quality of design through distinctive features. Mid-Century Modernism is a broad classification of postwar modernism and represents one of the largest and most diverse collections of architecture in Los Angeles. The style is generally characterized by its geometric forms, smooth wall surfaces, flat or low-pitched roofs, and the absence of exterior ornamentation. Although some examples of the style may represent a particular influence, such as Post-and-Beam or Organic architecture, many incorporated elements of the various influences that shaped this style. It was a remarkably versatile style that was applied to almost every type of property: residential, commercial, institutional, and industrial.

Period of Significance: 1945–1975

Period of Significance Justification: Mid-Century Modernism was, in many ways, a continuation of the prewar Modernism that extended into and evolved for the duration of the postwar period. The period of significance begins in 1945, which signifies the beginning of the postwar period, and ends in the mid-1970s, by which time the style had largely fallen out of favor with architects and the American public.

Geographic Location: Citywide, with concentrations in areas of the city like the San Fernando Valley, Westchester, and the Westside that experienced considerable growth and development after World War II

Area(s) of Significance: Architecture

Criteria: NRHP, Criterion C; CRHR, Criterion 3; Local, Criterion 3

Associated Property Type:

- Residential – Single-Family Residence
- Residential – Multi-Family Residence
- Commercial
- Institutional

Industrial Note: Groupings of resources designed in the style may comprise historic districts. For residential historic districts, see Eligibility Standards for Mid-Century Modern Residential Historic Districts, 1945–1975.

Property Type Description: Mid-Century Modern architecture is expressed in a vast array of residential, commercial, institutional, and industrial property types. The wide variety of properties that are associated with the style are a testament to its versatility and adaptability. It also underscores the immense popularity of the style in the postwar years. Groupings of resources in the style may be evaluated as historic districts.

Property Type Significance: See Summary Statement of Significance above.

Eligibility Standards:

- Exhibits quality of design through distinctive features
- Is an excellent example of the Mid-Century Modern style
- Was constructed during the period of significance

Character-Defining or Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Direct expression of the structural system, often wood or steel post and beam
- Simple geometric volumes
- Unornamented wall surfaces
- Flat roof, at times with wide overhanging eaves
- Floor-to-ceiling windows, often flush-mounted metal framed
- Horizontal massing
- If Expressionistic:

  - Sculptural forms intersecting with geometric volumes
  - Curved, sweeping wall surfaces
  - Dramatic roof forms, such as butterfly, A-frame, hyperbolic paraboloid, folded plate, or barrel vault
- For Historic Districts:
  - Must include a majority of building that embodies the distinctive characteristics of the Mid-Century Modern style
  - Conveys a strong visual sense of overall historic environment from the period of significance

Integrity Considerations:

- Should retain integrity of Design, Materials, Workmanship, and Feeling from the period of significance
- Retains sufficient integrity to convey significance
- If a district or grouping, the majority of the buildings should retain sufficient to convey their significance
- Some windows and doors may have been replaced, as long as openings have not been altered and original fenestration patterns have not been disrupted
- Surrounding building and land uses may have changed
- Original use may have changed
- The painting of surfaces (wood) original unpainted may be acceptable
- Addition of decorative elements to originally sparse façades may be acceptable
- For commercial properties, storefronts modification may be acceptable unless the original storefront is no longer evident
- Modified signage may be acceptable if the signage itself was not a major character defining feature
- For Historic Districts:
  - Must include a majority of building which embody the distinctive characteristics of the Mid-Century Modern style
  - Conveys a strong visual sense of overall historic environment from the period of significance

7.1.7 Evaluation of Eligibility

National Register of Historic Places

Criterion A

The buildings on the subject Property were not identified as individually eligible for listing in the NRHP nor as a potential contributor to a potential historic district in the 2020 Hollywood RPA Historic Resource.

The multi-family housing development trend in the United States began in the late nineteenth century. Cities, including New York, Chicago, Boston, Philadelphia, and Los Angeles, began to see the construction of multi-family residences to accommodate middle-class families who could not afford to purchase their own homes. Multi-family suburbanization in the city was the answer to the influx of transplants from the Midwest and eastern United States, in addition to vacationers seeking extended stays during warm southern California winters. The subject Property was developed within a period of multi-family suburbanization that coincides with a pattern of development in major city centers across the United States. There was no information reviewed to assert that the Paden Tract was a major development that included multi-family residences intended to accommodate the growing middle-class, long-stay vacationers, and those employed in trades specific to tourism in the city. According to Todd Gish, the author of *Building Los Angeles: Urban Housing in The Suburban Metropolis, 1900-1936*,[24] apartment flats in Los Angeles appeared as early as 1895, and by 1911 the city was filled with multi-family apartment residences. The subject Property was not specifically identified in historical issues of the *Los Angeles Times* or other local publications. Furthermore, the construction of the subject Property in 1947 does not appear to be associated with any specific context regarding postwar development due to the influx of servicemen that returned home from the war. The information available for review did not provide any information to assert that the development of the subject Property was significant within the context of multi-family development and suburbanization at the national and state levels. The subject Property does not have a significant association with early suburban development and is not a rare example of this property type. Therefore, the subject Property does not appear to be eligible for listing the in NRHP pursuant to Criterion A.

Criterion B

The information available for review, including historical building permits, newspaper articles, City directories, and Ancestry.com records, did not provide sufficient information regarding persons of historical significance who listed the subject Property as their place of residence. Due the subject Property consisting of apartments, Ancestry.com records revealed that residents did not reside there for long periods of time, and there was no information found to claim that any one tenant achieved a high-level of success in their professional life or made a significant social and cultural impact during the time they resided at the subject Property. Therefore, the subject Property is ineligible for listing in the NRHP under Criterion B.

Criterion C

The subject Property site is composed of an eight-unit apartment building and a detached garage that were constructed in 1947. The apartment building is a vernacular building with modest Mid-Century Modern influence. The period associated with Mid-Century Modern was from 1945 to 1975. The building was designed by Ulrich Plaut. Based on a review of newspaper articles, Plaut does not appear to have been a master architect. Plaut was a local architect who was best known for his association with supervising the construction drawing efforts for the Strick residence in Santa Monica. Newspaper articles regarding the Strick residence revealed that Plaut was not the architect responsible for the design of the Strick residence; the famed Brazilian architect Oscar Niemeyer designed the Strick residence. Plaut was associated with various designs that included commercial and residential buildings that were in various communities throughout Los Angeles County. There was no information found in historic newspaper articles, the PCAD, and archived

[24] Todd Douglas Gish, "Building Los Angeles: Urban Housing in the Suburban Metropolis, 1900-1936" (Ph.D. dissertation, University of Southern California, 2007).

issues of Architectural Digest to assert that Plaut was a master architect. The contractor associated with the building was Camber Contracting. There was information found in historic newspaper articles and issues of the Southwest Builder and Contractor that identified Camber Contracting as master builders. The subject Property design is mostly vernacular and reveals a minimal amount of Mid-Century Modern features. The subject Property is mainly stucco clad and features a brick chimney and horizontal massing. The windows appear to have all been replaced with vinyl sliding units, and on various façades it appears that original window openings have been infilled, resulting in a disruption of the original fenestration pattern. The building does not reveal a flat roof or feature a wide eave overhang. Furthermore, the building appears to be an infill project that was added to the neighborhood later than others; in addition to the varying styles of neighboring multi-family residential buildings, it does not convey a strong visual sense of overall historic environment from the period of significance. The buildings are not excellent examples of this property type for these reasons. Therefore, the buildings on the subject Property do not retain integrity of design, workmanship, or materials and are ineligible for listing in the NRHP under Criterion C.

Criterion D

Criterion D was not considered in this report because it generally applies to archaeological resources. Additionally, there is no reason to believe the subject Property has the potential to yield important information regarding prehistory or history.

California Register of Historical Resources

CRHR eligibility criteria mirror those of the NRHP. Therefore, the subject Property is not eligible for listing in the CRHR for the reasons outlined above.

City of Los Angeles Historic-Cultural Monuments

The buildings on the parcel do not appear to be eligible for HCM designation pursuant to Criterion 1. The apartment building on the subject Property was not identified as individually eligible or as a contributor to an eligible historic district in the 2020 Historic Resources Survey Report of the Hollywood RPA. As demonstrated above, the buildings were not uniquely identified with important events of national, state, or local history; nor do they exemplify significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community. Therefore, the buildings do not appear to be eligible for designation as a HCM pursuant to Criterion 1.

No information was found to suggest that any of the previous owners or residents were historic personages or that any other individuals of historical significance were associated with the Property. Therefore, the buildings are ineligible for designation as a HCM pursuant to Criterion 2.

The buildings on the subject Property were constructed in 1947. The apartment building is a vernacular building with modest Mid-Century Modern influence. The period associated with Mid-Century Modern was from 1945 to 1975. The building was designed by Ulrich Plaut. Based on a review of newspaper articles, Plaut does not appear to have been a master architect. Plaut was a local architect who was best known for his association with the construction drawing efforts for the Strick residence in Santa Monica. Newspaper articles regarding the Strick residence revealed that Plaut was not the architect responsible for the design of the Strick residence; the famed Brazilian architect Oscar Niemeyer designed the Strick residence. Plaut was associated with various designs that included commercial and residential buildings that were in various communities throughout Los Angeles County. There was no information found in historic

newspaper articles, the PCAD, and archived issues of Architectural Digest to assert that Plaut was a master architect. The contractor associated with the building was Camber Contracting. Information found in historic newspaper articles and issues of the Southwest Builder and Contractor identified Camber Contracting as master builders. The subject Property design is mostly vernacular and reveals a minimal amount of Mid-Century Modern features. The building is mainly stucco clad and features a brick chimney and horizontal massing. The windows appear to have all been replaced with vinyl sliding units, and on various façades it appears that original window openings have been infilled, resulting in a disruption of the original fenestration pattern. The building does not reveal a flat roof or feature a wide eave overhang. The apartment building is not an excellent example of this property type. Furthermore, the building appears to be an infill project that was added to the neighborhood later than others. In addition to the varying styles of neighboring multi-family residential buildings, it does not convey a strong visual sense of overall historic environment from the period of significance. The building does not appear to be eligible for HCM designation pursuant to Criterion 3.

City of Los Angeles Historic Preservation Overlay Zones

The 5000 block of West Carlton Way does not qualify for consideration as an HPOZ due to an incoherent pattern of development and architectural styles.

7.2 5420–5422 West Carlton Way

7.2.1 Architectural Description

5420 and 5422 West Carlton Way are on a single parcel.

Western Façade

The western façade of 5420 West Carlton Way includes the main entrances to the property and most of the building's features. The building is two stories with a rectangular plan, features a flat roof with a parapet and a minimal overhang, and is clad in smooth stucco. There are two pairs of windows on each floor; there are a fixed-pane square window and two single-hung windows on either side as well as a single pair of fixed rectangular windows on the ground floor, all composed of vinyl. The western façade also includes two small porches; each porch accesses a different unit. One unit features an awning over one of the entry doors. Most notably, the building includes two balconies on the second story, each with metal railing and French doors. Lastly, the western façade includes sidewalks that lead to each porch and rectangular planters that include various tree and plant types (Figure 7-13).

Figure 7-13. Primary façade, facing east.

Eastern Façade

The eastern façade, like the western elevation, is clad in smooth stucco and includes the minimal overhang of the roof and has small visible rafters. The eastern elevation includes a narrow space with a paved walkway and small porch to access the first-floor units. Similar to the western elevation, the eastern elevation includes individual awnings above the doors for each unit. The windows on the eastern elevation appear to be metal. Visible scarring indicates the window openings have been changed over the course of time. Aside from the awnings above the door, the eastern elevation is relatively featureless (Figure 7-14 and Figure 7-15).

Figure 7-14. Eastern façade, facing north.

Figure 7-15. Eastern façade, facing south.

Northern Façade

The northern façade faces West Carlton Way but is obstructed from the public ROW due to trees in front of the building. The northern façade is devoid of doors or features except for four pairs of metal windows with two pairs on each floor. The northern elevation includes a narrow walkway paved with bricks (Figure 7-16).

Figure 7-16. Northern façade, facing southwest.

Southern Façade

The southern façade is similar to the northern elevation in that it is relatively featureless and includes the same configuration of windows as the northern elevation. There is no overhang of the roof and no doors or any other notable features on the southern elevation (Figure 7-17).

Figure 7-17. Southern façade, facing north.

7.2.2 5422 West Carlton Way

Northern Façade

5422 West Carlton Way is a two-story, single-family residential building that is L-shaped in plan. The northern façade serves as the building's primary elevation. The building features a flat roof line with a minimal overhang that is visible on the primary elevation. The building is sided by horizontal clapboard. Windows on the building have varying orientation and styles, with a pair of single-hung windows with shutter boards on the second story and a pair of casement windows on the ground floor. Most notably, the northern elevation includes a minor portico with an arched roof above the front door. Additionally, the northern elevation includes medium-sized planters with varying trees and plants (Figure 7-18).

Figure 7-18. Northern façade, facing south.

Southern Façade

The southern façade is oriented in a 90-degree angle and, similar to the northern elevation, includes a minimal overhang of the roof with no visible rafters. Fenestration on the façade varies, and doors with divided lights are accessible from a small and narrow porch and a single door that is accessible from a small exterior staircase. The windows on the southern façade are primarily vinyl and single-hung vinyl. Similar to the northern façade, the southern elevation is sided in horizontal clapboard with corner boards, and the southern façade is relatively unadorned and devoid of any prominent features (Figure 7-19).

Figure 7-19. Southern façade, facing north.

Eastern Façade

The eastern façade is similar to the southern elevation in that it is relatively unadorned and featureless. The roof's minimal overhang is visible on the eastern elevation, but no rafters are visible. The eastern elevation includes a narrow, paved walkway between the building and neighboring wall. The eastern elevation is devoid of doors and only features windows with visible lintels. The windows, similar to the southern façade, are vinyl and primarily single hung (Figure 7-20 through Figure 7-22).

Figure 7-20. Eastern façade, facing southwest.

Figure 7-21. Eastern façade, facing north.

Figure 7-22. Eastern façade, facing northwest.

Western Façade

The western façade lacks features the most. The larger portion of the western elevation includes a single pair of single-sash windows on the second floor and no other features. Similar to the other elevations, the roof's overhang is visible on the western elevation. The smaller portion of the western elevation includes a single door that was previously described as part of the southern facade (Figure 7-23 and Figure 7-24).

Figure 7-23. Western façade, facing northeast.

Figure 7-24. Western façade, facing east.

Accessory Dwelling Unit

The Accessory Dwelling Unit (ADU) has been converted from a single auto garage, is at the rear (north side) of the property, and is a one-story building with an irregular footprint. The building features a partially side-gabled roof for one half of the building and a shed-like slanted roof that slants toward the north on the smaller half, with exposed rafters visible on the primary (southern) elevation. The primary elevation includes two wood doors, one of which is accessed by a small single-step porch, and two sets of windows: one narrow single-sash window and a second set of casement windows. The primary elevation also includes a small transparent shed. The building is mostly clad in smooth stucco, with a small portion of the rear on the eastern elevation that is sided in vertical clapboard. The western elevation also includes a singular single-hung vinyl window. The ADU is surrounded by a paved area (Figure 7-25 through Figure 7-27).

Figure 7-25. ADU, facing south.

Figure 7-26. ADU, facing west.

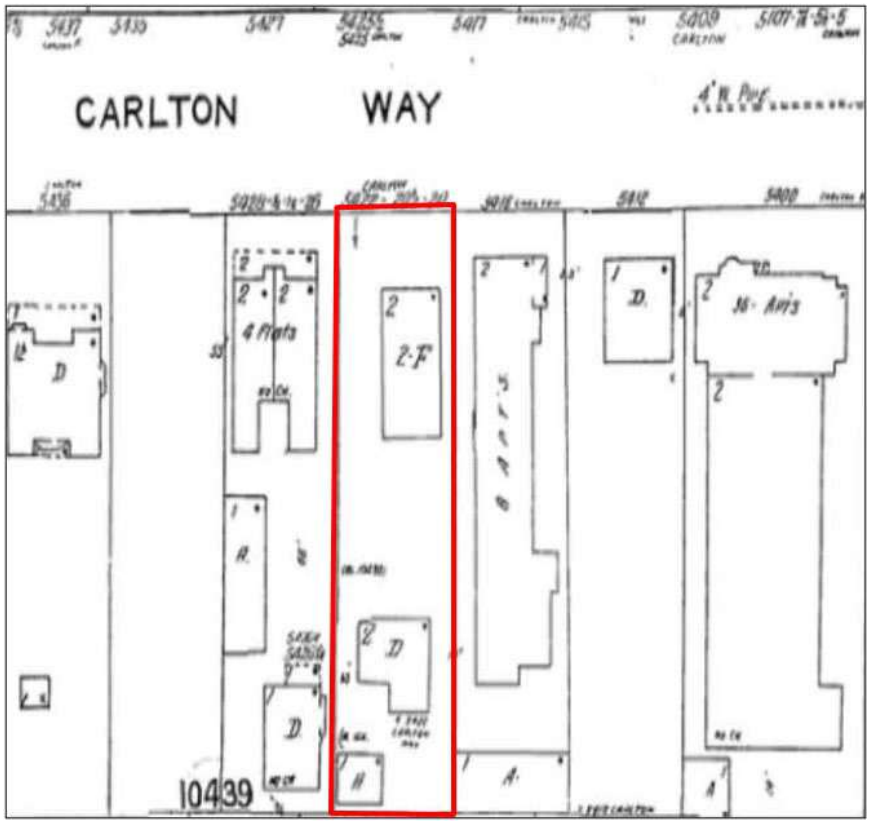


Figure 7-27. Sanborn Fire Insurance Company map.

7.2.3 Construction History

The original building permits for the buildings on the parcel revealed that the building at 5422 West Carlton Way was constructed in 1916. The permit was issued to the owner W.F. Gow to construct a 34 × 25-ft, two-story residence that featured a brick chimney. A permit was granted to the property owner, Morris Sontag, to construct the garage building on the parcel in 1926.[25] The permit indicated that Morris Sontag, was the architect and builder. A permit was granted to the owner, George B. Hill, in 1950[26] to move an apartment building onto the property from 1777–1779 North Bronson Avenue. It appears the building that was moved from Bronson Avenue is currently the primary building at 5420 West Carlton Way. An architect, builder, and engineer were not identified with moving the building to its current location in 1950. A permit was granted to Asa Arava in 1997[27] to convert the garage building into a single-family dwelling and to add a bathroom, closet, and storage space. George Quintero appears to be the contractor associated with the garage conversion. An additional permit was granted in 1997[28] to complete a re-roof, drywall, and stucco repair, but the permit did not identify a contractor associated with the project.

7.2.4 Identification of Architects and Builders

W.F. Gow (1883–1930) was an architect and building engineer in the city of Los Angeles. An internet search revealed that Gow had his own firm that designed and built buildings under the name Drudorff & Gow Architect and Drudorff & Gow, Contractor, at 351 North Western Avenue in Los Angeles. Drudorff & Gow was identified in a 2019[29] historical residential survey that was completed by the Los Feliz Improvement Association. An additional newspaper and Ancestry.com record search revealed that Gow resided for a time at 5422 West Carlton Way,[30] and it appears that Gow resided at the property between 1916 and 1924.[31] Gow's last residence in the city was at 4350 Clarissa Avenue in Los Angeles.[32] Ancestry.com records indicated that Gow held various positions within the building design and construction trades. He was listed as a structural engineer, hardware engineer, and at one time chief engineer for the construction firm of Meyer and Holler.[33] According to Gow's obituary, he was a prominent builder in the Los Angeles area and was associated with building projects at University of California Los Angeles (UCLA) and various public schools in Los Angeles. However, searches conducted in historical newspaper articles, the PCAD, and Historic PlacesLA did not identify any significant projects that Gow may have been associated with. Therefore, Gow does not appear to be a master architect and builder.

The two-flat apartment building at 5420 West Carlton Way was originally on North Bronson Avenue in the City and was constructed in 1916 by the L.F.'S Syndicate. Newspaper articles revealed that L.F.'S. Syndicate was a local development group that designed and constructed numerous apartment buildings and flats throughout the City. L.F.'S. Syndicate was not identified in any additional publications that include the *Southwest Builder and Contractor*, *Pacific Coast*

[25] City of Los Angeles, "Building Permit No. 1926LA10727," April 8, 1926.
[26] City of Los Angeles, "Building Permit No. 1950LA18119," April 13, 1950.
[27] City of Los Angeles, "Building Permit No. 97014-50000-01923," May 2, 1997.
[28] City of Los Angeles, "Building Permit No. 9706-50000-05587," March 11, 1997.
[29] Los Feliz Improvement Association, "Los Feliz Improvement Association: Historical Residential Survey, 3rd Edition, Vol. IV: Streets Beginning with CL to CU," Webpage, LFIA.org, 2019, https://www.lfia.org/wp-content/uploads/2020/03/LFIA-Survey-MS-Publisher-Vol-4-Cl-to-Cu-streets-2019-1.pdf.
[30] Ancestry.com, "U.S. City Directories, 1822-1995 (Database Online)."
[31] Ancestry.com, "Great Register of Voters, 1900-1968," 2017, California State Library, https://www.ancestry.com/search/collections/61066/.
[32] Los Angeles Evening Express, "U.C.L.A. Builder Rites Planned," February 6, 1930, 10.
[33] Ibid.

Architecture Database, or *HistoricplacesLA.com*. The property was relocated to its current location in 1950 from North Bronson Avenue. An original building permit for the construction of the apartment building was not available for review.

Morris Sontag was identified as the property owner in 1926.[34] Sontag was also listed as the architect and builder associated with the construction of the garage building that is on the southwest corner of the lot. There was no information reviewed to assert that Sontag was an architect or builder.

7.2.5 Owner Occupant History

W.F. Gow (1883–1930) was an architect and building engineer in the City. An internet search revealed that Gow had his own firm that designed and built buildings under the name Drudorff & Gow Architect and Drudorff & Gow, Contractor at 351 North Western Avenue in Los Angeles. Drudorff & Gow was identified in a 2019[35] historical residential survey that was completed by the Los Feliz Improvement Association. An additional newspaper and Ancestry.com record search revealed that Gow resided for a time at the 5422 West Carlton Way,[36] and it appears that Gow resided at the property between 1916 and 1924.[37]

Morris Sontag was identified as the property owner in 1926.[38] An Ancestry.com record search revealed that Morris Sontag appears to be associated with Sontag Drugs, a chain of cut-rate retail drug stores in the city. A review of Ancestry.com records and City directories revealed that Sontag did not reside at any of the buildings on the parcel. It appears the buildings on the parcel may have been an investment property owned by Sontag.

George B. Hill was the recorded owner in 1950.[39] Based on Ancestry.com records, it appears that Hill resided at the property as early as 1948.[40] The final series of permits available for review identified Asa Arava in 1997.[42]

7.2.6 Use History

The property was built as multi-family apartment units, and the buildings are currently occupied.

7.2.7 Historic Context

The subject Property was evaluated using the Citywide Historic Context Statement developed for SurveyLA; specifically, the Residential Development and Suburbanization context and Early Residential Development theme, Apartment Houses, 1895–1970 subtheme; the Architecture and Engineering context, the Spanish Colonial Revival Style, 1912–1948 subtheme; and the American Colonial Revival, Early, 1900–1940 subtheme.[4344]

[34] City of Los Angeles, "Building Permit No. 1926LA10727."
[35] Los Feliz Improvement Association, "Los Feliz Improvement Association: Historical Residential Survey, 3rd Edition, Vol. IV: Streets Beginning with CL to CU."
[36] Ancestry.com, "U.S. City Directories, 1822-1995 (Database Online)."
[37] Ancestry.com, "Great Register of Voters, 1900-1968."
[38] City of Los Angeles, "Building Permit No. 1926LA10727."
[39] City of Los Angeles, "Building Permit No. 1950LA18119."
[40] Ancestry.com, "Great Register of Voters, 1900-1968."
[42] City of Los Angeles, "Building Permit No. 97014-50000-01923."
[43] City of Los Angeles Office of Historic Resources, Department of City Planning, "SurveyLA Historic Context Outline and Summary Tables."
[44] City of Los Angeles Office of Historic Resources, Department of City Planning.

7.2.8 Architecture and Engineering

5420 West Carlton Way

Context: Architecture and Engineering

Theme: Spanish Colonial Revival, 1912–1948

Summary Statement of Significance: A resource evaluated under this sub-theme is significant in the area of Architecture as an excellent example of the Spanish Colonial Revival style. Significant examples exemplify the character-defining features of the style and are often the work of noted architects and builders who made use of these features to give various building types an identification with the styles of Spain, specifically the southern region of Andalusia. Because of its flexibility, the Spanish Colonial Revival was widely used for a range of building types and is therefore highly abundant in the parts of the city developed during the period of significance.

Period of Significance: 1918–1942

Period of Significance Justification: The period of significance begins in 1912, when work began on the Southwest Museum, the earliest known example of the style in Los Angeles. Most examples were constructed prior to 1942, when most private building stopped due to World War II; however, known examples date to the late 1940s. Some examples may be identified over time from the 1950s and should be considered, although they are outside the period of significance.

Geographic Location: Citywide, in areas developed during the 1920s and 1930s

Area(s) of Significance: Architecture

Criteria: NHRP, Criterion C; CRHR, Criterion 3; Local, Criterion 3

Associated Property Type: Residential, Single Family Residential, Multi-family Commercial Industrial Institutional Infrastructure

Property Type Description: The style was not limited to specific building types. Spanish Colonial Revival–style buildings may be residential, commercial, industrial, or institutional in type. They range from modest- to grand-scale in size.

Eligibility Standards:

- Was constructed during the period of significance
- Exemplifies the character-defining features of the Spanish Colonial Revival style
- Is an excellent example of its style and/or the work of a significant architect and/or builder

Character-Defining and Associative Features:

- Retains most of the essential character-defining features of the style
- Typically asymmetrical horizontal assemblage of building masses
- Stucco or plastered exterior walls
- Distinctively shaped and capped chimneys
- Low-sloped clay tile roofs or roof trim
- Arched openings, individually serving doors and windows or arranged in arcades

- Towers used as vertical accents to horizontal assemblages
- Patios, courtyards, and loggias or covered porches and/or balconies
- Spare detailing making use of wrought iron, wood, cast stone, terra cotta, polychromatic tile
- Grilles, or rejas, of cast iron or wood over windows and other wall openings
- Attic vents of clay tiles or pipe

Integrity Aspects:

- Should retain integrity of Design, Materials, Workmanship, and Feeling
- Stucco repair or replacement must duplicate the original in texture and appearance
- Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern
- New additions should be appropriately scaled and located so as to not overwhelm the original design and massing
- Evolution of plant materials is expected, but significant designed landscapes should be retained
- Original use may have changed
- Setting may have changed (surrounding buildings and land uses)
- Limited window replacement may be acceptable
- Commercial storefronts alterations may be acceptable if most of the original architectural detailing is retained and proportions are not substantially altered
- For residential properties, alterations to garages may be permissible
- Security bars may have been added

5422 West Carlton Way

Context: Architecture and Engineering

Theme: American Colonial, Early 1900–1940

Summary Statement of Significance: A resource evaluated under this sub-theme is significant in the area of architecture as an excellent example of the Early American Colonial Revival style and exhibits quality of design through distinctive features.

Period of Significance: 1900–1940

Period of Significance Justification: The period of significance begins in 1900. The earliest known examples of the style in the city were constructed in the first decade of the twentieth century. The style began to fade from popularity around 1940. The economic pressures of the Great Depression led to a preference for simpler, more stripped-down styles, leading to the rise in popularity of the Late American Colonial Revival style.

Geographic Location: Large- and small-scale examples of the Early American Colonial Revival style can be found in the Hancock Park and Spaulding Square HPOZs. Examples can also be found in other areas of the city, including Hollywood, Brentwood, Bel Air, Silver Lake, South Los Angeles, Mission Hills-Panorama City, and North Hollywood-Valley Village, but are less frequent.

Area(s) of Significance: Architecture

Criteria: NRHP, Criterion C; CRHR, Criterion 3; Local, Criterion 3

Associated Property Type: Residential, Single Family Residential, Multi-family Commercial Industrial Institutional-Church and Library

Associated Property Type Description: Associated property types are predominantly residential buildings, although the Early American Colonial Revival style was also used for institutional buildings, and, less frequently, commercial buildings. Most residential buildings are single-family residences, but multi-family residential examples exist as well. Multi-family residences may include apartment houses and bungalow courts. Commercial examples are mostly small-scale retail establishments. Institutional buildings include churches and libraries.

Property Type Significance: Resources significant under this sub-theme are excellent examples of the Early American Colonial Revival style of architecture in Los Angeles.

Eligibility Standards:

- Clapboard or brick exteriors
- Exhibits quality of design through distinctive features
- Is an excellent example of Early American Colonial Revival architecture
- Was constructed during the period of significance

Character-Defining and Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Typically one or two stories in height
- Simple building forms
- Simple classical detailing, sometimes with exaggerated proportions
- Symmetrical façade with entryway as the primary focus
- Hipped or gabled roofs, typically with boxed eaves
- May display multiple roof dormers
- May include pediments; columns or pilasters; paneled front door, sometimes with sidelights and transoms; multi-paned double-hung sash windows; and fixed shutters

Integrity Aspects:

- Should retain integrity of Location, Design, Materials, Workmanship, and Feeling from the period of significance
- If it is a rare surviving examples of its type, or is a rare example in the community in which it is located, a greater degree of alteration or fewer character-defining features may be acceptable
- Replacement of some windows and doors may be acceptable if the openings have not been resized and original fenestration patterns have not been disrupted
- Security bars may have been added

- Where this property type is situated within a grouping of similar residences, it may also be significance as a contributor to a residential district

7.2.9 Evaluation of Eligibility

National Register of Historic Places

Criterion A

The buildings on the parcel were not identified as individually eligible for listing in the NHRP in the 2020 Historic Resources Survey Report of the Hollywood RPA. The multi-family housing development trend in the United States began in the late nineteenth century. Cities, including New York, Chicago, Boston, Philadelphia, and Los Angeles, began to see the construction of multi-family residences to accommodate middle-class families who could not afford to purchase their own homes. Multi-family suburbanization in the city was the answer to the influx of transplants from the Midwest and eastern United States, in addition to vacationers seeking extended stays during warm southern California winters. The subject Property was developed within a period of multi-family suburbanization that coincides with a pattern of development in major city centers across the United States. The buildings were not specifically identified in historical issues of the *Los Angeles Times* or other local publications. There was no information reviewed to assert that the Paden Tract was a major development that included multi-family residences intended to accommodate the growing middle class, long-stay vacationers, and those employed in trades specific to tourism in the city. According to Todd Gish, the author of *Building Los Angeles: Urban Housing in The Suburban Metropolis, 1900-1936*,[45] apartment flats in Los Angeles appeared as early as 1895, and by 1911 the city was filled with multi-family apartment residences. The information available for review did not provide a basis to assert that the development of the buildings was significant within the context of multi-family development and suburbanization at the national and state levels. The buildings do not have a significant association with early suburban development and are not rare or excellent examples of this property type. Therefore, the buildings do not appear to be eligible for listing the in NHRP pursuant to Criterion A.

Criterion B

The information available for review, including historical building permits, newspaper articles, City directories, and Ancestry.com records, did not provide sufficient information regarding persons of historical significance who listed the buildings as their place of residence. Because the parcel consists of apartments, Ancestry.com records revealed that residents did not reside there for long periods of time, and there was no information found to claim that any one tenant achieved a high level of success in their professional life or made a significant social and cultural impact during the time they resided at the subject Property. Therefore, the buildings are ineligible for listing in the NHRP under Criterion B.

Criterion C

The parcel is composed of a single-family dwelling; a two-story two-flat apartment; and an auto garage that has been converted into a dwelling. The buildings were constructed in 1916 (5420–5422 West Carlton Way), and the auto garage was constructed in 1926.

[45] Gish, "Building Los Angeles: Urban Housing in the Suburban Metropolis, 1900-1936."

The building at 5420 West Carlton Way was moved onto the parcel in 1950. The two-flat apartment building was originally on North Bronson Avenue in the city and was constructed in 1916 by the L.F.'S Syndicate. Newspaper articles revealed that L.F.'S. Syndicate was a local development group that designed and constructed numerous apartment buildings and flats throughout the city. L.F.'S. Syndicate was not identified in any additional publications, including *Southwest Builder and Contractor*, *Pacific Coast Architecture Database*, or *HistoricplacesLA.com.* The building appears to be a modest and not an excellent example of a Spanish Colonial Revival apartment flat. The building retains minimal elements of that style of architecture, which includes stucco cladding, arched balcony openings, a flat roof, and a parapet. The building does not display character-defining features such as wrought iron grilles, cast stone, terracotta, polychromatic tile, attic vents, clay pipes, patios, courtyards, loggias, clay roof or clay roof trim, and distinctively shaped chimneys. Based on a review of the City's permit record, the building has been altered with various metal window replacements and the addition of metal awnings, and the orientation of the building does not appear to be consistent with neighboring buildings that have primary elevations facing West Carlton Way. The subject Property does not reflect the work of a master architect and builder.

The building at 5422 West Carlton Way appears to be the original building constructed on the parcel in 1916. It is a vernacular building with touches of early American Colonial features. The building features include horizontal clapboard siding, a combination of wood and metal replacement window units, an arched portico featuring cylindrical columns from floor to ceiling, and fixed shutter boards. The building was designed and constructed by W.F. Gow. W.F. Gow (1883–1930) was an architect and building engineer in the city of Los Angeles. An internet search revealed that Gow had his own firm that designed and built buildings under the name Drudorff & Gow Architect and Drudorff & Gow, Contractor, at 351 North Western Avenue in Los Angeles. Additional examples of Gow's work were not recorded in the city beyond one in Los Feliz at Clarissa Avenue.[46] Ancestry.com records indicated that Gow held various positions within the building design and construction trades. He was listed as a structural engineer, hardware engineer, and at one time chief engineer for the construction firm of Meyer and Holler.[47] According to Gow's obituary, he was a prominent builder in the Los Angeles area and was associated with building projects at UCLA and various public schools in Los Angeles. However, additional searches conducted in historical newspaper articles, PCAD, and Historic Places LA did not identify any significant projects that Gow may have been associated with. Therefore, Gow does not appear to be a master architect and builder. The subject Property appears to retain elements of design and character-defining features that remain associated with the style. However, the building does not appear to be an excellent example of the style and is not visible from the public ROW. Therefore, the building does not represent the best and most excellent example of early American Colonial Revival in the city when compared to the Murray House (1930), the Steadman House (1936), and the Toberman House (1907, HCM No. 769).

The garage building was constructed in 1926 by the owner Morris Sontag. Morris Sontag was not associated with the architecture and building trades. Additionally, the garage building was converted into a dwelling unit in 1997 and does not retain integrity of design regarding its original intended use. The conversion does not appear to be the work of a master architect or builder. Therefore, the buildings on the parcel do not retain integrity of design, workmanship, or materials and are ineligible for listing in the NHRP under Criterion C.

[46] Los Angeles Evening Express, "U.C.L.A. Builder Rites Planned," 10.
[47] Ibid.

Criterion D

Criterion D was not considered in this report because it generally applies to archaeological resources. Additionally, there is no reason to believe the buildings on the parcel have the potential to yield important information regarding prehistory or history.

California Register of Historical Resources

CRHR eligibility criteria mirror those of the NRHP. Therefore, the subject Property is not eligible for listing in the CRHR for the same reasons outlined above.

City of Los Angeles Historic-Cultural Monuments

The buildings on the parcel do not appear to be eligible for HCM designation pursuant to Criterion 1. The buildings on the subject Property were not identified as individually eligible or as contributors to an eligible historic district in the 2020 update of the Historic Resources Survey Report of the Hollywood RPA. As demonstrated above, the subject Property is not uniquely identified with important events in national, state, or local history; nor does it exemplify significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community. Therefore, the buildings do not appear to be eligible for designation as a HCM pursuant to Criterion 1.

The information available for review, including historic building permits, newspaper articles, City directories, and Ancestry.com records, did not provide sufficient information regarding persons of historical significance who listed the subject Property as their place of residence. Due to the parcel consisting of residential units, Ancestry.com records revealed that residents did not reside there for long periods of time, and there was no information found to claim that any one tenant achieved a high-level of success in their professional life or made a significant social and cultural impact during the time they resided at the subject Property. Therefore, the buildings are not ineligible for designation as a HCM pursuant to Criterion 2.

The subject Property site is composed of a single-family dwelling; a two-story, two-flat apartment; and an auto garage that has been converted into a dwelling. The buildings were constructed in 1916 (5420–5422 West Carlton Way), and the auto garage was constructed in 1926.

The building at 5420 West Carlton Way was moved onto the parcel in 1950. The two-flat apartment building was originally on North Bronson Avenue in the city and was constructed in 1916 by the L.F.'S Syndicate. The subject Property does not reflect the work of a master architect and builder. Newspaper articles revealed that L.F.'S. Syndicate was a local development group that designed and constructed numerous apartment buildings and flats throughout the city. L.F.'S. Syndicate was not identified in any additional publications, including *Southwest Builder and Contractor*, *Pacific Coast Architecture Database*, or *HistoricplacesLA.com*. The building appears to be a modest example of a Spanish Colonial Revival apartment flat. The building retains minimal elements of the Spanish Colonial Revival style of architecture, which include stucco cladding, arched balcony openings, a flat roof, and a parapet. The building does not display character-defining features, such as wrought iron grilles, cast stone, terracotta, polychromatic tile, attic vents, clay pipes, patios, courtyards, loggias, a clay roof or clay roof trim, and distinctively shaped chimneys. Based on a review of the City's permit record, the building has been altered with various metal window replacements and the addition of metal awnings, and the orientation of the building does not appear to be consistent with neighboring buildings that have primary elevations facing West Carlton Way.

The building at 5422 West Carlton Way appears to be the original building constructed on the parcel in 1916. The building is a vernacular building with touches of early American Colonial features. The building features include horizontal clapboard siding, a combination of wood and metal replacement window units, an arched portico featuring cylindrical columns from floor to ceiling, and fixed shutter boards. The building was designed and constructed by W.F. Gow. W.F. Gow (1883–1930) was an architect and building engineer in the city of Los Angeles. An internet search revealed that Gow had his own firm that designed and built buildings under the name Drudorff & Gow Architect and Drudorff & Gow, Contractor, at 351 North Western Avenue in Los Angeles. Additional examples of Gow's work were not recorded in the city beyond one in Los Feliz at Clarissa Avenue.[48] Ancestry.com records indicated that Gow held various positions within the building design and construction trades. He was listed as a structural engineer, a hardware engineer, and at one time chief engineer for the construction firm of Meyer and Holler.[49] According to Gow's obituary, he was a prominent builder in the Los Angeles area and was associated with building projects at UCLA and various public schools in Los Angeles. However, additional searches conducted in historical newspaper articles, the PCAD, and HistoricPlacesLA did not identify any significant projects that Gow may have been associated with. Therefore, Gow does not appear to have been a master architect and builder. The subject Property appears to retain elements of design and character-defining features that remain associated with the style. However, the building does not appear to be an excellent example of the style and is not visible from the public ROW. Therefore, the building does not represent the best and most excellent examples of early American Colonial Revival in the city when compared to the Murray House (1930), the Steadman House (1936), and the Toberman House (1907, HCM No. 769).

The garage building was constructed in 1926 by the owner Morris Sontag. Morris Sontag was not associated with the architecture and building trades. Additionally, the garage building was converted into a dwelling unit in 1997 and does not retain integrity of design regarding its original intended use. The conversion does not appear to be the work of a master architect or builder. The buildings on the parcel do not appear to be eligible for HCM designation pursuant to Criterion 3.

City of Los Angeles Historic Preservation Overlay Zone

The 5000 block of West Carlton Way does not qualify for consideration as a HPOZ due to an incoherent pattern of development and architectural styles.

7.3 5426–5428 West Carlton Way

7.3.1 Architectural Description

The building is a Mediterranean Revival–style, two-story, four-flat apartment building that faces north onto West Carlton Way. The primary façade of the building reveals stucco cladding, four separate entryways, porch columns, and clay tile sections of overhanging roofline with exaggerated eaves accented with notched corbels. The fenestration pattern is composed of single-hung vinyl units. The individual entryway doors are single-entry, multi-paneled doors that each feature a lunette (Figure 7-28 through Figure 7-30).

[48] Los Angeles Evening Express, "U.C.L.A. Builder Rites Planned," 10.
[49] Ibid.

Figure 7-28. Primary façade, facing southwest.

Figure 7-29. Primary façade, facing south.

Figure 7-30. Primary façade, facing southeast.

Southern Façade

The southern façade features a concrete porch landing and 12 single-hung vinyl windows. Additional features include water heater ventilation stacks, an electrical panel box, and parapet drain downspouts. The porch appears to have been a later addition to the building because it is not depicted on the Sanborn Fire Insurance Company maps. A permit associated with the porch addition was not available for review. In addition to the porch, visible scarring is present on the façade, which indicates a doorway has been infilled. The Sanborn Fire Insurance Company map did not identify a porch or door opening on the southern façade (Figure 7-31 and Figure 7-32).

Figure 7-31. Southern façade, facing northwest.

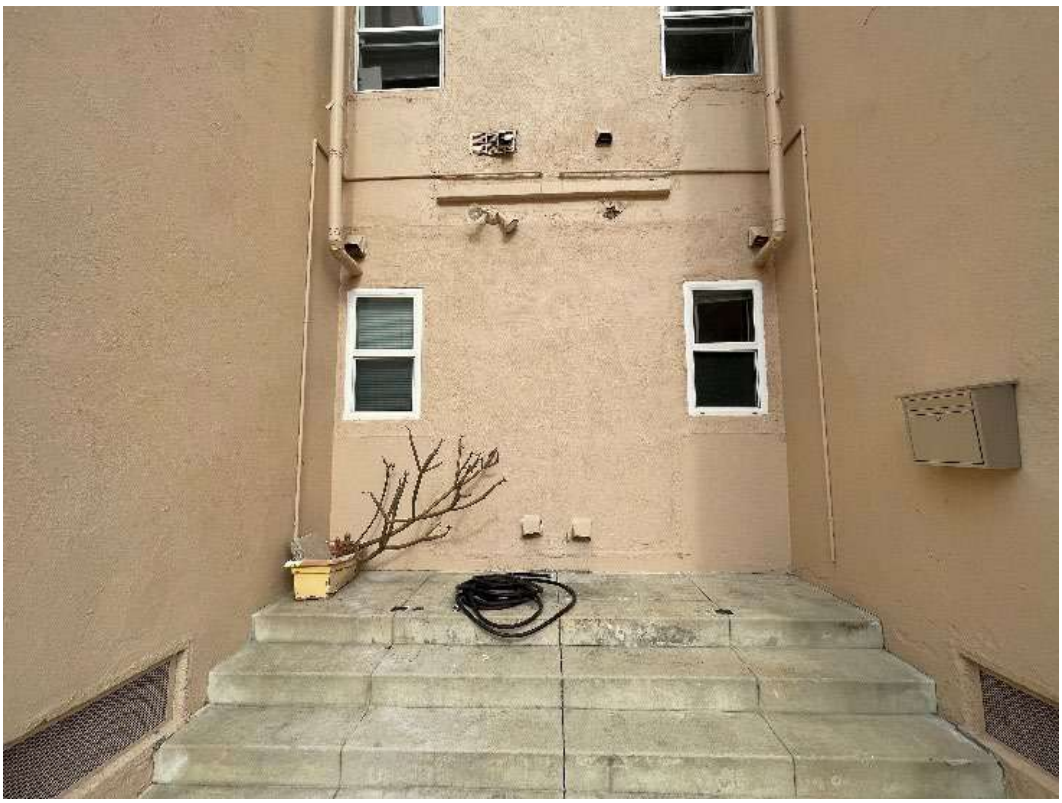


Figure 7-32. Southern façade, porch and door infill.

Eastern Façade

The eastern façade is unadorned beyond views of the roof overhang, corbels, and windowsill lintels. Based on a review of the City's building permit record, the original wood sash windows were completely replaced with single-hung vinyl units in 2006. Noticeable scarring associated with the window replacement is clearly visible from the public ROW. In addition to the scarring, it appears that original window openings were resized to accommodate the vinyl replacements, and various windows were filled in and patched with plaster and stucco (Figure 7-33 and Figure 7-34).

Figure 7-33. Eastern façade, facing southwest.

Figure 7-34. Eastern façade, facing northwest.

Western Façade

The western façade is unadorned beyond views of the roof overhang, corbels, and windowsill lintels. Based on a review of the City's building permit record, the original wood sash windows were completely replaced with single-hung vinyl units in 2006. Noticeable scarring associated with the window replacement is clearly visible from the public ROW. In addition to the scarring, it appears that the original window openings were resized to accommodate the vinyl replacements, and various windows were filled in and patched with plaster and stucco (Figure 7-35 and Figure 7-36).

Figure 7-35. Western façade, facing northeast.

Figure 7-36. Western façade, facing southeast.

7.3.2 5424 West Carlton Way

The building is clad in stucco and features a flat roof. The primary entryway is offset and features a metal porch roof awning. The fenestration pattern reveals that the wood sash windows were replaced in 2006[50] with vinyl units. Based on a review of the Sanborn Fire Insurance Company map, the building originally had a porch. The field inspection of the building's current condition indicated that the porch appears to have been enclosed to accommodate additional living space. A permit associated with the apparent alteration was not available for review. The building is set back onto the southeast corner of the lot and faces north. Based upon the lack of reveal at the window edges, the building is clad in a secondary coating of textured stucco (Figure 7-37).

Figure 7-37. Primary façade, facing south.

Southern Façade

The southern façade features six single-hung vinyl windows and is devoid of architectural characteristics. Additional features include a window-mounted air conditioning unit and washer and dryer ventilation (Figure 7-38 and Figure 7-39).

[50] City of Los Angeles, "Building Permit No. 06016-10000-04747," March 14, 2006.

Figure 7-38. Southern façade, facing east.

Figure 7-39. Southern façade, facing northeast.

Eastern Façade

The eastern façade reveals six single-hung vinyl windows. The façade is mostly unadorned beyond a window overhang that is sheathed in clay tiles and features boxed eaves. Additional features include rectangular ventilation grilles. The crawlspace openings have been covered with wood (Figure 7-40).

Figure 7-40. Eastern façade, facing north.

Western Façade

The western façade reveals six vinyl windows, a concrete porch, and a side entry door. The porch features a metal guard rail, and the side entrance door is a single-panel door that is secured by a metal security door. A rectangular ventilation grille is also visible on the northwestern corner of the façade (Figure 7-41 and Figure 7-42).

Figure 7-41. Western façade, facing southeast.

Figure 7-42. Western façade security door, facing northeast.

Auto Garage

The auto garage at the subject Property is a rectangular building that is clad in T1-11 siding and is composed of five single-car garages. The garage doors are metal tilt-up models. The building also features a side entry to one of the garages. The entry door is an offset, four-paneled door that features a lunette. It appears one of the garage units has been converted to a residential use. The building appears to be in its original location, and the T1-11 siding has been added over time (Figure 7-43 and Figure 7-44).

Figure 7-43. Auto garage, facing northwest.

Figure 7-44. Auto garage side entry door, facing north.

7.3.3 Construction History

In 1921[51], a permit was granted to Charles Schultheiss for the construction of a 26 × 34 × 14-ft, single-story residential building at 5428-A West Carlton Way. Additional permits issued in 1921[5253] reveal an 18 × 48 × 10-ft garage building and a 38 × 56 × 22-ft, two-story, multi-family flat to accommodate up to four families. Additional permits that were issued over time include a permit to complete plaster removal, replacement, and drywall repair in 2006[5455] and the replacement of the original wood sash windows with low-energy, dual-pane vinyl units. Based on a field inspection of the buildings on the parcel, it appears that window and door openings were infilled and plastered over. Based on a review of the permits from 2006, the window and door infill may have been associated with the plaster repair and window replacement. A review of the Sanborn Fire Insurance Company map (Figure 7-45) compared with the buildings on the parcel in their current condition (Figure 7-46 and Figure 7-47) indicates that a back door and porch were added to the multi-family flat building at an unknown date.

[51] City of Los Angeles, "Building Permit No. 1921LA19418," August 16, 1921.
[52] City of Los Angeles, "Building Permit No. 1921LA19419," August 16, 1921.
[53] City of Los Angeles, "Building Permit No. 1921LA20064," August 22, 1922.
[54] City of Los Angeles, "Building Permit No. 06016-10000-04747." March 14, 2006.
[55] City of Los Angeles, "Building Permit No. 06016-10000-08862," May 11, 2006.

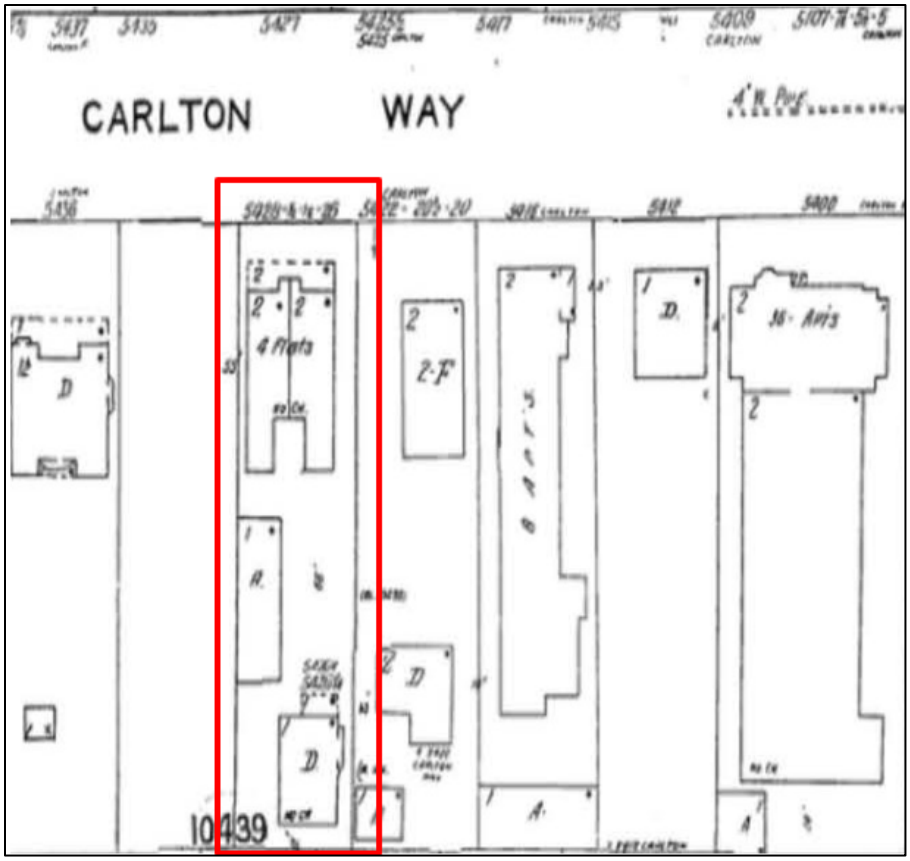


Figure 7-45. Sanborn Fire Insurance Company map.

Figure 7-46. Rear porch area and door infill, facing northwest.

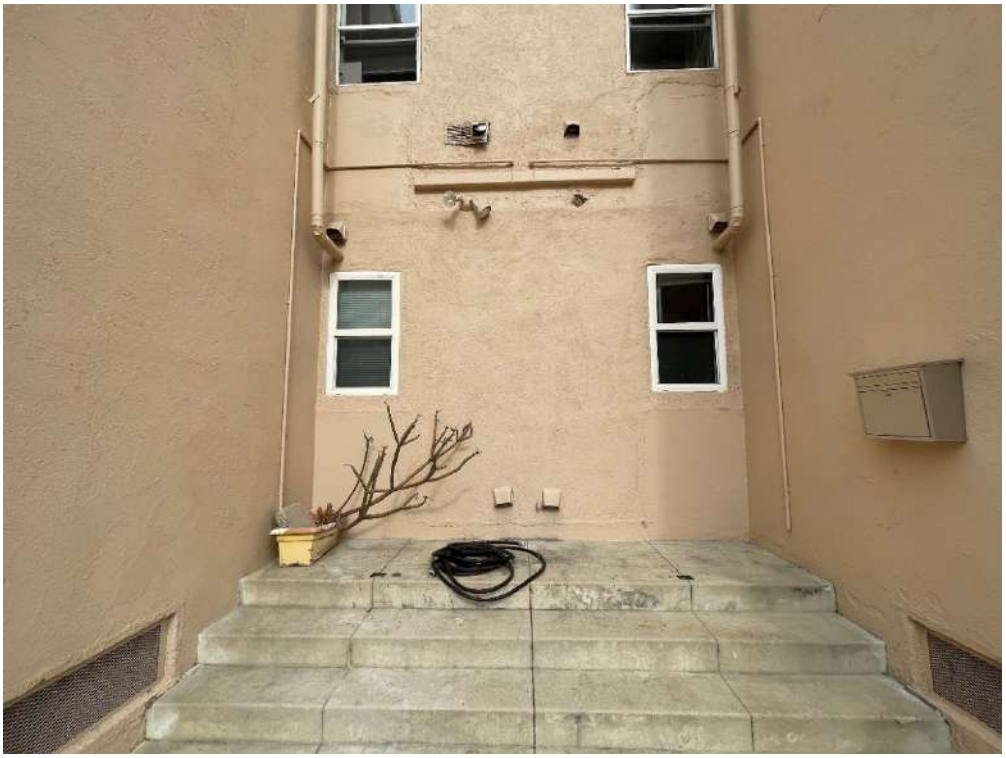


Figure 7-47. Door infill, facing north.

7.3.4 Identification of Architects/Builders

The original building permits for the buildings on the parcel did not identify an architect associated with the design of each building. The permits identified M. Burgbacher as the contractor associated with the construction of each building in 1921. Mattias Burgbacher (1870–1962)[56] was born in Germany and immigrated to the United States in 1884.[57] In 1921,[58] Burgbacher was listed as a carpenter in in Los Angeles. Additional Ancestry.com records revealed that Burgbacher was a general contractor and builder between the years of 1921 and 1950.[59] Additional records and City directories indicated that Burgbacher's contracting and building was operated as "M. Burgbacher and Sons"[60] and offered services in addition to contracting and building that included real estate mortgages and insurance. Advertisements for M. Burgbacher and Sons were reviewed in historical issues of the *Los Angeles Times*, and it appears that Burgbacher advertised newly constructed or renovated real estate investment opportunities through multi-family apartment homes in the city. Further research revealed that M. Burgbacher and Sons was associated with significant buildings they constructed between 1927 and 1938 (Table 7-1).

[56] "U.S. Find a Grave Index, 1600s-Current (Database Online)."
[57] "1930 United States Federal Census (Database Online)," Ancestry.com, 2002.
[58] Ancestry.com, "U.S. City Directories, 1822-1995 (Database Online)."
[59] "1950 United States Federal Census (Database Online)," Ancestry.com, 2022.
[60] Ancestry.com, "U.S. City Directories, 1822-1995 (Database Online)."

Table 7-1. Eligible Buildings Constructed by M. Burgbacher and Sons

Address and CPA	Year Built	Eligibility Identification
834 Hauser Boulevard, Wilshire CPA	1927	Contributor to the Curson Avenue-Hauser Boulevard Residential Historic District/Contributor to Miracle Mile HPOZ. 5D1, March 28, 2017.
10401 West Bellagio Road, Bel Air, Beverly Crest CPA	1932	Individually Eligible single-family residence, 3S,3CS, 5S3, May 9, 2013.
1968 North Palmerston Place, Hollywood CPA	1936	Contributor to the Los Feliz Square Multi-Family Residential Historic District, November 23, 2015
1957 North Kenmore Avenue, Hollywood CPA	1938	Contributor to the Los Feliz Square Multi-Family Residential Historic District, November 23, 2015.

Based on a review of resource surveys that cover various CPAs, it appears that other buildings constructed by M. Burgbacher and Sons remain at a level of significance that merit an eligibility designation for national, state, and local registers based on the windshield surveys completed for SurveyLA in 2013,[61] 2015,[62] and 2017.[63] Based on the existing examples of the body of work documented in SurveyLA, M. Burgbacher and Sons appear to have been master builders in the City. However, the buildings on the subject Property do not appear to be good examples of the company's body of work and have been substantially altered compared with other, better examples that were previously identified in SurveyLA resource surveys.

7.3.5 Ownership and Occupant History

A review of the permit records identified Charles Schulthiess (1864–1946)[64] as owner of the building in 1921. Ancestry.com records revealed that Schulthiess was a meat cutter by trade and resided at 1726 North Kingsley Drive in the city.[65] No additional information regarding the life of Schulthiess was found in historical newspaper articles. Based on Ancestry.com records and City directories, it appears that Schulthiess did not reside at the property. The parcel is composed of a four-unit flat and a single detached apartment home on the southern edge of the parcel. The City Department of Building and Safety did not provide building records to review between 1921 and 2006. A search of historical newspaper articles did not provide any information regarding tenant occupancy. City building permits that were issued in 2006 identified Elizabeth Hensel as the owner.

7.3.6 Use History

The property was built as multi-family apartment units, and the buildings are currently occupied.

[61] GPA Consulting, "Historic Resources Survey Report Bel Air-Beverly Crest Community Plan Area," Electronic document, 2013, https://planning.lacity.gov/odocument/8653ceb3-0d57-4e95-8659-cf0a867bbc26/Final_Survey_Report_-_Bel_Air-Beverly_Crest_HPLAEdit.pdf.
[62] Los Angeles City Planning, "Wilshire Historic Districts, Planning Districts and Multi-Property Resources—01/26/15," Electronic document, 2015, https://planning.lacity.org/preservation-design/survey-la-results-wilshire.
[63] Los Angeles City Planning, "Hollywood Historic Districts, Planning Districts and Multi-Property Resources—11/23/15," Electronic document, 2015, https://planning.lacity.gov/odocument/1ef16593-9784-40c6-a60e-652e3aa508f3/Wilshire_District_Resources.pdf.
[64] "U.S. Find a Grave Index, 1600s-Current (Database Online)."
[65] Ancestry.com, "U.S. City Directories, 1822-1995 (Database Online)."

7.3.7 Historic Context

The buildings were evaluated using the Citywide Historic Context Statement developed for SurveyLA; specifically, the Residential Development and Suburbanization context and Early Residential Development theme, Apartment Houses, 1895-1970 subtheme (See Section 8.6), and the Architecture and Engineering context and the Mediterranean Revival Style subtheme.[66]

7.3.8 Architecture and Engineering

Context: Architecture and Engineering

Theme: Mediterranean Revival, 1918–1942

Summary Statement of Significance: A resource evaluated under this sub-theme is significant in the area of Architecture as an excellent example of the Mediterranean Revival style. Significant examples exemplify the character-defining features of the style and are often the work of noted architects or builders who made use of these features to give various building types an identification with the styles of the Mediterranean region, specifically Italy. The Mediterranean Revival was used for a range of building types and is therefore relatively abundant in Los Angeles.

Period of Significance: 1918–1942

Period of Significance Justification: The period of significance beings in 1918 when Mediterranean Revival style became popular once construction resumed with the end of World War I in 1918 and ends in 1942 when most private building stopped due to World War II.

Geographic Location: Citywide, in areas developed during the 1920s and 1930s

Area(s) of Significance: Architecture

Criteria: NHRP: C; CRHR: 3; Local: 3

Associated Property Type: The style was not limited to specific building types, but residential and institutional types predominate. Examples range from modest to grandscale in size.

Eligibility Standards:

- Was constructed during the period of significance
- Exemplifies the character-defining features of the Mediterranean Revival style
- Is an excellent example of its style, and/or the work of a significant architect and/or builder

Character-Defining/Associative Features:

- Retains most of the essential character-defining features of the style
- Stucco exterior walls (rarely, brick or cast stone)
- Low-pitched clay tile roof typically hipped
- Relatively simple massing, with stress on the horizontal
- Relatively formal composition, approaching symmetry in parts or in whole
- Arched openings, including arched focal windows

[66] City of Los Angeles Office of Historic Resources, Department of City Planning," SurveyLA Historic Context Outline and Summary Tables."

- Clay tile roof or roof trim
- Limited use of applied decoration
- Landscaping of formal gardens extending away from building

Integrity Considerations:

- Should retain integrity of Design, Materials, Workmanship, and Feeling.
- Stucco repair or replacement must duplicate the original in texture and appearance.
- Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern.
- New additions should be appropriately scaled and located so as to not overwhelm the original design and massing.
- Limited window replacement may be acceptable.
- Security bars may have been added.
- Evolution of plant materials is expected, but significant designed landscapes should be retained.
- Setting may have changed (surrounding buildings and land uses).
- Original use may have changed.

7.3.9 Evaluation of Eligibility

National Register of Historic Places

Criterion A

The buildings on the parcel were not identified as individually eligible for listing in the NRHP in the 2015 and 2020 update of the Historic Resources Survey Report of the Hollywood Redevelopment Plan Area. The multi-family housing development trend in the United States began in the late nineteenth century. Cities, including New York, Chicago, Boston, Philadelphia, and Los Angeles, began to see the construction of multi-family residences to accommodate middle-class families who could not afford to purchase their own homes. Multi-family suburbanization in the city was the answer to the influx of transplants from the Midwest and eastern United States, in addition to vacationers seeking extended stays during warm southern California winters. The subject Property was developed within a period of multi-family suburbanization that coincides with a pattern of development in major city centers across the United States. The building was not specifically identified in historical issues of the *Los Angeles Times* or other local publications. There was no information reviewed to assert that the Paden Tract was a major development that included multi-family residences intended to accommodate the growing middle class, long-stay vacationers, and those employed in trades specific to tourism in the city. According to Todd Gish, the author of *Building Los Angeles: Urban Housing in The Suburban Metropolis, 1900-1936*,[67] apartment flats in Los Angeles appeared as early as 1895, and by 1911 the city was filled with multi-family apartment residences. The information available for review did not provide any information to assert that the development of the building was significant within the context of multi-family development and suburbanization at the national and state levels. The buildings do not have a significant association

[67] Gish, "Building Los Angeles: Urban Housing in the Suburban Metropolis, 1900-1936."

with early suburban development and are not rare examples of this property type. Therefore, the buildings do not appear to be eligible for listing the in NRHP pursuant to Criterion A.

Criterion B

The information available for review, including historic building permits, newspaper articles, City directories, and Ancestry.com records, did not provide sufficient information regarding persons of historical significance who listed the building as their place of residence. Due the parcel consisting of apartments, Ancestry.com records revealed that residents did not reside there for long periods of time, and there was no information found to claim that any one tenant achieved a high level of success in their professional life or made a significant social and cultural impact during the time they resided at the apartment building. Therefore, the building is ineligible for listing in the NRHP under Criterion B.

Criterion C

The parcel is composed of a single-family dwelling; a two-story, four-flat apartment; and an auto garage. The buildings were constructed in 1921 in the Mediterranean Revival Style. The period of significance for Mediterranean Revival–style buildings was between 1918 and 1942. Mediterranean Revival–style building features include stucco cladding, low-pitched hipped clay-tile roofs, horizontal massing, arched openings, a clay tile roof or roof trim, limited use of decoration, and landscaping features that extend away from the building. Based on a field inspection of the subject Property buildings in their current condition, the buildings appear to be modest examples of the style and have been substantially altered over the course of time. The buildings retain common elements of design, such as horizontal massing, stucco exterior cladding, and clay roof trim (on the four-flat building only). The garage building cladding was replaced with updated T1-11 siding.

The four-flat apartment building retains character-defining features of style that include stucco cladding, horizontal massing, and sections of tile roofing. The roofing sections that protrude from the façade provide an overhanging roofline sheathed in clay tile, with exaggerated eaves accented with notched corbels. The remainder of the building features a flat roof and parapet. The building does not retain character-defining features beyond those listed. The building has been altered over the course of time. A review of the building permit record revealed that the building was altered in 2006. Based on a field inspection, it appears that additional alterations, as described above, may have been completed unpermitted.

Evidence of window and door alterations are clearly visible, the stucco cladding was shoddily repaired, and visual scarring where window and door infill occurred is easily identified. The entryway doors are not original, and the original wood sash windows have been replaced with single-hung vinyl sliding units. A porch on the backside of the building appears to have been added. Evidence of a back door that was infilled remains visible on the rear of the façade. The Sanborn Fire Insurance Company map does not identify a back door or porch landing in the location of the current porch and doorway scarring. Visible scarring associated with window replacement identifies the location of many window openings that have been resized and window openings that have been infilled.

The single-family unit wood windows were replaced in 2006, and it appears that the window openings were also resized to accommodate the vinyl replacement units. Furthermore, the unit appears to have been made larger to create additional interior living space. Based on a review of the Sanborn Fire Insurance Company map, it appears that the building originally featured a front porch. Based on the current building footprint, the porch may have been enclosed. A permit

associated with the alteration was not available for review. The garage building does not appear to be altered beyond the updated siding and possible replacement of updated garage doors. However, one parking stall has been converted to a living space.

The buildings were constructed by Matthias Burgbacher in 1921. A review of historical newspaper articles, City directories, and SurveyLA Historic Resource Surveys revealed that Burgbacher was known for his building and contracting firm, M. Burgbacher and Sons. Additional examples of M. Burgbacher and Sons' body of work have been identified in various Los Angeles CPAs as individually eligible and contributors to eligible historic districts. Based on M. Burgbacher and Sons' documented body of work between 1927 and 1938, it appears that the firm rises to the level of master builders within the context of the city. However, based on the research completed and documentation reviewed specific to the subject Property, it appears that Matthias Burgbacher did not operate as a contractor/builder alongside his sons; nor did he operate under the name M. Burgbacher and Sons at the time and was instead listed as a carpenter in City directories. It appears that this is an early example of Burgbacher's work and is clearly not the best example of his body of work. Burgbacher's early work does not rise to the level of significance to be considered the work of a master builder. Therefore, it appears that Burgbacher's building projects prior to 1927 did not display the craftsmanship and detail to assert that Burgbacher was a master builder during that time frame. The subject Property was not constructed by a master builder in 1921.

Based on the information available for review and on a field inspection of the buildings to assess their current condition, it appears that the buildings have been altered beyond what is reasonably reversible and repairable. Many of the window and door openings appear to have been resized or reconfigured, windows and doors were infilled, and visible scarring was left as evidence of inferior workmanship regarding plaster and stucco repair that was associated with the window and door alterations to both the four-flat building and single-dwelling unit. The buildings are not excellent examples of Mediterranean Revival–style buildings in the city, do not reflect the level of craftsmanship to be considered the work of a master, and have been altered beyond what is reasonably acceptable. Therefore, the buildings do not retain integrity of design, workmanship, or materials and are ineligible for listing in the NRHP under Criterion C.

Criterion D

Criterion D was not considered in this report because it generally applies to archaeological resources. Additionally, there is no reason to believe the subject Property has the potential to yield important information regarding prehistory or history.

California Register of Historical Resources

The CRHR eligibility criteria mirror those of the NRHP. Therefore, the subject Property is not eligible for listing in the CRHR for the reasons outlined above.

City of Los Angeles Historic-Cultural Monuments

The buildings on the parcel do not appear to be eligible for HCM designation pursuant to Criterion 1. The buildings were not identified as individually eligible or as contributors to an eligible historic district in the 2020 Historic Resources Survey Report of the Hollywood Redevelopment Plan Area. As demonstrated above, the subject Property is not uniquely identified with important events of national, state, or local history; nor does it exemplify significant contributions to the broad

cultural, economic, or social history of the nation, state, city, or community. Therefore, the buildings on the parcel do not appear to be eligible for designation as a HCM pursuant to Criterion 1.

No information was found to suggest that any of the previous owners or residents were historic personages or that any other individuals of historical significance were associated with the property. Therefore, the buildings on the parcel are ineligible for designation as a HCM pursuant to Criterion 2.

The buildings on the parcel were constructed by Matthias Burgbacher in 1921. A review of historical newspaper articles, City directories, and SurveyLA Historic Resource Surveys revealed that Burgbacher was known for his building and contracting firm, M. Burgbacher and Sons. Additional examples of M. Burgbacher and Sons' body of work have been identified in various City CPAs as individually eligible and contributors to eligible historic districts. Based on M. Burgbacher and Sons' documented body of work between 1927 and 1938, it appears that the firm rises to level of master builders in the context of the city. However, based on the research completed and documentation reviewed specific to the subject Property, it appears that Matthias Burgbacher did not operate as a contractor/builder alongside his sons; nor did he operate under the name M. Burgbacher and Sons at the time and was instead listed as a carpenter in City directories. It appears that this is an early example of Burgbacher's work and is not the best example of his body of work. Therefore, it appears that Burgbacher's building projects prior to 1927 did not display the craftsmanship and detail to assert that Burgbacher individually was a master builder. The buildings on the parcel were not constructed by a master builder in 1921.

The parcel is composed of a single-family dwelling; a two-story, four-flat apartment; and an auto garage. The buildings were constructed in 1921 in the Mediterranean Revival style. The period of significance for Mediterranean Revival–style buildings was between 1918 and 1942. Based on a review of the character-defining features listed in SurveyLA for Mediterranean Revival–style buildings, examples of the style should feature elements such as stucco cladding; low-pitched, hipped clay tile roofs; horizontal massing; arched openings; a clay tile roof or roof trim; limited use of decoration; and landscaping features that extend away from the building.

Based on a field inspection of the buildings on the parcel in their current condition, the buildings appear to be modest examples of the style and have been substantially altered over the course of time. The four-flat apartment building retains character-defining features of the architectural style that include stucco cladding, horizontal massing, and sections of tile roofing. The roofing sections that protrude from the façade provide an overhanging roofline sheathed in clay tile, with exaggerated eaves accented with notched corbels. The remainder of the building features a flat roof and parapet. The building does not retain character-defining features beyond those listed. The building has been altered over the course of time. A review of the building permit record revealed that the building was altered in 2006. Based on a field inspection, it appears that additional alterations to the building may have been completed unpermitted.

Evidence of window and door alterations is clearly visible. The stucco cladding was shoddily repaired, and visual scarring where window and door infill occurred is easily identified. The entryway doors are not original, and the original wood sash windows were replaced with single-hung vinyl units. A porch on the back of the building appears to have been added. Evidence of a back door that was infilled remains visible on the rear of the façade. The Sanborn Fire Insurance Company map does not identify a back door or porch landing in the location of the current porch and doorway scarring. Visible scarring associated with window replacement identifies the location of many window openings that have been resized and window openings that have been infilled.

The single-family unit wood windows were replaced in 2006, and it appears that the window openings were also resized to accommodate the vinyl replacement units. Furthermore, the unit appears to have been made larger to accommodate additional interior living space. Based on a review of the Sanborn Fire Insurance Company map, it appears that the building originally featured a front porch. Based on the current building footprint, the porch may have been enclosed. A permit associated with the alteration was not available for review. The garage building does not appear to be altered beyond the updated siding and possible replacement of updated garage doors. However, one of the parking stalls has been converted to residential use.

The buildings on the parcel appear to be modest in design and do not feature arched openings or arched focal windows of any kind. SurveyLA's integrity aspects point out that limited window replacement may be acceptable. However, the buildings on the subject Property have had every original wood window replaced with vinyl replacement units of differing sizes, and on multiple façades original doors and windows were infilled. The window and door infill has left the façades with a visible scarring, and the tradesmen did not adequately duplicate the stucco texture and appearance to the original material used. Due to the infill of windows and doors, as well as the inferior stucco replacement, the workmanship and quality of design have been substantially diminished. Based on the substantial number of alterations to the buildings on the subject Property, they do not retain integrity of workmanship or design associated with excellent examples of Mediterranean Revival buildings from the period of significance, 1918–1942.

The buildings on the parcel are not excellent examples of Mediterranean Revival–style buildings in the city and do not reflect the level of craftsmanship to be considered the work of a master. They have also been altered beyond what is reasonably acceptable. The buildings on the subject Property do not appear to be eligible for HCM designation pursuant to Criterion 3.

City of Los Angeles Historic Preservation Overlay Zone

The 5000 block of West Carlton Way does not qualify for consideration as a HPOZ due to an incoherent pattern of development and architectural styles.

7.4 5430 West Carlton Way

7.4.1 Architectural Description

Northern Façade

5430 West Carlton Way is a two-story, multi-family property designed in a rectangular plan and is vernacular with American Colonial Revival influence. The façade is relatively symmetrical in design and features a hipped roof with a low pitch and a moderate overhang. The northern facade features fluted pilasters and a brick-laid walkway and porch. The façade also includes brick-veneer skirting on the bottom portion of the building, with the rest of the building clad in smooth stucco. Window types vary on the northern façade, including primarily single-hung aluminum and vinyl windows. Most notably, the northern façade includes a wood door with pronounced casings and a peak pediment. The northern façade also includes manicured hedges in front of the building (Figure 7-48 and Figure 7-49).

Figure 7-48. Primary façade, facing south.

Figure 7-49. Primary façade, facing southwest.

Southern Façade

The southern façade is relatively featureless and devoid of ornamentation. The southern façade includes a door and two sets of windows that appear to be below ground level. From the southern

elevation, the exterior walkway and staircase of the second floor are visible. The roof has a minimal overhang on the southern elevation (Figure 7-50).

Figure 7-50. Southern façade, facing north.

Eastern Façade

The eastern façade is composed of horizontal massing that includes the second-level balcony and metal handrailing. The fenestration reveals single-hung, divided-light wood windows. The facade includes multiple apartment unit entry doors that are solid and devoid of paneling. Staircases to the second level are at the north and southeast corners of the façade. The staircases feature metal hand railings. Two additional porches are visible from the façade and feature metal hand railings (Figure 7-51 through Figure 7-54).

Figure 7-51. Eastern façade, facing northwest.

Figure 7-52. Eastern façade, facing west.

Figure 7-53. Eastern façade, facing southwest.

Figure 7-54. Eastern façade second floor, facing southwest.

Western Façade

The western façade includes a minimal overhang of the roof and is relatively featureless except for the windows of each apartment unit. From the western façade, the pitch of the roof is visible but sits flush with the wall. Windows on the western elevation include single-hung vinyl windows and aluminum windows and no doors. The western elevation also has a narrow, paved walkway between the subject Property and the neighboring building (Figure 7-55 through Figure 7-57).

Figure 7-55. Western façade, facing east.

Figure 7-56. Western façade, facing southeast.

Figure 7-57. Western façade, facing northeast.

7.4.2 Construction History

A permit was issued in 1951[68] to construct a two-story, stucco-clad apartment building that is 113 × 36 ft and featured a shingle roof. A review of additional building permits indicated the building has been altered over time. A permit was issued in 1982[69] to install a solar heater on the property. The last permit on record was issued in 1996[70] to re-roof the building with class-A 20-year fiberglass shingles (Figure 7-58).

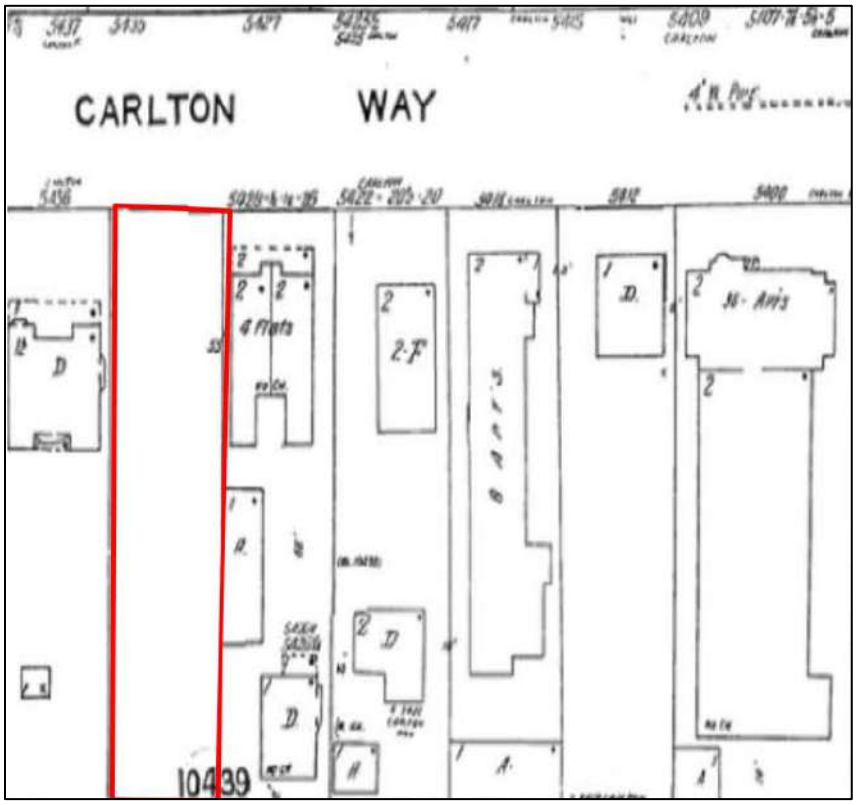


Figure 7-58. Sanborn Fire Insurance Company map (development of the subject Property post-dates publication of this map).

7.4.3 Identification of Architects and Builders

The original building permit[71] did not identify an architect and builder associated with the design and construction of the building.

7.4.4 Owner Occupant History

Al Myers was listed as the original owner of the building in 1951. The permit revealed that Myers lived at 8029 Norton Avenue in Los Angeles at the time the building was constructed. No additional information regarding the life of Myers was found in newspaper articles, City directories, and

[68] City of Los Angeles, "Building Permit No. 1952LA13519," December 11, 1951.
[69] City of Los Angeles, "Building Permit No. 1982LA55109," December 8, 1982.
[70] City of Los Angeles, "Building Permit No. 1996VN96043," February 5, 1996.
[71] City of Los Angeles, "Building Permit No. 1952LA13519."

Ancestry.com records. Based on the permit record, Wayne Wong was the registered owner in 1982. An owner was not listed on the 1996 roofing permit.

7.4.5 Use History

The property was built as multi-family apartment units, and the building units are currently occupied.

7.4.6 Historic Context

The subject Property was evaluated using the Citywide Historic Context Statement developed for SurveyLA, specifically the Residential Development and Suburbanization context and Multi-Family Residential Development theme, Apartment Houses, 1895–1970 subtheme, Apartment Houses, and the Architecture and Engineering context and the American Colonial Revival, Late, 1940–1965 subtheme.[72]

7.4.7 Evaluation of Eligibility

National Register of Historic Places

Criterion A

The building on the parcel was not identified as individually eligible for listing in the NRHP and the 2020 Historic Resources Survey Report of the Hollywood RPA. The multi-family housing development trend in the United States began in the late nineteenth century. Cities, including New York, Chicago, Boston, Philadelphia, and Los Angeles, began to see the construction of multi-family residences to accommodate middle-class families who could not afford to purchase their own homes. Multi-family suburbanization in the city was the answer to the influx of transplants from the Midwest and eastern United States, in addition to vacationers seeking extended stays during warm southern California winters. The subject Property was developed within a period of multi-family suburbanization that coincides with a pattern of development in major city centers across the United States. The subject Property was not specifically identified in historical issues of the *Los Angeles Times* or other local publications. There was no information reviewed to assert that the Paden Tract was a major development that included multi-family residences intended to accommodate the growing middle class, long-stay vacationers, and those employed in trades specific to tourism in the city. According to Todd Gish, the author of *Building Los Angeles: Urban Housing in The Suburban Metropolis, 1900-1936*,[73] apartment flats in Los Angeles appeared as early as 1895, and by 1911 the city was filled with multi-family apartment residences. The information available for review did not provide any information to assert that the development of the building was significant within the context of multi-family development and suburbanization at the national and state levels. The building appears to be infill development that was added to the tract in 1951. Therefore, the building does not appear to be eligible for listing the in NRHP pursuant to Criterion A.

[72] City of Los Angeles Office of Historic Resources, Department of City Planning, "SurveyLA Historic Context Outline and Summary Tables," December, 2015, Electronic Document https://planning.lacity.gov/odocument/d26d7637-d6da-4466-aa74-992d63a284dc/American%20Colonial%20Revival%2012-2-15_0.pdf.
[73] Gish, "Building Los Angeles: Urban Housing in the Suburban Metropolis, 1900-1936."

Criterion B

The information available for review, including historic building permits, newspaper articles, City directories, and Ancestry.com records, did not provide sufficient information regarding persons of historical significance who listed the building as their place of residence. Due to the parcel consisting of apartments, Ancestry.com records revealed that residents did not reside there for long periods of time, and there was no information found to claim that any one tenant achieved a high level of success in their professional life or made a significant social and cultural impact during the time they resided at the subject Property. Therefore, the building is ineligible for listing in the NRHP under Criterion B.

Criterion C

The parcel is composed of a multi-unit apartment building that is clad in stucco and features a low-pitched hip roof. The building is a rather modest vernacular building with a touch of American Colonial Revival, late 1940–1960 detailing. The building was constructed in 1951, and a review of the original building permit did not identify an architect and builder associated with the building design and construction. The building does not appear to be the work of a master architect and builder. Furthermore, the building appears to be a late addition to the 5000 block of West Carlton Way. The building does not appear to be an excellent example of American Colonial Revival–style buildings that were constructed during the later period established for the style (1940–1960). The building does not retain elements of style beyond the primary entry door, pediment, squared pilasters, and multi-light, single-hung windows that appear to be original. The fenestration pattern appears to be altered, with a mixture of vinyl sliding units, metal sliders, and metal jalousie windows. The building on the subject Property is not an excellent example of American Colonial Revival–style buildings in the city, does not reflect the level of craftsmanship to be considered the work of a master, and was not identified as individually eligible pursuant to Criterion C in the 2020 Historic Resource Survey of the Hollywood RPA. Therefore, the building on the parcel does not retain integrity of design, workmanship, or materials and is ineligible for listing in the NRHP under Criterion C.

Criterion D

Criterion D was not considered in this report because it generally applies to archaeological resources. Additionally, there is no reason to believe the subject Property has the potential to yield important information regarding prehistory or history.

California Register of Historical Resources

CRHR eligibility criteria mirror those of the NRHP. Therefore, the subject Property is not eligible for listing in the CRHR for the reasons outlined above.

City of Los Angeles Historic-Cultural Monuments

The building was not identified as individually eligible for listing in the NRHP and the 2020 Historic Resources Survey Report of the Hollywood RPA. The multi-family housing development trend in the United States began in the late nineteenth century. Cities, including New York, Chicago, Boston, Philadelphia, and Los Angeles, began to see the construction of multi-family residences to accommodate middle-class families who could not afford to purchase their own homes. Multi-family suburbanization in the city was the answer to the influx of transplants from the Midwest and eastern United States, in addition to vacationers seeking extended stays during warm southern California winters. The building was developed within a period of multi-family suburbanization that

coincides with a pattern of development in major city centers across the United States. The building was not specifically identified in historical issues of the *Los Angeles Times* or other local publications. There was no information reviewed to assert that the Paden Tract was a major development that included multi-family residences intended to accommodate the growing middle class, long-stay vacationers, and those employed in trades specific to tourism in the city. According to Todd Gish, the author of *Building Los Angeles: Urban Housing in The Suburban Metropolis, 1900-1936*,[74] apartment flats in Los Angeles appeared as early as 1895, and by 1911 the city was filled with multi-family apartment residences. The information available for review did not provide any information to assert that the development of the building was significant within the context of multi-family development and suburbanization at the national and state levels. The building appears to be infill development that was added to the tract in 1951. Therefore, the subject Property does not appear to be eligible for designation as a HCM pursuant to Criterion 1.

No information was found to suggest that any of the previous owners or residents were historic personages or that any other individuals of historical significance were associated with the property. Therefore, the subject Property is ineligible for designation as a HCM pursuant to Criterion 2.

The building is a multi-unit apartment building clad in stucco and features a low-pitched hip roof. The building is a rather modest vernacular building with a touch of American Colonial Revival influence. The building was constructed in 1951, and a review of the original building permit did not identify an architect and builder associated with the building design and construction. The building does not appear to be the work of a master architect and builder. Furthermore, the building appears to be a late addition to the 5000 block of West Carlton Way. The building does not appear to be an excellent example of American Colonial Revival–style buildings that were constructed during the later period established for the style (1940–1960). The building does not retain elements of style beyond the primary entry door; pediment; squared pilasters; and multi-light, single-hung windows that appear to be original. The fenestration pattern appears to be altered, with a mixture of vinyl sliding units, metal sliders, and metal jalousie windows. The building on the subject Property is not excellent example of an American Colonial Revival–style (1940–1960) building in the city, does not reflect the level of craftsmanship to be considered the work of a master, and was not identified as individually eligible pursuant to criterion C/3 in the 2020 Historic Resource Survey of the Hollywood Redevelopment Project Area. Therefore, the building does not retain integrity of design, workmanship, or materials. The building on the subject Property does not appear to be eligible for HCM designation pursuant to Criterion 3.

City of Los Angeles Historic Preservation Overlay Zone

The 5000 block of West Carlton Way does not qualify for consideration as a HPOZ due to an incoherent pattern of development and architectural styles.

8 Impact Analysis

The applicant intends to construct a new 138,894-ft^2, eight-story, 97-ft, 9-in apartment building with 131 dwelling units, including 74 studio units, 49 one-bedroom units, and 8 two-bedroom units above two and one-half subterranean parking levels containing 148 parking stalls, as well as the maintenance of an existing 5,957-ft^2, two-story apartment building with eight dwelling units, including one studio unit, six one-bedroom units, and one two-bedroom unit, for a Project total of

[74] Gish.

144,851 ft^2 of floor area (FAR, 4.82) and 139 dwelling units, including 75 studio units, 55 one-bedroom units, and 9 two-bedroom units, with 14 very low-income units and three low-income units.

The Project also involves the demolition of seven existing residential and accessory buildings, including a 6,822-ft^2, two-story apartment building with 16 dwelling units, circa 1952 (APN: 5544-022-007); a 4,472-ft^2, two-story fourplex, circa 1921; a 1,437-ft^2, one-story, single-family dwelling, circa 1921; a one-story garage (APN: 5544-022-008); a 2,288-ft^2, two-story duplex, circa 1917; a 1,430-ft^2, two-story, single-family dwelling, circa 1916; and a 510-ft^2, one-story, single-family dwelling, circa 1926 (APN: 5544-022-009).

The Project comprises four legal lots, totaling 37,688.3 ft^2 of lot area within the [Q]R4-2 zone and High-Density Residential land use area of the Hollywood CPA, the High Residential land use area of the Hollywood RPA, and within Subarea A of the Vermont/Western SNAP.

The Project site contains a total of five street trees in the adjacent ROW, including three protected street trees, two of which will be removed. The Project site also has a total of 16 trees on private property, including three protected trees, and all 16 private trees are to be removed.

Based on a review of the 2020 Historic Resources Survey of the Hollywood RPA, Built Environment Resources Directory, and the NRHP, the Serrano Historic District, which includes buildings between 1537 and 1650 North Serrano Avenue and the North Serrano Bungalow Courts, 1516 North Serrano Avenue, is approximately 374 ft east of the proposed Project area. The Secretary of the Interior's Standards[75] indicate that for construction projects adjacent or in proximity to properties with multiple historic buildings, the historic relationship between buildings must also be protected. Contributing buildings must not be isolated from one another by the insertion of new construction. Based on a review of the Project description, field survey, and varying views from Google Earth, the proposed Project will not result in a substantial adverse change in the significance of a historical resource because the four parcels included in the proposed Project area are outside the boundary of the Serrano Historic District; therefore, the proposed Project would not isolate the contributors to the historic district. The physical demolition of the extant apartment buildings between 5418 and 5430 West Carlton Way would not affect the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired due to the spatial distance that intervenes between the Project site and the historic district. The Serrano Historic District will remain visible as auto traffic and pedestrian travel proceeds north and south along North Serrano Avenue and east along the 5400 block of West Carlton Way. The new project would not obscure the view of each district contributor and individually eligible property within the Serrano Historic District Boundary from the public ROW and through the use of landscaping and the physical distance between the Project site and the historic district boundary.

[75] National Park Service [NPS], "New Construction Within the Boundaries of Historic Properties," Webpage, Historic Preservation Tax Incentives, 2022, https://www.nps.gov/subjects/taxincentives/new-construction-in-historic-properties.htm.

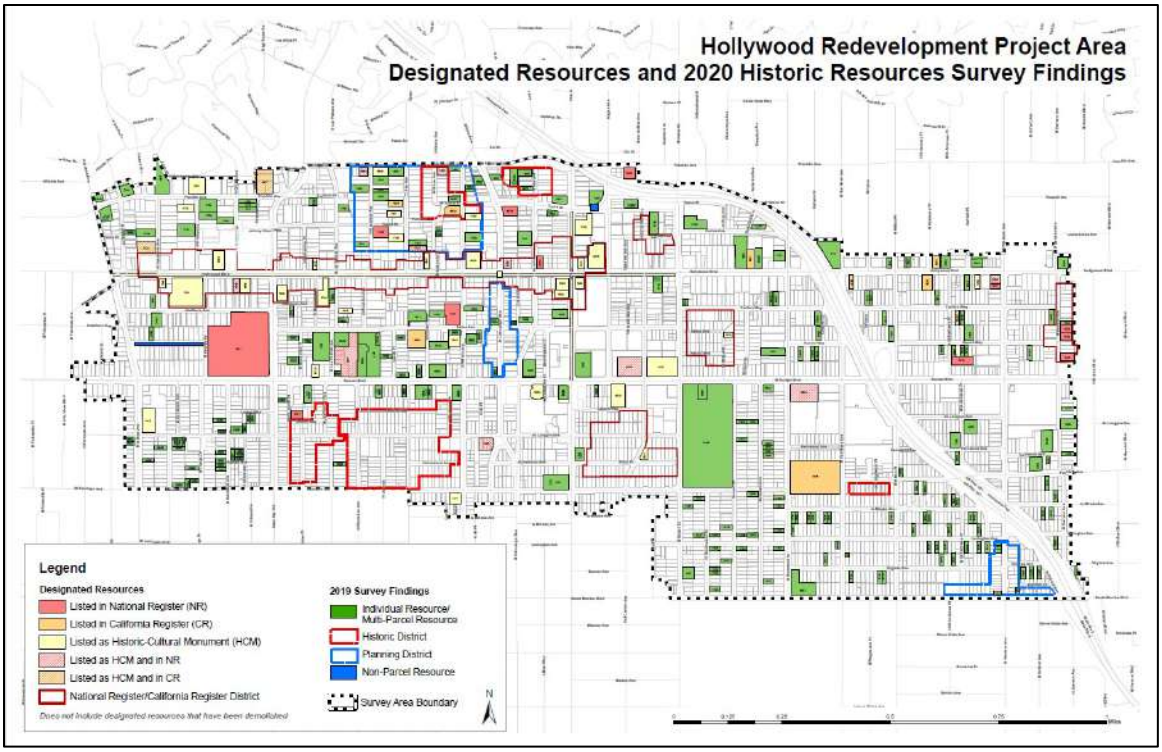
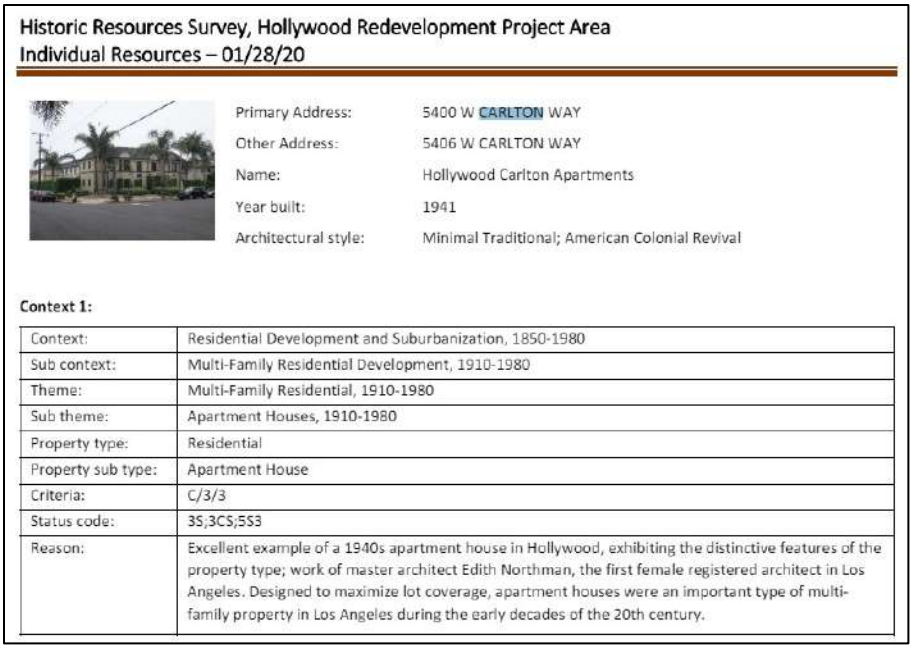


Figure 8-1. Hollywood redevelopment project area designated resources and 2020 resource survey findings.

One additional individual resource is at 5400–5406 West Carlton Way. The Hollywood Carlton Apartments (HCA) were identified in the 2020 Hollywood RPA survey as individually eligible pursuant to Criterion C/3/3.



Historic Resources Survey, Hollywood Redevelopment Project Area
Individual Resources – 01/28/20

Primary Address:	5400 W CARLTON WAY
Other Address:	5406 W CARLTON WAY
Name:	Hollywood Carlton Apartments
Year built:	1941
Architectural style:	Minimal Traditional; American Colonial Revival

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1940s apartment house in Hollywood, exhibiting the distinctive features of the property type; work of master architect Edith Northman, the first female registered architect in Los Angeles. Designed to maximize lot coverage, apartment houses were an important type of multi-family property in Los Angeles during the early decades of the 20th century.

Figure 8-2. Historic resource survey, Hollywood redevelopment project area individual resources.

According to the Secretary of the Interior's Standard's for The Treatment of Historic Properties (Standards),[76] new construction should be placed away from or at the side or rear of historic buildings and must avoid obscuring, damaging, or destroying character-defining features of these buildings or the site. The HCA are two parcels east of the proposed Project area on the southeast corner of West Carlton Way and North Serrano Avenue.

In this case, the proposed Project would not result in a visual impact to the HCA. The proposed Project will not change setbacks on this block; therefore, it would not result in a visual obstruction and will maintain the linear symmetry of the 5400 block of West Carlton Way. The height of the proposed Project will not directly overshadow the HCA due to the multi-story apartment building (5412 West Carlton Way) that will remain one parcel to the west of the HCA in addition to various infill apartments that are on the north and south sides of the 5400 block of West Carlton Way that are varying degrees of height and taller than the HCA. Additionally, the proposed Project will not replicate historic buildings elsewhere within the setting and will not create a false sense of historic development. Furthermore, the Standards state that the limitations on the size, scale, and design of new construction may be less critical the farther it is from historic buildings. There are several intervening buildings and mature landscaping that minimize any potential visual impact. The proposed Project will not cause a substantial adverse change in the significance of an historical resource for these reasons.

9 Conclusions

Based upon research and analysis, the buildings in the proposed Project area between 5416 and 5430 West Carlton Way do not appear to be individually eligible for listing in the NRHP or in the CRHR or for designation as HCMs due to lack of significance and architectural merit. The buildings were not found to be associated with a significant event or pattern of events pertinent to national, state, or local history. No person(s) who resided at each building was found to be historically significant at the national, state, and local levels. The buildings are not excellent examples of the Mediterranean Revival, Spanish Colonial Revival, Early American Colonial, Late American Colonial Revival, and Mid-Century Modern styles. Overall, the buildings are vernacular in style and only retain nods to each of the styles listed above. Furthermore, each of the buildings in the Project area has been altered over time, and some buildings have been altered beyond what is acceptable in professional practice.

In cases where an architect and builder were identified in the City's building permit record (Ulrich Plaut, 5416–5418 West Carlton Way; LF'S Syndicate, 5420 West Carlton Way; W.F. Gow, 5422 West Carlton Way; Matthias Burgbacher, 5424–5428 West Carlton Way), examples of their bodies of work and a review of historical newspaper articles and the Pacific Coast Architecture Database reveal that the buildings in the project area are not the best examples of each architect's or builder's body of work, and in many cases there was no information available regarding substantial building projects each architect or builder may have been associated with. Therefore, the buildings in the Project area do not appear to be significant examples of style and are not the work of master architects and craftsman.

The buildings in the proposed Project area have been altered and do not retain the feeling and association with their specific architectural styles and periods of significance. Therefore, the buildings in the Project area do not appear to be historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines.

[76] National Park Service [NPS].

Finally, the proposed Project was analyzed and evaluated against the Standards. The proposed Project area is outside the boundaries of the NRHP–listed Serrano Historic District, and any demolition and construction associated with the proposed Project would not result in a substantial adverse direct or indirect impact to the Serrano Historic District because of intervening distance and landscaping. Additionally, the proposed Project would not result in a substantial adverse change to the individually eligible Hollywood Carlton Apartments at 5406 West Carlton Way for these same reasons. Therefore, the proposed Project would not result in a substantial adverse change to a historical resource [Section 15064.5(b) of the CEQA Guidelines].

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Appendix A:
Resumes of Key Personnel

CARRIE E. CHASTEEN, M.S.

Senior Architectural Historian

EDUCATION

Master of Science, (Historic Preservation), School of the Art Institute of Chicago, Chicago, Illinois, 2001

Bachelor of Arts (History and Political Science), University of South Florida, Tampa, Florida, 1997

YEARS OF PROFESSIONAL EXPERIENCE

22

REGISTRATIONS / CERTIFICATIONS

Certified Oregon Transportation Investment Act (OTIA) III CS3 Technical Lead

PROFESSIONAL AFFILIATIONS

Phi Alpha Theta

Historic Preservation Commissioner, City of Pasadena (former)

Design Commissioner, City of Pasadena (former)

Carrie Chasteen has more than 22 years of experience in the field of cultural resources management and the built environment, including project management, agency coordination, archival research, managing large surveys, preparation of compliance reports, preparation of Environmental Impact Statement / Environmental Impact Report (EIS / EIR) sections, peer review, and regulatory compliance. She meets and exceeds the Secretary of the Interior's professional qualification standards in the fields of History and Architectural History. Ms. Chasteen has served as Principal Investigator / Principal Architectural Historian on projects throughout California and the United States.

SELECT PROJECT EXPERIENCE

County of Los Angeles Department of Regional Planning *(2022).* On behalf of the County of Los Angeles Department of Regional Planning, Ms. Chasteen prepared a Historic Preservation Element for the Florance-Firestone Metro Area Plan. The Metro Planning Area is one of the 11 Planning Areas established by the General Plan. The Metro Area Plan (MAP) is a long-range planning document that provides a policy framework for how and where the seven unincorporated communities within the Metro Planning Area will grow over the next 15 years, while celebrating the culture and history of these communities. The seven communities include East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. Other deliverables included Landmark and Mills Act applications, census-designated place surveys and historic context statements, and staff support.

Document and Evaluate 54 Parks, Golf Courses, and Arboreta, Los Angeles County, California, *Principal Architectural Historian (2016--2020).* On behalf of Los Angeles County Department of Parks and Recreation, Ms. Chasteen served as Principal Architectural Historian and Project Manager in support of this project. The County of Los Angeles Department of Parks and Recreation commissioned the survey to identify resources that were associated with significant events and persons, were the work of master architects, and possess high artistic value for the purposes of being a good steward of the environment and to inform future planning efforts. In addition to the evaluations, a Cultural Resource Management Plan (CRMP) and Worker Environmental Awareness Plan (WEAP) training video with hand-out were prepared to support the county's goals and objectives. The project received a 2020 Los Angeles Conservancy Preservation Award.

Interstate 10 (I-10) Corridor Project, CA, *Principal Architectural Historian (2008—2015).* Carrie Chasteen served as Principal Architectural Historian for the Interstate 10 (I-10) Corridor Project in multiple cities and unincorporated territory within San Bernardino and Los Angeles counties. The proposed I-10 Corridor Project consists of adding lane(s) and providing improvements along all or a portion of the existing 33-mile stretch of I-10 from approximately 2 miles west of the Los Angeles / San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands. For this project, Ms. Chasteen prepared a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report (HRER), and a Finding of No Adverse Effect with Non-Standard Conditions (FNAE). As part of the FNAE, she conducted agency consultation in concert with Caltrans with the Cities of Redlands, Upland, and Ontario, and with other interested parties including regional historical societies at various community meetings. Client: Caltrans

San Diego Freeway (I-405) Improvement Project. *Principal Architectural Historian (2009—2015).* For this project, Caltrans, in conjunction with the Orange County Transportation Authority (OCTA), proposes to improve mainline freeway and interchanges on Interstate 405 (I-405) for approximately 16 miles. For this project, Ms. Chasteen prepared a HPSR, HRER, and a Finding of Effect (FOE), and prepared the cultural resource and contributed to the cumulative impact sections for the EIS / EIR. In support of this project, Ms. Chasteen prepared numerous District

Records for residential tracts, which effectively served as a test case for Caltrans' *Tract Housing in California, 1945 - 1973: A Context for National Register Evaluation* (2011). Client: Caltrans

Sixth Street Viaduct Replacement Project *Principal Architectural Historian (2008-2012)* Ms. Chasteen prepared a Finding of Effect (FOE) and Memorandum of Agreement (MOA) in support of the Sixth Street Viaduct Replacement Project, Los Angeles, CA. One of America's most famous and iconic bridges, the Sixth Street Viaduct, acts as a vital connection between the growing Arts District on the west side of the Los Angeles River and the historic neighborhood of Boyle Heights on the east side. The bridge, built in 1932, spans nearly 3,500 feet across the river and has been used to represent Los Angeles's more gritty side in countless movies, music videos and TV commercials, including riverbed car chases. Yet, due to a rare chemical reaction in the cement supports and seismic vulnerability, the Sixth Street Viaduct was demolished and is being replaced. Client: Caltrans

SCOTT TORRES, M.A.

Associate Architectural Historian

EDUCATION

M.A., California State University Fullerton, Fullerton, California, 2020

B.A., California State University Fullerton, California 2016

YEARS OF PROFESSIONAL EXPERIENCE

3

Scott Torres carries over 3 years of experience in cultural resources management (CRM) in California. Mr. Torres has worked on numerous projects throughout southern and central California. These include large-scale, multiyear projects, and various on-call contracts. Responsibilities include: resource identification evaluations; consultation with Native American groups, descendant communities, and historical societies; preparation of technical reports, management plans and agreement documents.

Mr. Torres has provided technical support on various built environment redevelopment projects in the City of Los Angeles and design review consultations in support of maintenance and renovations to City Landmarks in West Hollywood, Laguna Beach, and Orange.

SELECT PROJECT EXPERIENCE

Chronicle Heritage. *Associate* Architectural *Historian (July 2023-Present).* Conducted single property assessments and prepared Historic Resource Assessment Reports in the Cities of Los Angeles, Culver City, and San Marino. Peer reviewed historic narratives and evaluations in support of development projects in the Calimesa area. Prepared a Historical Technical Report for the redevelopment of a multi-building site in the City of Riverside. Design Review for an adaptive re-use project of an Art-Deco Theater in Los Angeles' Chinatown Neighborhood.

Sapphos Environmental, Inc.. Architectural Historian (August 2021 – July 2023). Conducted historic resource assessments in the Cities of Los Angeles, West Hollywood, San Marino, Monrovia, Sierra Madre, Upland, Ontario, Laguna Beach, Orange, and surrounding communities within Los Angeles and San Bernardino Counties. Design Review and Impact Analysis for the City of West Hollywood. Coordinated project development with the City of West Hollywood Planning and Development Services to complete a design review and impact analysis in support of a major renovation to Villa Primavera, a historical resource in the City. High Speed Rail LGA-HABS Documentation, Shafter, CA. Conducted Historic American Building Surveys for the Santa Fe Depot Rail Station and the San Francisco San Joaquin Valley Railway Section House in support of the high-speed rail construction. Atwood Multi-Purpose Trail Project City of Placentia, CA. Project. Prepared Section 106 Documentation in support of the construction of a multi-purpose residential trail. Conducted a Built Environment Resources Survey and Evaluation in support of Caltrans I-10 Express Lanes Project. The survey and evaluations included 122 parcels across the following cities: El Monte, Baldwin Park, West Covina, Covina, Pomona, and Claremont. Provided research and documentation on unincorporated East LA's Unique Theater, in support of its nomination for Historic Landmark designation for the Los Angeles County Department of Regional Planning. Historic documentation and literature review in support of the Los Angeles Music Center Electric Replacement Project; the project included an impact assessment regarding identified historic resources located within the music center campus. DPR 523 form documentation and evaluations in support of site assessments in Los Angeles, Orange, and San Bernardino Counties. Documentation included site photographs, database research, and map review. Provided cultural resources support for the High-Speed Rail (HSR) Construction Package (CP) 4. Consulted with City staff and property owners in support of Mills Act applications and Landmark Designations in the Cities of Manhattan Beach and Sierra Madre. Research and documentation in support of the National Register of Historic Places nomination for properties associated with the East Los Angeles Walkouts of 1968.

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Danalynn Dominguez <danalynn.dominguez@lacity.org>

CPC-2024-914-DB-SPPC-PR-VHCA (5416-5430 W. Carlton Way)

10 messages

Danalynn Dominguez <danalynn.dominguez@lacity.org> Wed, Mar 6, 2024 at 11:20 AM
To: Planning Ohr <planning.ohr@lacity.org>

Hello,

I'm reviewing Case No. CPC-2024-914-DB-SPPC-PR-VHCA which is related to a project site at 5416-5430 W. Carlton Way.

The applicant is proposing to demolish the existing residential structures across the four parcels and construct a new 8-story, apartment building with 131 dwelling units. An existing 8-unit residential building will remain on-site. Attached are the plans and submitted photos for your reference.

This site does not appear to be flagged on Historic Places LA or Survey LA. However, the applicants have flagged that this site is within the Serrano District which is listed under the California Register of Historic Resources. The applicants are proposing a CE as the CEQA clearance. Could you please confirm that a Historic Resources Assessment Report and a Historic Resource Technical Report is required?

Please let me know if you need any additional information.

Thank you,
Danalynn

5424 W. Carlton_Arch & Landscape Plans_1.21.24.pdf

Danalynn Dominguez
City Planner
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
T: (213) 978-1340 | Planning4LA.org
E-NEWS

5424 W. Carlton_Photo Exhibit_12.18.23.pdf
2045K

Planning Ohr <planning.ohr@lacity.org> Wed, Mar 6, 2024 at 1:14 PM
To: Danalynn Dominguez <danalynn.dominguez@lacity.org>
Cc: Rafael Fontes <rafael.fontes@lacity.org>

Hi Danalynn,

Thank you for sending this our way.

I'm not seeing anything to indicate that there are historic resources on the site. I also can't find any evidence that it's in the Serrano District, which is located at the 400 block of S. Serrano Ave (below W 3rd Street). Have they provided you with any evidence or recordation forms that show these addresses are located in a California Register district? Their own

findings state that there's no evidence that their project will have an impact on property listed in the California Register of Historic Resources.

I'll follow up with my supervisor to make sure that there isn't anything I may be overlooking. If there are no eligible or listed historic resources affected, then our office won't require a Historic Resource Assessment. That said, the applicants are always welcome to prepare an assessment for the buildings on site and submit it for our review/comment to deter any preservation-related appeals.

The only additional thing that stands out on our end is the age of the buildings proposed to be demolished. While none of them were listed as eligible historic resources per the 2020 Hollywood Redevelopment Plan Area Survey, we're still required to notify key stakeholders whenever a demolition is proposed on any building over 50 years of age. Once the applicant submits a request for demolition, we send the notification out and wait for 20 days for a response. If no comments are received, then we can proceed with approving the Historic Resource Verification clearance items.

Please let me know if you need any more information from us, or would like to schedule a call to discuss this further.

Thank you,
Rafael
[Quoted text hidden]
--

LOS ANGELES CITY PLANNING

Office of Historic Resources
Los Angeles City Planning

221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
T: (213) 847-3676 | Planning4LA.org
E-NEWS

Danalynn Dominguez <danalynn.dominguez@lacity.org> Wed, Mar 6, 2024 at 1:55 PM
To: Planning Ohr <planning.ohr@lacity.org>
Cc: Rafael Fontes <rafael.fontes@lacity.org>

Hi Rafael,

Thank you for the quick reply and for flagging the Serrano District on our webpage. It does seem to be in a completely different area.

The applicants had noted the Serrano District on their EAF (attached). There are inconsistencies between the findings and the EAF. It's likely they just completed this section of the EAF in error. I can certainly have them correct it.

Thanks,
Danalynn

LOS ANGELES CITY PLANNING

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E-NEWS

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Environmental Assesment Form.pdf
1024K

Danalynn Dominguez <danalynn.dominguez@lacity.org> Tue, Mar 19, 2024 at 9:54 AM

To: Planning Ohr <planning.ohr@lacity.org>
Cc: Rafael Fontes <rafael.fontes@lacity.org>

Hi Rafael,

I'm just following up to confirm next steps. Can you confirm that no HRA is required for this site?

Thank you!
Danalynn

Danalynn Dominguez
City Planner
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Rafael Fontes <rafael.fontes@lacity.org> Tue, Mar 19, 2024 at 4:27 PM
To: Danalynn Dominguez <danalynn.dominguez@lacity.org>
Cc: Planning Ohr <planning.ohr@lacity.org>

Hi Danalynn,

Our office won't require an HRA. Also, I mentioned the 20 day notification on my last follow up, but I checked again and saw that we already complete that requirement, so there's nothing else our office needs at the moment.

Thanks again,
Rafael
[Quoted text hidden]
--

Rafael Fontes
Preferred Pronouns: He, His, Him
Planning Associate
Los Angeles City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
T: (213) 978-1189 | Planning4LA.org

Danalynn Dominguez <danalynn.dominguez@lacity.org> Tue, Mar 19, 2024 at 4:30 PM
To: Rafael Fontes <rafael.fontes@lacity.org>
Cc: Planning Ohr <planning.ohr@lacity.org>

Sounds good. Thank you for the update!

Danalynn Dominguez
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E-NEWS

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Danalynn Dominguez <danalynn.dominguez@lacity.org> Thu, Jul 11, 2024 at 8:45 AM
To: Rafael Fontes <rafael.fontes@lacity.org>
Cc: Planning Ohr <planning.ohr@lacity.org>

Hi Rafael,

The applicant for this project submitted a Historic Resources Assessment. I've attached it below for your reference. The HRA states that the existing buildings at the project site are not historically significant. Could you please review the document and let me know if you concur with these findings? If the report needs to be corrected, please let me know and I'll communicate that with the applicant team.

Thank you!
Danalynn

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E-NEWS

Effective July 1, 2024, City Planning fees will increase by 3.5% based on the Consumer Price Index for Urban Consumers (CPI-U). To view the updated Fee Schedule, see here.

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5424 W. Carlton_Historic Report_6.3.24.pdf
10791K

Danalynn Dominguez <danalynn.dominguez@lacity.org> Mon, Aug 26, 2024 at 1:45 PM
To: Rafael Fontes <rafael.fontes@lacity.org>
Cc: Planning Ohr <planning.ohr@lacity.org>

Hello!

I'm just following up on my previous email.

Thanks,
Danalynn

Danalynn Dominguez
City Planner
Los Angeles City Planning
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E-NEWS

[Quoted text hidden]

Danalynn Dominguez <danalynn.dominguez@lacity.org> Thu, Sep 5, 2024 at 4:00 PM
To: Rafael Fontes <rafael.fontes@lacity.org>
Cc: Planning Ohr <planning.ohr@lacity.org>

Hi Rafael,

I hope you're well. I sent an HRA on July 11th and haven't received any response yet. Please let me know if you have any questions. I don't think the HRA needs any further edits but I wanted to confirm with you. Can you confirm that you're receiving my emails?

Thank you,
Danalynn

Danalynn Dominguez
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E-NEWS

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Rafael Fontes <rafael.fontes@lacity.org> Thu, Sep 5, 2024 at 5:40 PM
To: Danalynn Dominguez <danalynn.dominguez@lacity.org>
Cc: Planning Ohr <planning.ohr@lacity.org>

Hi Danalynn,

Sorry for the delayed response on my end. I was OOO for most of last week, but we had a chance to review this HRA. In short, OHR agrees with the conclusions of the report. That is, there are not eligible historic resources being affected by the project.

Please let us know if you need any further information.

Thank you,
Rafael
[Quoted text hidden]

EXHIBIT E – LOS ANGELES HOUSING DEPARTMENT SB 8 REPLACEMENT UNIT DETERMINATION

Ann Sewill, General Manager
Tricia Keane, Executive Officer

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

City of Los Angeles

Karen Bass, Mayor

LOS ANGELES HOUSING DEPARTMENT
1910 Sunset Blvd, Ste 300
Los Angeles, CA 90026
Tel: 213.808.8808

housing.lacity.org

DATE: June 3, 2024

TO: 5430 Carlton, LLC, Owner
Gary Benjamin, Alchemy Planning + Land Use, Representative

FROM: James McCarthy, Senior Management Analyst I
Los Angeles Housing Department

Digitally signed by James McCarthy
Date: 2024.06.03 17:11:06 -07'00'

SUBJECT: **Housing Crisis Act of 2019**
(HE, DB) Replacement Unit Determination
RE: 5416 – 5430 West Carlton Way, Los Angeles, CA 90027

Based on the application for a RUD submitted by Gary Benjamin (Representative), on behalf of 5430 Carlton, LLC, a California limited liability company (Owner), for the above referenced property located at 5416 – 5430 W. Carlton Way (APN: 5544-022-007, 5544-022-008, 5544-022-009, 5544-022-010, and Lots 15 - 18) (Property), the Los Angeles Housing Department (LAHD) has made the following determination in regards to the above-referenced application. Thirty-three (33) units existed on the property within the last five (5) years. Twenty-five (25) units subject to the Rent Stabilization Ordinance (RSO) are subject to replacement pursuant to the requirements of California Government Code Section 66300, as Protected Units, with sixteen (16) of the twenty-five (25) units, subject to replacement as affordable Protected Units.

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019 (HCA), as amended by SB 8 and AB 1218 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed development project ("Project") on a site ("Property") that will require demolition of existing residential dwelling units or occupied or vacant "Protected Units," or that is located on a site where Protected Units were demolished in the previous five (5) years, unless the Project replaces those units as further specified below.

Replacement of Existing Dwelling 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 five (5) years.

Replacement of Existing or Demolished Protected Units

The Project must also replace all existing or demolished Protected Units except for Protected Units demolished prior to January 1, 2020. Protected Units are residential dwelling units on the Property that are, or were, within the five (5) years prior to the owner's application for a RUD (referred to as the "five year lookback period"): **(1)** subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the past five (5) years **(3)** occupied by lower or very low income households (an affordable Protected Unit), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past ten (10) years.

Whether a unit qualifies as an affordable Protected Unit, is determined by the income level of the current or last known renter household in occupancy. If a low or below low income tenant currently occupies the Property, affordable replacement will be required at Extremely Low Income, Very Low Income and/or Low Income (based on tenant income information), *regardless of the entitlement (such as Density Bonus) requested for the proposed project*. If the unit is vacant, the income of the last known tenant will be used to determine the affordability replacement of the unit. Interwest, LAHD's contractor, will send Tenant Income Certification (TIC) forms along with additional information to each occupant of the existing Property. Tenants have thirty (30) days to complete and return the TIC forms to Interwest. The owner is responsible for working with the occupants to ensure that the requested information is produced in a timely manner.

- ***In the absence of occupant income documentation***: Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database. As of September 5, 2023, the defaults are: 31% extremely low income, 18% very low income and 20% low income for Transit Oriented Communities (TOC) projects and 49% very low income and 20% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 49% very low income and 20% low income. The remaining 31% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

<u>Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO) and Last Occupied by Persons or Families at Moderate Income or Above</u>

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO. The City chose to replace the units according to the RSO.

<u>Tenant Noticing, Relocation, Right to Return, Right to Remain:</u>

- All existing occupants must be allowed to occupy their units until six (6) months before the start of construction activities.
- The project proponent shall provide existing occupants with written notice of the planned demolition, the date they must vacate, and their rights under this section.
    - Notice shall be provided at least six (6) months in advance of the date that existing occupants must vacate.
- Any existing occupants that are required to leave their units shall be allowed to return at their prior rental rate if the demolition does not proceed and the property is returned to the rental market.

All existing **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to:

- Relocation benefits also subject to Government Code Section 7260 et seq., and
- The right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost," as applicable. The Right to Return does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, or **(2)** a Project that consists of 100% lower income units (excluding any Manager's Unit(s)), unless the occupant of a Protected Unit qualifies for residence in the new development and for whom providing a comparable unit would not be precluded due to unit size limitations or other requirements of one or more funding source of the Project.

Single Family Dwelling Units Replacement

Where an affordable Protected Unit consists of a Single Family Dwelling (SFD) and the tenant has a Right to Return in the future project, a comparable affordable replacement unit is defined as follows:

- If the existing SFD contains three (3) or fewer bedrooms, the affordable replacement unit(s) must contain the same number of bedrooms.
- If the existing SFD contains four (4) or more bedrooms, the affordable replacement unit(s) must contain at least three (3) bedrooms.
- The affordable replacement unit(s) is not required to have the same or similar square footage or same number of total rooms as the existing SFD.

Where an affordable Protected Unit consists of a Single Family Dwelling (SFD) Unit and the tenant does not have a Right to Return in the future project, the three (3) bedroom maximum mentioned above will not apply. The affordable replacement unit(s) must contain at least the same total number of bedrooms as the unit(s) being replaced. For example, an existing five (5) bedroom affordable Protected Unit where no Right to Return applies will need to be replaced with a unit or units that total five (5) bedrooms (ex. one (1), five (5) bedroom unit or five (5), one (1) bedroom units). Studio or single-room units do not count as a one (1) bedroom.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on January 19, 2024, the Owner plans to demolish twenty-five (25) residential units, retaining an 8-unit apartment building (APN: 5544-022-010), and construct a new one hundred and thirty-one (131) unit apartment building for a total of one hundred and thirty-nine (139) units on the Property using additional incentives under the Density Bonus Guidelines.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on January 19, 2024. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from January 2019 to January 2024.

Review of Documents:

Pursuant to the Grant Deeds and Quitclaim Deed, Owner acquired the properties (APN: 5544-022-007) on April 12, 2013, (APN: 5544-022-010) on June 14, 2017, and (APN: 5544-022-008) and (APN: 5544-022-009) on December 11, 2023.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicate a use code of:

- "0500 – Residential – Five or More Units or Apartments (Any Combination) – 4 Stories or Less" for APN: 5544-022-007
- "0500 – Residential – Five or More Units or Apartments (Any Combination) – 4 Stories or Less" for APN: 5544-022-008
- "0400 – Residential – Four Units (Any Combination) – 4 Stories of Less" for APN: 5544-022-009
- "0500 – Residential – Five or More Units or Apartments (Any Combination) – 4 Stories or Less" for APN: 5544-022-010

Per the Rent Stabilization Ordinance (RSO) Unit, the Property contains 4-unit, 8-unit, and 16-unit apartment buildings as well as one (1) duplex and three (3) single family dwellings for a total of thirty-three (33) units subject to the RSO. Per the Owner's statement, the 8-unit apartment building (APN: 5544-022-010) will not be demolished.

Google Earth, Google Street View, and an Internet Search confirm that the Property contains three (3) apartment buildings, one (1) duplex, and three (3) single family dwellings.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for Demolition Permits and has applied for a New Building Permit (23010-10000-04046).

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Units at the Property within the last five (5) years:

ADDRESS	BEDROOM TYPE	VACANT OR OCCUPIED AT TIME OF APPLICATION?	"PROTECTED?"	BASIS OF "PROTECTED" STATUS
5420 W. Carlton Way	2 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5420 ½ W. Carlton Way	2 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5422 W. Carlton Way	3 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5422 ½ W. Carlton Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5424 W. Carlton Way	3 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5426 W. Carlton Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5426 ½ W. Carlton Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5428 W. Carlton Way	1 Bedroom	Occupied	Yes	RSO
5428 ½ W. Carlton Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
5430-1 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-2 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-3 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-4 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-5 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-6 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-7 W. Carlton Way	Single	Vacant	Yes	RSO, Affordable Protected Unit
5430-8 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-9 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit

5430-10 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-11 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-12 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-13 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-14 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
5430-15 W. Carlton Way	Single	Vacant	Yes	RSO, Affordable Protected Unit
5430-16 W. Carlton Way	Single	Occupied	Yes	RSO, Affordable Protected Unit
Totals: 25 Units	**15 Bedrooms**			

Vacancy/Occupancy of Units:

Per the Owner's statement, two (2) of the units were vacant at the time of application and twenty-three (23) units were occupied. On March 14, 2024, LAHD sent tenant packets to the two (2) vacant units and on January 30, 2024, Interwest sent tenant packets to the twenty-three (23) occupied units on the Property. Interwest provided LAHD with a complete TIC form for the tenants of 5420, 5420 ½, 5422, 5422 ½, 5426, 5430 #2, 5430 #4, 5430 #8, and 5430 #9 W. Carlton Way. As of the date of this memo, LAHD has not received a TIC form for the remaining fifteen (15) units. Therefore, LAHD cannot verify the income levels of the households occupying those units. 5428 is occupied by a manager whose contract mandates that they live onsite. The manager has lived onsite for the past five (5) years and thus the unit is exempt from affordable replacement.

Tenant Income Certification (TIC) forms were received for the following units with their corresponding income levels listed:

- 5420 W. Carlton Way was identified as a Low Income Household.
- 5420 ½ W. Carlton Way was identified as a Low Income Household.
- 5422 W. Carlton Way was identified as an Above Lower Income Household.
- 5422 ½ W. Carlton Way was identified as an Above Lower Income Household.
- 5426 W. Carlton Way was identified as a Low Income Household.
- 5430 #2 W. Carlton Way was identified as an Above Lower Income Household.
- 5430 #4 W. Carlton Way was identified as an Above Lower Income Household.
- 5430 #8 W. Carlton Way was identified as a Very Low Income Household.
- 5430 #9 W. Carlton Way was identified as a Low Income Household.

The proportion of bedroom-types for all units in the proposed project AND the affordable Protected Unit replacement requirements will be reviewed and considered at the covenant stage. If a unit is required to be replaced as affordable according to current tenant-income information, the unit shall be replaced with the same bedroom-type unit. If the default per HUD CHAS is applied, the most restrictive requirements between the Affordable Housing Incentives Guidelines (if applicable) and replacement requirements will apply. Affordable units must be dispersed throughout the proposed project and there should be no detectable pattern. For example, the affordable units should be proportionally distributed on each of the floors, and should not be located within the same vertical stack or grouped together.

Pursuant to the Housing Crisis Act, when the former or existing tenants' incomes are unknown the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in

the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the HUD CHAS database shows 31% extremely low income, 18% very low income and 20% low income for TOC projects and 49% very low income and 20% low income for DB projects. In the absence of specific entitlements, the affordability will default to 49% very low income and 20% low income. The remaining 31% of the units are presumed above-low income.

<table>
<tr><td>Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner's application:</td><td>25</td></tr>
<tr><td><u>Number of Protected Units Ellised within the last (10) years</u>:</td><td>0</td></tr>
<tr><td>Number of Affordable Replacement Units required per CHAS:
<table>
<tr><td></td><td>Project using <u>DB</u></td></tr>
<tr><td>15 Units x 69%</td><td>15 Units</td></tr>
<tr><td>Very Low</td><td>7 Units</td></tr>
<tr><td>Low</td><td>4 Units</td></tr>
<tr><td>Market Rate RSO Units</td><td>4 Units</td></tr>
</table></td><td>11</td></tr>
<tr><td>Number of Low Income units based on tenant income, subject to affordable replacement:</td><td>4</td></tr>
<tr><td>Number of Very Low Income units based on tenant income, subject to affordable replacement:</td><td>1</td></tr>
<tr><td>Number of Above Lower Income units based on tenant income, not subject to affordable replacement:</td><td>4</td></tr>
<tr><td>Manager's Unit</td><td>1</td></tr>
<tr><td>Number of Unit(s) presumed to be above-lower income not subject to affordable replacement:</td><td>4</td></tr>
</table>

<u>Affordability Requirements:</u>

A completed Tenant Income Certification (TIC) form was provided for nine (9) of the units at the Property. The households occupying 5420, 5420 ½, 5426, and 5430 #9 W. Carlton Way were verified to be Low Income Households and the household occupying 5430 #8 W. Carlton Way was verified to be a Very Low Income Household. Per income verification, five (5) units need to be replaced with a comparable unit (same bedroom type) with the four (4) units restricted to <u>Low Income Households</u> and one (1) unit restricted to <u>Very Low Income Households</u>.

Additionally, pursuant to CHAS, eleven (11) units need to be replaced with equivalent type units. For DB projects, the replacement requirement will consist of seven (7) units restricted to <u>Very Low Income Households</u> and four (4) units restricted to <u>Low Income Households</u>.

For the four (4) remaining units presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced with equivalent type at market rate in compliance with the RSO.

The one (1) unit that was used as a Manager's Unit will be exempt from affordable replacement, but will need to be replaced at market rate in compliance with the RSO.

<u>Additional Information:</u>

A unit that is determined to not be an affordable replacement unit will only remain valid provided the unit remains vacant or owner occupied. Government Code Section 66300.6(b)(3), (4) do not tie benefits afforded to "existing

occupants" with any set look back period. Therefore, "existing occupants" in place after the issuance of this RUD may also be entitled to benefits under the HCA.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section. This replacement determination is provisional and subject to verification by the RSO Section.

This RUD applies only if the proposed project is a rental project and NOT condominiums or units for sale. In the event the project changes to condominiums, the owner needs to request a RUD amendment to reflect 100% replacement of the units.

The findings of this determination are final and effective upon distribution of this determination. LAHD will only amend the determination in the event of a staff error or if misinformation was provided by the applicant. If the project changes or the project has been closed a new RUD will be required.

****WARNING****

LOT TIES AND PRE-1978 SINGLE FAMILY DWELLINGS

Please be aware that Owner's replacement obligations may change if the development involves single family dwellings built prior to 1978 and lot ties. If a **lot tie** is required for the new proposed housing development project, Owner's existing RSO replacement obligation, if any, will INCREASE by one and the proposed housing development project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

Submitting forged or false documents is a crime that may be punishable as a felony under state law (Cal. Penal Code 115). Documents submitted in connection with your application are subject to investigation. The use of any false or forged document may be grounds for revision to the replacement unit determination. If, following an investigation, the City determines that false or forged documents were used to exempt housing units from the replacement obligations required by law, the housing units may be deemed as affordable replacement units. Other applicable penalties may also be applied.

If you have any questions about this RUD, please contact Ashley Medina at Ashley.Medina@lacity.org.

cc: Los Angeles Housing Department File
Planning.HCA@lacity.org, Department of City Planning for discretionary projects, or
LADBS.ahs@lacity.org, Department of Building and Safety for by-right projects

JM:am

EXHIBIT F – PUBLIC CORRESPONDENCE

Danalynn Dominguez <danalynn.dominguez@lacity.org>

CPC-2024-914-DB-SPPC-VHCA and ENV-2024-915-CE

Christopher Gumabon <cbgumabon.nj@gmail.com> Sun, Jan 26, 2025 at 2:34 PM
To: "danalynn.dominguez@lacity.org" <danalynn.dominguez@lacity.org>

Dear Ms. Danalynn Dominguez,

Thank you for the information you provided me about the proposed construction of a new residential complex in the proximity of my residence.

I share my concern about this current development of our residential area. There is the possible contamination of hazardous material that will be prevalent during the demolition of the existing structure/s. There will be dust spewing from the construction area during aforesaid demolition; of utmost importance is the presence of ASBESTOS and LEAD PAINT as these existing buildings were erected before 1990 when the aforementioned hazards were prevalent and other possible contaminants that we might not be aware of. In this regard, what are the mitigation procedures that will eliminate our exposure to dangerous chemicals to our health. Further, I am asthmatic and so during construction when a southwest wind -- if my sense of direction is correct -- blows; dust particles shall fall to my place of residence. The ashfall from the latest LA fires that fell on my home created havoc to my health; frequent severe asthma attacks were experienced in this regard. Additionally, I would expect a high rise boom will be utilized, that may reach our homes in the event of a catastrophic collapse of the steel tower, especially, during the occurrence of strong Sta. Ana winds.

I do not completely disapprove of the construction of the project. Rather, may I request that the necessary safety precautions and procedures must be STRICTLY ADHERED to; RESPONSIBILITY and ACCOUNTABILITY properly identified. I reiterate my apprehensions in this regard. Thank you very much for giving me this opportunity to voice my personal concerns that I have gathered through my long years of experience in manufacturing, construction and engineering.

Respectfully,

Christopher B. Gumabon
1562 N Serrano Avenue,
Los Angeles, CA, 90027

LOZEAU DRURY LLP
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victoria@lozeaudrury.com

January 29, 2025

VIA EMAIL

Danalynn Dominguez, City Planner
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 621
Los Angeles, CA 90012
danalynn.dominguez@lacity.org

Re: Comment on Infill Exemption for 5416 West Carlton Way Project (CPC-2024-914-DB-SPPC-VHCA, ENV-2024-915-CE)
February 5, 2025 Hearing Officer Hearing

Dear Planner Dominguez:

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER"), regarding the project known as the 5416 West Carlton Way Project (CPC-2024-914-DB-SPPC-VHCA, ENV-2024-915-CE), which proposes the construction of an 8-story, 131-unit apartment building located at 5416-5418, 5420, 5424-5428, and 5430 West Carlton Way in the City of Los Angeles ("Project"), which is scheduled to be heard by the Hearing Officer on February 5, 2025.

SAFER objects to the City's decision to exempt the Project from environmental review under the California Environmental Quality Act ("CEQA") based on a Class 32 Categorical Exemption (In-fill Development). Exempting the Project from CEQA based on the Class 32 Exemption violates CEQA because terms of the Class 32 exemption do not apply. SAFER requests that an initial study be conducted and a CEQA document prepared to analyze and mitigate the Project's environmental impacts. The Hearing Officer should decline to approve the Project until proper CEQA review is completed.

Sincerely,

Victoria Yundt

Victoria Yundt
Lozeau Drury LLP

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Re: Proposed Construction project at 5416-5430 W. Carlton Way 90027

Justin Maurer <justin17tv@gmail.com> Tue, Feb 18, 2025 at 11:09 AM
To: Danalynn Dominguez <Danalynn.Dominguez@lacity.org>

Hi Valentina,

Thank you very much for your quick reply. Nice to e-meet you Danalynn. Moving Valentina to BCC.

Hello Danalynn,

Good morning. As a small business owner operating our remote American Sign Language Interpreting business from my home office on the corner of Carlton Way and N. Serrano and as a resident who has lived in the neighborhood for 10+ years, I strongly oppose the proposed Construction project at 5416-5430 W. Carlton Way. My neighbors all feel the same. Demolishing seven apartment buildings and evicting their tenants, humble hardworking blue collar and working class people is not the solution at a time where over 16,000 structures were damaged by the LA fires. Additionally there are currently 735 studio, one-, and two-bedroom apartments being constructed just two blocks south at 5420 Sunset Boulevard.

Please oppose and reject the proposed construction project at 5416-5430 W. Carlton Way, this would negatively impact my small business, in essence shutting us down and would evict scores of my neighbors who live in the seven apartment buildings that would need to be demolished in order for this project to be undertaken.

Additionally, approvals include density bonus incentives to allow a larger project than would normally be permitted by-right. The tiny shoebox 17 "affordable" units that ROM Investments is using as bargaining power in order to create their monstrosity at 5416-5430 W. Carlton Way, is not nearly enough. These studio apartments are miniscule, do not include parking and when they claim they will cost as much as $2000 for a tiny studio apartment, this isn't affordable for low - and certainly not very low-income residents.

Please be satisfied with the construction project at 5420 Sunset Boulevard, 735 studio, one-, and two-bedroom apartments atop 95,000 square feet of commercial space, and parking for 1,400 retail space.

1400 new cars and over 1400 new residents of the neighborhood will make living in East Hollywood more crowded, more stressful, increase traffic and increase population in the third highest population dense neighborhood in LA County. We do not need another construction project evicting our residents, strangling our traffic and shutting down our small businesses. I urge you to reject the proposed construction project at 5416-5430 W. Carlton Way 90027.

Thank you for listening.

--
Best,

Justin Maurer
President, Justin Maurer ASL Interpreting Services
1569 N. Serrano Ave.
Los Angeles, CA 90027
Tel: (213) 909-5414
[Quoted text hidden]
Thank You,

Justin Maurer
Tel: (213) 909-5414

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Proposed Construction - Carlton Way

andrew.zappin@gmail.com <andrew.zappin@gmail.com> Sun, Feb 23, 2025 at 12:37 PM
To: ted.walker@lacity.org
Cc: emma.howard@lacity.org, danalynn.dominguez@lacity.org, coltercarlisle@easthollywood.net, justin117tv@gmail.com

Hello Ted, Emma and Danalynn,

I'm a registered voter and resident of LA with many friends and colleagues in East Hollywood and wanted to let you know my opposition to the Proposed Construction project at 5416-5430 W. Carlton Way 90027.

This project, demolishing 7 apartment buildings and evicting their residents to construct one massive apartment building would be disastrous for the neighborhood. The project would not only displace and unhouse many working class residents, it would create more traffic, less parking, overcrowded public schools and limit access to Western Ave and access to amenities as many of the elderly and low income people who live on the street use Carlton Way to walk to Ralphs Grocery store and other amenities.

Additionally, there aren't speed bumps on N. Serrano Avenue, so this would cause even more traffic and total chaos which would place a large burden on residents who recently suffered the recent pandemic, strikes and fires. There are also a number of people who work from home in the area, a massive construction project would completely disrupt their ability to work from home, affecting the employment status of many of the residents.

Thank you for your time and consideration.

Best,
Andrew

Sent from my iPhone

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Proposed Construction Project at 5416-5430 W. Carlton Way

Zache Davis <zachedavis@gmail.com> Sun, Feb 23, 2025 at 12:40 PM
To: ted.walker@lacity.org
Cc: emma.howard@lacity.org, danalynn.dominguez@lacity.org, coltercarlisle@easthollywood.net, justin117tv@gmail.com

Hello Ted, Emma, and Danalynn,

I'm a resident of East Hollywood and just wanted to let you know my opposition to the Proposed Construction project at 5416-5430 W. Carlton Way 90027. This project, demolishing 7 apartment buildings and evicting their residents to construct one massive apartment building would be disastrous for the neighborhood. The project would not only displace and unhouse many working-class residents, it would create more traffic, less parking, overcrowded public schools, and limit access to Western Ave and access to amenities as many of the elderly and low-income people who live on the street use Carlton Way to walk to Ralphs Grocery store and other amenities. Additionally, there aren't speed bumps on N. Serrano Avenue, so this would cause even more traffic and total chaos, which would greatly burden residents who recently suffered the recent pandemic, strikes, and fires. Several people work from home in the area, a massive construction project would completely disrupt their ability to work from home, affecting the employment status of many residents.

Thank you for your time and consideration.

Zache Davis

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Opposition to construction on Carlton way

Colin Dana <colindana2@gmail.com> Sun, Feb 23, 2025 at 1:36 PM
To: ted.walker@lacity.org
Cc: emma.howard@lacity.org, danalynn.dominguez@lacity.org, coltercarlisle@easthollywood.net, justin117tv@gmail.com

Hello Ted, Emma and Danalynn,

I'm a resident of East Hollywood and just wanted to let you know my opposition to the Proposed Construction project at 5416-5430 W. Carlton Way 90027. This project, demolishing 7 apartment buildings and evicting their residents to construct one massive apartment building would be disastrous for the neighborhood. The project would not only displace and unhouse many working class residents, it would create more traffic, less parking, overcrowded public schools and limit access to Western Ave and access to amenities as many of the elderly and low income people who live on the street use Carlton Way to walk to Ralphs Grocery store and other amenities. Additionally, there aren't speed bumps on N. Serrano Avenue, so this would cause even more traffic and total chaos which would place a large burden on residents who recently suffered the recent pandemic, strikes and fires. There are also a number of people who work from home in the area, a massive construction project would completely disrupt their ability to work from home, affecting the employment status of many of the residents.

Thank you for your time and consideration.

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Construction project at 5416-5430 W. Carlton Way

Justin Gradin <justingradin@gmail.com> Sun, Feb 23, 2025 at 2:59 PM
To: "ted.walker@lacity.org" <ted.walker@lacity.org>
Cc: emma.howard@lacity.org, danalynn.dominguez@lacity.org, coltercarlisle@easthollywood.net, justin117tv@gmail.com

Hello Ted, Emma and Danalynn,

I'm a resident of East Hollywood and just wanted to let you know my opposition to the proposed construction project at 5416-5430 W. Carlton Way, 90027. This project, demolishing 7 apartment buildings and evicting the residents to construct one massive apartment building, would be disastrous for the neighborhood. The project would not only displace and unhouse many working-class residents, it would create more traffic, less parking, overcrowded public schools and limit access to Western Ave and access to amenities as many of the elderly and low income people who live on the street use Carlton Way to walk to Ralph's Grocery store and other amenities. Additionally, there aren't any speed bumps on N. Serrano Avenue, so this would cause even more traffic and total chaos which would place a large burdon on residents who recently suffered from the pandemic, strikes and fires. There are also a number of people who work from home in the area, a massive construction project would completely disrupt their ability to work from home, affecting the employment status of many of the residents.

Thank you for your time and consideration.

--
JUSTIN GRADIN
Visual artist and creative director at Death Bloopers/Exquisite Corps. Productions.
justingradin.com
https://vimeo.com/371699329

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Hollywood Community Plan Meeting - Feb 24th, 2025 - Serious Concerns and Opposition to Case # ENV-2024-915-CE -5416 W. Carlton Way project proposal.

Yachne Serrano <yachne.serrano@gmail.com> Mon, Feb 24, 2025 at 12:07 PM
To: ted.walker@lacity.org
Cc: emma.howard@lacity.org, danalynn.dominguez@lacity.org, coltercarlisle@easthollywood.net, justin117tv@gmail.com

Hello Ted, Emma and Danalynn,

I'm a resident of East Hollywood and I'm writing to express my ardent opposition to the Proposed Construction project at 5416-5430 W. Carlton Way 90027 for your consideration as you prepare to vote. I'd like to highlight a few of the concerns facing local residents.

This project, demolishing 7 apartment buildings and evicting their residents to construct one massive apartment building, would be disastrous for the community. The project would displace and unhouse many working class and elderly residents with the knock on effect of increasing the ever growing problem of overcrowded public schools in the district. Additionally, this would limit access to Western Ave and local amenities to the most vulnerable in our community, as many of the elderly and low income residents who would remain as neighbors to this project on the street use Carlton Way to walk to Ralphs Grocery store, local pharmacy and other amenities.

The impact of the proposed additional 148 parking stalls, in addition to guests of said dwellings traveling into the area, would be detrimental to increasing the parking and traffic crisis along our neighboring streets, already feeling the consequences of the Hollywood Blvd renovation project rolled out last year which we saw reduce two traffic lanes as well as parking spaces along the Blvd. I would invite all of you to drive around these streets during peak hours to observe our current problem... As there are no speed bumps on N. Serrano Avenue, so this would also add unsafe traffic conditions and total chaos, placing a large burden on children and local residents who recently suffered the recent pandemic, strikes and fires. There are also a number of people who work from home in the area who would unnecessarily suffer from the impact of a massive construction project completely disrupting their ability to work from home, affecting the employment status of many of these residents.

I appreciate your time and consideration as you weigh out what will truly benefit the residents of this community.

Best,
Yachne

Yachne Serrano
Accessories Designer and Consultant
East Hollywood Resident

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Carlton Way Development -proposed construction

Vanessa Gonzalez <vanessaqgonzalez@gmail.com> Mon, Feb 24, 2025 at 4:18 PM
To: ted.walker@lacity.org
Cc: emma.howard@lacity.org, coltercarlisle@easthollywood.net, danalynn.dominguez@lacity.org, justin117tv@gmail.com

Hello Ted, Emma and Danalynn,
I'm a resident of East Hollywood and just wanted to let you know my opposition to the Proposed Construction project at 5416-5430 W. Carlton Way 90027. This project, demolishing 7 apartment buildings and evicting their residents to construct one massive apartment building would be disastrous for the neighborhood. The project would not only displace and unhouse many working class residents, it would create more traffic, less parking, overcrowded public schools and limit access to Western Ave and access to amenities as many of the elderly and low income people who live on the street use Carlton Way to walk to Ralphs Grocery store and other amenities. Additionally, there aren't speed bumps on N. Serrano Avenue, so this would cause even more traffic and total chaos which would place a large burden on residents who recently suffered the recent pandemic, strikes and fires. There are also a number of people who work from home in the area, a massive construction project would completely disrupt their ability to work from home, affecting the employment status of many of the residents.
Thank you for your time and consideration.
Best,
Vanessa Gonzalez

Vanessa Gonzalez
Costume Design/Styling
vanessaQgonzalez@gmail.com
323.810.5357

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richard@lozeaudrury.com

VIA EMAIL

March 6, 2025

Danalynn Dominguez, City Planner
Department of Project Planning
City of Los Angeles
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012
danalynn.dominguez@lacity.org

Vince Bertoni, AICP Director
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 525
Los Angeles, CA 90012
vince.bertoni@lacity.org

Holly L. Wolcott, City Clerk
City of Los Angeles
200 N. Spring Street, Room 360
Los Angeles, CA 90012
cityclerk@lacity.org

Re: CEQA and Land Use Notice Request for 5430 West Carlton Way Project (CPC-2024-914-DB-SPPC-VHCA, ENV-2024-915-CE)

Dear Ms. Dominguez, Mr. Bertoni, and Ms. Wolcott,

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the project known as 5430 West Carlton Way (CPC-2024-914-DB-SPPC-VHCA, ENV-2024-915-CE), including all actions referring or related to the proposed development of a new 138,894 square-foot, eight-story, 105-foot and 4-inch, apartment building with 131 dwelling units above two and one-half subterranean parking levels containing 148 parking stalls, located at 5416-5418, 5420, 5424-5428, and 5430 West Carlton Way, Los Angeles, CA 90027 ("Project").

We hereby request that the City of Los Angeles ("City") send by electronic mail, if possible, or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
    - Notices of any public hearing held pursuant to CEQA.
    - Notices of determination that an Environmental Impact Report ("EIR") is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
    - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.

- Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of any addenda prepared to a previously certified or approved EIR.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible, or U.S. Mail to:

Richard Drury
Leslie Reider
Madeline Dawson
Chase Preciado
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
richard@lozeaudrury.com
leslie@lozeaudrury.com
madeline@lozeaudrury.com
chase@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,

Leslie Reider

Leslie Reider
Lozeau | Drury LLP

Danalynn Dominguez <danalynn.dominguez@lacity.org>

Re: Proposed Construction project at 5416-5430 W. Carlton Way 90027

Justin Maurer <justin17tv@gmail.com> Fri, Mar 14, 2025 at 4:03 PM
To: Emma Howard <emma.howard@lacity.org>
Cc: Ted Walker <ted.walker@lacity.org>, Colter Carlisle <coltercarlisle@easthollywood.net>, Danalynn Dominguez <Danalynn.Dominguez@lacity.org>, Stephanie Park <stephaniepark@easthollywood.net>, Jeff Zarrinnam <jeffzarrinnam@easthollywood.net>, Christopher Martinez <christophermartinez@easthollywood.net>, schiff.constituent@mail.house.gov, assemblymember.friedman@assembly.ca.gov, scheduling_padilla@padilla.senate.gov, mayor.scheduling@lacity.org, lamayornews@lacity.org, nick.barnesbatista@lacity.org, LA Tenants Union <info@latenantsunion.org>, dianne@heartla.org, communications@dsa-la.org, Administrative Committee <admin@dsa-la.org>, brian.eagle@sagaftra.org, info@sagaftra.org, contact@utla.net, strategicinitiatives@teamster.org, info@nationalnursesunited.org, info@chirla.org

Hi Emma,

Thanks for your response and thank you for your concern regarding the potential demolition of 20+ rent controlled units and evicting the tenants of multiple apartment buildings, many of whom are elderly, disabled, single parents and first generation immigrants.

Another concern of ours is that many of the tenants living in these buildings slated for demolition, being first generation immigrants, were not advised in their native languages that they may soon be evicted. Many of these tenants speak Spanish, Armenian, Russian, Thai or Cambodian. Notices were posted only in English. If the city or the developer actually cares about the welfare of the vulnerable populations living in these buildings, then they would make information accessible in multiple languages.

I appreciate the offer of one of these tenants slated to be evicted to call you or Ted for assistance, but I'm assuming you both are not fluent in Armenian or Thai? This neighborhood is Little Armenia/Thai Town.

Not sure if we can stop this project - there's already 700+ units being constructed 2 blocks away on Sunset and Western - not sure why we would need 100+ more units at the expense of evicting the vulnerable populations who live on Carlton Way at a time where there just isn't any affordable housing nearby - especially in the aftermath of the LA fires that displaced over 100,000 people.

Any ideas on how to stop this construction project on Carlton Way from moving forward would be welcome - the residents of the neighborhood do not want their neighbors and friends to be put out onto the street. We've been through enough after a pandemic, strikes fires, earthquakes and mudslides.

Thank you for your continued support.

Best

Justin
[Quoted text hidden]

Danalynn Dominguez <danalynn.dominguez@lacity.org>

EHNC Letter of Opposition: CPC-2024-914-DB-SPPC-PR-VHCA

Stephanie Park <stephaniepark@easthollywood.net> Mon, Apr 7, 2025 at 8:00 AM
To: Danalynn Dominguez <danalynn.dominguez@lacity.org>
Cc: Gary Benjamin <gary@alchemyplanning.com>, Emma Howard <emma.howard@lacity.org>, EHNC Board Members <ehnc@easthollywood.net>

Hi Danalynn,
Please see attached for letter of opposition from the EHCN regarding the above project.

Thank you,

--
Stephanie Park
Chair, Planning and Land Use Committee
District 2 Representative
East Hollywood Neighborhood Council

022425 - CPC-2024-914-DB-SPPC-PR-VHCA Oppo Letter.pdf
125K

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Danalynn Dominguez
Dept. of City Planning
221 N Figueroa St. Suite 1245
Los Angeles, CA 90012

Application: **CPC-2024-914-DB-SPPC-PR-VHCA**
Address: **5424 Carlton Way, Los Angeles, CA 90027**
Position: **OPPOSE**

To whom it may concern:

The East Hollywood Neighborhood Council voted at its February 24, 2025 Governing Board meeting to oppose the above-referenced application.

Thank you,
Christopher Martinez
Council President
East Hollywood Neighborhood Council