



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: June 12, 2025

Time: After 8:30 a.m.

Place: Los Angeles City Hall
200 N. Spring Street, Room 340
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*

Case No.: DIR-2024-437-TOC-PHP-HCA-1A
CEQA No.: ENV-2024-438-CE
Related Cases: None
Council No.: 1 - Hernandez
Plan Area: Wilshire
Specific Plan: None
Certified NC: Rampart Village
GPLU: Community Commercial
Zone: CR-1

Applicant: Steve Hong
Shatto Summit Properties, LLC
Representative: Sean Mo
Andmore Partners
Appellant: Victoria Yee

Public Hearing: Required
Appeal Status: Not further appealable
Expiration Date: June 12, 2025
Multiple Approval: No

PROJECT LOCATION: 446 South Shatto Place

PROPOSED PROJECT: The project involves the construction, use, and maintenance of a new seven-story, 90-foot 6-inch-tall apartment building with 60 units, including 7 Extremely Low-Income units. The project will have approximately 44,846 square feet of Floor Area for an FAR of 4.23:1. The project is providing 40 vehicular parking spaces and the planting of 15 new trees on-site.

APPEAL: An appeal of the January 31, 2025, Director of Planning's Determination which:

1. **Determined**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Act (CEQA), pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32 Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and
2. **Approved with Conditions**, a Transit Oriented Communities (TOC) Affordable Housing Incentive Program Compliance Review, to permit a project consisting of 60 residential units by reserving seven (7) dwelling units, equal to 11.67 percent of

the total units, for Extremely Low-Income Household Occupancy for a period of 55 years, with Base Incentives (floor area and parking) permitted pursuant to LAMC 12.21 A.31 and with the following Additional Incentives:

- a. Utilize RAS 3 Yard setbacks for projects located in Commercial Zones in lieu of the otherwise required CR-1 setbacks,
- b. An up to 33-foot increase in building height for three stories for a total height of 90-feet 6-inches in lieu of the otherwise allowable building height of 75 feet in the CR-1 zone and,
- c. A 25 percent reduction to the required open space for a minimum of 4,500 square feet in lieu of the minimum 6,000 square feet otherwise required.

3. **Adopted** the Conditions of Approval and Findings.

RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to State CEQA Statue and Guidelines, Article 19, Section 15332 (Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to State CEQA Statue and Guidelines, Section 15300.2 applies;
2. **Deny** the appeal of DIR-2024-437-TOC-PHP-HCA-1A;
3. **Sustain** the action of the Director of Planning in approving DIR-2024-437-TOC-PHP-HCA to conditionally approve a Transit Oriented Communities Affordable Housing Incentive Program to permit the construction, use, and maintenance of a seven-story, 90-foot 6-inch-tall apartment building with 60 units, and;
4. **Adopt** the Director of Planning's Revised Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Deborah Kahan for
Jane Choi, AICP, Principal City Planner

Chi Dang
Chi Dang, City Planner

Deborah Kahan
Deborah Kahan, AICP, Senior City Planner

Bryant Wu
Bryant Wu, City Planning Associate
(213) 202-5435

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. Requirements for submission of materials can be found on the Department of City Planning website at <https://planning.lacity.org/about/virtual-commission-instructions>. 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 its 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) 978-1300.

TABLE OF CONTENTS

Project Summary A-1

Background..... A-1

Approved Actions..... A-2

Appeal and Appellate Body A-3

Appeal Points and Staff Response A-4

Staff Recommendation A-8

Exhibits:

- A. Project Plans (Exhibit A – Approved January 31, 2025)
- B. Revised Exhibit A – dated May 15, 2025
- C. Appeal Documents
- D. Radius, Vicinity, and ZIMAS Maps
- E. Director of Planning’s Letter of Determination (January 31, 2025)
- F. Categorical Exemption (ENV-2024-438-CE)
- G. Air Quality Impact Analysis (April 21, 2025)
- H. Noise Impact Analysis (April 21, 2025)
- I. Revised Conditions

APPEAL REPORT

PROJECT SUMMARY

On January 31, 2025, the Director of Planning approved a Transit Oriented Communities Affordable Housing Incentive Program project involving the construction, use, and maintenance of a seven-story, 90-foot 6-inch-tall apartment building with 60 units, which includes seven (7) Extremely Low-Income units for a period of 55 years with Tier 4 incentives. On February 18, 2025, one (1) appeal was filed by property owners adjacent to the project site.

The project proposes the construction, use, and maintenance of a seven-story, 90-foot 6-inch-tall apartment building with 60 units, which includes seven (7) Extremely Low-Income units. The project will have a total floor area of 44,846 square feet and a Floor Area Ratio (FAR) of 4.23:1, which is below the 4.25:1 FAR permitted for Tier 4 TOC projects in commercial zones. The unit mix includes 17 studios and 43 one-bedroom units. The project proposes to provide 40 vehicle parking spaces, 48 long-term bicycle parking spaces, and five (5) short-term bicycle parking spaces. The project will provide a total of 4,532 square feet of open space, which consists of five indoor recreation rooms, of which 1,153 square feet are attributed towards the open space requirement, an 875 square foot rear yard, a 554 square foot third floor deck, and 1,950 square feet of private balconies. The project proposes the cut and export of 4,844 cubic yards of soil. There are five (5) non-protected trees on the project site, and two (2) trees along the public right-of-way. The project proposes the planting of 15 new trees on-site and the planting of two (2) Street Trees in the public right-of-way.

BACKGROUND

Site Characteristics and Existing Buildings and Structures

The project site is located on the east side of South Shatto Place between West 4th Street and West 5th Street in the Wilshire Community Plan Area. The site is a level, rectangular-shaped lot measuring approximately 13,087 square feet in lot area. The site has a street frontage of approximately 70 feet along South Shatto Place and a lot depth ranging approximately 180 to 190 feet. The site is currently a surface parking lot.

The project site is located approximately 0.56 kilometers away from the nearest Fault, the Puente Hills Blind Thrust, but is not located within the Alquist-Priolo Fault Zone. The site is not located within a Landslide Zone, Liquefaction, Preliminary Fault Rupture Study Area, Tsunami Inundation Zone, Very High Fire Hazard Severity Zone, or Hazardous Waste Site. However, it is located within an Urban Agriculture Incentive Zone, a Methane Zone, and a BOE Special Grading Area.

Land Use and Zoning

The project site is located within the Wilshire Community Plan, which designates the site for Community Commercial land uses. The project site is zoned CR-1 resulting in a base residential density of 33 units. Height District 1 permits up to 1.5:1 FAR and 75 feet maximum building height for residential uses by right. The site is located within a Transit Priority Area and Tier 4 Transit Oriented Communities (TOC) Affordable Housing Incentive Program per the signed TOC Referral Form dated December 14, 2023. The site is one lot and qualifies for Tier 4 Incentives. The site is also located in a Methane Zone and BOE Special Grading Area. The project site is also located within an AB 2097 area. California Assembly Bill 2097 (AB 2097) is a 2022 state law that prohibits public agencies from imposing or enforcing minimum parking requirements for most new

residential, commercial, and mixed-use development projects within one-half mile of a major transit stop

Surrounding Properties

The surrounding area is characterized by residential and commercial uses. Adjacent properties to the north and west are zoned CR-1 and developed with institutional and commercial structures over 6 stories. Adjacent properties to the east are zoned [Q]CR-1 and developed with four-story residential apartments. The adjacent property to the south is also zoned CR-1 and is developed with four-story residential structures in a townhouse and condominium format.

Streets

South Shatto Place, abutting the subject property to the west is a Standard Local Street per the Mobility Plan 2035, designated for a 60-foot full right-of-way width consisting of a 36-foot roadway and 12-foot sidewalks.

APPROVED ACTIONS

On January 31, 2025, the Director of Planning issued a Determination, which determined that the project is categorically exempt from CEQA and approved the Additional Incentives under the TOC Affordable Housing Incentive Program. The Director's Determination is attached under Exhibit E.

Transit Oriented Communities

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016 and created the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, which establishes incentives for residential or mixed-use projects located within one-half mile (or 2,640-foot) radius of a Major Transit Stop, as defined under existing State law. These Guidelines provide the eligibility standards, incentives, and other necessary components of TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC project shall be granted three (3) Base Incentives for increased residential density, increased floor area ratio (FAR), and reduced automobile parking requirements. Based on the amount of affordable housing offered as well as its proximity to transit, a project may qualify for up to three (3) Additional Incentives for yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones.

The project site is located less than 2,640 feet from the Wilshire Vermont Station servicing the Metro B and D lines and a regular Metro Local Line 18, which qualifies the site as Tier 4 TOC Affordable Housing Incentive Area. Furthermore, the TOC Guidelines require at least 11-percent, or seven (7) units, of the total 60 units to be set aside for Extremely Low Income Households to be eligible for TOC Incentives. As the project proposes to reserve seven (7) units for Extremely Low Income Households and meets all the other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 4 Project:

Tier 4 Base Incentives

1. An 80% increase in the number of dwelling units resulting in up to a 4.25:1 FAR.
2. No parking requirements for the residential uses.

Tier 4 Additional Incentives

1. RAS 3 Yard setbacks for projects located in Commercial Zones in lieu of the otherwise required CR-1 setbacks.
2. An up to 33-foot increase in building height for three stories for a total height of 90-feet 6-inches in lieu of the otherwise allowable building height of 75 feet in the CR-1 zone.
3. A 25 percent reduction to the required open space for a minimum of 4,500 square feet in lieu of the minimum 6,000 square feet otherwise required.

Reduced Parking

After the Directors decision was made, the applicant advised that the number of parking spaces is to be reduced by two from 42 to 40 in order to accommodate required EV parking space dimensions. As the project is a Tier 4 Transit Oriented Communities project and located in an AB 2097 area, no residential vehicular parking is required. Planning Staff recommends that the City Planning Commission accept the reduced number of parking spaces and accept the Revised Exhibit A (Exhibit B) and Revised Condition (Exhibit I) as part of its action on the appeal.

APPEAL AND APPELLATE BODY

On January 31, 2025, the Director of Planning issued a Determination that conditionally approved a Transit Orientated Communities Affordable Housing Incentive Program for the proposed project. An appeal was filed on February 18, 2025 by an adjacent property owner. Pursuant to Sections 12.22 A.25(g) and 12.22 A.31(e) of the Los Angeles Municipal Code (LAMC), the City Planning Commission is the appellate body for a Transit Oriented Communities Affordable Housing Incentive Program project. The decision of the City Planning Commission is not further appealable.

APPEAL POINTS AND STAFF RESPONSE

One (1) appeal was filed in a timely manner within the appeal period ending on February 18, 2025 by abutting property owner Victoria Yee.

The following is a summary of the appeal points (provided in Exhibit C) and staff's response. Excerpts from the appeal justification concerning land use entitlements and staff response are provided as follows.

Appeal Point 1: *Increased Traffic, Accidents, and Parking Issues: The addition of 60 units will lead to a significant increase in traffic congestion in an already busy area. The proposed build will put pressure on already limited street parking and worsen traffic conditions. This will cause competition for street parking and increase the risk of accidents & injury to people and property as cars and people maneuver through crowded streets.*

Staff Response:

The appellant contends that parking congestion would lead to public safety risks. There is no substantial evidence in the record that the proposed project will have a specific adverse impact on the environment. 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" (Chapter 1 of the Los Angeles Municipal Code Section 12.22.A.25(b)). The appellant has not identified an objective public health or safety standard upon which to base this argument. Consequently, there is no substantial evidence to make the finding to deny the proposed project. Therefore, the Director of Planning's approval was appropriate. Furthermore, the Transportation Study Assessment, reviewed and signed off by the Department of Transportation indicated that a Vehicle Miles Traveled Analysis would not be required. Although the project would generate more trips than the existing number of trips of zero (0), the project would still fall within the threshold of 250 to require a VMT analysis.

The proposed project is within one-half mile of a transit stop and qualifies for parking relief under AB 2097. The applicant initially proposed 42 voluntary vehicle parking spaces. The project is reducing the vehicular parking spaces by two (2) from 42 parking spaces to 40 parking spaces. The Revised Conditions (Exhibit I) and Revised Exhibit A (Exhibit B) reflect this update.

Appeal Point 2: ***Children & the Elderly Will Be Put at Risk:** One of the most pressing issues is the potential safety risks this development poses to children and elderly living in the area. Increased traffic, including construction vehicles and cars coming in and out of the garage, could create dangerous situations for children playing or the elderly walking near the site. Many people in this neighborhood are pedestrians. Young Oak Elementary and Shatto Recreation Center is about .2 miles away, and school children will have to interact with busy streets and potentially hazardous environments. This is a serious safety concern for families in the neighborhood, especially given that our area is home to young children and elderly who currently enjoy an environment where they can be outside without constant fear of traffic-related accidents.*

Staff Response: There is no evidence or specific information in support of the claims made by the appellant regarding health or safety concerns. As demonstrated in the Justification for the Class 32 Categorical Exemption, the proposed project meets all of the criteria to qualify as an infill site under the Class 32 Categorical Exemption, the California Environmental Quality Act (CEQA) The project is subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation.

Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type and emission of construction vehicles, architectural coating, and air pollution. All projects must receive permits from the Bureau of Street Services for hauling and staging of construction materials in the right-of-way. All projects are subject to the City's

Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation. In conclusion, the CEQA Determination includes substantial evidence that the Class 32 Categorical Exemption applies to the proposed project and the project impacts are less than significant. Therefore, the Director's approval was appropriate.

Appeal Point 3: ***Overcrowding and Strain on Infrastructure:** The size and density of the proposed development will result in overcrowding. Local schools and public services are already stretched thin, and this project will only exacerbate the pressure on these resources. This is likely to reduce the quality of services and public spaces that have traditionally been available to current residents, particularly families who rely on these spaces for recreation and social activities. This will negatively impact the overall quality of life for current residents, especially families with children and the elderly.*

Staff Response: The appellant has not provided evidence to support this claim, it is merely speculation. The project meets all of the criteria to qualify as an infill site and will be connected to existing infrastructure. Therefore, the Director's approval was appropriate.

The project is also providing a total of 4,532 square feet of open space, which will relieve the pressure on public spaces that the appellant introduces. The open space will consist of five indoor recreation rooms, of which 1,153 square feet are attributed towards the open space requirement, an 875 square foot rear yard, a 554 square foot third floor deck, and 1,950 square feet of private balconies.

In addition, the Project, as a matter of regulatory compliance, is required to pay all relevant fees, including Park Fees and School Fees, prior to receiving the Certificate of Occupancy.

Appeal Point 4: ***Loss of Community Character/Gentrification of Neighborhood:** The proposed development's scale and design do not fit with the existing aesthetic and character of our Koreatown, working-class neighborhood. The addition of a 7-story building will create a stark contrast to the structures and residential homes currently in place, diminishing the sense of community that makes Koreatown the neighborhood it is. This large-scale development is out of scale with the surrounding area and will disrupt the overall aesthetic and cohesiveness of the neighborhood.*

Staff Response: The project complies with the development standards of the Zoning Code and the TOC program. On February 14, 2024, the proposed project was reviewed by the Urban Design Studio (UDS). The purpose of the UDS meeting is to provide project specific recommendations, organized around three distinct yet interrelated approaches to design that include: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, UDS relating to ingress and egress, façade materials, landscaping, and accessible access. The project team provided a revised set of architectural plans on July 16, 2024, which included revisions addressing UDS comments by adding an accessible ramp, railings, façade materials, and landscaping. Furthermore, the project site is not located in a Historic Preservation Overlay Zone. It is also

not located within the boundaries of any Community Design Overlay, Specific Plan, or Community Plan Implementation Overlay with additional regulations regarding design. As such, there are no specific design regulations that are required for the project. The project fully complies with both the LAMC and the TOC Guidelines and the Director's approval was appropriate.

Additionally, the project site is located in the City of Los Angeles Transit Priority Area (ZI-2452). State Senate Bill 743 precludes a lead agency from finding that a project will result in aesthetic impacts, including shade and shadow, light and glare, and aesthetic character, when a project is located within a transit priority area. A transit priority area is defined as an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the Public Resources Code (PRC) defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS). Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." As the Project is a residential project and is located within a TPA, the Project impacts associated with aesthetics would be less than significant.

The project site is located less than 2,640 feet from a major transit stop located at Western and Vermont, which qualifies the site as Tier 4 TOC Affordable Housing Incentive Area and meets the definition of a major transit stop per Section 21064.3 of the PRC. As such, the proposed project is in a Transit Priority Area, and aesthetic impacts, including those relating to shade and shadow, shall not be considered significant impacts by the lead agency.

Appeal Point 5: ***Environmental Damage/ Increased localized air toxins:** The construction and operation of such a large building will undoubtedly have a negative impact on the local environment. From the increase in impervious surfaces to the strain on stormwater management, the environmental effects—including increase of air toxins— of this development should not be overlooked. Additionally, the increased energy consumption of such a large building could further contribute to the city's carbon footprint.*

Staff Response: Refer to the staff response for Appeal Point 2. Additionally, refer to the Air Quality Impact Analysis provided by the applicant on April 21, 2025 (Exhibit G), which indicates that both construction and operation emissions do not exceed the South Coast Air Quality Management District's regional thresholds of significance or the localized thresholds of significance. Projects construction will need to adhere to California regulations that cap idling time for heavy-duty construction equipment to five minutes, further minimizing exposure to temporary and variable Diesel Particulate Matter emissions. Any

potential odor impacts to adjacent land uses will be short term and insubstantial. Therefore, the air quality impacts from both construction and operation phases of the project are less than significant.

Appeal Point 6: *Noise and Disruption: The construction and eventual occupation of such a large building will increase noise levels in the area, causing disturbances to the residents who currently enjoy a quieter environment. The noise from construction activities, as well as the increased vehicular traffic, will contribute to a higher overall noise level, which is dangerous for families with young children, the elderly, and those who rely on peace and quiet for their well-being. For instance, I have health conditions that are significantly exacerbate by noise and dust.*

Staff Response: Refer to the staff response for Appeal Point 2. Additionally, refer to the Noise Impact Analysis provided by the applicant on April 21, 2025 (Exhibit H). Project construction- and operations-related noise impacts would be less than significant as it would include regulatory compliance measures in accordance with LAMC requirements (e.g., limitations on construction hours, imitations on noise beyond the property line, etc.) Coupled with the regulatory compliance measures, the project's construction activities would not exceed the City's 80 dBA threshold at sensitive uses. Operational noise from stationary noise sources and traffic would also remain within the City's exterior and interior noise standards. Therefore, impacts related to construction and operational noise would be less than significant.

Appeal Point 7 *Destroys Privacy & Comfort of Existing Abutting Residences: The scale and height of a 7-story building in such close proximity to pre-existing homes will undoubtedly impact our privacy and comfort as neighboring residents. While this development promises to provide new housing, this project risks further gentrifying the area, pricing us out, and injuring our comfort and safety--working class people who are struggling to keep up with rising rents, mortgages, and expenses who also want to be in Los Angeles.*

Staff Response: The project site is zoned CR and located in Height District 1, which allows a maximum height of 6 stories and 75 feet. Pursuant to the TOC Guidelines, the project is eligible for Additional Incentives for setting aside 11 percent of the 60 units for Extremely Low-Income Households, which include reduced yards and increased total height. Pursuant to Section VII.1.a.i of the TOC Guidelines, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone. Pursuant to Section VII.1.g.i.3 of the TOC Guidelines, an additional 3 stories up to 33 additional feet is permitted for a Tier 4 Eligible Housing Development.

The ability to reduce side yards and increase height through Additional Incentives facilitates the construction of additional residential dwelling units and Restricted Affordable Units. Utilization of TOC Incentives allows for the construction of the proposed development. The appellant raised concerns over the building scale and reduced setbacks, which will allegedly negatively impact their property by destroying privacy and comfort. However, these issues are not a basis to grant or deny incentives in either the Los Angeles Municipal Code or the TOC Guidelines. As such, the project fully complies

with the TOC Guidelines and the Director's approval was appropriate.

STAFF RECOMMENDATION

For reasons stated herein and in the findings of the Director's Determination, the proposed project is eligible for the Base and Additional Incentives requested under the TOC Guidelines and is categorically exempt from CEQA as a Class 32 In-fill Project.

Therefore, staff recommends that the City Planning Commission: deny the appeal; determine that the project is categorically exempt from CEQA as a Class 32 In-fill Project; sustain the January 31, 2025, Director of Planning's Determination in approving the two (2) Base Incentives and three (3) Additional Incentives under the TOC Affordable Housing Incentive Program; and adopt the Director of Planning's Conditions of Approval and Findings.

DIR-2024-437-TOC-PHP-HCA-1A

A. Project Plans

(Exhibit A – Approved January 31, 2025)



PROJECT DESCRIPTION

NEW PROPOSED 60 UNIT APARTMENT DEVELOPMENT. 5 STORIES (TYPE III-A) RESIDENTIAL OVER 1 STORY (TYPE I-A) RESIDENTIAL OVER 1 STORY (TYPE I-A) GARAGE OVER 1 LEVEL (TYPE 1-A) SUBTERRANEAN GARAGE. FULLY SPRINKLED.

THE PROJECT REQUESTS TO USE THE TOC BASE INCENTIVE TO INCREASE F.A.R AND REDUCE REQUIRED PARKING AND SEEKING THREE ADDITIONAL ON-MENU INCENTIVES FOR REDUCTION IN REAR SETBACK, INCREASE IN HEIGHT IN THE TOC TIER-4 ZONE; AND REDUCTION IN OPEN SPACE.

NOT A PUBLIC HOUSING FACILITY OWNED AND/OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NOT RECEIVING ANY TAX CREDIT FOR STATE OR FEDERAL. NOT A TCAC FACILITY. 100% PRIVATELY FUNDED.

VICINITY MAP



EXHIBIT “A”

Page No. 1 of 22

Case No. DIR-2024-437-TOC-PHP-HCA

PROJECT SUMMARY

PROJECT NAME :	SHATTO APARTMENT
ADDRESS:	446 S SHATTO PL., LOS ANGELES CA, 90020
LEGAL DESCRIPTION:	LOT 13, BLOCK 5, TRACT SHATTO PLACE
ZONING:	CR-1 ZONE
TOC:	TIER 4
LOT AREA:	13,086.1 SF (PER ZIMAS)
SETBACK :	
FRONT YARD:	5' (10' BY RIGHT, RAS3 PER TOC)**
SIDE YARD:	5' (10' BY RIGHT, RAS3 PER TOC)**
REAR YARD:	5' (19' BY RIGHT, RAS3 PER TOC)**
NO. OF STORIES:	7 STORIES PROVIDED (6 STORY BY RIGHT, + 3 STORY ALLOWED)**
HEIGHT(LAMC) :	90'-6" PROVIDED (75' BY RIGHT, + 33' ALLOWED)**
F.A.R. :	MAX ALLOWED 4.25 : 1 (1.5 : 1 BY RIGHT)* PROPOSED 4.21 : 1
FLOOR AREA PER F.A.R. :	MAX ALLOWED 45,050 SF (10,600 SF X 4.25)* PROPOSED SF (REFER TO A1.10 FOR BUILDABLE AREA CALC.)
DENSITY:	TOTAL 60 DU. PROVIDED* 33 DU BASE DENSITY (13,086.1 / 400SF = 32.72) ALLOWABLE : 60 DU (33 X 1.8)* 53 MARKET RATE DU.(88.33%) AND 7 EXTREMELY LOW INCOME DU.(11.66%) PROVIDED.
OCCUPANCY GROUP:	R3
FIRE SPRINKLER:	NFPA 13

FAR AREA TABULATION (SF)					
FLOOR	RESIDENTIAL	LOBBY / AMENITY	STAIR / SHAFT / UTILITY	PARKING	TOTAL
SEVENTH	6,730	630	472		7,832
SIXTH	7380		472		7,852
FIFTH	7380		472		7,852
FOURTH	7380		472		7,852
THIRD	7380		472		7,852
SECOND	4234	3146	472		7,852
GROUND		586	835	7,586	9,007
BASEMENT			1984	7,225	9,209
SUBTOTAL	40,484	4,362	5,651	14,811	65,308
BUILDING AREA (LAMC)	44,846		NA		

NOTE:

* TOC BASE INCENTIVE
FAR INCREASE (4.25 : 1, IN LIEU OF 1.50 : 1)
PARKING REDUCTION (0 REQUIRED)
DENSITY INCREASE (80%)

** TOC ADDITIONAL INCENTIVE
SETBACK REDUCTION (PER RAS3 FRONT, SIDE & REAR)
OPEN SPACE REDUCTION (25%)
HEIGHT INCREASE (MAX INCREASE OF 3 STORY / 33')

APPLICABLE BUILDING CODES	DEFERRED SUBMITTAL
2023 EDITION OF LOS ANGELES BUILDING CODE 2023 EDITION OF LOS ANGELES PLUMBING CODE, 2023 EDITION OF LOS ANGELES MECHANICAL CODE 2023 EDITION OF LOS ANGELES ELECTRICAL CODE 2023 EDITION OF LOS ANGELES FIRE CODE 2023 EDITION OF LOS ANGELES GREEN BUILDING CODE 2022 EDITION OF CALIFORNIA ENERGY CODE	TBD

DWELLING UNIT MIX	
DU.	COUNT
STUDIO	17
1BR	43
TOTAL	60

RESIDENTIAL PARKING PER 12.21A4			
HABITABLE ROOM	COUNT	REQUIRED	TOTAL
< 3 ROOMS	17	1.0	17.0
3 ROOMS	43	1.5	64.5
TOTAL	60		81.5

RESIDENTIAL PARKING PER TOC TIER 4*: NO PARKING REQUIRED
TOTAL PARKING PROVIDED: 42

PARKING COUNT (PER FLOOR)	
FLOOR	RESIDENTIAL
GROUND FLOOR	21
BASEMENT 01	21
TOTAL	42

*PARKING SPACES PROVIDED IN L01 & B01 (TOTAL : 42 SPACES)	
	RESIDENTIAL
TOTAL	42 SPACES (18 STND.+ 24 CMPT.)
ACCESSIBLE SPACE	1 SPACE (≥ 42 x2%)
EVCS	5 SPACES(≥ 42 x10%)
EV CAPABLE SPACE	13 SPACES
TOTAL EV SPACE	18 SPACES (≥ 42 x30%)

BIKE PARKING

RESIDENTIAL BIKE PARKING
LONG TERM: 48 (REQUIRED/ PROVIDED) LOCATED AT B01
SHORT TERM: 5 (REQUIRED/ PROVIDED) LOCATED AT L01

OPEN SPACE** (REFER TO A1.10 FOR DIAGRAM)
TOTAL REQUIRED: 4,500 SF (6000 SF W/ 25% REDUCTION**)
TOTAL PROVIDED: 4,532 SF

LANDSCAPE/ TREES PER LAMC 12.21.G.2.(a)(3) (REFER TO LP-000)

TOTAL LOT AREA	13,086.1 SF
COMMON USABLE OPEN SPACE PROVIDED	1501 SF
- REAR YARD	956 SF
- COURT YARD	545 SF
TOTAL LANDSCAPE AREA REQUIRED (25% OF EXTERIOR COMMON USABLE OPEN SPACE, 1501 x .25)	375 SF
TOTAL LANDSCAPE AREA PROVIDED	1052 SF
% OF COMMON USABLE OPEN SPACE AREAS PLANTED IN SHRUBS, GROUNDCOVERS, AND TREES (1052 / 1501 X 100)	70%
NUMBER OF UNITS	60
TREES REQUIRED (1 TREE PER 4 DWELLING UNITS)	60
TREES PROVIDED	15
STREET TREES REMOVED	2
STREET TREES PROVIDED	2

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

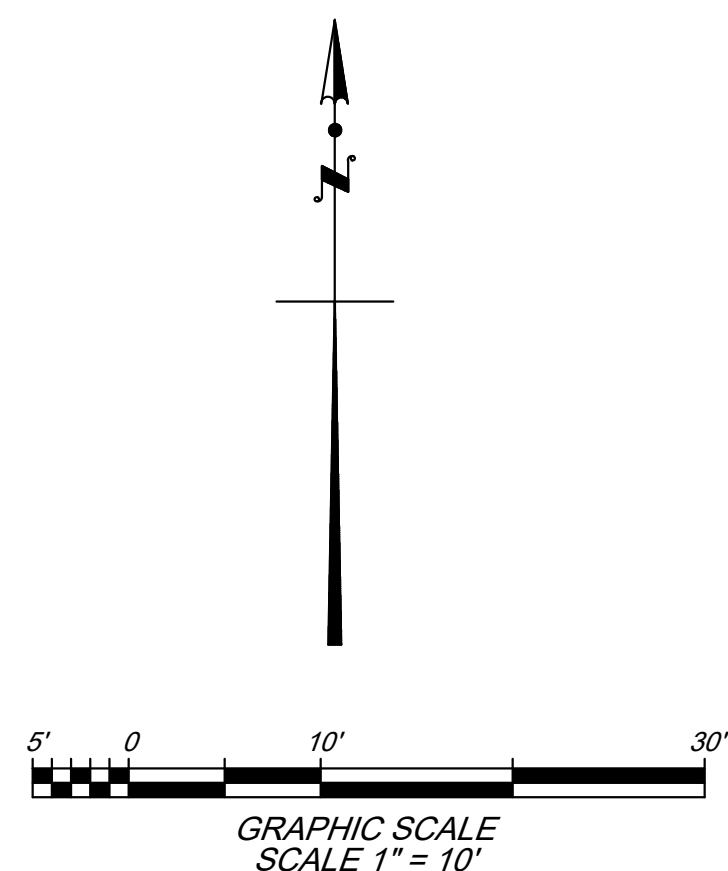
SEAL

- | | |
|-----|---------------------------|
| BW | BACK OF WALK |
| EP | EDGE OF PAVEMENT |
| EW | EDGE OF WALK |
| CP | CONTROL POINT |
| FF | FINISHED FLOOR |
| FL | FLOW LINE |
| PAV | PAVEMENT |
| PCC | PORTLAND CEMENT CONCRETE |
| PP | POWER POLE |
| LP | LIGHTING POLE |
| WM | WATER METER |
| SMH | SEWER MANHOLE |
| TC | TOP OF CURB |
| TOS | TOP OF STEP |
| | LAWN |
| DRT | DIRT |
| EG | EDGE OF GUTTER |
| TW | TOP OF WALL |
| DMH | DRAINAGE MANHOLE |
| AC | ASPHALT CONCRETE PAVEMENT |
| PAV | PAVEMENT |
| C | CENTERLINE |
| WF | WOOD FENCE |
| PB | PULL BOX |
| MW | MONITORING WELL |
| TS | TRAFFIC SIGN |
| BD | BOLLARD |
| SD | STORM DRAIN |

LOT 13 OF SHATTO PLACE TRACT IN CITY OF LOS
ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.
AS PER MAP RECORDED IN THE BOOK 6, PAGES 86 OF
MAPS, IN THE OFFICE OF THE COUNTY RECORDED OF SAID
COUNTY.
APN. 5077-002-020

LOT AREA IS 13,086 S.F., OR 0.30 ACRES, MORE OR LESS.

THE CENTERLINE OF SHATTO PL. AS SHOWN ON SHATTO
PLACE TRACT BOOK 6/86 AS N 0°18'00" W.

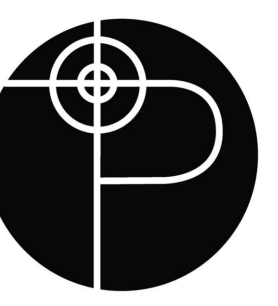


BENCH MARK
BENCH MARK: 12-10511
SPK W CURB VERMONT AVE ;
3 FT N/O BCR N/O 6TH ST
DATUM: NAVD 1988
ELEVATION: 249.166

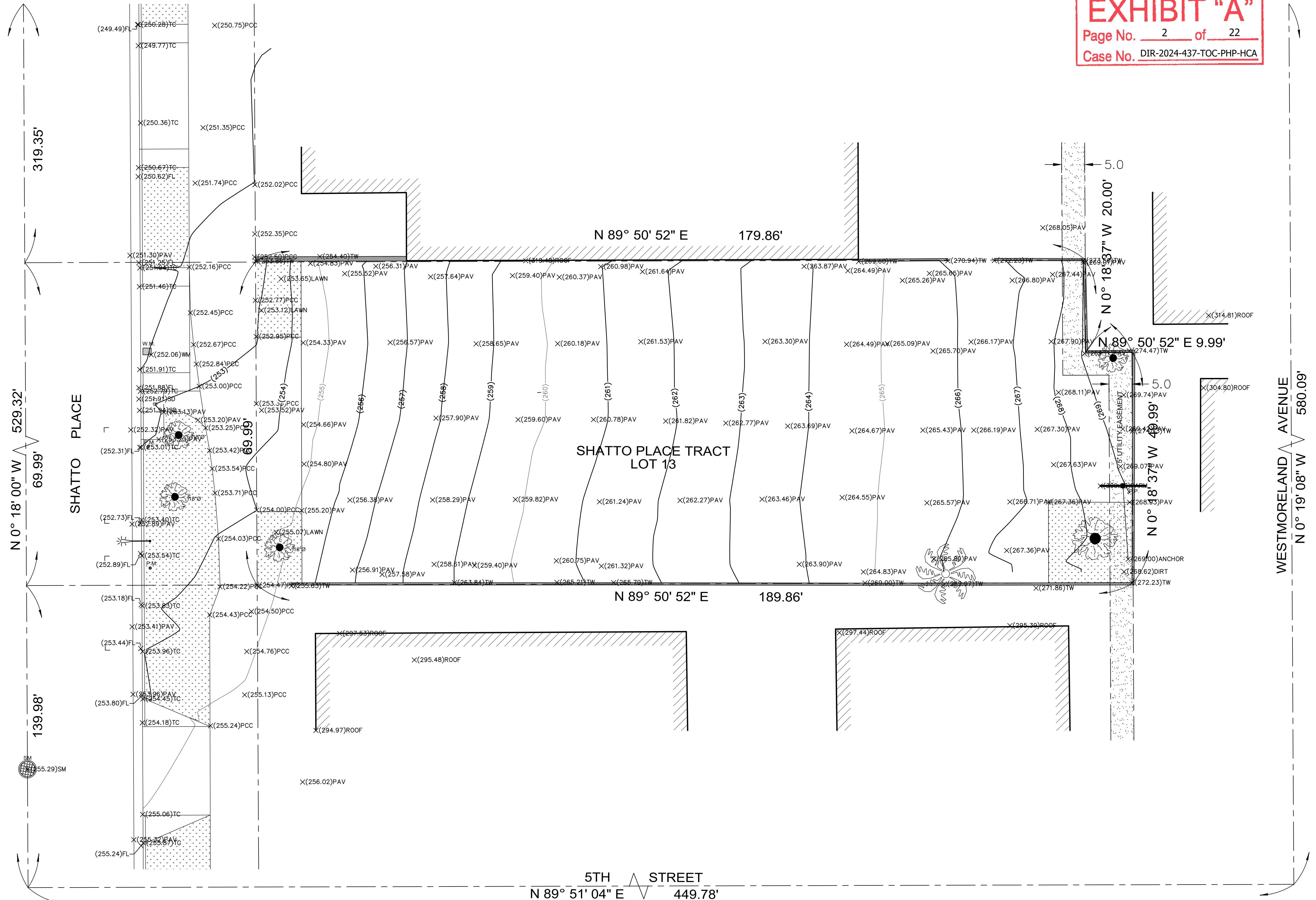
SHEET TITLE	TOPOGRAPHICAL MAP
PROJECT TITLE	
PROJECT ADDRESS	446 S SHATTO PL, LOS ANGELES, CA 90020

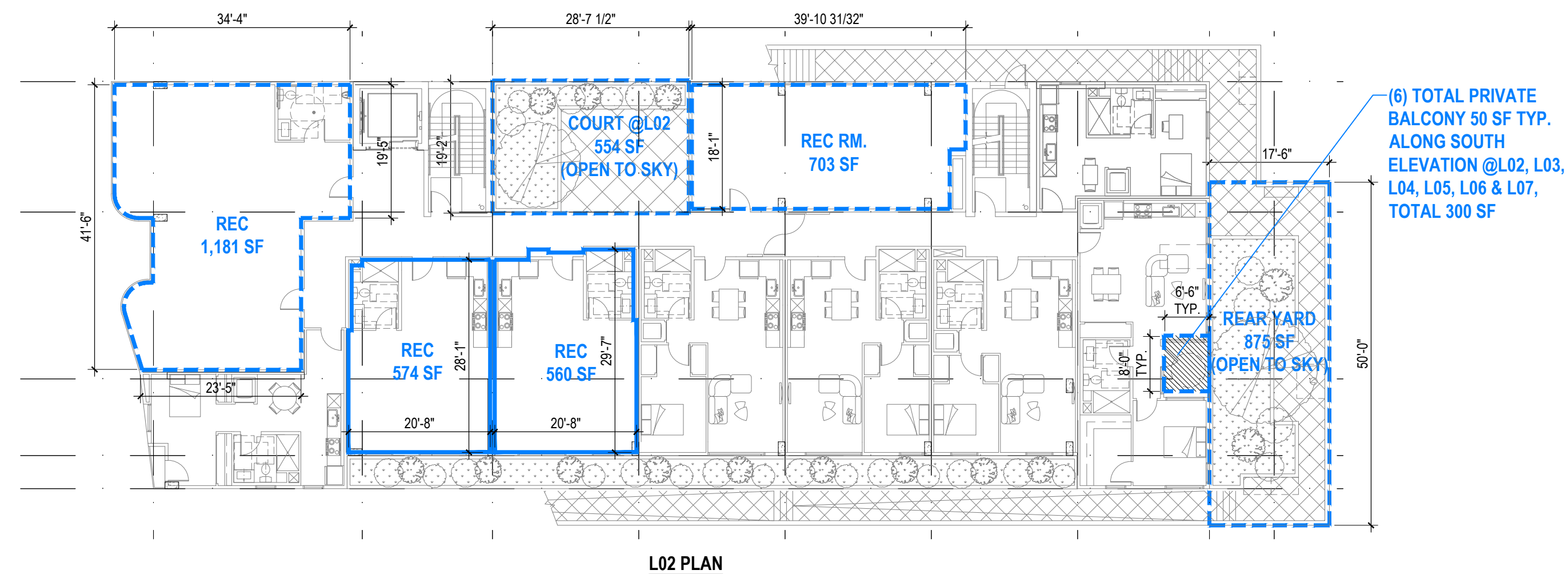
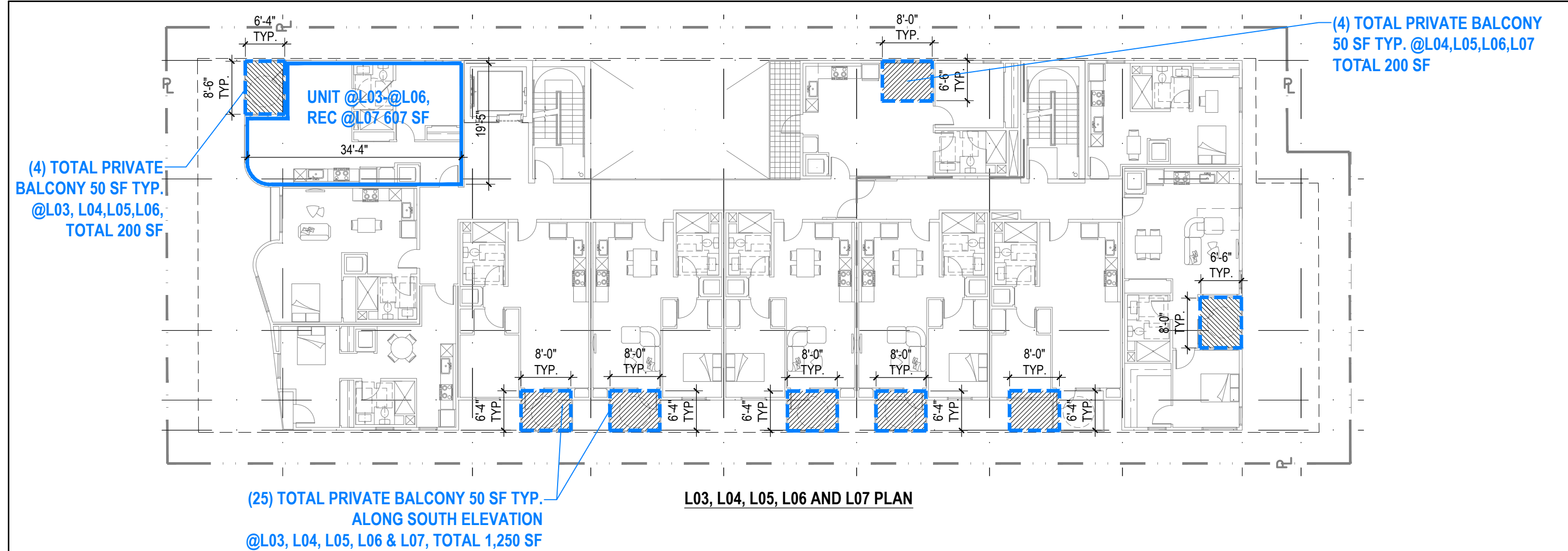
REVISIONS	DATE	BY
ISSUED FOR CLIENT REVIEW	08/09	TH

9227 RESEDA BLVD #111
NORTHRIDGE, CA 91324
TEL. 213-258-8451



DATE OF FIELD SURVEY:
NOV 15, 2021





Open Space Required				#	SF	total SF	
Unit #	Factor	Req SF					
1BR/ST	60	100	6000	Rec(25%MAX)	1	1153	1153
				Rear Yard	1	875	875
				L03 Deck	1	554	554
				Balcony	39	50	1950
Total			6000				
Total (TOC)	0.75	4500		Total			4332

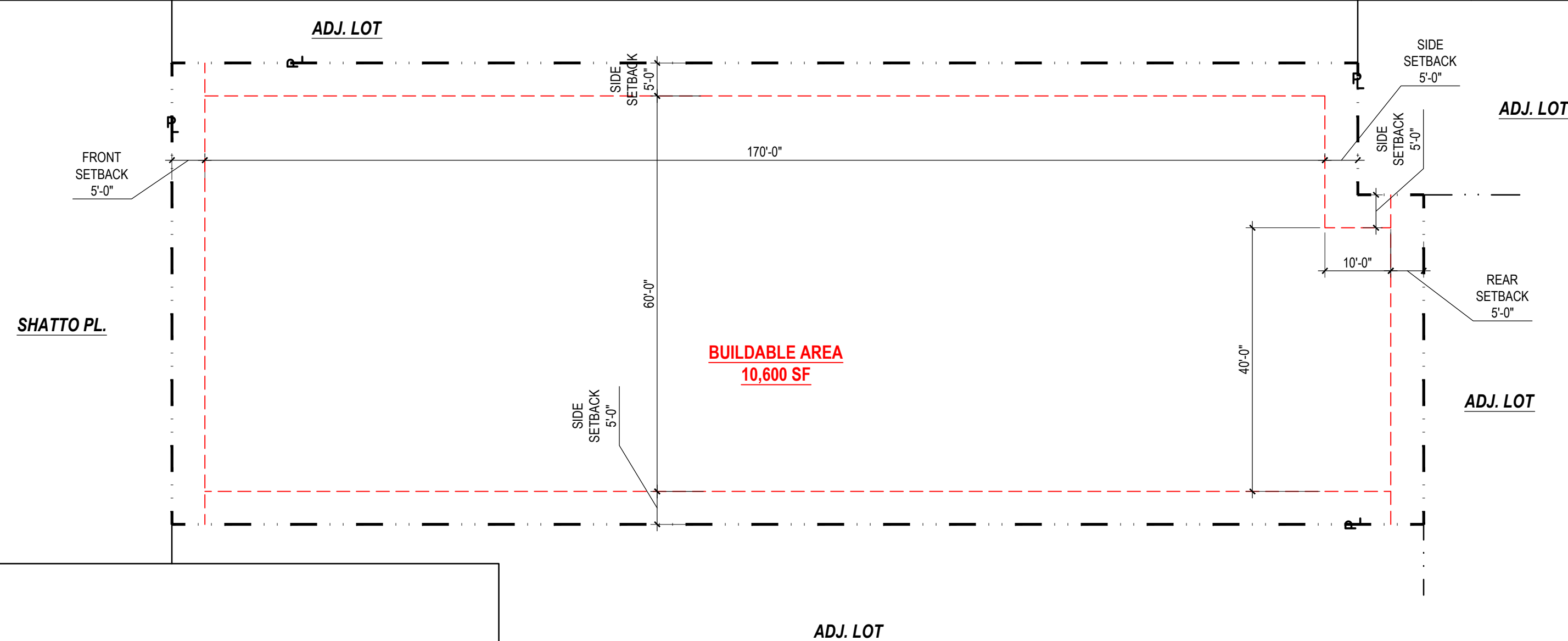
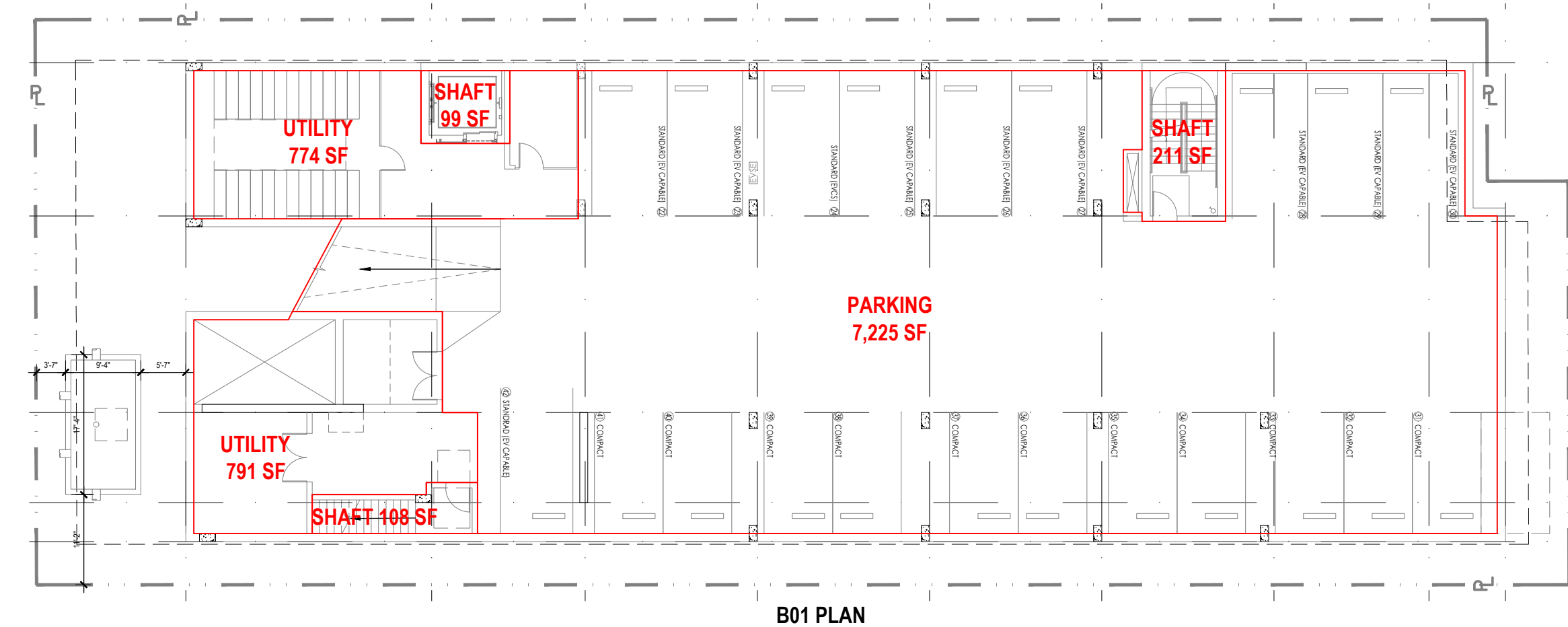
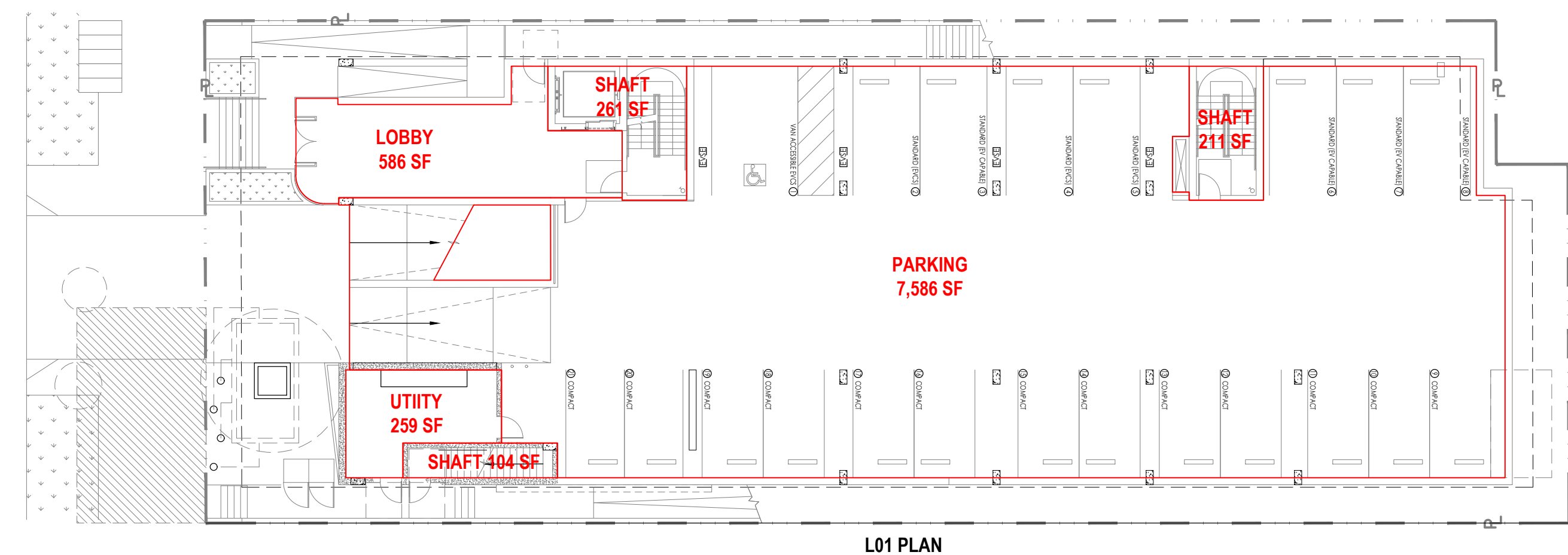
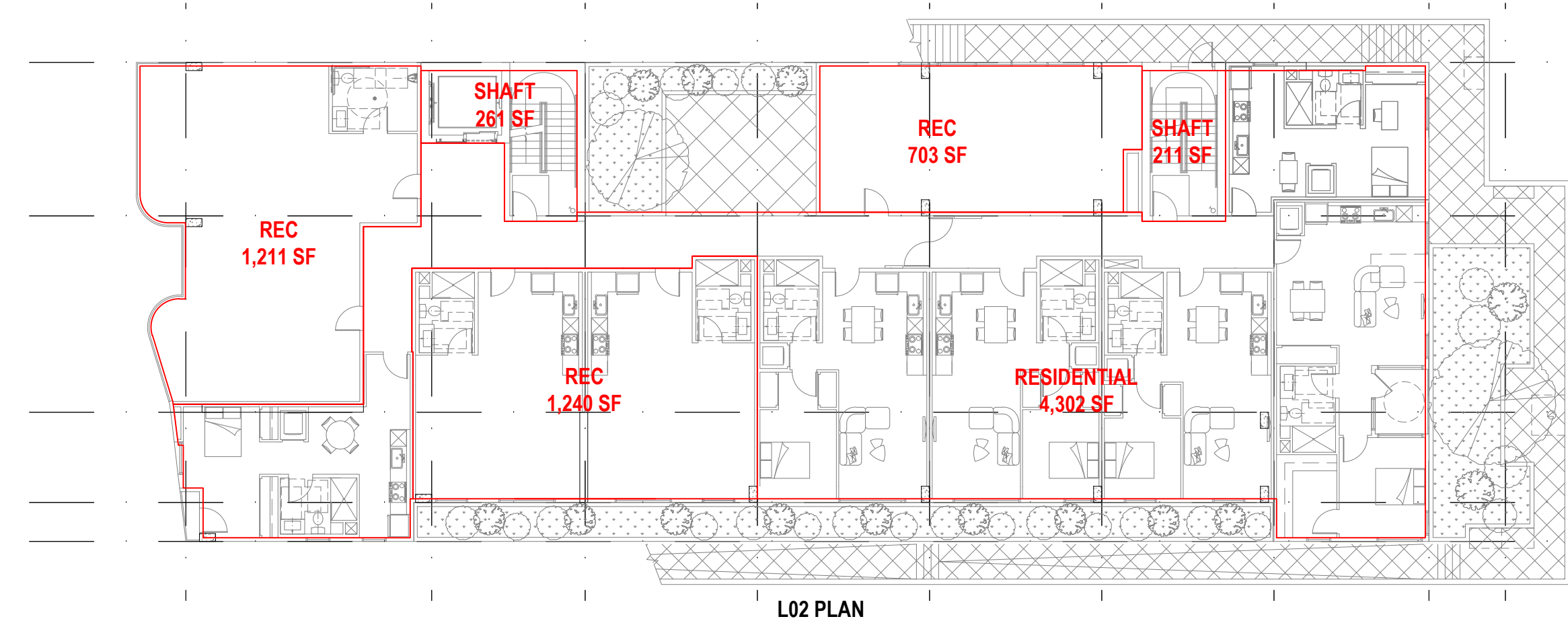
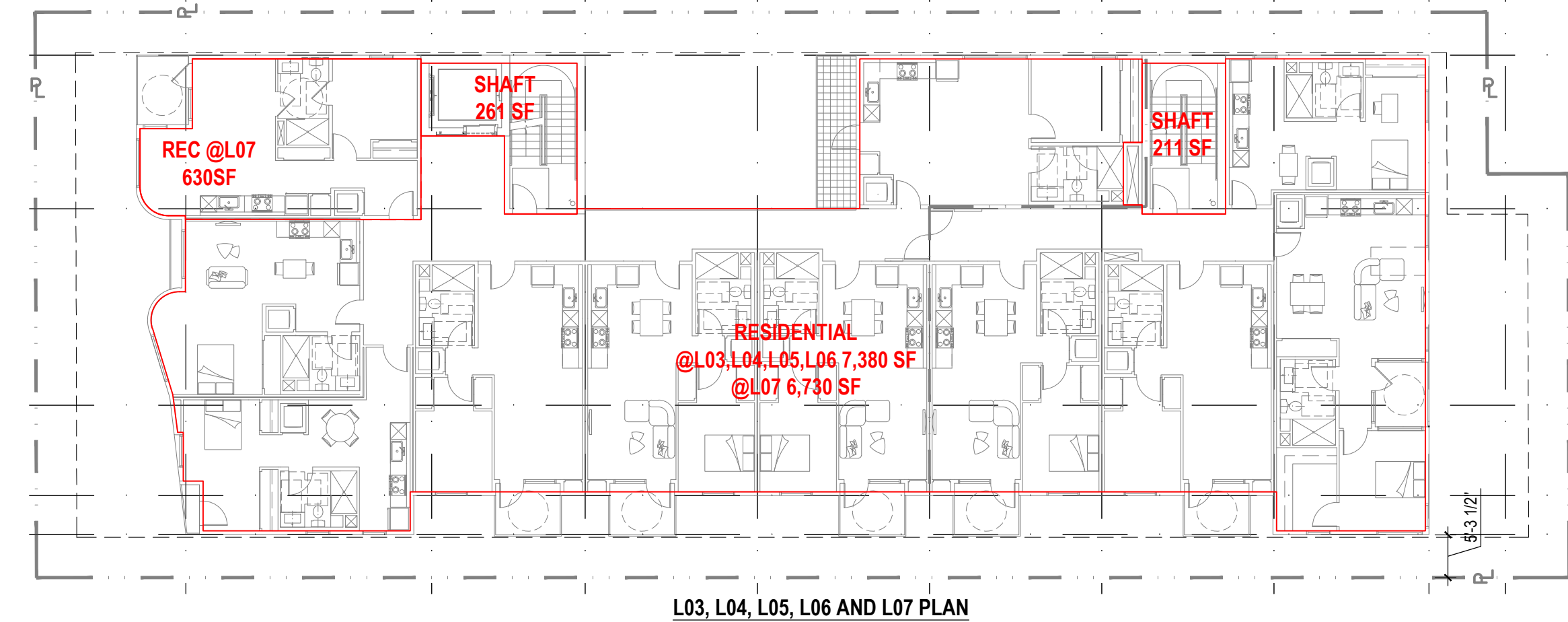
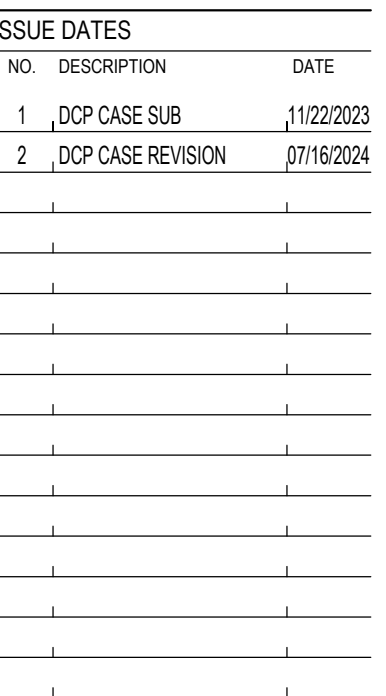


EXHIBIT "A"
Page No. 3 of 22
Case No. DIR-2024-437-TOC-PHP-HCA



ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024





A2.00

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

SCALE
1/4" = 1'-0"

1

SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL



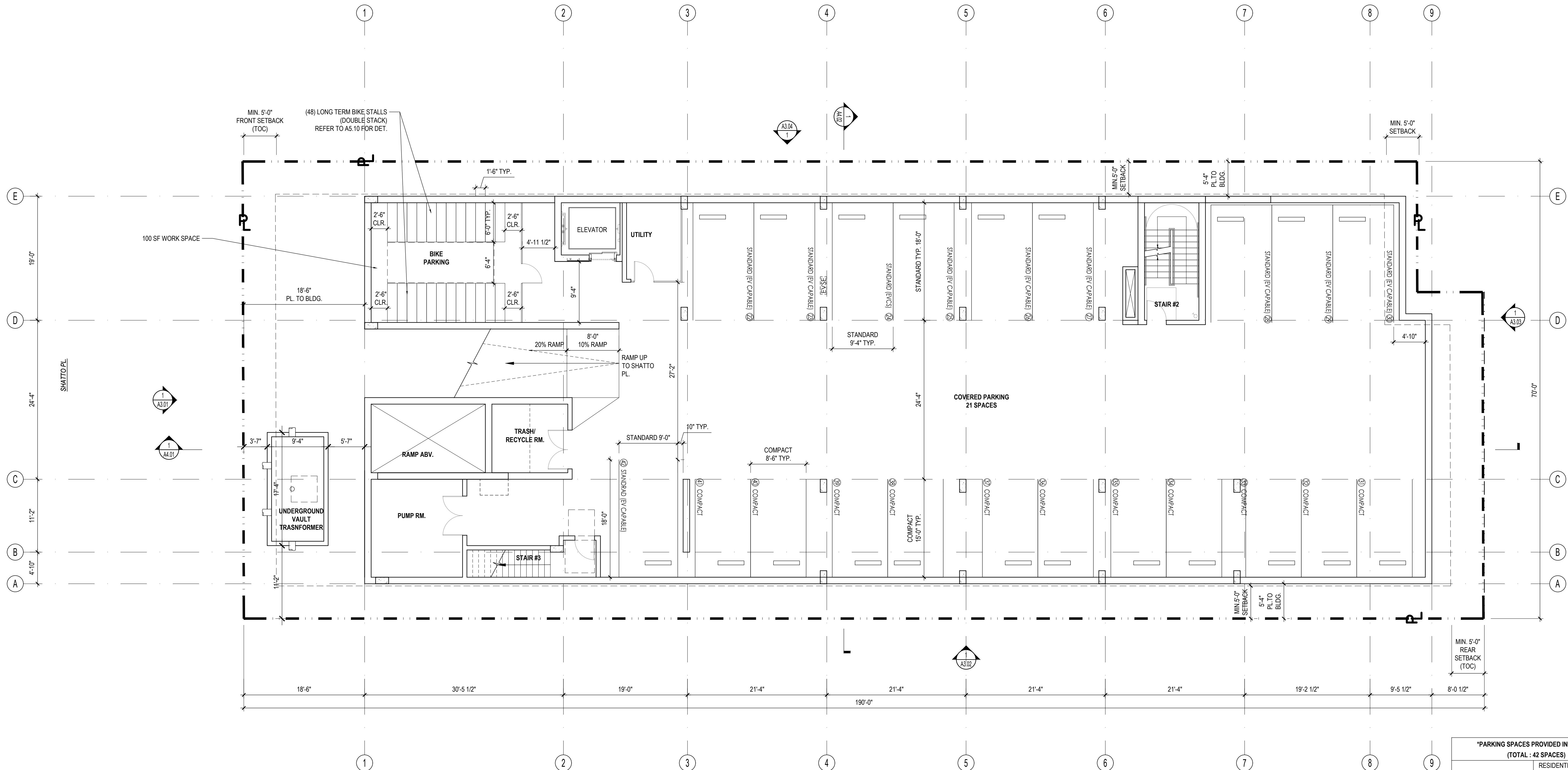
JOB NO.: 230526

SHEET TITLE

BASEMENT
FLOOR PLAN

SHEET NO.

A2.01



*PARKING SPACES PROVIDED IN L01 & B01 (TOTAL : 42 SPACES)	
TOTAL	RESIDENTIAL 42 SPACES (18 STND. + 24 CMPT.)
ACCESSIBLE SPACE	1 SPACE (≥ 42 x 2%)
EVCS	5 SPACES (≥ 42 x 10%)
EV CAPABLE SPACE	13 SPACES
TOTAL EV SPACE	18 SPACES (≥ 42 x 30%)

PLAN NOTES

- FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
- HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
- SEE STRUCTURAL DRAWINGS FOR:
 - SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - HOLD DOWN NOTES AND SCHEDULES.
- PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
- PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD, TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
- IF PLYWOOD SHEATHING IS REQUIRED ON ON SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
- LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
- LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

- SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
- EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
- INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
- PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
- INSULATION
 - EXTERIOR WALLS: (R-19)
 - ROOF: (R-30)
 - EXTERIOR FLOOR: (R-13)
 - INTERIOR WALL: (R-19)
- COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
- WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
- BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

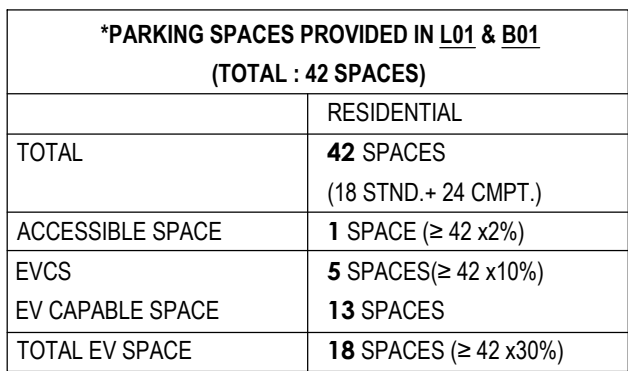
HATCHING KEY / LEGEND

	FIRE RATED WALL (1HR)		5'-0" DIAMETER MANEUVERING SPACE
	FIRE RATED WALL (2HR)		30" X 48" MANEUVERING SPACE
	FIRE RATED WALL (3HR)		CLASS I STANDPIPE
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)		EXIT SIGN
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		DOWNSPOUT W/ SCUPPER (D.S.)
	MIN. 8'-2" VERTICAL CLEARANCE		AREA DRAIN (A.D.)
			ACCESSIBLE ROUTE

EXHIBIT "A"

Page No. 5 of 22

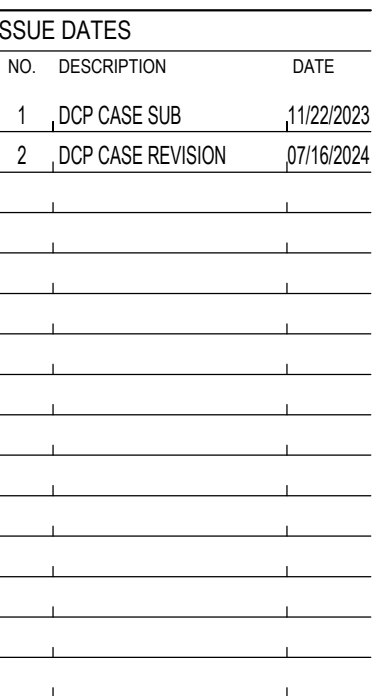
Case No. DIR-2024-437-TOC-PHP-HCA



9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	5'-0" DIAMETER MANEUVERING SPACE
	30" X 48" MANEUVERING SPACE
	CLASS I STANDPIPE
	EXIT SIGN
	DOWNSPOUT W/ SCUPPER (D.S)
	AREA DRAIN (A.D)
	ACCESSIBLE ROUTE

EXHIBIT "A"
Page No. 6 of 22
Case No. DIR-2024-437-TOC-PHP-HCA



A2.03

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

SCALE
1/8" = 1'-0"

1

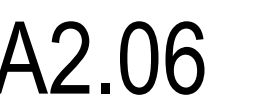
EXHIBIT "A"
Page No. 8 of 22
Case No. DIR-2024-437-TOC-PHP-HCA



9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	5'-0" DIAMETER MANEUVERING SPACE
	30" X 48" MANEUVERING SPACE
	CLASS I STANDPIPE
	EXIT SIGN
	DOWNSPOUT W/ SCUPPER (D.S.)
	AREA DRAIN (A.D.)
	ACCESSIBLE ROUTE

EXHIBIT "A"
Page No. 9 of 22
Case No. DIR-2024-437-TOC-PHP-HCA

SEAL

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	5'-0" DIAMETER MANEUVERING SPACE
	30" X 48" MANEUVERING SPACE
	CLASS I STANDPIPE
	EXIT SIGN
	DOWNSPOUT W/ SCUPPER (D.S)
	AREA DRAIN (A.D)
	ACCESSIBLE ROUTE

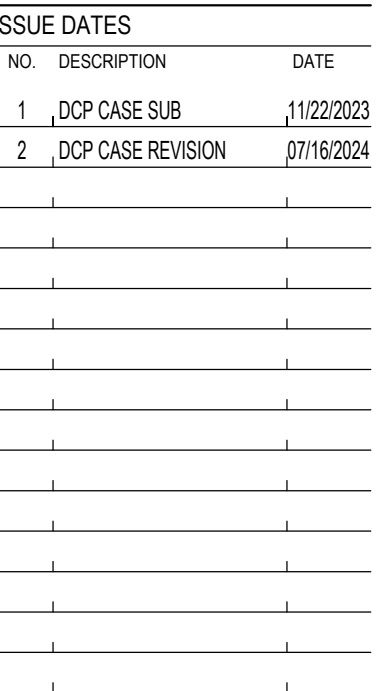
EXHIBIT "A"
Page No. 10 of 22
Case No. DIR-2024-437-TOC-PHP-HCA

SEAL

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	5'-0" DIAMETER MANEUVERING SPACE
	30" X 48" MANEUVERING SPACE
	CLASS I STANDPIPE
	EXIT SIGN
	DOWNSPOUT W/ SCUPPER (D.S.)
	AREA DRAIN (A.D.)
	ACCESSIBLE ROUTE

EXHIBIT "A"
Page No. 11 of 22
Case No. DIR-2024-437-TOC-PHP-HCA



A2.08

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

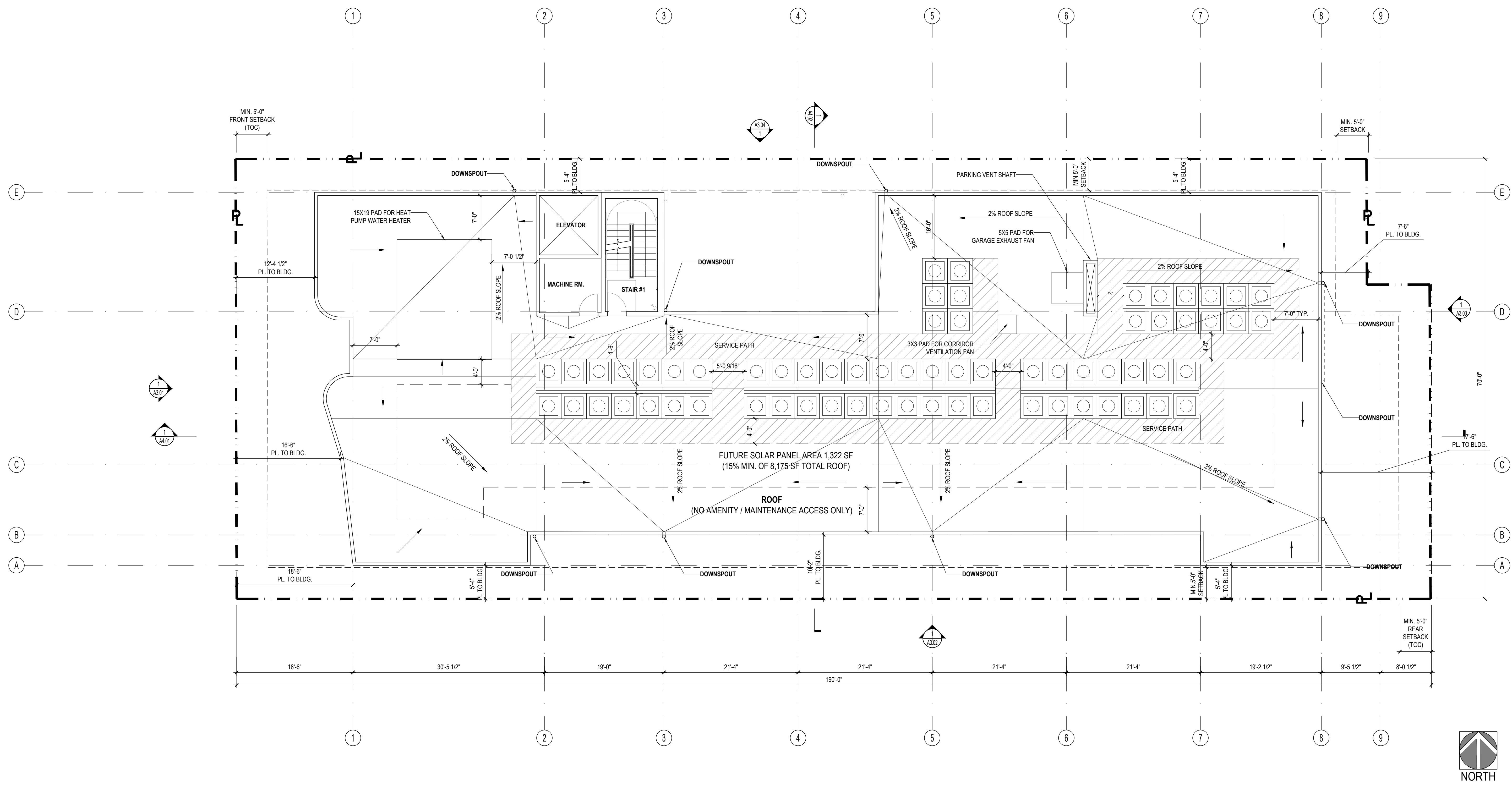
SCALE
1/8" = 1'-0"

1

EXHIBIT "A"
Page No. 12 of 22
Case No. DIR-2024-437-TOC-PHP-HCA

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL



PLAN NOTES

- FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
- HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
- SEE STRUCTURAL DRAWINGS FOR:
 - SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - HOLD DOWN NOTES AND SCHEDULES.
- PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
- PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD, TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
- IF PLYWOOD SHEATHING IS REQUIRED ON ON SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
- LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
- LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
- SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
- EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
- INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
- PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
- INSULATION
 - EXTERIOR WALLS: (R-19)
 - ROOF: (R-30)
 - EXTERIOR FLOOR: (R-13)
 - INTERIOR WALL: (R-19)
- COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
- WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
- BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

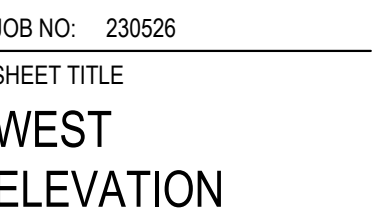
HATCHING KEY / LEGEND

- | | | | |
|--|---|--|---------------------------------|
| | FIRE RATED WALL (1HR) | | 5-0" DIAMETER MANEUVERING SPACE |
| | FIRE RATED WALL (2HR) | | 30" X 48" MANEUVERING SPACE |
| | FIRE RATED WALL (3HR) | | CLASS I STANDPIPE |
| | C.M.U. WALL (8" OR 10")
SEE STRUCTURAL FOR MORE INFO (3HR) | | EXIT SIGN |
| | CONC. WALL
SEE STRUCTURAL FOR MORE INFO (3HR) | | DOWNSPOUT W/ SCUPPER (D.S) |
| | MIN. 8-2" VERTICAL CLEARANCE | | AREA DRAIN (A.D) |
| | | | ACCESSIBLE ROUTE |

EXHIBIT "A"

Page No. 13 of 22

Case No. DIR-2024-437-TOC-PHP-HCA



SCALE
1/4" = 1'-0"

1

3 **ZINC PANEL - PIGMENTO BLUE**
VMZINC
ALBEDO APPROX.: 0.4

6  **GARAGE GATE -
PERFORATED METAL SCREEN**
ALBEDO APPROX.: 0.3

9



METAL GUARDRAIL -
42" A.F.F. MIN.

ALBEDO APPROX.: 0.8

12" HIGH SIGNAGE

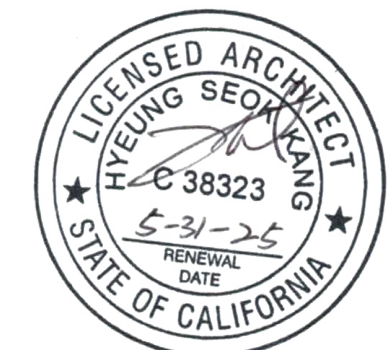
1. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
2. ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
3. PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAPC 505.1)
4. TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL



JOB NO.: 230526
SHEET TITLE
SOUTH ELEVATION

SHEET NO.
A3.02



SOUTH ELEVATION

SCALE
1/8" = 1'-0"

1

LEGEND

1 STUCCO - WHITE
ALBEDO APPROX.: 0.7

2 STUCCO - BLUE
COLOR MATCH ZINC PANEL
ALBEDO APPROX.: 0.7

3 ZINC PANEL - PIGMENTO BLUE
VMZINC
ALBEDO APPROX.: 0.4

4 METAL PANEL - DARK GREY
ALBEDO APPROX.: 0.2

5 TRESPA - WOOD
ALBEDO APPROX.: 0.3

6 GARAGE GATE -
PERFORATED METAL SCREEN
ALBEDO APPROX.: 0.3

7 CMU PLANTERS -
PAINTED DARK GREY
ALBEDO APPROX.: 0.2

8 GLASS GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.1

9 METAL GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.8

10 EXTERIOR WALL MOUNTED
LIGHT FIXTURE

11 METAL BARS
FOR GARAGE OPENING

12 12" HIGH SIGNAGE

ELEVATION NOTES:

- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
- ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
- PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAFD 505.1)
- TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

[illegible]

SEAL



JOB NO: 230526

SHEET TITLE

EAST
ELEVATION

SHEET NO.

A3.03

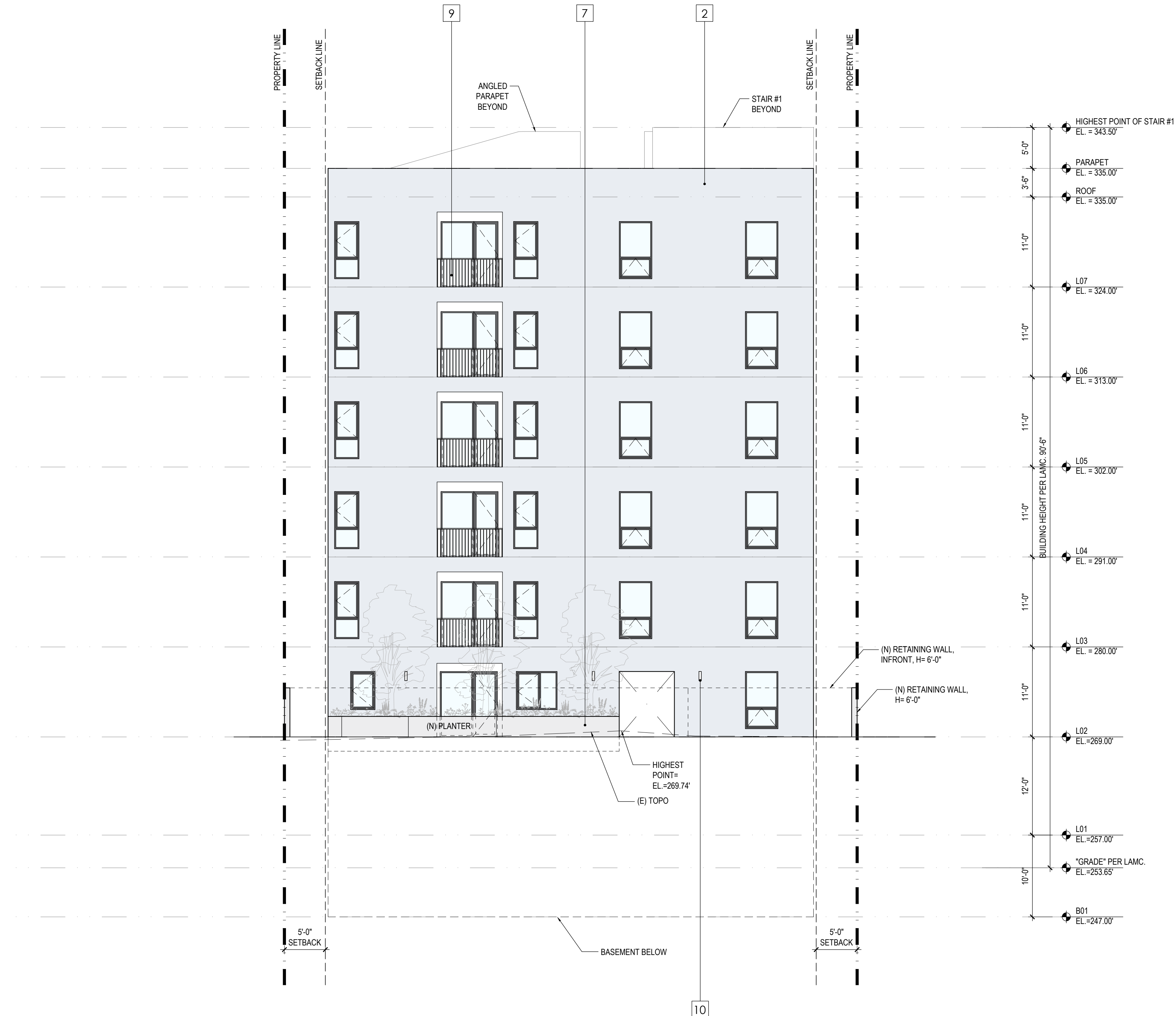


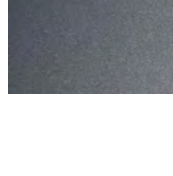
EXHIBIT "A"

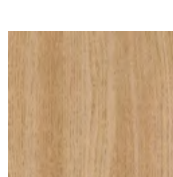
Page No. 16 of 22

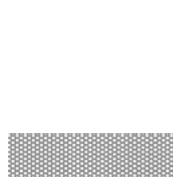
Case No. DIR-2024-437-TOC-PHP-HCA

LEGEND

- | | | |
|---|---|---|
| 1 |  | STUCCO - WHITE
ALBEDO APPROX.: 0.7 |
| 2 |  | STUCCO - BLUE
COLOR MATCH ZINC PANEL
ALBEDO APPROX.: 0.7 |
| 3 |  | ZINC PANEL - PIGMENTO BLUE
VMZINC
ALBEDO APPROX.: 0.4 |

- | | | |
|---|---|---|
| 4 |  | METAL PANEL - DARK GREY

ALBEDO APPROX.: 0.2 |
| 5 |  | TRESPA - WOOD

ALBEDO APPROX.: 0.3 |
| 6 |  | GARAGE GATE -
PERFORATED METAL SCREEN

ALBEDO APPROX.: 0.3 |

- 7



**CMU PLANTERS -
PAINTED DARK GREY**

ALBEDO APPROX.: 0.2

8



**GLASS GUARDRAIL -
42" A.F.F. MIN.**

ALBEDO APPROX.: 0.1

9



**METAL GUARDRAIL -
42" A.F.F. MIN.**

ALBEDO APPROX.: 0.8

- 10



A black, rectangular, wall-mounted light fixture is shown against a light-colored, textured wall. The fixture is illuminated, casting a warm, yellow glow. Below the fixture, there are two circular, recessed light fixtures in the wall, also illuminated.

**EXTERIOR WALL MOUNTED
LIGHT FIXTURE**

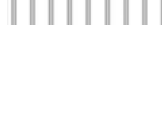
11



A series of vertical metal bars are shown, spaced evenly apart. The bars are dark in color and appear to be made of metal. They are arranged in a row, with some bars slightly offset from others, creating a sense of depth.

**METAL BARS
FOR GARAGE OPENING**

12



A series of vertical metal bars are shown, spaced evenly apart. The bars are dark in color and appear to be made of metal. They are arranged in a row, with some bars slightly offset from others, creating a sense of depth.

12" HIGH SIGNAGE

EAST ELEVATION

SCALE
1/8" = 1'-0"

1

ELEVATION NOTES:

1. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
2. ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
3. PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAFD 505.1)
4. TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

446 Shatto Pl, Los Angeles,
CA 90020

[illegible]

SEAL



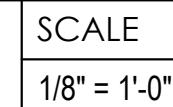
JOB NO: 230526

SHEET TITLE

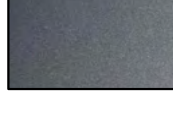
NORTH
ELEVATION

SHEET NO.

A3.04



1		STUCCO - WHITE ALBEDO APPROX.: 0.7
2		STUCCO - BLUE COLOR MATCH ZINC PANEL ALBEDO APPROX.: 0.7
3		ZINC PANEL - PIGMENTO BLUE VMZINC ALBEDO APPROX.: 0.4

4		METAL PANEL - DARK GREY ALBEDO APPROX.: 0.2
5		TRESPA - WOOD ALBEDO APPROX.: 0.3
6		GARAGE GATE - PERFORATED METAL SCREEN ALBEDO APPROX.: 0.3

7



**CMU PLANTERS -
PAINTED DARK GREY**

ALBEDO APPROX.: 0.2

8



**GLASS GUARDRAIL -
42" A.F.F. MIN.**

ALBEDO APPROX.: 0.1

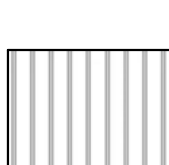
9



**METAL GUARDRAIL -
42" A.F.F. MIN.**

ALBEDO APPROX.: 0.8

10.  **EXTERIOR WALL MOUNTED
LIGHT FIXTURE**

11.  **METAL BARS
FOR GARAGE OPENING**

12.  **12" HIGH SIGNAGE**

1. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
2. ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
3. PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAF 505.1)
4. TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

A3.04

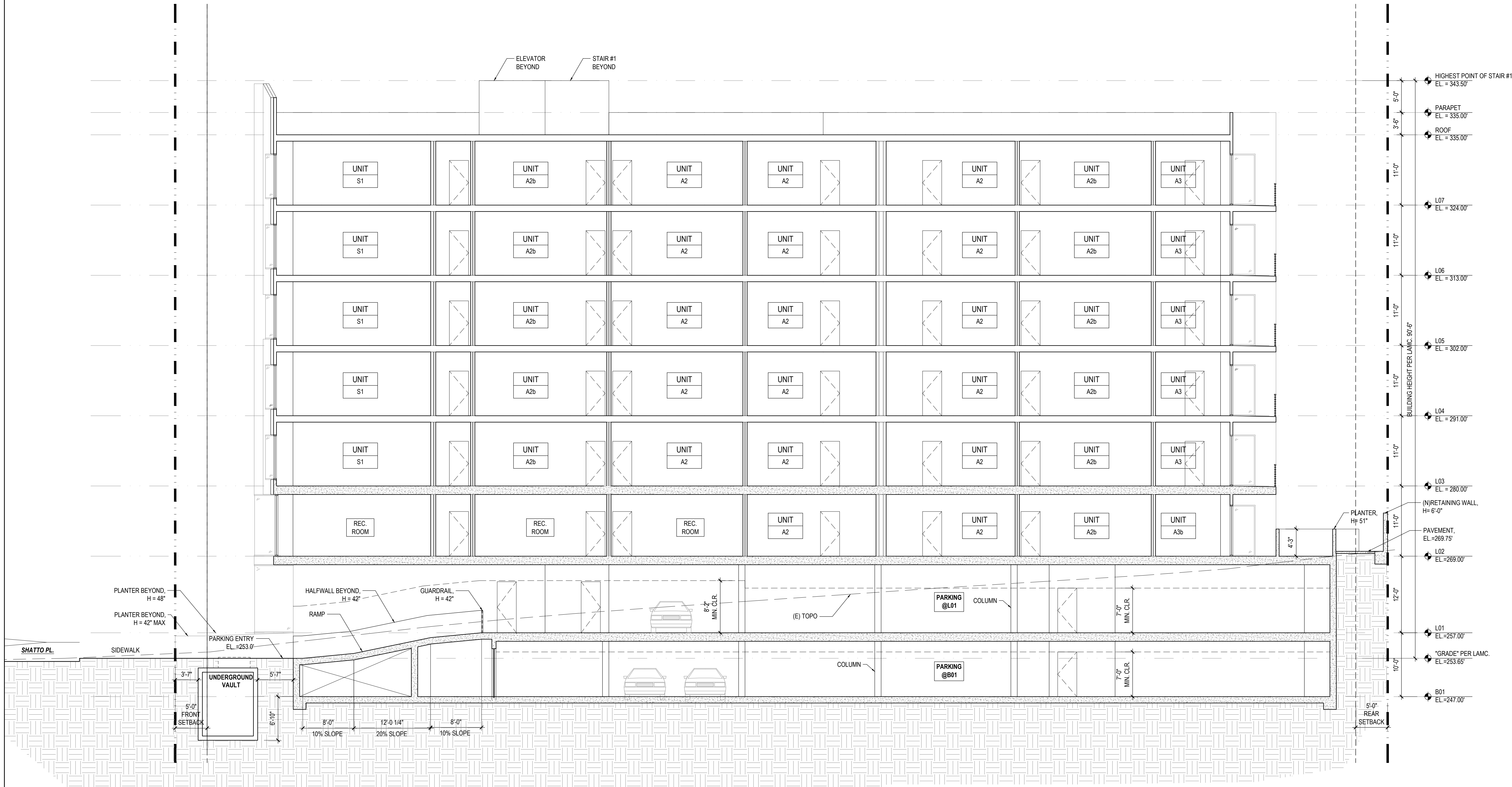
SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024



JOB NO: 230526
SHEET TITLE
BUILDING
SECTION
SHEET NO.
A4.01



SECTION

SCALE
1/8" = 1'-0"

1

KEY MAP

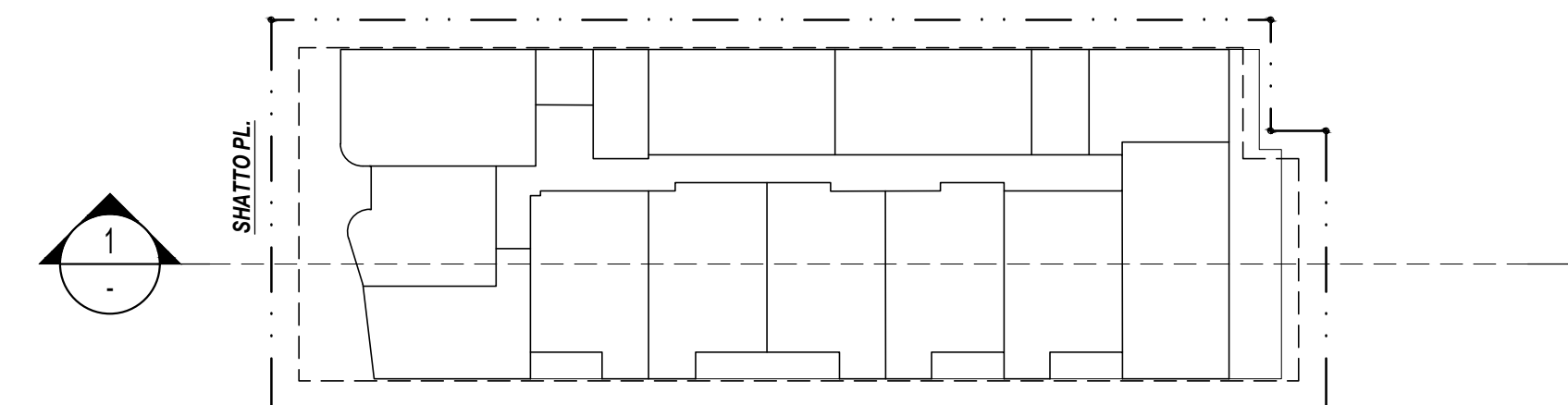


EXHIBIT "A"

Page No. 18 of 22
Case No. DIR-2024-437-TOC-PHP-HCA

SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

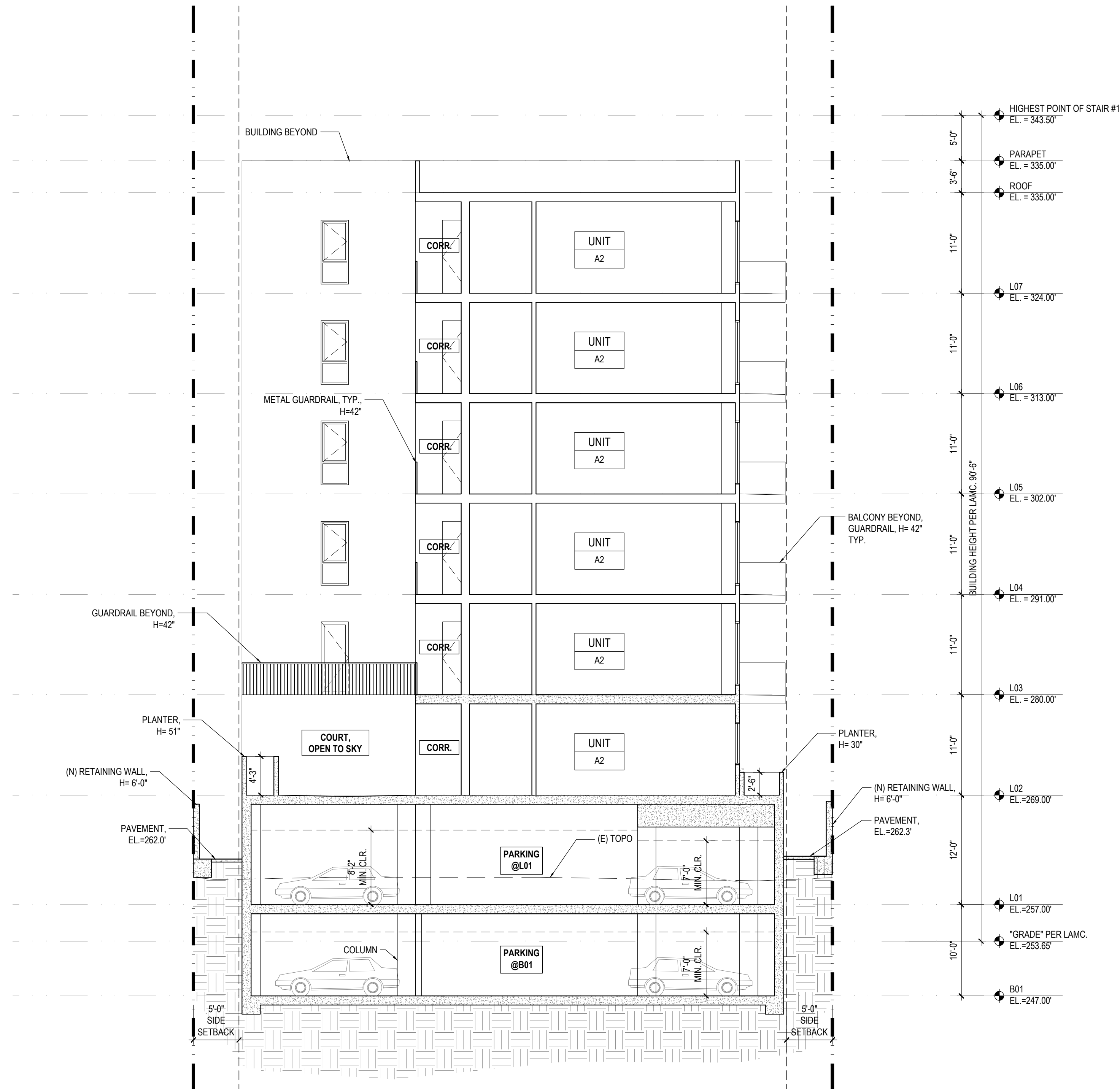
ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL



JOB NO: 230526
SHEET TITLE
**BUILDING
SECTION**

SHEET NO.
A4.02



SECTION

SCALE
1/8" = 1'-0"

1

KEY MAP

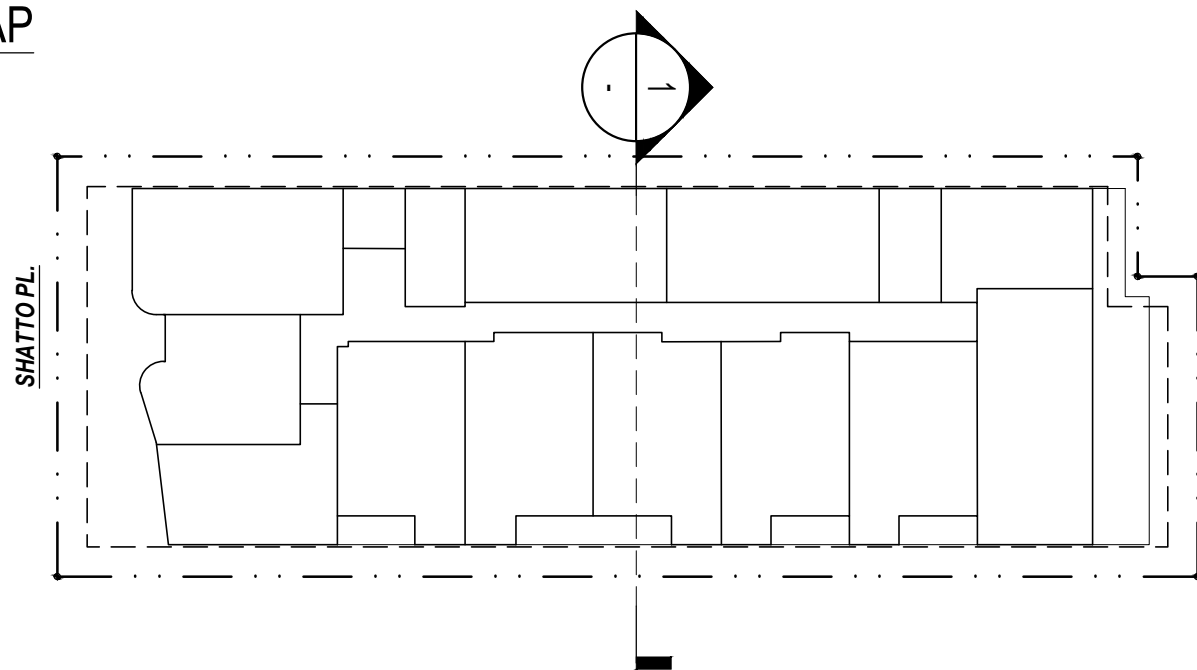


EXHIBIT "A"

Page No. 19 of 22

Case No. DIR-2024-437-TOC-PHP-HCA

PLANTING NOTES

1. THERE ARE NO PROTECTED TREES IN THE PROPERTY. (2) STREET TREES WILL BE REMOVED.
2. FOR PROJECT THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GNR 12, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL.
3. A MINIMUM 3-INCH LAYER OF AGED BARK MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
4. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES FOR SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
5. COMPOST SHALL BE CLASS I OR CLASS II PRODUCED USING CITY ORGANIC MATERIALS (TOPGRO) IN A MAJORITY IN ALL LANDSCAPED AREAS.
6. AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.
7. FILL SHRUBS AND GRASSES IN ALL PLANTERS FROM EDGE TO EDGE WITHOUT VOID PER PLANT SPACING NOTED IN THE PLANT LEGEND.
8. OVER 75% OF PLANTS ARE LESS THAN WUCOLS PLANT FACTOR OF 0.3.
9. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.
10. A CERTIFICATION OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

ACCESSIBILITY NOTES

1. ALL SITE WORK SHALL BE IN CONFORMANCE WITH TITLE 24 OF THE CALIFORNIA ADMINSTRATIVE CODE AND AMERICANS WITH DISABILITIES ACT ACCESSIBILITIES GUIDELINES (ADA).

LANDSCAPE CALCULATION

TOTAL LOT AREA	13,086.1 SF
COMMON USABLE OPEN SPACE PROVIDED	1501 SF
REAR YARD	956 SF
COURT YARD	545 SF
TOTAL LANDSCAPE AREA REQUIRED (25% OF EXTERIOR COMMON USABLE OPEN SPACE, 1501 x .25)	375 SF
TOTAL LANDSCAPE AREA PROVIDED	1052 SF
% OF COMMON USABLE OPEN SPACE AREAS PLANTED IN SHRUBS, GROUNDCOVERS, AND TREES (1052 / 1501 X 100)	70%

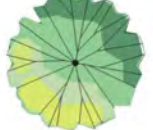
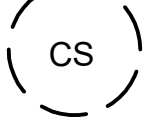
NUMBER OF UNITS	60
TREES REQUIRED (1 TREE PER 4 DWELLING UNITS)	15
TREES PROVIDED	17
EX. STREET TREES REMOVED	2
EX. TREES REMOVED	5

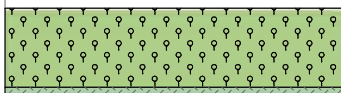
EXHIBIT “A”

Page No. 20 of 22

Case No. DIR-2024-437-TOC-PHP-HCA

PLANTING SCHEDULE

TREES	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	MATURE SIZE (HXW)	QTY.	WUCOL	PLANT FACTOR	NOTES
	AP	ACER PALMATUM	JAPANESE MAPLE	24" BOX	15' O.C	20' X 15'	2	MEDIUM	.40	SELECT FOR GOOD FORM, SPECIMEN TREE. REQUIRED TREE.
	CC	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY EASTERN CERCIS	24" BOX	15' O.C	15' X 15'	5	MEDIUM	.40	SELECT FOR GOOD FORM, SPECIMEN TREE. REQUIRED TREE.
	LN	LAURUS NOBILIS	SWEET BAY	24" BOX	15' O.C	20' X 15'	8	LOW	.20	REQUIRED TREE.
	KP	KOELREUTERIA PANICULATA 'NANA'	COMPACT GOLDEN RAIN TREE	24" BOX	15' O.C	25' X 15'	2	MEDIUM	.40	NEW STREET TREE. REQUIRED TREE.
	CA	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	N/A	N/A	N/A	5	N/A	N/A	EX. TREE TO BE REMOVED, 18" CALIPER
	CS	CELITS SP.	HACKBERRY	N/A	N/A	N/A	1	N/A	N/A	EX. TREE TO BE REMOVED, 16" CALIPER
	WR	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	N/A	N/A	N/A	1	N/A	N/A	EX. TREE TO BE REMOVED, 17" CALIPER

SHRUBS & GROUNDCOVER	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING		QTY.	WUCOL	PLANT FACTOR	NOTES
	ERI-GLA	ERIGERON GLAUCUS	SEASIDE DAISY	1 GAL	24" O.C.	1.5' x 2'	34	LOW	.20	
	LOM-BRE	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	36" O.C	3' x 3'	17	LOW	.20	
	PHO-MAO	PHORMIUM 'MAORI QUEEN'	MAORI QUEEN NEW ZEALAND FLAX	5 GAL	48" O.C	5' x 4'	5	LOW	.20	
	BAC-PIL	BACCHARIS PILULARIS 'PIGEON POINT'	PIGEON POINT COYOTE BRUSH	1 GAL	48" O.C	2' x 4'	10	LOW	.20	
	CAR-TUM	CAREX TUMULICOLA	FOOTHILL SEDGE	1 GAL	24" O.C	2' x 2'	33	LOW	.20	



ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CORRECTION	07/15/2024
3		09/04/2024

SEAL



JOB NO: 230526
SHEET TITLE

LANDSCAPE NOTES AND LEGEND

STATUS ENTITLEMENT SET
SHEET NO.

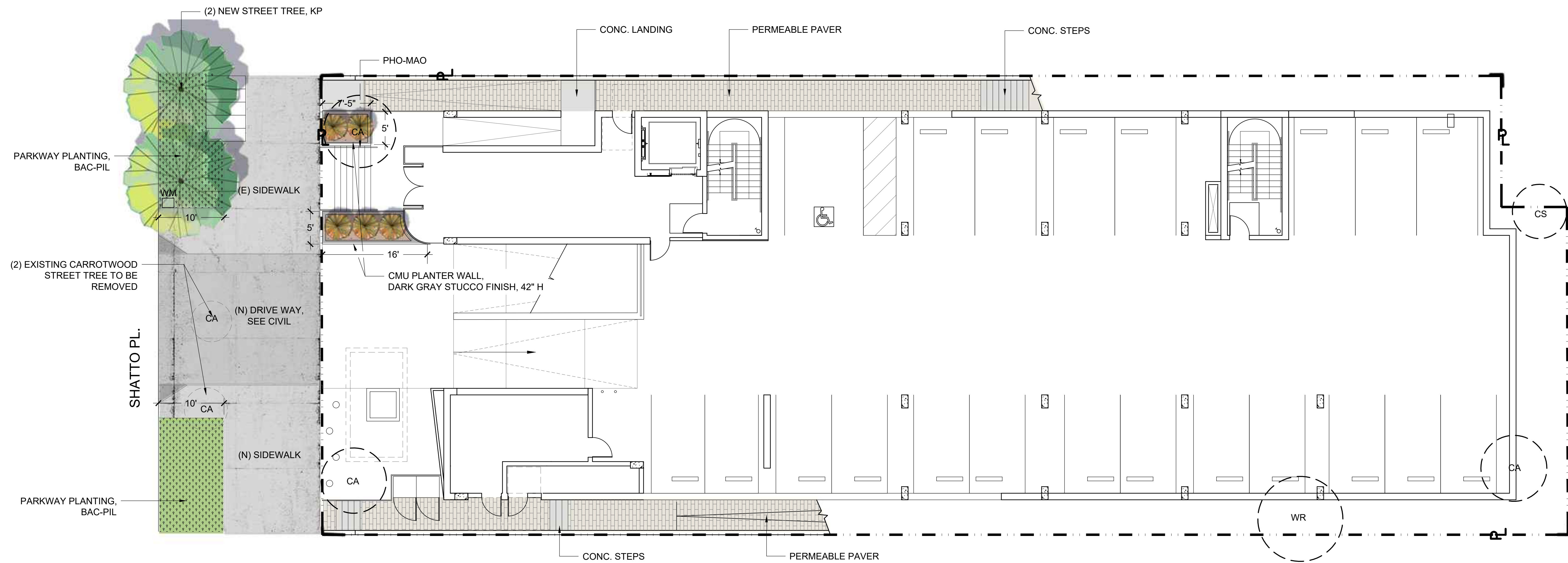
LP-000



NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CORRECTION	07/15/2024
3		09/04/2024

SHEET NO.

LP-001



TREES	KEY	BOTANICAL NAME	COMMON NAME
	KP	KOELREUTERIA PANICULATA 'NANA'	COMPACT GOLDEN RAIN TREE
	CA	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD
	CS	CELITS SP.	HACKBERRY
	WR	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

SHRUBS & GROUNDCOVER	KEY	BOTANICAL NAME	COMMON NAME
	PHO-MAO	PHORMIUM 'MAORI QUEEN'	MAORI QUEEN NEW ZEALAND FLAX
	BAC-PIL	BACCHARIS PILULARIS 'PIGEON POINT'	PIGEON POINT COYOTE BRUSH

A photograph of a large, mature tree with a dense canopy of green and yellowing leaves, suggesting autumn. The tree is positioned next to a building with horizontal siding. The trunk is dark and thick. The background is a clear, light blue sky.



CMU PLANTER WALL
DARK GRAY STUCCO FINISH

EXHIBIT "A"

Page No. 21 of 22

Case No. DIR-2024-437-TOC-PHP-HCA

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CORRECTION	07/15/2024
3		09/04/2024



JOB NO: 230526

SHEET TITLE

CONCEPTUAL
LANDSCAPE PLAN
SECOND FLOOR

STATUS ENTITLEMENT SET

SHEET NO.

LP-002



LEGEND

TREES	KEY	BOTANICAL NAME	COMMON NAME
	AP	ACER PALMATUM	JAPANESE MAPLE
	CC	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY EASTERN CERCIS
	LN	LAURUS NOBILIS	SWEET BAY

SHRUBS & GROUND COVER	KEY	BOTANICAL NAME	COMMON NAME
	ERI-GLA	ERIGERON GLAUCUS	SEASIDE DAISY
	LOM-BRE	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
	CAR-TUM	CAREX TUMULICOLA	FOOTHILL SEDGE

PLANT IMAGES

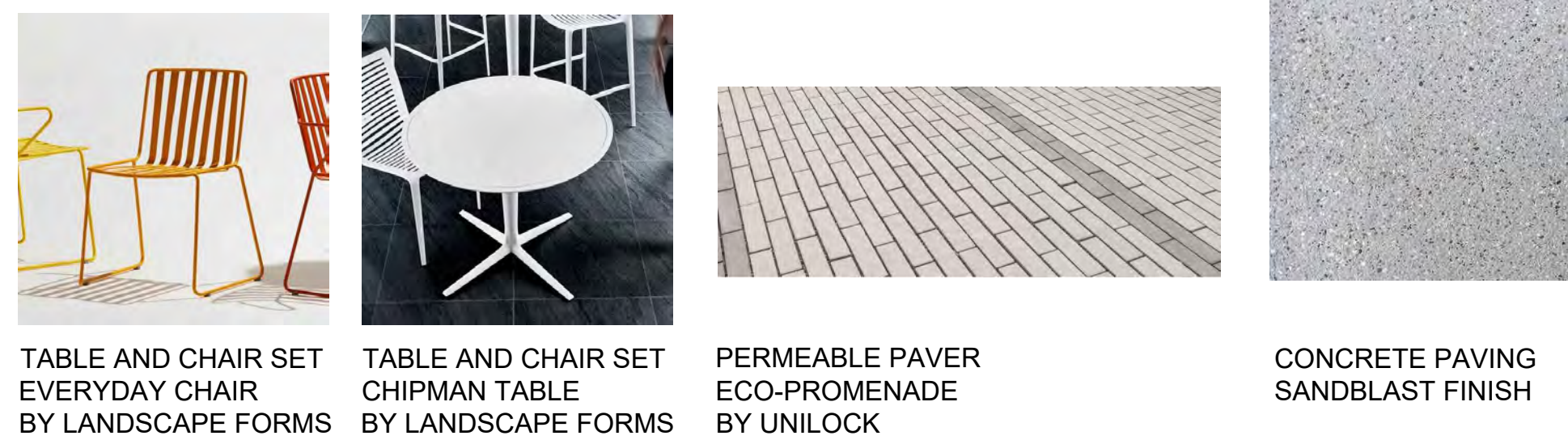


SITE FURNISHING & PAVING

COURTYARD SITE FURNISHING



REAR YARD SITE FURNISHING



DIR-2024-437-TOC-PHP-HCA-1A

B. Revised Exhibit A



NEW PROPOSED 60 UNIT APARTMENT DEVELOPMENT: 5 STORIES (TYPE III-A) RESIDENTIAL OVER 1 STORY (TYPE I-A) RESIDENTIAL OVER 1 STORY (TYPE I-A) GARAGE OVER 1 LEVEL (TYPE 1A) SUBTERRANEAN GARAGE. FULLY SPRINKLED.

NOT A PUBLIC HOUSING FACILITY OWNED AND/OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NOT RECEIVING ANY TAX CREDIT FOR STATE OR FEDERAL. NOT A TCAC FACILITY. 100% PRIVATELY FUNDED.

LEGAL DESCRIPTION

APN: 5077-002-020

	(continued)
--	-------------



APPLICABLE BUILDING CODES	DEFERRED SUBMITTAL
• 2023 EDITION OF LOS ANGELES BUILDING CODE • 2023 EDITION OF LOS ANGELES PLUMBING CODE, • 2023 EDITION OF LOS ANGELES MECHANICAL CODE • 2023 EDITION OF LOS ANGELES ELECTRICAL CODE • 2023 EDITION OF LOS ANGELES FIRE CODE • 2023 EDITION OF LOS ANGELES GREEN BUILDING CODE • 2022 EDITION OF CALIFORNIA ENERGY CODE	1. MECHANICAL, ELECTRICAL, PLUMBING 2. FIRE ALARM SYSTEM & MONITORING 3. DEMOLITION 4. FIRE SPRINKLERS 5. STEEL STAIR 6. POOL 7. RETAINING WALLS

STREET TREES PROVIDED 2

SEAL

SHEET NO.

A1.01

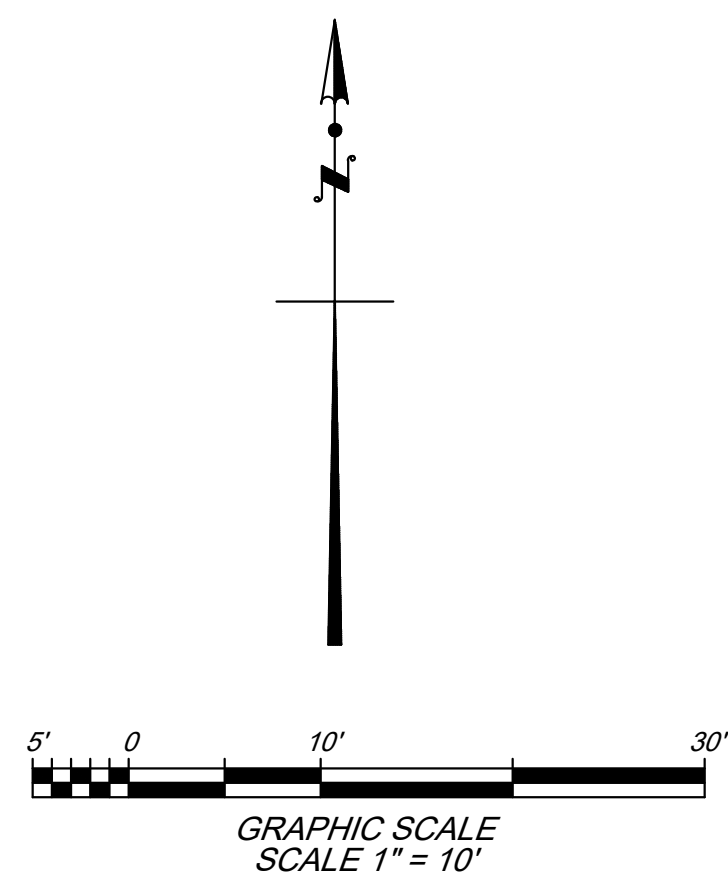
	EXISTING CONTOUR
	EXISTING BUILDING
	RETAINING WALL
	FENCE(CMU) WALL
	6'W CON'C CURB
	EXISTING FENCE
	PROPERTY LINE
	SEWER LINE
	GAS LINE
	WATER LINE
	TELEPHONE LINE

BW	BACK OF WALK
EP	EDGE OF PAVEMENT
EW	EDGE OF WALK
CP	CONTROL POINT
FF	FINISHED FLOOR
FL	FLOW LINE
PAV	PAVEMENT
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE
LP	LIGHTING POLE
WM	WATER METER
SMH	SEWER MANHOLE
TC	TOP OF CURB
TOS	TOP OF STEP
LAWN	LAWN
DRT	DIRT
EG	EDGE OF GUTTER
TW	TOP OF WALL
DMH	DRAINAGE MANHOLE
AC	ASPHALT CONCRETE PAVEMENT
PAV	PAVEMENT
CL	CENTERLINE
WF	WOOD FENCE
PB	PULL BOX
MW	MONITORING WELL
TS	TRAFFIC SIGN
BD	BOLLARD
SD	STORM DRAIN

LOT 13 OF SHATTO PLACE TRACT IN CITY OF LOS
ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.
AS PER MAP RECORDED IN THE BOOK 6, PAGES 86 OF
MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY.
APN. 5077-002-020

LOT AREA IS 13,086 S.F., OR 0.30 ACRES, MORE OR LESS.

THE CENTERLINE OF SHATTO PL. AS SHOWN ON SHATTO
PLACE TRACT BOOK 6/86 AS N 0°18'00" W.



BENCH MARK
BENCH MARK: 12-10511
SPK W CURB VERMONT AVE ;
3 FT N/O BCR N/O 6TH ST
DATUM: NAVD 1988
ELEVATION: 249.166

SHEET TITLE	TOPOGRAPHICAL MAP
PROJECT TITLE	
PROJECT ADDRESS	446 S SHATTO PL, LOS ANGELES, CA 90020

REVISIONS	DATE	BY
ISSUED FOR CLIENT REVIEW	08/09	TH

9227 RESEDA BLVD #111
NORTHRIDGE, CA 91324
TEL. 213-258-8451



DATE OF FIELD SURVEY:
NOV 15, 2021



SCALE
1/4" = 1'-0"

1. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
2. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
3. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
4. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
5. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD. TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
6. IF PLYWOOD SHEATHING IS REQUIRED ON ONE SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
7. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
8. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

- | | |
|--|-------------------------------------|
| | 5'-0" DIAMETER
MANEUVERING SPACE |
| | 30" X 48" MANEUVERING
SPACE |
| | CLASS I STANDPIPE |
| | EXIT SIGN |
| | DOWNSPOUT W/
SCUPPER (D.S) |
| | AREA DRAIN (A.D) |
| | ACCESSIBLE ROUTE |



*PARKING SPACES PROVIDED IN L01&B01 (TOTAL : 40 SPACES)	
	RESIDENTIAL
TOTAL	40 SPACES
STANDARD SPACE	15 SPACES
COMPACT SPACE	24 SPACES
ACCESSIBLE SPACE	1 SPACES (≥40x2%)
EVCS	4 SPACES (≥40x10%)
EV READY SPACE	10 SPACES (≥40x25%)
EV CAPABLE SPACE	2 SPACES (≥40x30% -10)
TOTAL EV SPACE	16 SPACES

1. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
2. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED. VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
3. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
4. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR.
5. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD, TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
6. IF PLYWOOD SHEATHING IS REQUIRED ON ONE SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
7. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
8. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED CABINETS WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES /THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES. INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

TYPE	LOCATION	FIRE RATING	DETAIL	STC	DESCRIPTION
A	EXTERIOR	3 HR	A5.01	50 MIN	CONCRETE / CMU WALL
B	EXTERIOR	2 HR	A5.01	50 MIN	2-HR FIRE RATED STUCCO EXTERIOR WALL
C	EXTERIOR	2 HR	A5.01	50 MIN	2-HR FIRE RATED ZINC / METAL PANEL
D	EXTERIOR	2 HR	A5.01	50 MIN	2-HR FIRE RATED TRESPA PANEL
1	INTERIOR	1 HR	A5.02	35-39	INTERIOR WALL : NON RATED OR 1-HR
2	INTERIOR	1 HR	A5.02	35-39	INTERIOR PLUM. WALL: 1-HR RATED
3	INTERIOR	1 HR	A5.02	35-39	INTERIOR WALL : SEPARATION WALL 1-HR
4	INTERIOR	1 HR	A5.02	35-39	INTERIOR WALL
5	INTERIOR	1 HR	A5.02	35-39	INTERIOR CORRIDOR WALL
6	INTERIOR	2 HR	A5.02	50-54	INTERIOR SHAFT WALL : 2-HR WALL
7	INTERIOR	2 HR	A5.02	50-54	INTERIOR WALL : 2-HR WALL

	FIRE RATED WALL (1 HOUR)		5'-0" DIAMETER MANEUVERING SPACE
	FIRE RATED WALL (2 HOURS)		30" X 48" MANEUVERING SPACE
	FIRE RATED WALL (3 HOURS)		CLASS I STANDPIPE
	C.M.U. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		EXIT SIGN
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		DOWNSPOUT W/ SCUPPER (D.S.)
			AREA DRAIN (A.D.)
			ACCESSIBLE ROUTE

STATUS: _____
SHEET NO. _____
A2.01



*PARKING SPACES PROVIDED IN L01&B01 (TOTAL : 40 SPACES)	
	RESIDENTIAL
TOTAL	40 SPACES
STANDARD SPACE	15 SPACES
COMPACT SPACE	24 SPACES
ACCESSIBLE SPACE	1 SPACES (≥40x2%)
EVCS	4 SPACES (≥40x10%)
EV READY SPACE	10 SPACES(≥40x25%)
EV CAPABLE SPACE	2 SPACES (≥40x30% -10)
TOTAL EV SPACE	16 SPACES

2. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
3. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED. VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
4. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
5. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR.
6. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD, TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
7. IF PLYWOOD SHEATHING IS REQUIRED ON ON SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
8. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
9. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES /THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

TYPE	LOCATION	FIRE RATING	DETAIL	STC	DESCRIPTION
A	EXTERIOR	3 HR	A5.01	50 MIN	CONCRETE / CMU WALL
B	EXTERIOR	2 HR	A5.01	50 MIN	2-HR FIRE RATED STUCCO EXTERIOR WALL
C	EXTERIOR	2 HR	A5.01	50 MIN	2-HR FIRE RATED ZINC / METAL PANEL
D	EXTERIOR	2 HR	A5.01	50 MIN	2-HR FIRE RATED TRESPA PANEL
1	INTERIOR	1 HR	A5.02	35-39	INTERIOR WALL : NON RATED OR 1-HR
2	INTERIOR	1 HR	A5.02	35-39	INTERIOR PLUM. WALL: 1-HR RATED
3	INTERIOR	1 HR	A5.02	35-39	INTERIOR WALL : SEPARATION WALL 1-HR
4	INTERIOR	1 HR	A5.02	35-39	INTERIOR WALL
5	INTERIOR	1 HR	A5.02	35-39	INTERIOR CORRIDOR WALL
6	INTERIOR	2 HR	A5.02	50-54	INTERIOR SHAFT WALL : 2-HR WALL
7	INTERIOR	2 HR	A5.02	50-54	INTERIOR WALL : 2-HR WALL

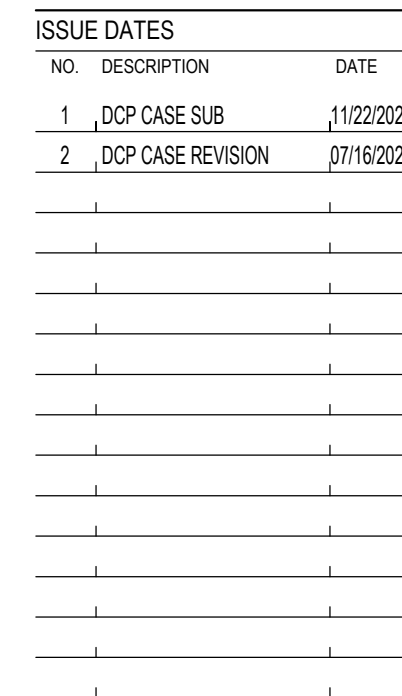
	FIRE RATED WALL (1 HOUR)		5'-0" DIAMETER MANEUVERING SPACE
	FIRE RATED WALL (2 HOURS)		30" x 48" MANEUVERING SPACE
	FIRE RATED WALL (3 HOURS)		CLASS I STANDPIPE
	C.M.U. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		EXIT SIGN
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		DOWNSPOUT W/ SCUPPER (D.S.)
			AREA DRAIN (A.D.)
			ACCESSIBLE ROUTE

SCALE
1/8"=1'-0"

1

STATUS: _____
SHEET NO. _____

A2.02



SEAL

SCALE
1/8" = 1'-0"

1. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
2. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OR RESILIENT FLOORING OCCUR.
3. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
4. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
5. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD. TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
6. IF PLYWOOD SHEATHING IS REQUIRED ON ONE SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
7. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCUR WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
8. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

- | | |
|--|-------------------------------------|
| | 5'-0" DIAMETER
MANEUVERING SPACE |
| | 30" X 48" MANEUVERING
SPACE |
| | CLASS I STANDPIPE |
| | EXIT SIGN |
| | DOWNSPOUT W/
SCUPPER (D.S.) |
| | AREA DRAIN (A.D.) |
| | ACCESSIBLE ROUTE |

JOB NO: 230526

SHEET TITLE

SECOND FLOOR PLAN

SHEET NO.

A2.03

[illegible]

REAL

1. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
2. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
3. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
4. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
5. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD. TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
6. IF PLYWOOD SHEATHING IS REQUIRED ON ONE SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
7. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
8. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

- | | |
|--|-------------------------------------|
| | 5'-0" DIAMETER
MANEUVERING SPACE |
| | 30" X 48" MANEUVERING
SPACE |
| | CLASS I STANDPIPE |
| | EXIT SIGN |
| | DOWNSPOUT W/
SCUPPER (D.S.) |
| | AREA DRAIN (A.D.) |
| | ACCESSIBLE ROUTE |

SCALE
1/8" = 1'-0"

1

DB NO: 230526

SHEET TITLE

THIRD FLOOR PLAN

SHEET NO.

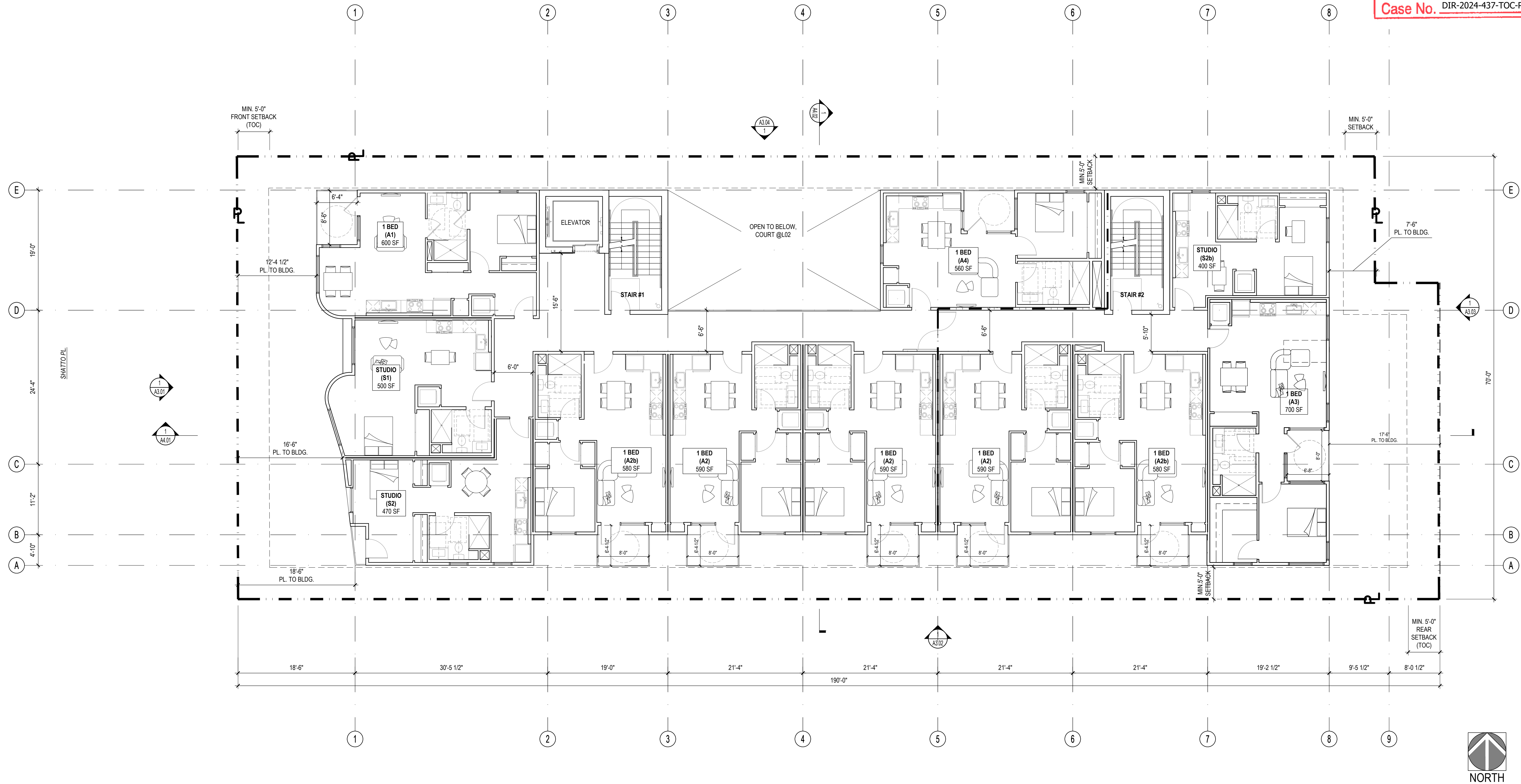
A2.04

SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL



PLAN NOTES

- FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
- HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
- SEE STRUCTURAL DRAWINGS FOR:
 - SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - HOLD DOWN NOTES AND SCHEDULES.
- PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
- PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD, TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
- IF PLYWOOD SHEATHING IS REQUIRED ON ON SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
- LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
- LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

- SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
- EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
- INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
- PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
- INSULATION
 - EXTERIOR WALLS: (R-19)
 - ROOF: (R-30)
 - EXTERIOR FLOOR: (R-13)
 - INTERIOR WALL: (R-19)
- COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
- WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
- BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

HATCHING KEY / LEGEND

	FIRE RATED WALL (1HR)		5'-0" DIAMETER MANEUVERING SPACE
	FIRE RATED WALL (2HR)		30" X 48" MANEUVERING SPACE
	FIRE RATED WALL (3HR)		CLASS I STANDPIPE
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)		EXIT SIGN
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		DOWNSPOUT W/ SCUPPER (D.S.)
	MIN. 8'-2" VERTICAL CLEARANCE		AREA DRAIN (A.D.)
			ACCESSIBLE ROUTE

FLOOR PLAN

SCALE
1/8" = 1'-0"

1

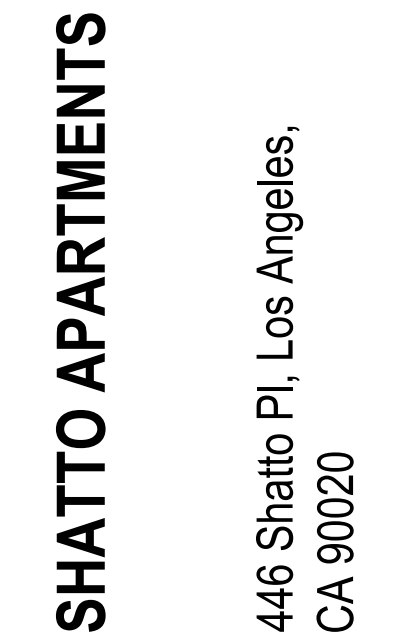
JOB NO.: 230526

SHEET TITLE

FOURTH
FLOOR PLAN

SHEET NO.

A2.05

[illegible]

SEAL

SCALE
1/8" = 1'-0"

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

- | | |
|---|-------------------------------------|
|  | 5'-0" DIAMETER
MANEUVERING SPACE |
|  | 30" X 48" MANEUVERING
SPACE |
|  | CLASS I STANDPIPE |
|  | EXIT SIGN |
|  | DOWNSPOUT W/
SCUPPER (D.S) |
|  | AREA DRAIN (A.D) |
|  | ACCESSIBLE ROUTE |

JOB NO: 230526

SHEET TITLE

FIFTH
FLOOR PLAN

SHEET NO.

A2.06



1. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
2. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OR RESILIENT FLOORING OCCUR.
3. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
4. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
5. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD. TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
6. IF PLYWOOD SHEATHING IS REQUIRED ON ONE SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
7. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
8. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

- | | |
|--|------------------------------------|
| | 5'0" DIAMETER
MANEUVERING SPACE |
| | 30" X 48" MANEUVERING
SPACE |
| | CLASS I STANDPIPE |
| | EXIT SIGN |
| | DOWNSPOUT W/
SCUPPER (D.S) |
| | AREA DRAIN (A.D) |
| | ACCESSIBLE ROUTE |

SCALE
1/8" = 1'-0"

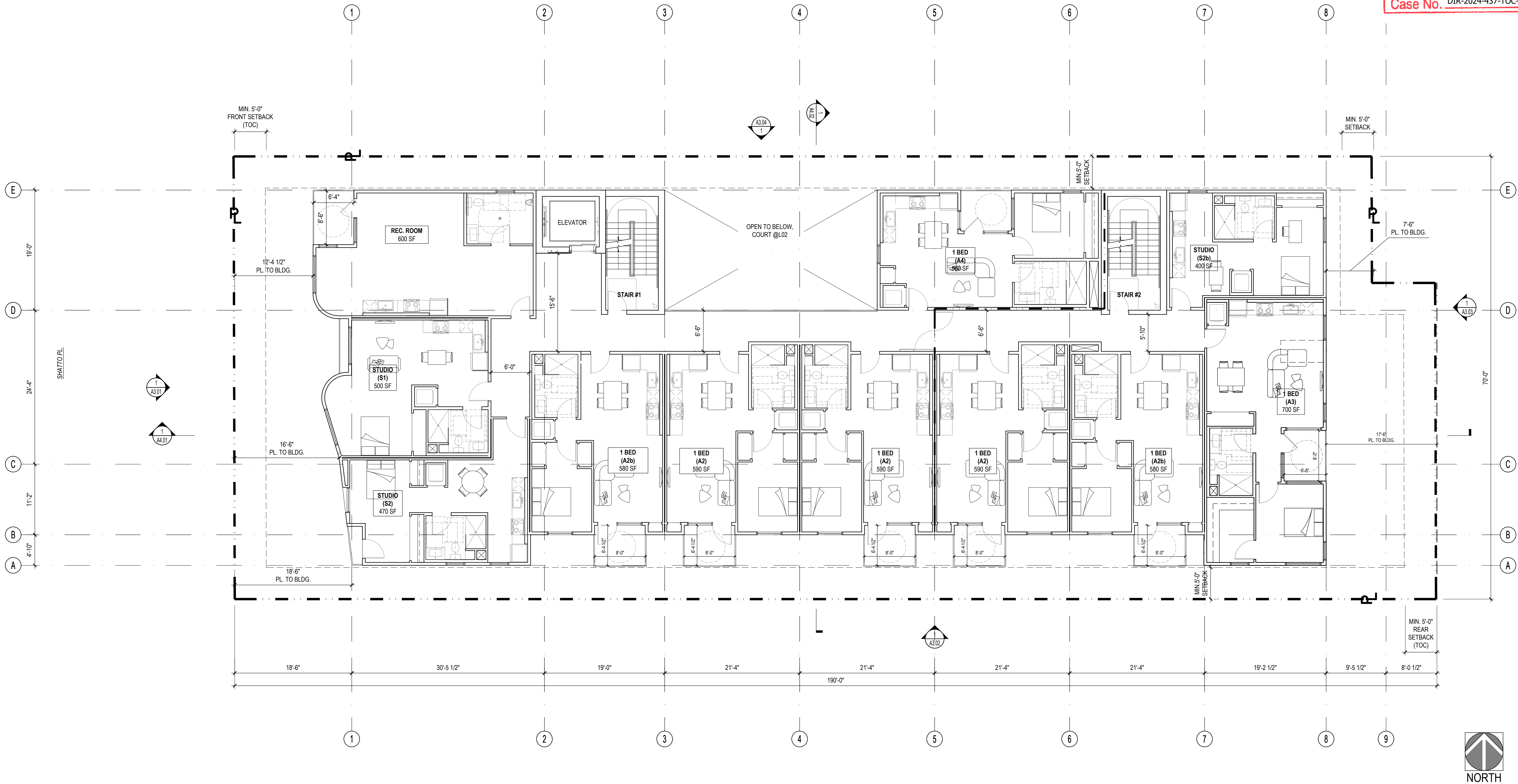


SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL



PLAN NOTES

- FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
- HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
- SEE STRUCTURAL DRAWINGS FOR:
 - SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - HOLD DOWN NOTES AND SCHEDULES.
- PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
- PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD, TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
- IF PLYWOOD SHEATHING IS REQUIRED ON ON SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
- LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
- LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

- SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
- EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
- INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
- PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
- INSULATION
 - EXTERIOR WALLS: (R-19)
 - ROOF: (R-30)
 - EXTERIOR FLOOR: (R-13)
 - INTERIOR WALL: (R-19)
- COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
- WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
- BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING TOE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

HATCHING KEY / LEGEND

	FIRE RATED WALL (1HR)		5'-0" DIAMETER MANEUVERING SPACE
	FIRE RATED WALL (2HR)		30' X 48' MANEUVERING SPACE
	FIRE RATED WALL (3HR)		CLASS I STANDPIPE
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)		EXIT SIGN
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)		DOWNSPOUT W/ SCUPPER (D.S)
	MIN. 8'-2" VERTICAL CLEARANCE		AREA DRAIN (A.D)
			ACCESSIBLE ROUTE

FLOOR PLAN

SCALE
1/8" = 1'-0"

1

JOB NO.: 230526

SHEET TITLE

SEVENTH
FLOOR PLAN

SHEET NO.

A2.08



1. FOR EXTERIOR / INTERIOR WALL TYPES SEE SHEET: A5.01 - A5.03
2. HORIZONTAL DIMENSIONS ARE TO FACE OF STUDS, MASONRY OR CONCRETE UNLESS OTHERWISE NOTED, VERTICAL DIMENSIONS ARE TO HARD SURFACE FINISH FLOOR AND TO TOP OF CONCRETE WHERE NO FINISH FLOORING, CARPET OF RESILIENT FLOORING OCCUR.
3. SEE STRUCTURAL DRAWINGS FOR:
 - A. SIZES AND LOCATIONS OF FRAMING AND PLYWOOD SHEATHING.
 - B. SPECIAL NAILING AND BLOCKING REQUIREMENTS.
 - C. HOLD DOWN NOTES AND SCHEDULES.
4. PROVIDE PLYWOOD MATCHING THICKNESS OF ADJACENT SHEAR PANELS ON ALL EXTERIOR WALLS WHERE PLYWOOD SHEAR PANELS DO NOT OCCUR
5. PRIOR TO PURCHASING OF DOOR FRAMES, VERIFY LOCATION OF SHEAR WALLS, NO. OF LAYERS AND THICKNESS OF PLYWOOD. TOTAL THICKNESS OF WALLS AND DEPTHS OF DOOR FRAMES.
6. IF PLYWOOD SHEATHING IS REQUIRED ON ONE SIDE OF A DOOR OR WINDOW, BUT NOT ON THE OTHER SIDE, FURR AS REQUIRED TO MAKE WALLS THE SAME THICKNESS ON BOTH SIDES OF THE DOOR OR WINDOW.
7. LINE WOOD STUD WALLS AND FLOOR / ROOF JOIST SPACES WHERE DUCTS OCCURS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.
8. LINE WOOD STUD WALLS AND OPENINGS IN WOOD STUD WALLS OCCURRING ABOVE CEILINGS WITH 5/8" TYPE "X" GYPSUM WALL BOARD.

9. SOUND ISOLATE PIPES IN STUD PARTITIONS. DO NOT ALLOW PIPING TO TOUCH STUDS, GYPSUM WALL BOARD OR ELECTRICAL DEVICES.
10. EXTEND FINISH FLOORING UNDER LIVING UNIT LAVATORIES KITCHEN SINKS, DISHWASHERS AND INTO REFRIGERATOR SPACE.
11. INTERIOR OF UTILITY WALL CABINETS SHALL BE 12" CLEAR MINIMUM.
12. PROVIDE WALL AND CEILING BACKING FOR ATTACHMENT OF RAILINGS, GRAB BARS AT TUBS, SHOWERS (BACKING MAYBE OMITTED FOR MANUFACTURED ASSEMBLIES WITH INTEGRAL BACKING) AND TOILETS; TUB AND SHOWER SEATS EQUIPMENT, FIXTURES AND CABINETS.
13. INSULATION
 - A. EXTERIOR WALLS: (R-19)
 - B. ROOF: (R-30)
 - C. EXTERIOR FLOOR: (R-13)
 - D. INTERIOR WALL: (R-19)
14. COORDINATE LOCATIONS OF LAVATORIES AND SINK WITH CABINET LAYOUT.
15. WHERE TWO DIFFERENT WALL TYPES / THICKNESS OCCUR, ESPECIALLY ALONG CORRIDORS, FURR OUT THINNER WALL TO MATCH THICKER WALL AND CONTINUE UNTIL WALL TURNS TO A CORNER OR INTERSECTS A PERPENDICULAR WALL.
16. BASE CABINETS UNDER KITCHEN SINKS AND LAVATORIES, INCLUDING THE BOARD AND SHELVING, SHALL BE REMOVABLE WITHOUT THE USE OF SPECIALIZED TOOLS OR SPECIALIZED KNOWLEDGE TO PROVIDE CLEARANCE FOR A WHEELCHAIR.

	FIRE RATED WALL (1HR)
	FIRE RATED WALL (2HR)
	FIRE RATED WALL (3HR)
	C.M.U. WALL (8" OR 10") SEE STRUCTURAL FOR MORE INFO (3HR)
	CONC. WALL SEE STRUCTURAL FOR MORE INFO (3HR)
	MIN. 8'-2" VERTICAL CLEARANCE

-  5'-0" DIAMETER
MANEUVERING SPACE
-  30" X 48" MANEUVERING
SPACE
-  CLASS I STANDPIPE
-  EXIT SIGN
-  DOWNSPOUT W/
SCUPPER (D.S.)
-  AREA DRAIN (A.D.)
-  ACCESSIBLE ROUTE

SCALE
1/8" = 1'-0"

1

JOB NO: 230526

SHEET TITLE

ROOF
PLAN

SHEET NO.

A2.09

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL

JOB NO.: 230526
SHEET TITLE
WEST
ELEVATION

SHEET NO.
A3.01



WEST ELEVATION

SCALE
1/4" = 1'-0"

1

LEGEND

1 STUCCO - WHITE
ALBEDO APPROX.: 0.7

2 STUCCO - BLUE
COLOR MATCH ZINC PANEL
ALBEDO APPROX.: 0.7

3 ZINC PANEL - PIGMENTO BLUE
VMZINC
ALBEDO APPROX.: 0.4

4 METAL PANEL - DARK GREY
ALBEDO APPROX.: 0.2

5 TRESPA - WOOD
ALBEDO APPROX.: 0.3

6 GARAGE GATE -
PERFORATED METAL SCREEN
ALBEDO APPROX.: 0.3

7 CMU PLANTERS -
PAINTED DARK GREY
ALBEDO APPROX.: 0.2

8 GLASS GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.1

9 METAL GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.8

10 EXTERIOR WALL MOUNTED
LIGHT FIXTURE

11 METAL BARS
FOR GARAGE OPENING

12 12" HIGH SIGNAGE

ELEVATION NOTES:

- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
- ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
- PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAFD 505.1)
- TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

446 Shatto Pl, Los Angeles,
CA 90020

[illegible]

REAL

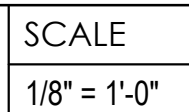
DB NO: 230526

SHEET TITLE

SOUTH
ELEVATION

SHEET NO.

A3.02



3 **ZINC PANEL - PIGMENTO BLUE**
VMZINC
ALBEDO APPROX.: 0.4

6  **GARAGE GATE -
PERFORATED METAL SCREEN**
ALBEDO APPROX.: 0.3

9		METAL GUARDRAIL - 42" A.F.F. MIN.
		ALBEDO APPROX.: 0.8

12" HIGH SIGNAGE

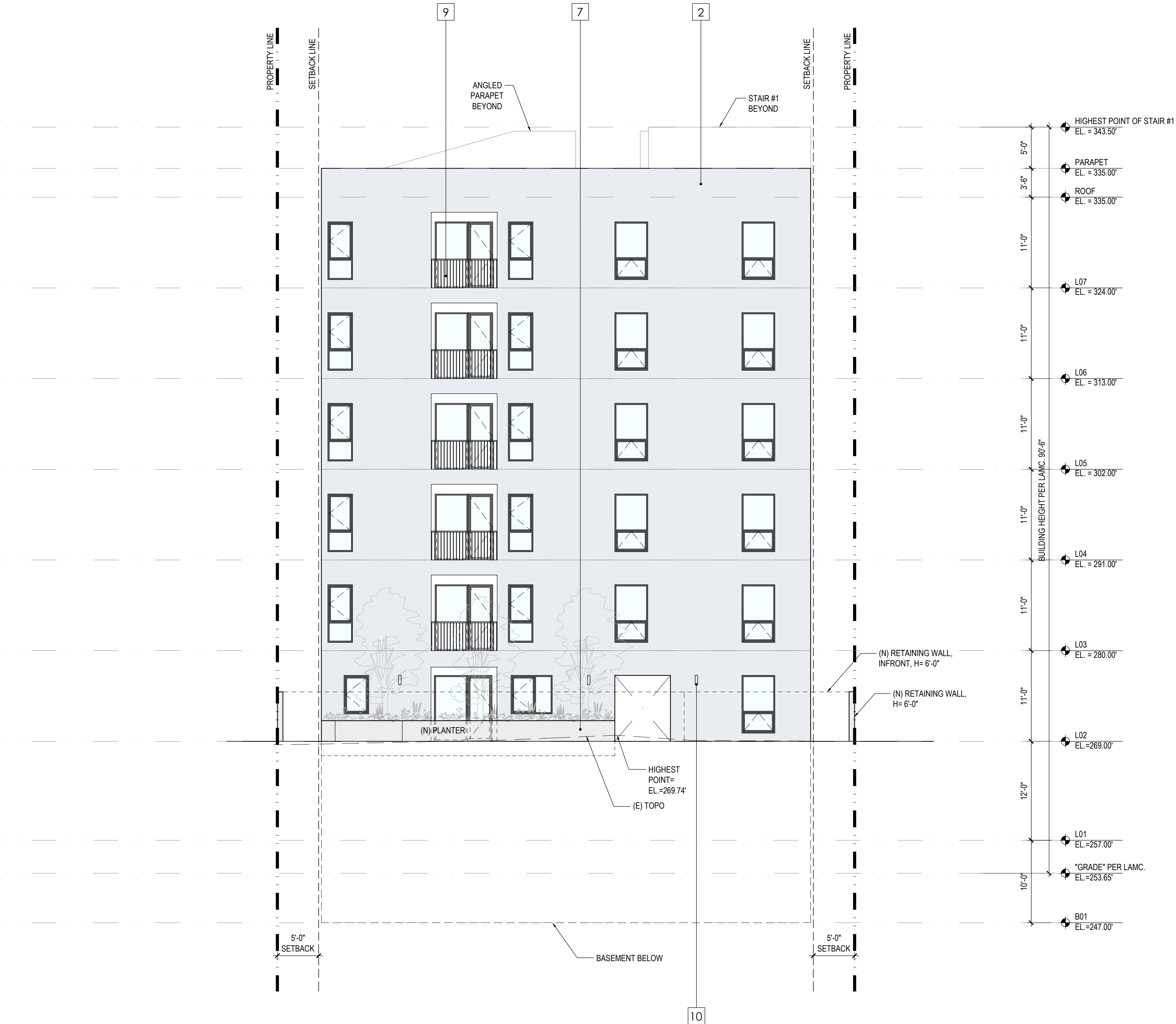
1. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
2. ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
3. PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAFIC 505.1)
4. TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL

JOB NO: 230526
SHEET TITLE
EAST
ELEVATION

SHEET NO.
A3.03



EAST ELEVATION

SCALE
1/8" = 1'-0"

1

LEGEND

1 STUCCO - WHITE
ALBEDO APPROX.: 0.7

2 STUCCO - BLUE
COLOR MATCH ZINC PANEL
ALBEDO APPROX.: 0.7

3 ZINC PANEL - PIGMENTO BLUE
VMZINC
ALBEDO APPROX.: 0.4

4 METAL PANEL - DARK GREY
ALBEDO APPROX.: 0.2

5 TRESPA - WOOD
ALBEDO APPROX.: 0.3

6 GARAGE GATE -
PERFORATED METAL SCREEN
ALBEDO APPROX.: 0.3

7 CMU PLANTERS -
PAINTED DARK GREY
ALBEDO APPROX.: 0.2

8 GLASS GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.1

9 METAL GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.8

10 EXTERIOR WALL MOUNTED
LIGHT FIXTURE

11 METAL BARS
FOR GARAGE OPENING

12 12" HIGH SIGNAGE

ELEVATION NOTES:

- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
- ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
- PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAFD 505.1)
- TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

SHATTO APARTMENTS

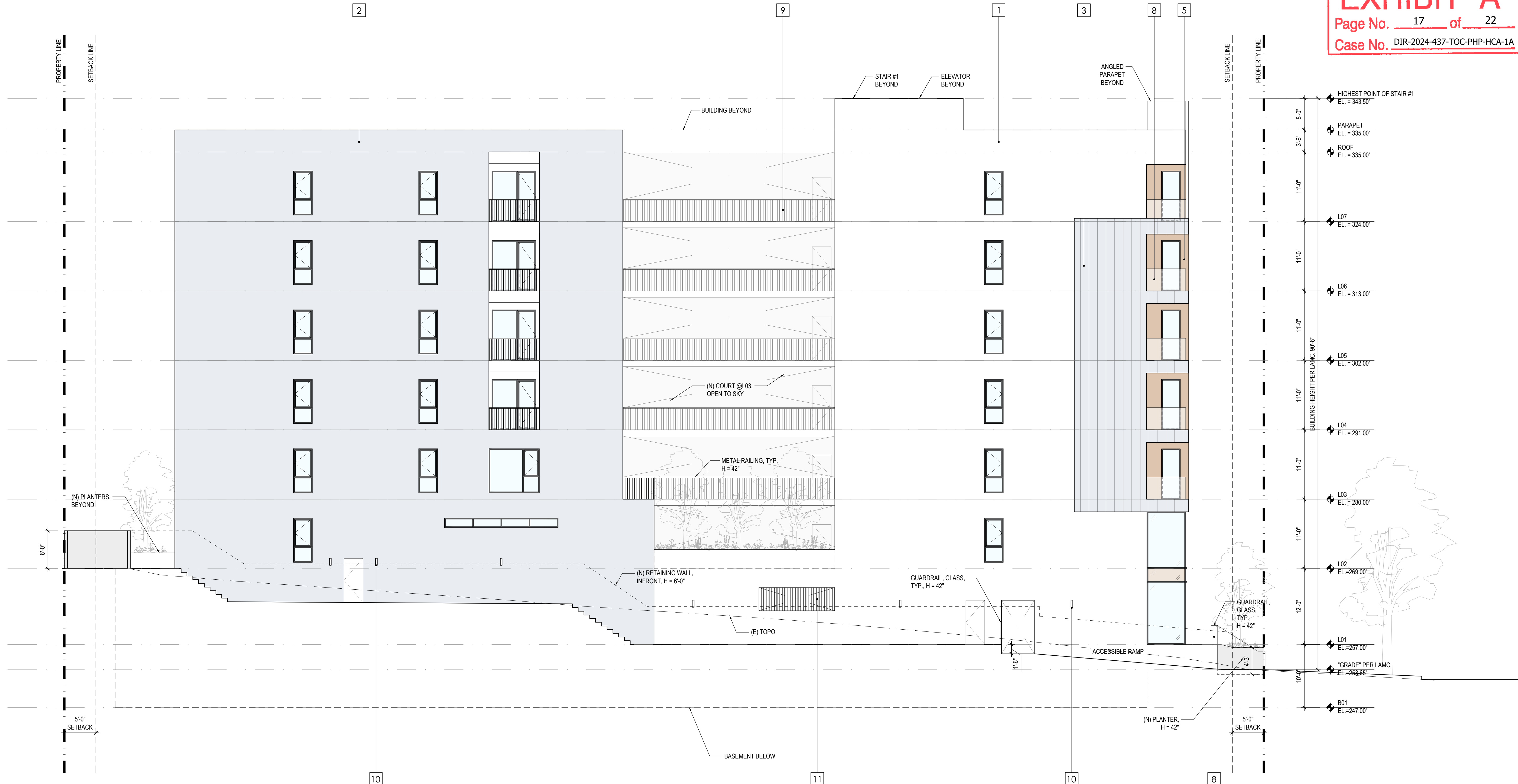
446 Shatto Pl, Los Angeles,
CA 90020

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL

JOB NO.: 230526
SHEET TITLE
NORTH
ELEVATION

SHEET NO.
A3.04



LEGEND

1 STUCCO - WHITE
ALBEDO APPROX.: 0.7

2 STUCCO - BLUE
COLOR MATCH ZINC PANEL
ALBEDO APPROX.: 0.7

3 ZINC PANEL - PIGMENTO BLUE
VMZINC
ALBEDO APPROX.: 0.4

4 METAL PANEL - DARK GREY
ALBEDO APPROX.: 0.2

5 TRESPA - WOOD
ALBEDO APPROX.: 0.3

6 GARAGE GATE -
PERFORATED METAL SCREEN
ALBEDO APPROX.: 0.3

7 CMU PLANTERS -
PAINTED DARK GREY
ALBEDO APPROX.: 0.2

8 GLASS GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.1

9 METAL GUARDRAIL -
42" A.F.F. MIN.
ALBEDO APPROX.: 0.8

10 EXTERIOR WALL MOUNTED
LIGHT FIXTURE

11 METAL BARS
FOR GARAGE OPENING

12 12" HIGH SIGNAGE

ELEVATION NOTES:

- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
- ANY CHANGES (TYPE, SIZE, LOCATION) TO APPROVED STORM WATER BEST MANAGEMENT PRACTICE(S) (BMPs) MUST OBTAIN WRITTEN APPROVAL FROM LOS ANGELES DEPARTMENT OF PUBLIC WORK, BUREAU OF SANITATION PRIOR TO CONSTRUCTION OF BMP(S).
- PROVIDE APPROVED ADDRESS IDENTIFICATION THAT IS LEGIBLE AND PLACED VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY (LAFD 505.1)
- TREES PROVIDED ARE CONCEPTUAL. REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION.

EXHIBIT "A"

Page No. 18 of 22

Case No. DIR-2024-437-TOC-PHP-HCA-1A

SHATTO APARTMENTS

446 Shatto Pl, Los Angeles,
CA 90020

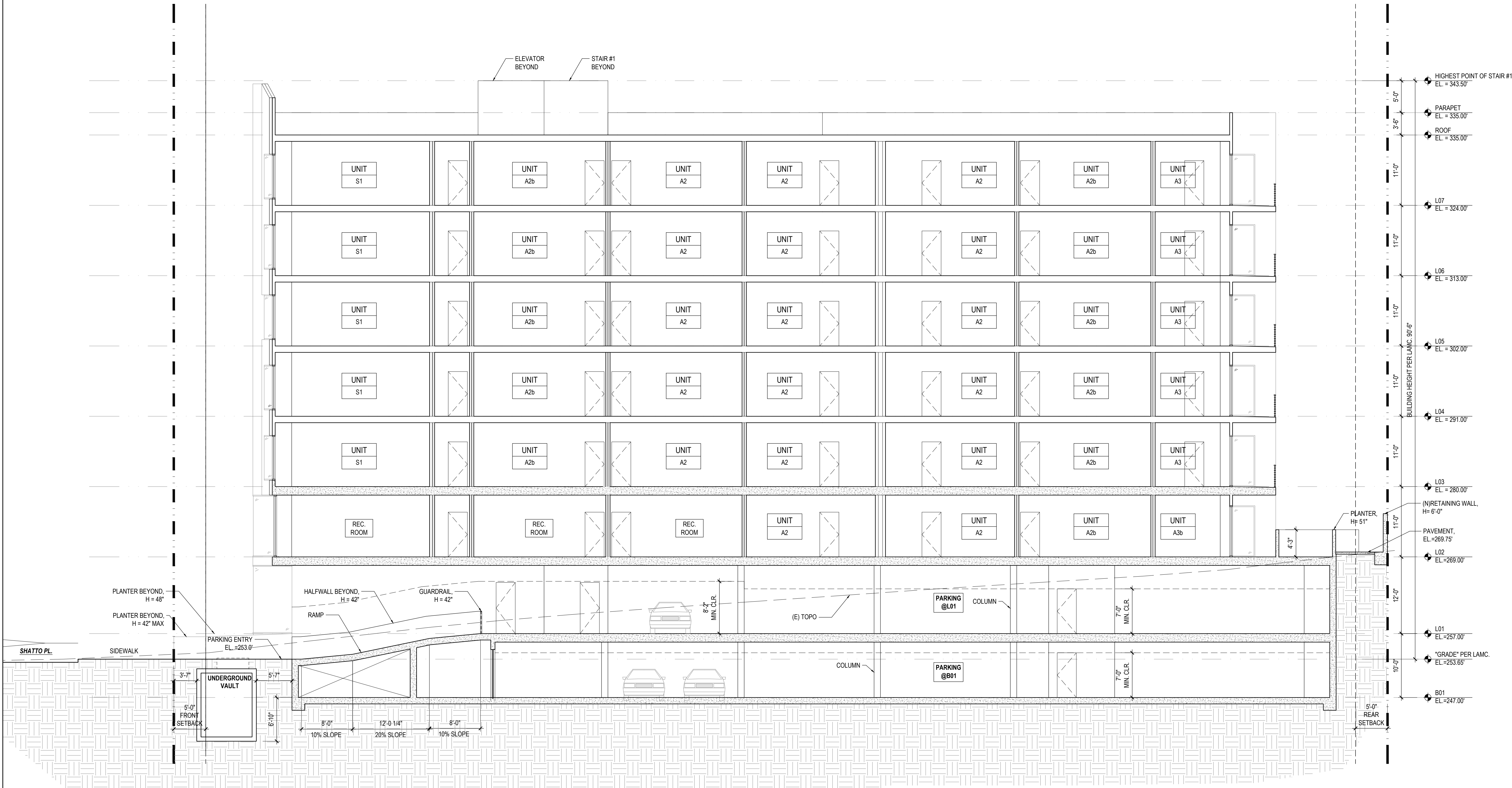
ISSUE DATES

NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL

JOB NO: 230526
SHEET TITLE
BUILDING
SECTION

SHEET NO.
A4.01

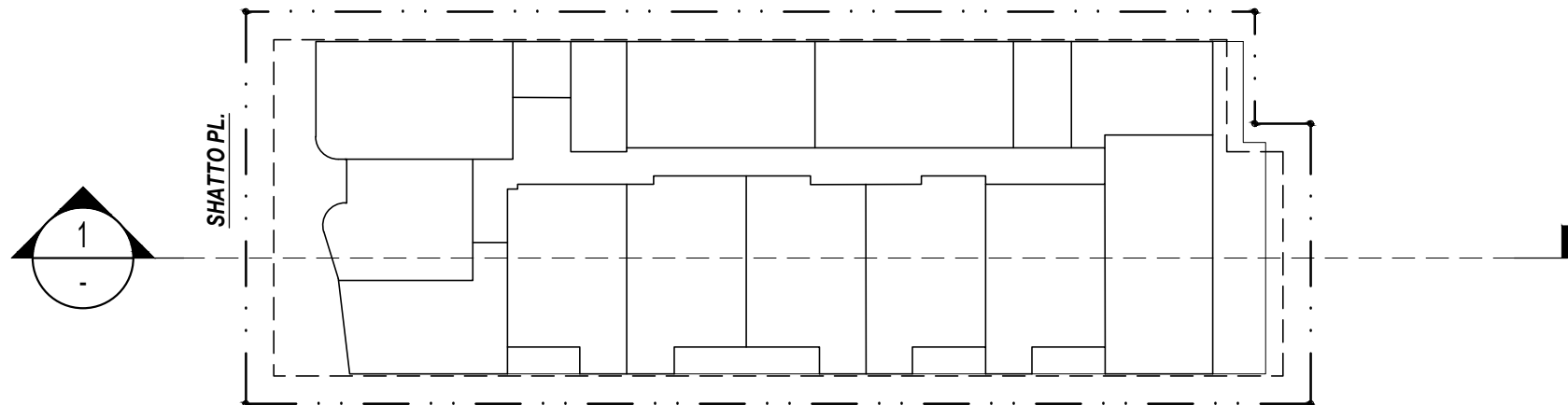


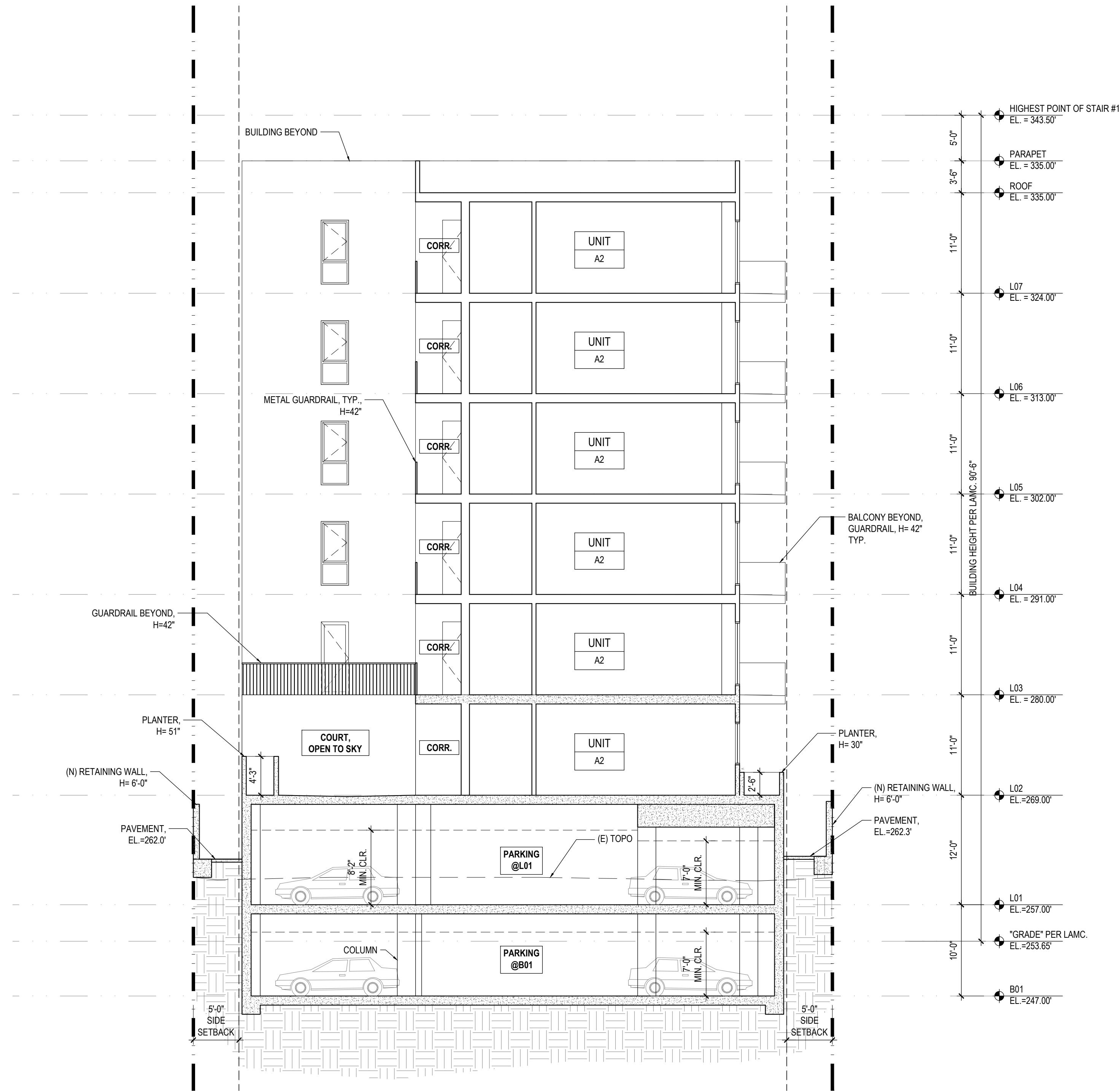
SECTION

SCALE
1/8" = 1'-0"

1

KEY MAP



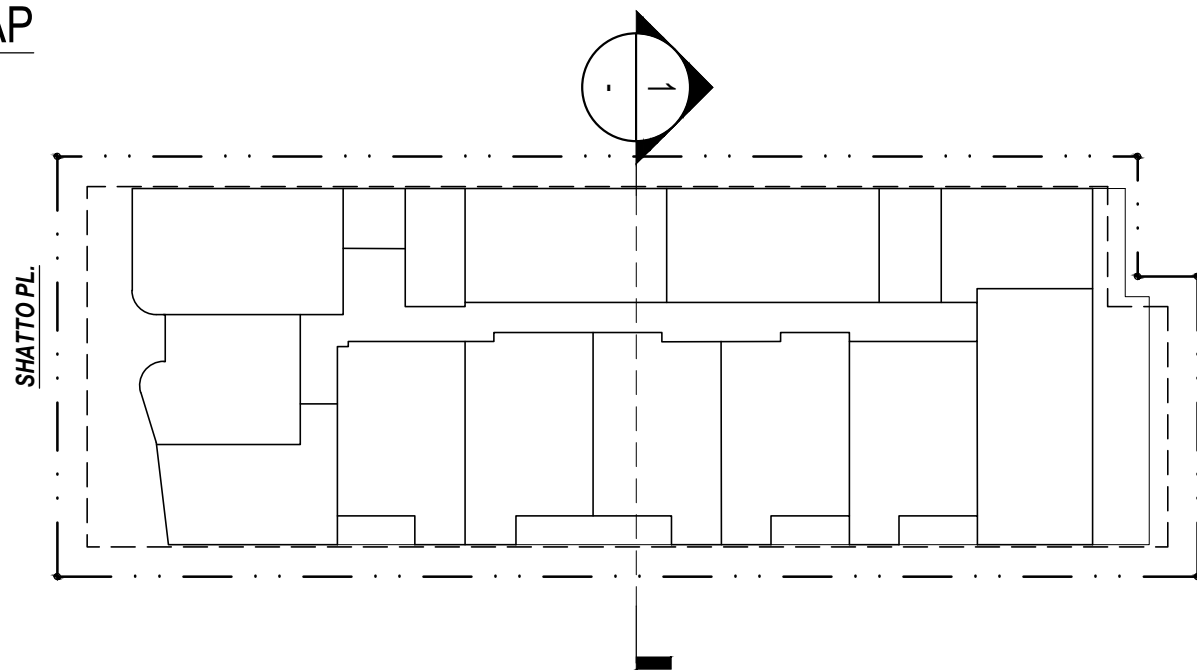


SECTION

SCALE
1/8" = 1'-0"

1

KEY MAP



ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CASE REVISION	07/16/2024

SEAL

JOB NO: 230526
SHEET TITLE
BUILDING
SECTION

SHEET NO.
A4.02

PLANTING NOTES

1. THERE ARE NO PROTECTED TREES IN THE PROPERTY. (2) STREET TREES WILL BE REMOVED.
2. FOR PROJECT THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GNR 12, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL.
3. A MINIMUM 3-INCH LAYER OF AGED BARK MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
4. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES FOR SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
5. COMPOST SHALL BE CLASS I OR CLASS II PRODUCED USING CITY ORGANIC MATERIALS (TOPGRO) IN A MAJORITY IN ALL LANDSCAPED AREAS.
6. AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.
7. FILL SHRUBS AND GRASSES IN ALL PLANTERS FROM EDGE TO EDGE WITHOUT VOID PER PLANT SPACING NOTED IN THE PLANT LEGEND.
8. OVER 75% OF PLANTS ARE LESS THAN WUCOLS PLANT FACTOR OF 0.3.
9. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.
10. A CERTIFICATION OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

ACCESSIBILITY NOTES

1. ALL SITE WORK SHALL BE IN CONFORMANCE WITH TITLE 24 OF THE CALIFORNIA ADMINSTRATIVE CODE AND AMERICANS WITH DISABILITIES ACT ACCESSIBILITIES GUIDELINES (ADA).

LANDSCAPE CALCULATION

TOTAL LOT AREA	13,086.1 SF
COMMON USABLE OPEN SPACE PROVIDED	1501 SF
REAR YARD	956 SF
COURT YARD	545 SF
TOTAL LANDSCAPE AREA REQUIRED (25% OF EXTERIOR COMMON USABLE OPEN SPACE, 1501 x .25)	375 SF
TOTAL LANDSCAPE AREA PROVIDED	1052 SF
% OF COMMON USABLE OPEN SPACE AREAS PLANTED IN SHRUBS, GROUNDCOVERS, AND TREES (1052 / 1501 X 100)	70%
NUMBER OF UNITS	60
TREES REQUIRED (1 TREE PER 4 DWELLING UNITS)	15
TREES PROVIDED	15
STREET TREES REMOVED	2
STREET TREES PROVIDED	2

PLANTING SCHEDULE

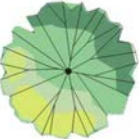
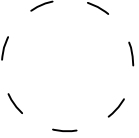
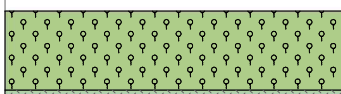
TREES	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	MATURE SIZE (HXW)	QTY.	WUCOL	PLANT FACTOR	NOTES
	AP	ACER PALMATUM	JAPANESE MAPLE	24" BOX	15' O.C	20' X 15'	2	MEDIUM	.40	SELECT FOR GOOD FORM, SPECIMEN TREE. REQUIRED TREE.
	CC	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY EASTERN CERCIS	24" BOX	15' O.C	15' X 15'	3	MEDIUM	.40	SELECT FOR GOOD FORM, SPECIMEN TREE. REQUIRED TREE.
	LN	LAURUS NOBILIS	SWEET BAY	24" BOX	15' O.C	20' X 15'	8	LOW	.20	REQUIRED TREE.
	KP	KOELREUTERIA PANICULATA 'NANA'	COMPACT GOLDEN RAIN TREE	24" BOX	15' O.C	25' X 15'	2	MEDIUM	.40	NEW STREET TREE. REQUIRED TREE.
	-	-	EXISTING FICUS TREE TO BE REMOVED	N/A	N/A	N/A	2	N/A	N/A	STREET TREE TO BE REMOVED, 18" CALIPER
SHRUBS & GROUNDCOVER	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING		QTY.	WUCOL	PLANT FACTOR	NOTES
	ERI-GLA	ERIGERON GLAUCUS	SEASIDE DAISY	1 GAL	24" O.C.	1.5' x 2'	34	LOW	.20	
	LOM-BRE	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	36" O.C	3' x 3'	17	LOW	.20	
	MYR-AFR	MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL	48" O.C	3' x 4'	4	LOW	.20	
	PHO-MAO	PHORMIUM 'MAORI QUEEN'	MAORI QUEEN NEW ZEALAND FLAX	5 GAL	48" O.C	5' x 4'	5	LOW	.20	
	BAC-PIL	BACCHARIS PILULARIS 'PIGEON POINT'	PIGEON POINT COYOTE BRUSH	1 GAL	48" O.C	2' x 4'	10	LOW	.20	
	CAR-TUM	CAREX TUMULICOLA	FOOTHILL SEDGE	1 GAL	24" O.C	2' x 2'	33	LOW	.20	

EXHIBIT “A”

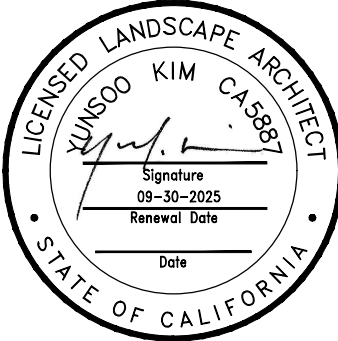
Page No. 20 of 22

Case No. DIR-2024-437-TOC-PHP-HCA-1A



ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CORRECTION	07/15/2024

SEAL



JOB NO: 230526
SHEET TITLE

LANDSCAPE NOTES AND LEGEND

STATUS ENTITLEMENT SET
SHEET NO.

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CORRECTION	07/15/2024



JOB NO: 230526

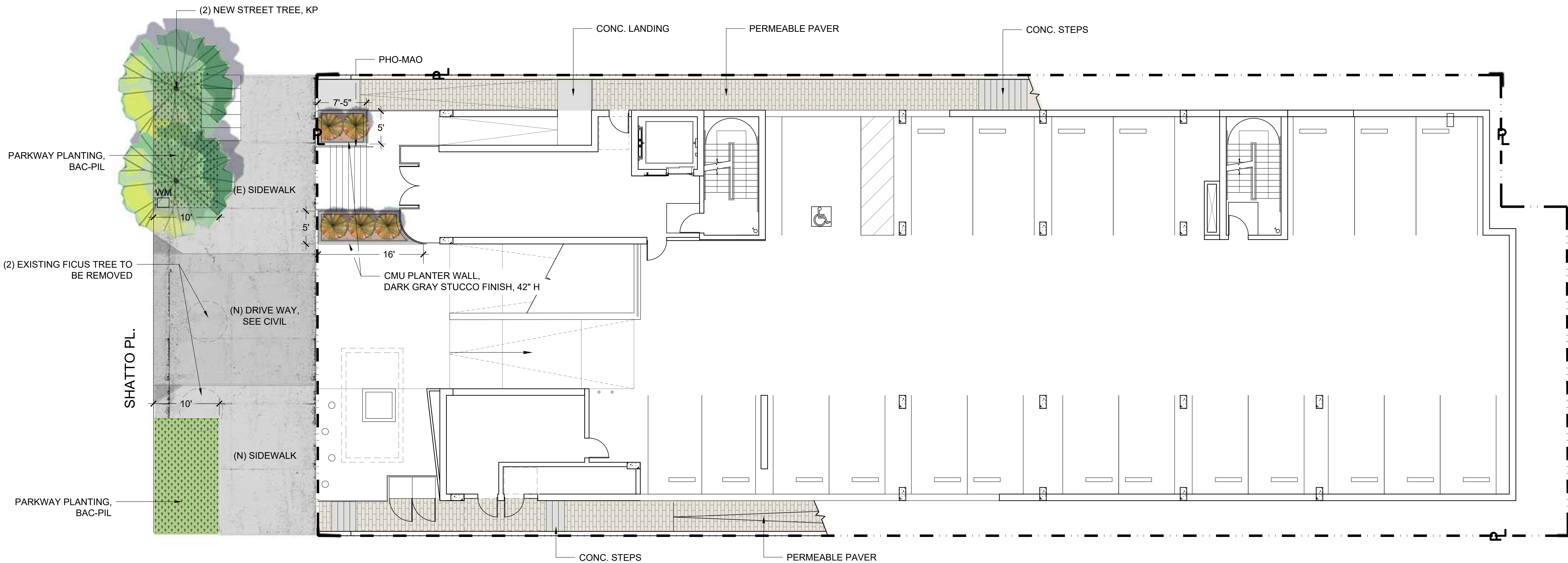
SHEET TITLE

CONCEPTUAL
LANDSCAPE PLAN
GROUND

STATUS ENTITLEMENT SET

SHEET NO.

LP-001



LEGEND

TREES	KEY	BOTANICAL NAME	COMMON NAME
	KP	KOELREUTERIA PANICULATA 'NANA'	COMPACT GOLDEN RAIN TREE
	-	-	EXISTING FICUS TREE TO BE REMOVED
SHRUBS & GROUNDCOVER	KEY	BOTANICAL NAME	COMMON NAME
	PHO-MAO	PHORMIUM 'MAORI QUEEN'	MAORI QUEEN NEW ZEALAND FLAX
	BAC-PIL	BACCHARIS PILULARIS 'PIGEON POINT'	PIGEON POINT COYOTE BRUSH

PLANT IMAGES



Koelreuteria paniculata
'Nana'
Compact Golden Rain Tree



Baccharis pilularis 'Pigeon
Point'
Pigeon Point Coyote Brush

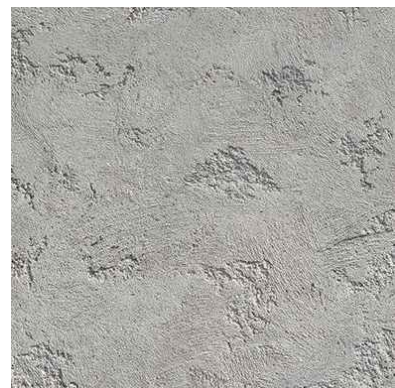


Phormium 'Maori Queen'
Maori Queen New Zealand
Flax

SITE FURNISHING & PAVING



CONCRETE PAVING
SANDBLAST FINISH



CMU PLANTER WALL
DARK GRAY STUCCO FINISH

ISSUE DATES		
NO.	DESCRIPTION	DATE
1	DCP CASE SUB	11/22/2023
2	DCP CORRECTION	07/15/2024

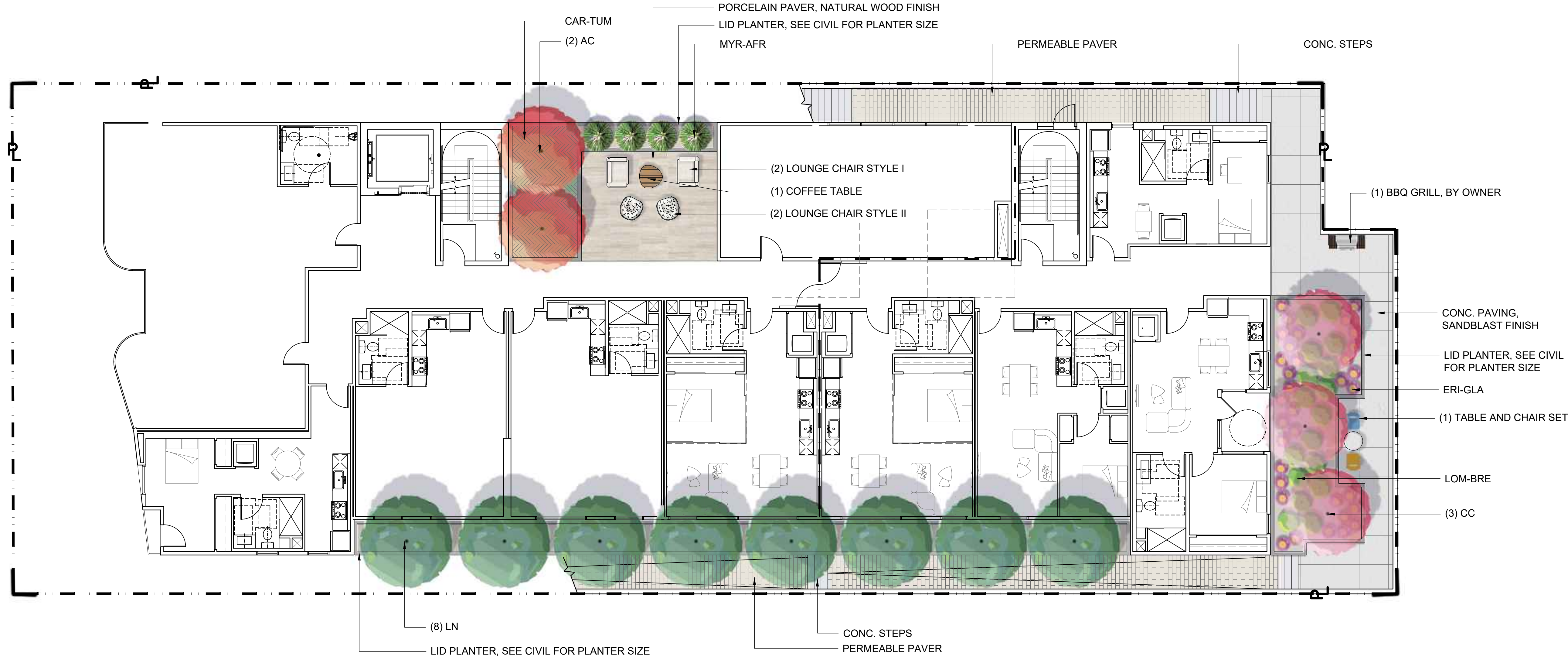


JOB NO: 230526
SHEET TITLE

**CONCEPTUAL
LANDSCAPE PLAN
SECOND FLOOR**

STATUS ENTITLEMENT SET
SHEET NO.

LP-002



LEGEND

TREES	KEY	BOTANICAL NAME	COMMON NAME
	AP	ACER PALMATUM	JAPANESE MAPLE
	CC	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY EASTERN CERCIS
	LN	LAURUS NOBILIS	SWEET BAY

SHRUBS & GROUNDCOVER	KEY	BOTANICAL NAME	COMMON NAME
	ERI-GLA	ERIGERON GLAUCUS	SEASIDE DAISY
	LOM-BRE	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
	MYR-AFR	MYRSINE AFRICANA	AFRICAN BOXWOOD

	CAR-TUM	CAREX TUMULICOLA	FOOTHILL SEDGE
--	---------	------------------	----------------

PLANT IMAGES

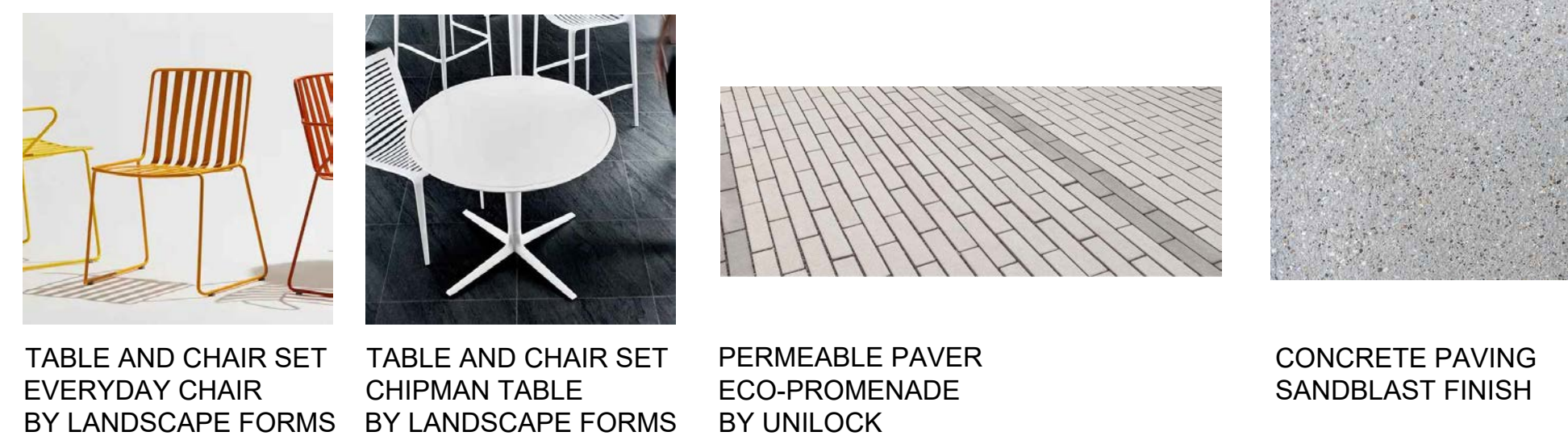


SITE FURNISHING & PAVING

COURTYARD SITE FURNISHING



REAR YARD SITE FURNISHING



DIR-2024-437-TOC-PHP-HCA-1A

C. Appeal Documents

APPLICATIONS

APPEAL APPLICATION Instructions and Checklist



PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals, use form [CP13-7840](#). For Building and Safety Appeals and Housing Department Appeals, use form [CP13-7854](#).

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC) ☒ City Planning Commission (CPC) ☐ City Council
☐ Zoning Administrator (ZA)

CASE INFORMATION

Case Number: DIR-2024-437-TOC-PHP-HCA
APN: 5077002020
Project Address: 446 S Shatto Pl., Los Angeles, CA 90020
Final Date to Appeal: 02/18/2025

APPELLANT

Check all that apply.

- ☒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

APPELLANT INFORMATION

Appellant Name: Victoria Yee _____

Company/Organization: _____

Mailing Address: 456 Shatto Place #6 _____

City: Los Angeles **State:** CA **Zip Code:** 90020

Telephone: (714) 908-6099 **E-mail:** 714victoria.y@gmail.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

☒ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position? ☐ YES ☒ NO

REPRESENTATIVE / AGENT INFORMATION

Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? ☒ Entire ☐ Part

Are specific Conditions of Approval being appealed? ☐ YES ☐ NO

If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

☒ Reason(s) for the appeal

☒ Specific points at issue

☒ How you are aggrieved by the decision

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature:  **Date:** 02/18/2025

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ **Date:** _____

☐ Determination authority notified

☐ Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

☐ Appeal Application

☐ Justification/Reason for Appeal

- ☐ Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- ☐ Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with [LAMC Section 19.01 B.1\(a\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.a. \(Appeal Fees\) of Chapter 1A](#) as applicable, or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☐ *Aggrieved Party.* The fee charged shall be in accordance with [LAMC Section 19.01 B.1\(b\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.b. \(Appeal Fees\) of Chapter 1A](#) as applicable

4. Noticing Requirements (Applicant Appeals Only)

- ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals.
- ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

SPECIFIC CASE TYPES

ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to [LAMC Section 13B.2.5. \(Director Determination\) of Chapter 1A](#) or [LAMC Section 13B.2.3. \(Class 3 Conditional Use\) of Chapter 1A](#) as applicable.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

- ☐ Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to [LAMC Section 12.37 I of Chapter 1](#) or [LAMC Section 10.1.10. \(Waiver and Appeals\) of Chapter 1A](#) as applicable.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant [LAMC Section 13B.7.3.G. of Chapter 1A](#).

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to [LAMC Section 13B.6.2.G. of Chapter 1A](#). Nuisance Abatement/Revocations cases are only appealable to the City Council.

Appeal Fee

- ☐ *Applicant (Owner/Operator)*. The fee charged shall be in accordance with the [LAMC Section 19.01 B.1\(a\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.a. \(Appeal Fees\) of Chapter 1A](#) as applicable.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under [LAMC Section 19.01 B.1\(a\) of Chapter 1](#) shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- ☐ *Aggrieved Party*. The fee charged shall be in accordance with the [LAMC Section 19.01 B.1\(b\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.b. \(Appeal Fees\) of Chapter 1A](#) as applicable.

Subject: Justification for Appeal for 446 S Shatto Pl., Los Angeles, CA 90020

Case No. DIR-2024-437-TOC-PHP-HCA

APN: 5077002020

Submitted by: Victoria Yee, 714victoria.y@gmail.com, 456 Shatto Place #6, Los Angeles, CA 90020

I am the owner of 456 Shatto Place #6, Los Angeles, CA 90020, and am appealing the proposed build of 446 S Shatto Pl., Los Angeles, CA 90020, a proposed 7 story, 40,789 SF, 60-Unit apartment building. While I understand the need for new housing, I strongly believe that this development would have severe and significant negative consequences for our community, the environment, and our safety and well-being.

Reasons for the appeal & specific points at issue

- Increased Traffic, Accidents, & Parking Issues
- Children & the Elderly Will Be Put at Risk (Young Oak Elementary & Shatto Recreation Center only .2 miles away)
- Overcrowding and Strain on Infrastructure
- Loss of Community Character/Gentrification of Neighborhood
- Environmental Damage/ Increased Localized Air Toxins
- Destroys Privacy & Comfort of Existing Abutting Residences

How I am aggrieved by the decision

- **Increased Traffic, Accidents, and Parking Issues:** The addition of 60 units will lead to a significant increase in traffic congestion in an already busy area. The proposed build is on a parking lot that is already full every day. The proposed parking spaces will not be sufficient to accommodate the number of residents and visitors, creating additional challenges for both residents and surrounding businesses, including the Chinese Consulate across the street. The proposed build will put pressure on already limited street parking and worsen traffic conditions. This will cause competition for street parking and increase the risk of accidents & injury to people and property as cars and people maneuver through crowded streets.
- **Children & the Elderly Will Be Put at Risk:** One of the most pressing issues is the potential safety risks this development poses to children and elderly living in the area. Increased traffic, including construction vehicles and cars coming in and out of the garage, could create dangerous situations for children playing or the elderly walking near the site. Many people in this neighborhood are pedestrians. Young Oak Elementary and Shatto Recreation Center is about .2 miles away, and school children will have to interact with busy streets and potentially hazardous environments. This is a serious safety concern for families in the neighborhood, especially given that our area is home to young children and elderly who currently enjoy an environment where they can be outside without constant fear of traffic-related accidents.
- **Overcrowding and Strain on Infrastructure:** The size and density of the proposed development will result in overcrowding. Local schools and public services are already stretched thin, and this project will only exacerbate the pressure on these resources. This is

likely to reduce the quality of services and public spaces that have traditionally been available to current residents, particularly families who rely on these spaces for recreation and social activities. This will negatively impact the overall quality of life for current residents, especially families with children and the elderly.

- **Loss of Community Character/Gentrification of Neighborhood:** The proposed development's scale and design do not fit with the existing aesthetic and character of our Koreatown, working-class neighborhood. The addition of a 7-story building will create a stark contrast to the structures and residential homes currently in place, diminishing the sense of community that makes Koreatown the neighborhood it is. This large-scale development is out of scale with the surrounding area and will disrupt the overall aesthetic and cohesiveness of the neighborhood.
- **Environmental Damage/ Increased localized air toxins:** The construction and operation of such a large building will undoubtedly have a negative impact on the local environment. From the increase in impervious surfaces to the strain on stormwater management, the environmental effects—including increase of air toxins— of this development should not be overlooked. Additionally, the increased energy consumption of such a large building could further contribute to the city's carbon footprint.
- **Noise and Disruption:** The construction and eventual occupation of such a large building will increase noise levels in the area, causing disturbances to the residents who currently enjoy a quieter environment. The noise from construction activities, as well as the increased vehicular traffic, will contribute to a higher overall noise level, which is dangerous for families with young children, the elderly, and those who rely on peace and quiet for their well-being. For instance, I have health conditions that are significantly exacerbated by noise and dust.
- **Destroys Privacy & Comfort of Existing Abutting Residences:** The scale and height of a 7-story building in such close proximity to pre-existing homes will undoubtedly impact our privacy and comfort as neighboring residents. While this development promises to provide new housing, this project risks further gentrifying the area, pricing us out, and injuring our comfort and safety---working class people who are struggling to keep up with rising rents, mortgages, and expenses who also want to be in Los Angeles.

For these reasons, I strongly urge you to reconsider the approval of this project. I believe that a more balanced and thoughtful approach to development can help meet housing needs without sacrificing the safety and integrity of our community.

Thank you for considering my concerns. I trust that you will take these points into account when making your decision regarding this development. I am happy to discuss this further should you require any additional information or input.

Best,
Victoria Yee (456 Shatto Pl. #6)

Encl: CP13-7769 Appeal Application, Determination Letter, Supporting Document (my 2024 Property Tax for 456 Shatto #6)

Applicant Copy

Office: Downtown

Application Invoice No: 101059



68001101059

City of Los Angeles
Department of City Planning**City Planning Request**

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit <https://planning.lacity.gov/pdiscaseinfo/> and enter the Case Number.

Payment Info: \$211.56 was paid on 02/18/2025 with receipt number 200211731897

Applicant: Victoria Yee ()
Representative:
Project Address: 446 S SHATTO PL, 90020

NOTES: Appeal of the entire action by an aggrieved person(s), other than the applicant/owner, claiming to be aggrieved.

DIR-2024-437-TOC-PHP-HCA-1A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	\$172.00	100 %	\$172.00
Case Total			\$172.00
* Fees Subject to Surcharges			\$172.00
Fees Not Subject to Surcharges			\$0.00
Plan & Land Use Fees Total			\$0.00
Expediting Fee			\$0.00
Development Services Center Surcharge (3%)			\$5.16
City Planning Systems Development Surcharge (6%)			\$10.32
Operating Surcharge (7%)			\$12.04
General Plan Maintenance Surcharge (7%)			\$12.04

* Fees Subject to Surcharges	\$172.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$0.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$5.16
City Planning Systems Dev. Surcharge (6%)	\$10.32
Operating Surcharge (7%)	\$12.04
General Plan Maintenance Surcharge (7%)	\$12.04
Grand Total	\$211.56
Total Overpayment Amount	\$0.00
Total Paid (amount must equal sum of all checks)	\$211.56

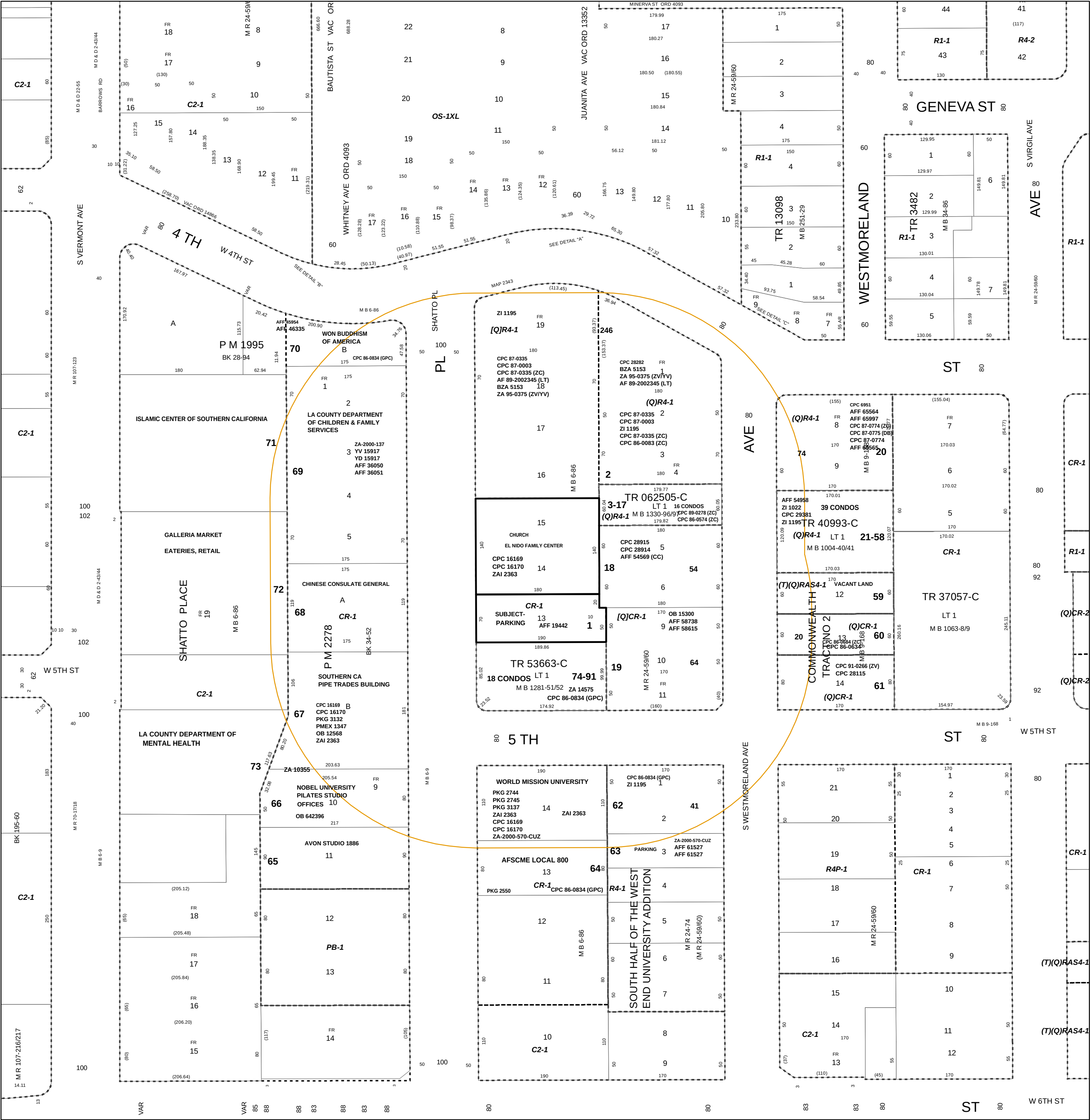
Council District:

Plan Area:

Processed by NOAH MCCOY on 2/18/2025

Signature: _____

D. Radius, Vicinity, and ZIMAS Maps



PROJECT ADDRESS:
446 SHATTO PL
LOS ANGELES, CA 90020
NET ACREAGE: .88
300' RADIUS

CENTERPOINT RADIUS MAPS
263 W OLIVE AVE # 193
BURBANK, CA 91502
818.220.5401
centerpointradiusmaps@gmail.com
www.centerpointradiusmaps.com
DRAWN BY: J BOONE
DATE: 07-22-2024

THOMAS BROTHERS:
PAGE: 634, GRID: A2

LEGAL:

LOTS: 13, 14, 15

TRACT: SHATTO PLACE

M.B: 6 - 86

BLOCK: 5

MAP SHEET: 135B197

SCALE: 1" = 100'

C.D: 1

C.T: 2111.24

P.A: WILSHIRE

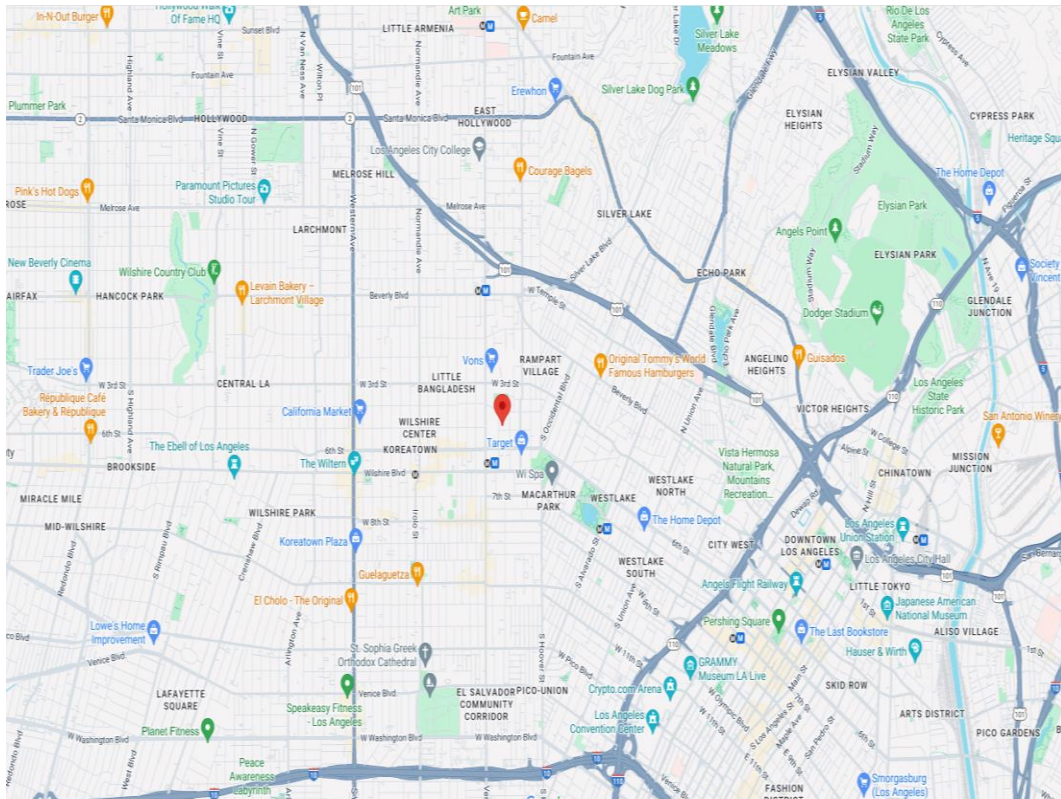
USES: FIELD

CASE #: _____



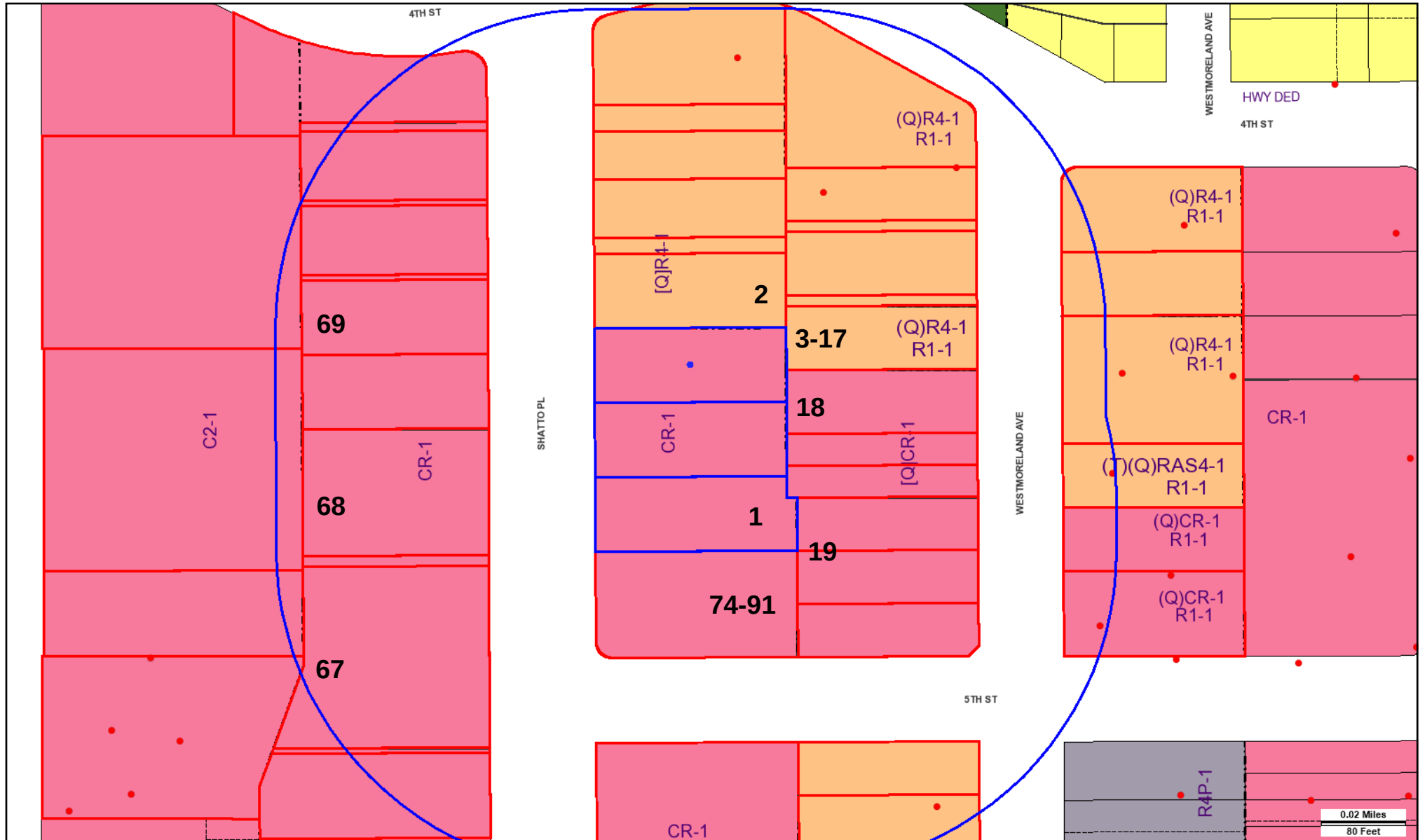
Vicinity Map

446 Shatto Pl



ZIMAS PUBLIC ABUTTING OWNERSHIP MAP

City of Los Angeles
Department of City Planning



Address: 434 S SHATTO PL

APN: 5077002029

PIN #: 135B197 677

Tract: SHATTO PLACE

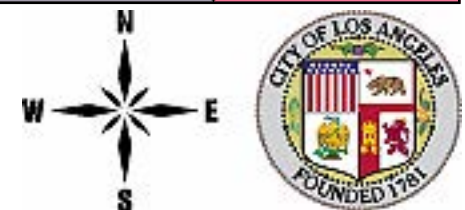
Block: 5

Lot: 15

Arb: None

Zoning: CR-1

General Plan: Community Commercial



DIR-2024-437-TOC-PHP-HCA-1A

E. Director of Planning's Letter of Determination (January 31, 2025)

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

MICHAEL R. NEWHOUSE
VICE-PRESIDENT

MARIA CABILDO
CAROLINE CHOE
MARTINA DIAZ
PHYLLIS KLEIN
KAREN MACK
JACOB SAITMAN
ELIZABETH ZAMORA

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

January 31, 2025

Applicant / Owner

Steve Hong
Shatto Summit Properties, LLC
1921 Acacia Street
Ontario, CA 91761

Case No: DIR-2024-437-TOC-PHP-HCA

CEQA: ENV-2024-438-CE

Location: 446 South Shatto Place

Council District: 1 - Eunisses Hernandez

Neighborhood Council: Rampart Village

Community Plan Area: Wilshire

Land Use Designation: Community Commercial

Zone: CR-1

Legal Description: Lot 13, Block 5, Shatto Place
Tract

Representative

Sean Mo
Andmore Partners
3530 Wilshire Boulevard, #1830
Los Angeles, CA 90010

Last Day to File an Appeal: February 18, 2025

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

Pursuant to the Los Angeles Municipal Code ("LAMC") Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 Urban In-Fill Development), and that there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Approve the following project consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4, to permit a project consisting of 60 residential units by reserving seven (7) dwelling units, equal to 11.67% of the total units, for Extremely Low-Income Household Occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC 12.21 A.31, in addition to the following

Additional Incentives:

1. **Yard Setbacks.** To utilize RAS 3 Yard setbacks for projects located in Commercial Zones in lieu of CR-1 setbacks.
2. **Height.** An up to 33-foot increase in the height requirement, allowing up to 90-feet 6-inches in height in lieu of the permitted 75 feet per the Los Angeles Municipal Code (LAMC) Section 12.21.1.
3. **Open Space.** An up to 25 percent reduction in the required Open Space to allow a minimum of 4,500 square feet of Open Space in lieu of 6,000 square feet.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

Transit Oriented Communities Conditions

1. **Site Development.** 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 Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 60 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
3. **On-Site Restricted Affordable Units.** The project shall provide a minimum of seven (7) On-Site Restricted Affordable units, consisting of seven (7) units for Extremely 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.
4. **SB 8 No Net Loss Declaration.** Pursuant to California Government Code Section 66300, as amended by Senate Bill (SB) 8 (2021), a Housing Development Project outside the Very High Fire Hazard Severity Zone must include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years (i.e., "no net loss"). Projects subject to the Housing Crisis Act of 2019 (HCA) that result in a net loss of housing are prohibited. The applicant has submitted a No Net Loss Declaration dated December 18, 2023.
5. **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.31 and TOC Program Guidelines.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant and agreement running with the land to the satisfaction of the Los Angeles Housing Department (LAHD) to reserve seven (7) units for Extremely Low-Income Households for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years as determined by HCD. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31 and TOC Guidelines, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.
7. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from the Los Angeles Housing Department (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 new units to be exempt from the RSO, 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 and agreement submitted and approved by LAHD shall be provided.

8. **Yard Setbacks.** The project shall provide minimum Front Yard and Rear Yard Setbacks of five (5)-feet corresponding with RAS3 Yard requirements.
9. **Building Height.** The project shall be limited to a maximum building height of 90-feet 6-inches, inclusive of roof structures.
10. **Open Space.** A minimum of 4,500 square feet of Open Space shall be permitted in lieu of the minimum 6,000 square feet otherwise required. An additional 32 square feet of open space shall be provided, but shall not be required to meet the requirements of LAMC Section 12.21 G.
11. **Residential Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31 and Government Code Section 65915(p), which require no parking for all residential units in an Eligible Housing Development Project located within one-half mile of a Major Transit Stop. The project proposes 42 parking spaces.
12. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e., the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be recalculated by the Department of Building and Safety, based upon the ratios set forth ratios set forth in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines).
13. **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 15 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. The project proposes the removal of two (2) Street Trees. 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.
14. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.2 (Chapter 1, Open Space Requirement for Six or More Residential Units).

Administrative Conditions

15. **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.

16. **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.
17. **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.
18. **Code Compliance.** Use, area, height, open space, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
19. **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.
20. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
21. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
22. **Expiration.** In the event that this grant is not utilized within three (3) 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.
23. **Indemnification and Reimbursement of Litigation Costs.**
Applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the

entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out, in whole or in part, of 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.

PROJECT BACKGROUND

The project site is located on the east side of South Shatto Place between West 4th Street and West 5th Street in the Wilshire Community Plan Area. The site is a level, rectangular-shaped lot measuring approximately 13,087 square feet in lot area. The site has a street frontage of approximately 70 feet along South Shatto Place and a lot depth ranging approximately 180 to 190 feet. The project site is located approximately 0.56 kilometers away from the nearest Fault, the Puente Hills Blind Thrust, but is not located within the Alquist-Priolo Fault Zone. The site is not located within a Landslide Zone, Liquefaction, Preliminary Fault Rupture Study Area, Tsunami Inundation Zone, Very High Fire Hazard Severity Zone, or Hazardous Waste Site. However, it is located within an Urban Agriculture Incentive Zone, a Methane Zone, and a BOE Special Grading Area.

The project site is located in the Wilshire Community Plan Area and has a General Plan Land Use of Community Commercial. The site is zoned CR-1 and is consistent with the land use designation. The building height for the CR-1 zone is limited to 75 feet and six (6) stories, and Floor Area Ratio (FAR) is restricted to a maximum of 1.5:1.

The site is currently a surface parking lot. The abutting property to the north is under the same ownership, similarly zoned CR-1, and is developed with a four-story office and a private university. The abutting properties to the east are zoned [Q]CR-1 and are developed with four-story multifamily residential structures. The abutting property to the south along Shatto Place is similarly zoned CR-1 and is developed with four-story townhomes. Properties to the west across Shatto Place are zoned CR-1 and developed with multi-story commercial office buildings.

The project proposes the construction, use, and maintenance of a seven-story, 90-foot 6-inch tall apartment building with 60 units, which includes seven (7) Extremely Low-Income units. The project will have a total floor area of 44,846 square feet and a Floor Area Ratio (FAR) of 4.23:1, which is below the 4.25:1 FAR permitted for Tier 4 TOC projects in commercial zones. The unit mix will be comprised of 17 studios and 43 one-bedroom units. The project proposes to provide 42 vehicle parking spaces, 48 long-term bicycle parking spaces, and five (5) short-term bicycle parking spaces. The project will provide a total of 4,532 square feet of open space, which consists of five indoor recreation rooms, of which 1,153 square feet are attributed towards the open space requirement, an 875 square foot rear yard, a 554 third floor deck, and 1,950 square feet of private balconies. The project proposes the cut and export of 4,844 cubic yards of soil. There are five (5) trees on the project site, and two (2) trees along the public right-of-way. None of the existing trees are protected per the Tree Report prepared by Cris Falco, BCMA WE-7589B, and dated July 11, 2024. The project proposes the planting of 15 new trees on-site and the planting of two (2) Street Trees in the public right-of-way.

The applicant provided a Los Angeles Department of Building and Safety ("LADBS") Building Permit Number 1972LA61835 dated November 10, 1972 for the demolition of a Single Family Dwelling.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. an increase of up to 4.25:1 for Floor Area Ratio.
2. a reduction in vehicular parking spaces.

Additional Incentives:

1. to utilize RAS 3 Yard setbacks for projects located in Commercial Zones in lieu of the otherwise required CR-1 setbacks.
2. An up to 33-foot increase in building height for three stories for a total height of 90-feet 6-inches in lieu of the otherwise allowable building height of 75 feet in the CR-1 zone.
3. a 25 percent reduction to the required open space for a minimum of 4,500 square feet in lieu of the minimum 6,000 square feet otherwise required.

Urban Design Review

On February 14, 2024 the proposed project was taken to Urban Design Studio's (UDS) Office Hours for review. UDS Office Hours function is to provide project input directly to the project planner at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, UDS had comments relating to ingress and egress, façade materials, landscaping, and accessible access.

The project team provided a revised set of architectural plans on July 16, 2024, which included revisions addressing UDS comments by adding an accessible ramp, railings, façade materials, and landscaping.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The project site is located approximately a quarter mile from the Metro B and D lines located at the Wilshire and Vermont Station, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines) according to the TOC Tier Verification form dated July 28/2023 and the TOC Referral Form dated December 14, 2023.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the units for Extremely Low-Income Households. Base Incentives for Tier 4 include: (1) an increase of the maximum Floor Area Ratio (FAR) and (2) a reduced automobile parking requirement. In addition to the two (2) Base Incentives, the applicant also requests three (3) Additional Incentives as follows: (1) to utilize RAS 3 yard setbacks for projects located in Commercial Zones in lieu of the CR-1 setbacks, (2) an up

to 33-foot increase in building height for three stories for a total height of 90-feet 6-inches in lieu of the otherwise allowable building height of 75 feet in the CR-1 zone, and (3) a 25 percent reduction to the required open space for a minimum of 4,500 square feet in lieu of the minimum 6,000 square feet otherwise required.

The project site is zoned CR-1. The R2 Zone allows a maximum base density of 8 units on a 12,040 square-foot lot. The project is permitted a 80 percent increase in density, which allows a maximum of 60 units. The project proposes a total of 60 units, which is within the maximum density permitted. The project will consist of 44,846 square feet of floor area, or an FAR of 4.23:1. The proposed FAR is less than the maximum FAR of 4.25:1 permitted by the Tier 4 TOC base incentive.

The project is proposing 42 vehicular parking spaces. Per Tier 4 TOC Guidelines and AB 2097, no parking is required for residential uses.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22 A.31 (b)(1), a housing development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC incentives if it meets applicable replacement requirements of California Government Code Section 65915(c)(3).

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (HCA) through Senate Bill (SB) 330 (2019). SB 330 created new statewide rules regarding the production, preservation and planning for housing. The HCA establishes a statewide temporary housing emergency and has been in effect since January 1, 2020. Subsequently, on September 16, 2021, the Governor signed into law SB 8 (2021), the first major clarification of the HCA. SB 8 is in effect as of January 1, 2022. SB 8 extended the term of the emergency period and expanded the provisions established by SB 330 onto Housing Development Projects consisting of a single residential unit and to projects that require no discretionary approvals. Furthermore, as amended by SB 8, a Protected Unit is required to be replaced in a Housing Development Project consisting of two or more units with a unit of equivalent size and include a right-of-first refusal and relocation assistance for lower-income occupants of a Protected Unit and a right to remain up to six months prior to the start of construction activities for all occupants. For the duration of the statewide housing emergency, the HCA, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed Housing Development Project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

An SB 8 No Net Loss Declaration dated December 18, 2023 and signed by the applicant was provided for the case filing. City records indicate that no Housing Use has been associated with the property for the past five years, and that the project site is neither an Ellis Act property nor required to be in compliance with the City's Rent Stabilization Ordinance (RSO). However, the proposed project is proposing seven (7) units reserved for Extremely Low-Income Households for sale or rental to satisfy the TOC requirement to achieve the requested number of incentives for the project.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
 - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) Households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) Income Households, or 20% of the total number of dwelling units shall be affordable to Lower Income Households.*
 - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
 - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
 - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 4 TOC Affordable Housing Incentive Area and qualifies for the TOC program because it proposes to reserve 11 percent of its units for Extremely Low Income Households. The project proposes to reserve seven (7) units for Extremely Low Income Households, and therefore meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

A 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 project site is located approximately 1,800 feet from the Metro B and Metro D lines located at the intersection of Wilshire Boulevard and Vermont Avenue and approximately 1,000 feet from the Metro 18 Rapid located at the intersection of 6th Street and Westmoreland Avenue, which qualifies the site for Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines) according to the TOC Tier Verification form dated July 28, 2023 and the TOC Referral Form dated December 14, 2023. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department (LAHD) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

The project site is currently vacant and does not include any housing units within the prior 5 years. An SB 8 No Net Loss Declaration, dated December 18, 2023 and signed by the applicant, was provided for the case filing. City records indicate that no Housing Use has been associated with the property for the past five years, and that the project site is

neither an Ellis Act property nor required to be in compliance with the City's Rent Stabilization Ordinance (RSO). However, the proposed project is proposing seven (7) units reserved for Extremely Low-Income Households for sale or rental to satisfy the TOC requirement to achieve the requested number of incentives for the project and to meet the Housing Replacement requirements of California Government Code 65915.

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (State Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, CPIO, Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below, "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*
 - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
 - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
 - c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

The project is seeking three (3) Additional Incentives as follows: (1) to utilize RAS 3 yard setbacks for projects located in Commercial Zones in lieu of the otherwise required CR-1 setbacks, (2) an up to 33-foot increase in building height for three stories for a total height of 90-feet 6-inches in lieu of the otherwise allowable building height of 75 feet in the CR-1 zone, and (3) a 25 percent reduction to the required open space for a minimum of 4,500 square feet in lieu of the minimum 6,000 square feet otherwise required. The project is setting aside 11 percent, or seven (7) units, for Extremely Low Income Households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking any Additional Incentives beyond the three (3) permitted in exchange for reserving seven (7) units for Extremely Low Income Households, which is 11 percent of the proposed 60 units. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11 and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The project site consists of a single lot and is wholly located within a Tier 4 TOC Affordable Housing Incentive Area as identified on the TOC Tier Verification form dated July 28, 2023 and the TOC Referral Form dated December 14, 2023. The TOC incentives all correspond with the highest Tier permitted, which is Tier 4.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The proposed project does not consist of 100 percent On-Site Restricted Affordable units. As such, this eligibility requirement does not apply.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:

- i. The incentives are not required to provide for affordable housing costs for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary 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.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The following incentives allow the developer to reduce yard setbacks and increase height limits so that affordable housing units reserved for Extremely Low-Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve seven (7) units for Extremely Low-Income Households.

RAS3 Yards: The applicant requests the use of RAS 3 Yard Setbacks to permit in lieu of the minimum yard setbacks required by LAMC Section 12.12.2 C for CR-1 zones. This incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Height: The applicant requests a 33-foot increase in building height for a total height of 91-feet 6-inches in lieu of the maximum building height of 75-feet in the CR-1 Zone as required by LAMC Section 12.21.1. The requested height is within the threshold for 33 additional feet for three stories available to Tier 4 sites. The requested height incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Open Space: Based on the open space requirements as stipulated in 12.21 G, the subject property must provide 100 square feet per unit with less than three (3) habitable rooms. In this case the Housing Development proposes 60 units with less than three habitable rooms. The applicant requests an open space reduction of 25 percent. The otherwise required open space is 6,000 square feet, and a 25 percent reduction results in 4,500 square feet of open space. This incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

- ii. The Incentive will not 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 incentives will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22 A.25(b)). The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the CEQA findings. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the State CEQA Statute and Guidelines. Analysis of the proposed project determined that the project is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the State CEQA Statute and Guidelines. Furthermore, the project was evaluated against the exceptions to use of Categorical Exemptions pursuant to Section 15300.2 of the State CEQA Statute and Guidelines and determined that none of the exceptions apply to the proposed project. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact upon public health and safety or the environment, or on any real property that is listed in the California Register of Historical Resources.

ENVIRONMENTAL FINDINGS

The Department of City Planning determined that the proposed project is exempt from CEQA pursuant to State CEQA Statute and Guidelines, Article 19, Section 15332 (Class 32 Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to State CEQA Statute and Guidelines, Section 15300.2 applies.

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

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

There are five (5) exceptions which the City is required to consider before finding a project exempt under Class 15332: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

See *Justification for Categorical Exemption Case No. ENV-2024-438-CE* in the case file for the narrative demonstrating that the proposed project meets the five criteria under Class 32 and that exceptions do not apply.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal

application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC	Van Nuys DSC
201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org (213) 482-7077	6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org (818) 374-5050
South LA DSC	West LA DSC
(In person appointments available on Tuesdays and Thursdays 8am-4pm only) 8475 S. Vermont Avenue 1st Floor Los Angeles, CA 90044 planning.southla@lacity.org	(CURRENTLY CLOSED) 1828 Sawtelle Boulevard West Los Angeles, CA 90025 planning.westla@lacity.org (310) 231-2901

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to
Online Appeal Filing



QR Code to Forms for In-
Person Appeal Filing

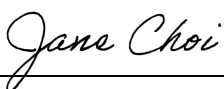


QR Code to BuildLA
Appointment Portal for
Condition Clearance

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

VINCENT P. BERTONI, AICP
Director of Planning

Reviewed by:



Jane Choi, AICP
Principal City Planner

Reviewed by:

 for

Chi Dang, City Planner

Prepared by:



Bryant Wu, City Planning Associate
Bryant.Wu@lacity.org

DIR-2024-437-TOC-PHP-HCA-1A

F. Categorical Exemption (ENV-2024-438-CE)

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

MICHAEL R. NEWHOUSE
VICE-PRESIDENT

MARIA CABILDO
CAROLINE CHOE
MARTINA DIAZ
PHYLLIS KLEIN
KAREN MACK
JACOB SAITMAN
ELIZABETH ZAMORA

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION

CASE NO. ENV-2024-437-CE

The Planning Department 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 Article 19, Section 15332, Class 32, Case No. ENV-2023-643-CE.

PROJECT DESCRIPTION

The Applicant proposes the construction, use, and maintenance of a seven-story apartment building with seven (7) Extremely Low-Income units, and 53 market rate units, for a total of 60 units. The project site is located at 446 South Shatto Place within the Wilshire Community Plan area. The project will have a maximum total floor area of 44,846 square feet and a Floor Area Ratio (FAR) of 4.23:1, which is less than the maximum 4.25:1 FAR permitted for Tier 4 TOC projects in commercial zones. The proposed building will be seven stories and 90-feet 6-inches tall, consistent with the maximum height permitted in the CR-1 zone with a 33-foot height increase permitted with Tier 4 TOC projects. The unit mix will be comprised of 17 studios and 43 one-bedroom units. The project proposes to provide 42 vehicle parking spaces, 48 long-term bicycle parking spaces, and five (5) short-term bicycle parking spaces. The project will provide a total of 4,532 square feet of common open space, which consists of five indoor recreation rooms, of which 1,153 square feet are attributed towards the open space requirement, an 875 square foot rear yard, a 554 third floor deck, and 1,950 square feet of private balconies. The project proposes the cut and export of 4,844 cubic yards of soil. There are five (5) trees on the project site, and two (2) trees along the public right-of-way. The project assumes a worst-case scenario of removing all street trees, in the event of changes to the right-of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and 62.170 and their applicable findings.

In conjunction with the construction of the apartment building, the Project will require an approval of a haul route for the export of approximately 4,844 cubic yards of earth. Grading (BHO exempt and non-exempt) will consist of total cut of up to 4,844 cubic yards, a total fill of up to zero (0) cubic yards, and a total export of up to 4,844 cubic yards. The proposed grading is necessary to

construct the basement garage level to house automobile and bicycle parking, trash rooms, and mechanical rooms.

CEQA DETERMINATION – CLASS 32 CATEGORICAL EXEMPTION APPLIES

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

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

As a Transit Oriented Community development, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption. The site is zoned CR-1 and has a General Plan Land Use Designation of Community Commercial. As shown in the case file, the project is consistent with the applicable Wilshire Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 13,087 square feet. The abutting property to the north is under the same ownership, similarly zoned CR-1, and is developed with a four-story office and private university. The abutting properties to the east are zoned [Q]CR-1 and are developed with four-story multifamily residential structures. The abutting property to the south along Shatto Place is similarly zoned CR-1 and is developed with four-story townhomes. Properties to the west across Shatto Place are zoned CR-1 and developed with multi-story commercial office buildings.

The site is currently a surface parking lot surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. No protected trees are on-site. However, two (2) Street Trees are located in the public right-of-way and are proposed to be replaced. Should the applicant be required to improve the right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works prior to any work on the right-of-way. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis and the requirements of CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note, no street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this CE, no approvals have been given for any tree removals on-site or in the right-of-way by the Board of Public Works/Urban Forestry.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a transportation study. The calculation from the LADOT Vehicle Miles Travelled Calculator resulted in less than the 250 daily trip threshold. The Transportation Study Assessment reviewed by Los Angeles Department of Transportation confirmed that a VMT analysis would not be required. Therefore, the project will not have any significant impacts to traffic or transportation.

According to SCAQMD, individual construction projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project also would have a less-than-significant impact with regard to localized emissions.

The project site will be adequately served by all public utilities and services given that the construction of a seven-story multi-family residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32. As the project has been found to be categorically exempt from CEQA, the project is not anticipated to have a negative effect on the environment and no mitigation measures are required.

CEQA SECTION 15300.2: EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

The City has considered whether the Proposed Project is subject any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources. The location exception does not apply to the Class 32 exemption.

- 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 in 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 subject site is located within a Methane Zone and a Special Grading Area (BOE Basic Grid Map A-13372); however, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. Specifically, the following RCMs would apply:

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified

by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment in which the Project is located. In addition, all haul routes applications require the submittal of a Geology and Soils Report to the Department of Building and Safety (DBS). A Geology and Soils Report Approval

Letter, for the subject property, which details conditions of approval that must be followed. In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Thus, in conjunction with the above RCMs and compliance with other applicable regulations, the location of the Project will not result in a significant impact based on its location.

- b. **Cumulative Impact.** The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.

A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. The following projects were or are filed with the Department of City Planning:

PROJECTS WITHIN A QUARTER-MILE FEET FROM THE SUBJECT SITE			
Address	Case Number	Date Filed	Scope of Work
430 South Westmoreland Avenue	ADM-2021-10149-DB-CU-SIP-PHP	12/13/2021	Construction of a 8 story 45 unit apartment
639 South Commonwealth Avenue	DIR-2022-6248-TOC-SPR-VHCA	08/30/2022	Construction of a 7 story 142 unit apartment
525 S. Virgil Avenue	DIR-2020-3627-TOC-SPR-HCA	06/11/2020	Redevelopment of a 4 story 130 unit mixed use building
3019 – 3023 West 6 th Street	DIR-2019-1021-TOC	02/19/2019	Construction of a 6 story 14 unit residential development
550 South Shatto Place	ZA-2018-3985-MCUP-TOC-WDI-SPR	07/09/2018	Construction of a 31 story, 256 unit mixed use building

According to the table above, there were five (5) projects filed with the Department of City Planning within the quarter-mile radius. For the project located at 430 South Westmoreland Avenue, Plan Check was approved on November 20, 2024. For the project located at 639 S. Commonwealth avenue, verifications are still in progress under Permit Number 21010-10002-03056. For the project located at 626 S. Virgil Avenue, verifications are still in progress under Permit Number 20010-10001-02264. For the project located at 3019 West 6th Street, quality review was completed on April 24, 2019 under Permit Number 19010-10000-00944. For the project located at 550 South Shatto Place, quality review was completed on May 8, 2024 under Permit Number 240101-10000-01673. There are no known projects which will result in a significant cumulative impact and this exception does not apply.

According to Navigate LA, there is one (1) other haul route application being processed within 500 feet of the subject site.

The approved haul route is for the following property and during the following timeframe:

430 South Westmoreland Avenue: The haul route proposes hauling on Monday to Friday between May 2, 2023 and November 2, 2025.

The haul route for 430 South Westmoreland does not share the same street as the proposed project site located at 446 Shatto Place.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for added enforcement to ensure safety and to protect the quality of life of residents.

The haul route approval will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. It is anticipated that the above projects would be in different stages of construction and concurrent use of the streets for purposes of hauling is anticipated to be minimal. Additionally, each project would be subject to the review of LADOT and the Bureau of Street Services and conditions of approval issued by the Board of Building and Safety Commissioners. Therefore, in conjunction with Citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected

- c. **Significant Effect Due to Unusual Circumstances.** *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

The project proposes a 60-unit apartment complex in an area zoned and designated for such development. Adjacent lots are developed with multi-story buildings, and the subject site is of a similar size and scope to nearby properties. The adjacent uses include residential and commercial multi-story buildings, so the proposed project would not create unusual circumstances which may lead to a significant effect on the environment. The project proposes a Floor Area Ratio (FAR) of 4.23:1 on a site that is permitted to have a maximum FAR of 1.5:1 or a maximum FAR of 4.25:1 under LAMC 12.22 A.31 Transit Oriented Communities Affordable Housing Incentive Program. A multi-story multi-family residential building is not unusual for the vicinity of the subject site and is similar in scope to other existing multi-family residential buildings in the area. Thus, there are no unusual circumstances that may lead to a significant effect on the environment, and this exception does not apply.

- d. **Scenic Highways.** *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The project site is approximately 29 miles from State Route 27 and thus no potential damage to this resource would result from the project. Therefore, the subject site will not

create any impacts within the designated state scenic highway, and this exception does not apply.

- e. **Waste Sites.** *Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

According to Envirostor, the State of California's database of Hazardous Waste Sites, the site is not identified as a hazardous waste site. The nearest identified site includes Shatto Cleaners located approximately 900 feet to the northeast and includes a voluntary clean up. Other identified sites include four school clean up areas located within 3000 feet of the site. Although the site is located within a Methane Zone, there are no oil wells on-site according to CalGEM, with the nearest oil well located approximately 275 feet away. One located on the same block to the north, three to the east on the east side of Westmoreland Avenue, and on the south side of West 5th Street. As such, the project would not be developed on a site identified as a hazardous site pursuant to Section 65962.5 of the Government Code.

- f. **Historic Resources.** *Projects that may cause a substantial adverse change in the significance of an historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Therefore, the City does not identify the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, this project is categorically exempt from the requirements of CEQA, pursuant to CEQA Guidelines, Section 15332, Class 32, and based on the whole of the administrative record, there is no substantial evidence demonstrating than an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

DIR-2024-437-TOC-PHP-HCA-1A

G. Air Quality Impact Analysis (April 21, 2025)



811 W. 7th Street, Suite 200
Los Angeles, CA 90017
(213) 935-1901
www.impactsciences.com

MEMORANDUM

To: Bryant Wu, City of Los Angeles, Department of City Planning
From: Brett Pomeroy, Associate Principal, Impact Sciences
Subject: Air Quality Impact Analysis for the
for the Shatto Apartments Project
Date: April 21, 2025

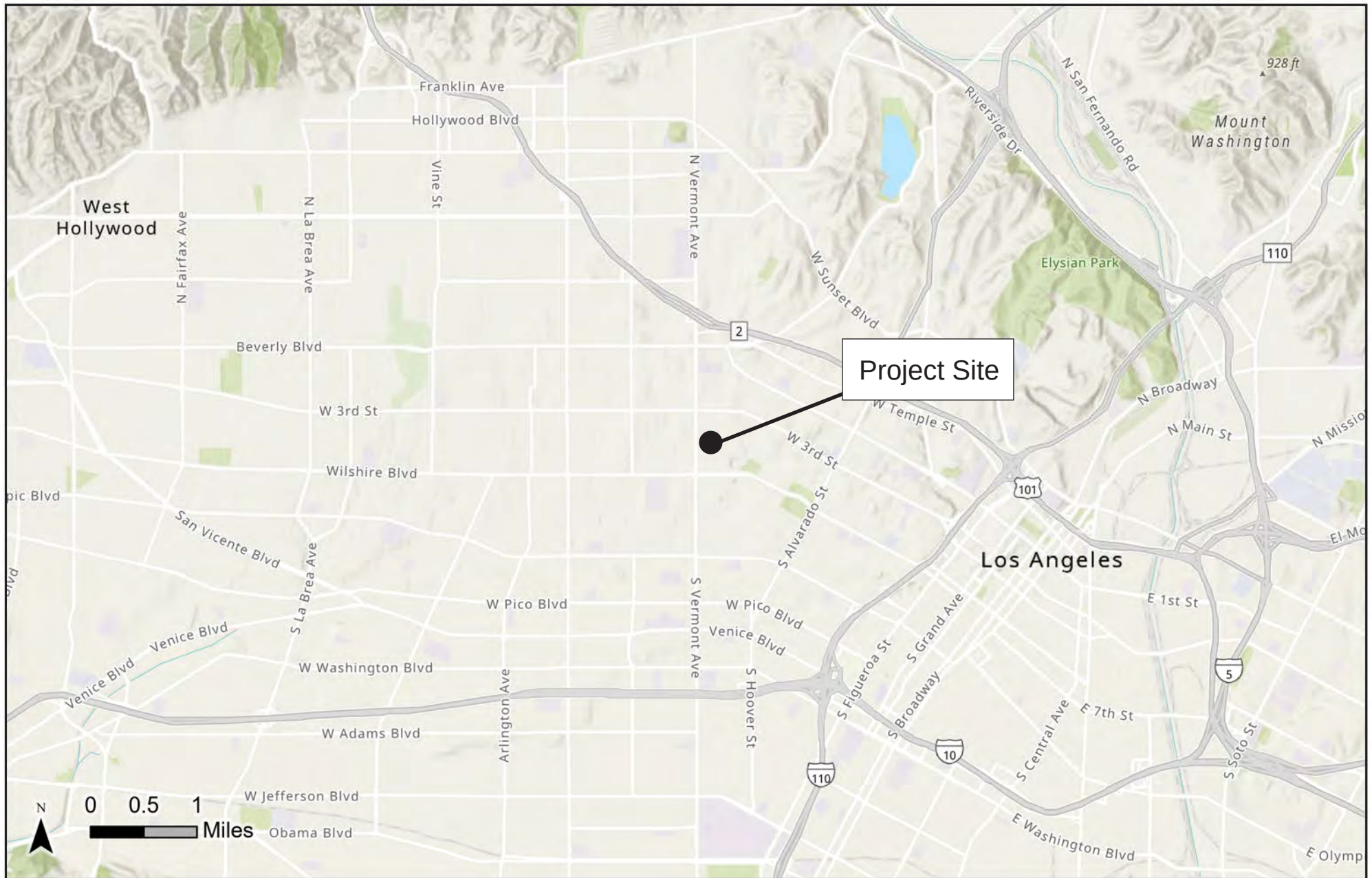
INTRODUCTION

This Air Quality Memorandum evaluates air quality impacts associated with the proposed Shatto Apartments Project (the "Project") in the City of Los Angeles (City). This memorandum has been prepared by Impact Sciences, Inc., to support the Project's environmental documentation prepared pursuant to the California Environmental Quality Act (CEQA). This analysis considers both the temporary air quality impacts from Project construction and long-term impacts associated with operation of the Project.

Project Location

The Project is located on a 13,086 square-foot (0.30-acre) site at 446 S. Shatto Place (APN 5077-002-020) in the City of Los Angeles (see **Figure 1, Regional Vicinity** and **Figure 2, Aerial Photograph of the Project Site**). The Project Site is bound by commercial uses to the north, multi-family residential uses to the east and south, and Shatto Place to the west.¹

¹ ZIMAS, 446 Shatto Place, available at: <https://zimas.lacity.org/reports/5959106934c943648c1fc74cfd40b7ba.pdf> , accessed April 14, 2025.



SOURCE: Esri, 2025



SOURCE: Esri, 2025

Project Description

The Project involves the removal of the existing surface parking lot and construction, use, and maintenance of a new 7-story, 65,326 gross square-foot multi-family building consisting of 60 dwelling units (inclusive of seven extremely low-income units) with a CR-1 occupancy. The Project would have an approximate floor area ratio (“FAR”) of 4.21:1 and a height of 89 feet and 10.25 inches. The Project would also provide approximately 1,052 sf of landscaped area within the Project Site (see **Figure 3, Project Site Plan**). **Table 1, Project Summary**, below, summarizes the Project’s development envelope.

Table 1
Project Summary

	Maximum Allowable/Required	Proposed Project
FAR	4.25:1 (Per LAMC Section 12.12)	4.21:1 FAR
Height	75 ft + 33 ft (Per LAMC 12.21.1 + TOC Guidelines)	89 feet, 10 1/4 inch
Vehicle Parking	Not Required (per AB 2097)	40 spaces
Bicycle Parking	5 short term/48 Long term (per LAMC Sec. 12.21)	5 short- & 48 long-term spaces
Open Space	4,500 (Per LAMC 12.21.G)	4,503 sq ft

Sources: Project application materials, Los Angeles Municipal Code (LAMC) 2025, and Impact Sciences 2025.

Landscaping

The Project includes approximately 1,052 sf of landscape area and fifteen trees. All landscaping would be implemented in accordance with citywide design guidelines and Los Angeles Municipal Code (LAMC) Sections 12.40 through 12.43.

Project Construction Sequencing

For the purpose of analyzing impacts associated with construction activities, this analysis assumes a construction schedule of approximately 13 months beginning in 2025. This analysis assumes the Project will be fully operational in 2026. It should be noted that the construction assumptions identified herein are conceptual and are intended to identify worst-case daily impacts. If the Project is built out more slowly and at later dates than those assumed herein, the daily construction intensity would be reduced and associated daily impacts would be generally reduced. Construction activities associated with the Project would involve: (1) Demolition/debris removal, (2) Site preparation/grading/foundation preparation, and (3) Building construction.

While it is noted that no building demolition would be required, this analysis assumes demolition/debris removal would occur for approximately two weeks for the removal of the existing surface parking lot and associated debris (approximately 470 tons of debris to be removed).²

Site preparation, grading, and foundation preparation would occur for approximately two weeks and up to 4,844 cubic yards (cy) may be exported for the proposed basement level.³

Building construction would occur for approximately 12 months and would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, paving and landscaping the Project Site. Paving and architectural coatings would take place concurrently during the final month of building construction.

The following maximum daily equipment by phase will be assumed:⁴

- Demolition: 1 concrete/industrial saw, 1 rubber tired dozer, 2 tractors/loaders/backhoes
- Site preparation/grading/foundation preparation: 1 grader, 1 rubber tired dozer, 1 tractor/loader/backhoe
- Building Construction: 1 crane, 2 forklifts, 1 generator set, 2 tractor/loader/backhoes
- Paving: 4 cement and mortar mixers, 1 paver, 1 roller, 1 tractor/loader/backhoe
- Architectural Coating: 1 air compressor

² Estimate based on the size of the site (13,086 sf) at 1-foot-deep equals 485 cubic yards. Then applied the CalRecycle conversion factor for crushed asphalt (0.97 tons/cubic yard).

³ Per Project's Environmental Assessment Form (EAF) filed with City Planning on January 18, 2024.

⁴ Consistent with CalEEMod assumptions for a site that is less than one acre in size.

AIR QUALITY SETTING

South Coast Air Basin

The Project Site is located within the Los Angeles County portion of the South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by meteorological conditions and a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry. The South Coast Air Quality Management District (SCAQMD) divides the Basin into source receptor areas (SRAs) in which monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Project Site is located within SRA 1, which covers the Central Los Angeles County area.

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the Basin region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This

rule is intended to reduce PM10 emissions (particulate matter with a diameter of 10 micrometers or smaller) from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Local

Air Quality Element of the City of Los Angeles General Plan

The *Air Quality Element of the City of Los Angeles General Plan* (Air Quality Element) was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies.⁵ The Air Quality Element acknowledges that numerous efforts are underway at the regional, county and city levels addressing clean air concerns and that coordination of these various efforts and the involvement of the area's residents are crucial to the achievement of State and Federal air quality standards.

Relevant to the Project, the Air Quality Element establishes the following goals and policies aimed to reduce air quality emissions across the City of Los Angeles:

⁵ City of Los Angeles Planning Department, Air Quality Element, 1992. Available online at: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16fee70bc/Air_Quality_Element.pdf.

Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.

Objective 1.1. It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.

Policy 1.1.1. Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives.

Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy 1.3.1. Minimize particulate emissions from construction sites.

Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Objective 2.2. It is the objective of the City of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.

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.

Goal 3. Efficient management of transportation facilities and system infrastructure using cost effective system management and innovative demand management techniques.

Objective 3.2. It is the objective of the City of Los Angeles to reduce vehicular traffic during peak periods.

Policy 3.2.1. Manage traffic congestion during peak periods.

Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.1. It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.

Policy 4.1.1. Coordinate with all appropriate regional agencies in the implementation of strategies for the integration of land use, transportation, and air quality policies.

Policy 4.1.2. Ensure that project level review and approval of land use development remain at the local level.

Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

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.

Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.

Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 4.2.4. Require that air quality impacts to be a consideration in the review and approval of all discretionary projects.

Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

THRESHOLDS OF SIGNIFICANCE

Consistency with the Applicable Air Quality Management Plan

The SCAQMD has adopted criteria for consistency with regional plans and the regional Air Quality Management Plan (AQMP) in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the Project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the Project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA *Air Quality Handbook*. These thresholds were developed by the SCAQMD to provide quantifiable levels to which Projects can be compared. The most current significance thresholds, shown in **Table 1, South Coast AQMD Regional Significance Thresholds**, are used in this analysis.

Table 1
South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds ^a		
Pollutant	Construction ^b	Operation ^c
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (Project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ^d		
NO ₂ 1-hour average annual arithmetic mean	South coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation) 1.0 µg/m3	
PM2.5 24-hour average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation)	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m ³ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Ambient Air Quality Standards for Criteria Pollutants ^d (continued)		
Lead 30-day Average Rolling 3-month average	1.5 µg/m ³ (state) 0.15 µg/m ³ (federal)	

^a Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

^b Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

^c For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

^d Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

^e Ambient air quality threshold based on South Coast AQMD Rule 403.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of nitrogen dioxide (NO₂), carbon monoxide (CO), PM₁₀, or PM_{2.5} (particulate matter with a diameter of 2.5 micrometers or smaller) at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development. Additionally, the SCAQMD recommends impacts to sensitive receptors be considered significant if a project exceeds the TAC thresholds detailed in **Table 1** above.

In addition, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the number of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD.⁶ 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 standards, and are developed based on the ambient concentrations of that pollutant for each SRA.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

PROJECT IMPACTS

AQMP Consistency

Less than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (U.S. EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas,

⁶ SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008. Available online at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf>. Accessed April 14, 2025.

using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP⁷ was developed in effort with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). While the new Connect SoCal 2024 was adopted on April 4, 2024, the most recent AQMP (2022) was developed using the 2020-2045 SCAG RTP/SCS.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1:** The proposed Project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the Basin. As discussed herein, the Project would not result in construction air quality emissions that exceed the SCAQMD thresholds of significance. Construction-related emissions would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the Project will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the Project must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, Project construction activities will be consistent with the goals and objectives of the AQMP to improve air quality in the Basin. Also discussed herein, the Project would not result in operational air quality emissions that exceed the SCAQMD thresholds of significance (see below). Thus, the Project would be consistent with the first criterion.

⁷ South Coast Air Quality Management District, 2022 Air Quality Management Plan, 2022. Available online at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>, accessed April 14, 2025.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the Project is included in the regional projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP (i.e., the RTP/SCS) would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would be consistent with the site's General Plan designation and zoning. Thus, the Project would have no significant impact on population and housing forecasts for the area. Although the Project could increase population in the area, such increases would be nominal and consistent with the planned growth assumptions utilized in preparing the AQMP. It is anticipated that residents of the Project would primarily consist of existing residents in the region and would not result in a high number of residents relocating to the region. As such, the Project would not have the potential to conflict with regional growth projections identified in SCAG's RTP/SCS and the AQMP. Thus, the Project is also consistent with the second criterion. As the Project is consistent with Criterion Nos. 1 and 2, the Project would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

Regional Construction Significance Analysis

A Project may have a significant impact if project-related emissions would result in a cumulatively considerable net increase for a criteria pollutant for which the region is in nonattainment under applicable federal or state ambient air quality standards. The cumulative analysis of air quality impacts follows the SCAQMD's guidance such that construction or operational project emissions will be considered cumulatively considerable if project-specific emissions exceed an applicable SCAQMD recommended daily threshold.

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 13 months with construction beginning in 2025 and Project operations commencing by 2026. While construction may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Demolition, (2) Grading, and (3) Building Construction. See **Project Description**, above, for additional details regarding project characteristics and assumptions.

The analysis of regional daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 2, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day**. These calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as specified by SCAQMD Rule 403 (Fugitive Dust). Rule 403 control requirements include but are not limited to: applying water in sufficient quantities

to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site; and maintaining effective cover over exposed areas. As shown in **Table 2**, the peak daily emissions generated during the construction of the Project would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, Project construction would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.

Table 2
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO ₂	PM10	PM2.5
2025	1.18	15.3	12.6	0.04	3.81	1.81
2026	20.0	10.4	17.9	0.02	1.36	0.59
Regional Threshold	75	100	550	150	150	55
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences. See Appendix A to this memorandum for CalEEMod data.

Note: Project emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Significance Analysis

Project-generated emissions would be associated with motor vehicle use, energy use, and area sources, such as the use of landscape maintenance equipment and consumer cleaning products, associated with the operation of the Project. The operational emissions from the Project were calculated with CalEEMod and the operational emissions were compared against SCAQMD regional thresholds to determine Project significance. Long-term operational emissions attributable to the Project are summarized in **Table 3, Long-Term Operational Emissions – Maximum Pounds per Day**. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD.

Table 3
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO ₂	PM10	PM2.5
Mobile Source	0.71	0.57	6.04	0.01	1.32	0.34
Area Source	1.81	0.03	3.40	<0.01	<0.01	<0.01
Energy Use	0.01	0.15	0.06	<0.01	0.01	0.01
Total	2.53	0.75	9.50	0.03	1.34	0.36
Regional Threshold	55	55	550	150	150	55
Exceed?	No	No	No	No	No	No

Source: Impact Sciences. See Appendix A to this memorandum for CalEEMod data.

As shown in **Table 2** and **Table 3**, the Project's construction and operational emissions would not exceed the SCAQMD's thresholds for any criteria air pollutants. Thus, the Project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. These impacts are less than significant.

Air Quality Health Impacts

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et. Al.* (Case No. S219783) which determined that an environmental review must adequately analyze a Project's potential impacts and inform the public how its bare numbers translate to a potential adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety.⁸ The Basin is in state non-attainment for PM2.5, PM10, and Ozone (O₃) and federal non-attainment for PM2.5 and O₃. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and nitrogen oxide [NOx]) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region. As noted in **Table 2** and **Table 3** above, the Project will emit criteria air pollutants during construction and operation. However, as shown **Table 1** through **Table 3**, the Project will not exceed SCAQMD thresholds for ozone precursors (ROG and NOx), PM2.5, PM10, or any other criteria air pollutants, and will not result in a cumulatively significant impact for which the region is in non-attainment. Thus, with respect to

⁸ SCAQMD, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005.

the Project's increase in criteria pollutant emissions, the Project would not have the potential cause significant air quality health impacts.

Localized Construction Significance Analysis

The SCAQMD has developed localized significance thresholds (LST) for construction areas that are one, two, and five acres in size to simplify the evaluation of localized emissions. LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the applicable federal or State ambient air quality standard. LSTs are provided for each source receptor area (SRA) and various distances from the source of emissions. The nearest air quality sensitive receptors to the Project Site are residences approximately 15 feet east and south of the Project Site.

In the case of this analysis, the Project Site is located within SRA 1 – Central Los Angeles County with receptors located within 25 meters.⁹ The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As the Project Site is 0.30 acres, LSTs for a one-acre site in SRA 1 with sensitive receptors located within 25 meters were utilized to address the potential localized NO_x, CO, PM₁₀, and PM_{2.5} impacts. The assumption is conservative as it applies the most restrictive LST. As shown in **Table 4, Localized Significance of Construction Emissions – Maximum Pounds per Day**, the Project would not exceed any of the identified localized thresholds of significance during construction. Therefore, the Project's construction would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

⁹ LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours. Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Project on sensitive receptors for NO₂, CO, PM₁₀, and PM_{2.5}, and on "non-sensitive" receptors (e.g., industrial or commercial facilities) for NO₂ and CO.

Table 4
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NOx	CO	PM10	PM2.5
Demolition	4.33	5.65	0.78	0.23
<i>SCAQMD Localized Thresholds</i>	<i>74</i>	<i>680</i>	<i>5</i>	<i>3</i>
Grading	10.1	10.0	2.53	1.43
<i>SCAQMD Localized Thresholds</i>	<i>74</i>	<i>680</i>	<i>5</i>	<i>3</i>
Building Construction	10.24	13.37	0.42	0.38
<i>SCAQMD Localized Thresholds</i>	<i>74</i>	<i>680</i>	<i>5</i>	<i>3</i>
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences 2025. See Appendix A to this memorandum for CalEEMod data.

Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. While the Project Site is 0.3 acres, this analysis conservatively applies localized thresholds for each phase based on a 1-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1. Building construction includes emissions associated with paving and architectural coating.

Localized Operational Significance Analysis

Because LST methodology is applicable to Projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of a residential project because emissions for these projects are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a project if the Project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational Projects such as warehouse/transfer facilities.¹⁰ As the Project would not include warehouse or transfer facilities, an operational analysis against the LST methodology is not directly applicable to the Project. Nevertheless, **Table 5, Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day**, has been included to illustrate the potential on-site emissions during Project operation. As shown in **Table 5**, the Project would not exceed any of the identified localized thresholds of significance. Therefore, the Project's operation would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

¹⁰ SCAQMD, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005, page 1-3.

Table 5
Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day

Emissions Source	NOx	CO	PM10	PM2.5
Area Sources	0.03	3.40	<0.01	<0.01
Energy Demand	0.15	0.06	0.01	0.01
Total On-Site Emissions	0.18	3.46	0.02	0.02
<i>SCAQMD Localized Thresholds</i>	<i>74</i>	<i>680</i>	<i>2</i>	<i>1</i>
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences 2025. See Appendix A for CalEEMod data.

Note: While the Project Site is 0.30 acres, this analysis conservatively applies localized thresholds for a 1-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.

The Project would not result in potentially significant CO “hot spots” and a Project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances (“hot spots”) are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations for the Project vicinity have historically met state and federal attainment status for the air quality standards. CO concentrations in SRA 1 are substantially below the California one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). The intent of the OEHHA 2015 guidance is to provide Health Risk Assessment (HRA) procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified

stationary sources. As the Project is not part of the Air Toxics Hot Spots Program and is considered an urban infill development consisting primarily of mobile and area sources (i.e., non-stationary sources), the OEHHA 2015 guidance is not directly applicable. OEHHA 2015 offers limited information on conducting a short-term HRA, but the guidance acknowledges the many inherent uncertainties that may occur, and it does not identify the types of short-term projects or non-stationary projects subject thereto. Additionally, the short term HRA discussion in the OEHHA Guidelines is explicitly provided as guidance to local air districts for permitting purposes; it is not intended to address impact analyses. This project does not require an operational air permit as it is not a source of emissions for regulated air pollutants. Further, the SCAQMD has not opined on the application of OEHHA 2015 guidance to development projects such as the Project.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities (such as the Project's 13-month construction process) would not generate a significant health risk. Furthermore, the Project Site is approximately 0.30 acres. Generally, construction for Projects contained in a site of such size represents less than significant health risks due to limitations in how many pieces of diesel equipment are able to operate on the site. Project construction would also be subject to California regulations limiting the idling of heavy-duty construction equipment to no more than five (5) minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.¹¹ For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxics and these impacts would be less than significant.

Odors

The SCAQMD CEQA Air Quality Handbook (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply

¹¹ California Air Resources Board, *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*, 2015. Available online at: <https://www3.arb.ca.gov/msprog/ordiesel/fag/idlepolicyfaq.pdf>.

with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

Conclusion

Tables 2 and **3** demonstrate that the construction and operational emissions are below the regional thresholds of significance established by the SCAQMD. Similarly, **Tables 4** and **5** indicate that both construction and operation emissions do not exceed the SCAQMD's localized thresholds of significance. Moreover, Project construction will adhere to California regulations that cap idling time for heavy-duty construction equipment at five (5) minutes, further minimizing exposure to temporary and variable DPM emissions for nearby sensitive receptors. Additionally, any potential odor impacts to adjacent land uses will be short-term and insubstantial. Therefore, the air quality impacts from both construction and operation phases of the Project are less than significant.

IMPACT 
SCIENCES

APPENDIX A

Air Quality Data

Shatto Apartments Custom Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.3. Construction Emissions by Year, Mitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
 - 2.6. Operations Emissions by Sector, Mitigated
- 3. Construction Emissions Details
 - 3.1. Demolition (2025) - Unmitigated
 - 3.2. Demolition (2025) - Mitigated
 - 3.3. Grading (2025) - Unmitigated

3.4. Grading (2025) - Mitigated

3.5. Building Construction (2025) - Unmitigated

3.6. Building Construction (2025) - Mitigated

3.7. Building Construction (2026) - Unmitigated

3.8. Building Construction (2026) - Mitigated

3.9. Paving (2026) - Unmitigated

3.10. Paving (2026) - Mitigated

3.11. Architectural Coating (2026) - Unmitigated

3.12. Architectural Coating (2026) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Shatto Apartments
Construction Start Date	5/6/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.06562440878478, -118.28974548581839
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4008
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.29

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	60.0	Dwelling Unit	0.30	65,326	1,052	—	178	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-13	Install Electric Ranges in Place of Gas Ranges
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	20.2	20.0	15.3	17.9	0.04	0.52	3.29	3.81	0.48	1.33	1.81	—	6,016	6,016	0.30	0.68	10.1	6,235
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.84	0.71	5.59	9.60	0.01	0.22	0.62	0.84	0.20	0.15	0.35	—	2,075	2,075	0.09	0.06	0.07	2,095
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.41	1.37	2.87	4.50	0.01	0.11	0.37	0.48	0.10	0.10	0.20	—	1,066	1,066	0.05	0.05	0.63	1,082
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.25	0.52	0.82	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	—	176	176	0.01	0.01	0.10	179

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.66	1.18	15.3	12.6	0.04	0.52	3.29	3.81	0.48	1.33	1.81	—	6,016	6,016	0.30	0.68	10.1	6,235
2026	20.2	20.0	10.4	17.9	0.02	0.39	0.96	1.36	0.36	0.23	0.59	—	3,400	3,400	0.14	0.08	3.72	3,431
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.84	0.71	5.59	9.60	0.01	0.22	0.62	0.84	0.20	0.15	0.35	—	2,075	2,075	0.09	0.06	0.07	2,095
2026	0.78	0.66	5.22	9.40	0.01	0.19	0.62	0.81	0.18	0.15	0.32	—	2,059	2,059	0.09	0.06	0.07	2,079
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.41	0.34	2.87	4.50	0.01	0.11	0.37	0.48	0.10	0.10	0.20	—	1,066	1,066	0.05	0.05	0.63	1,082
2026	1.41	1.37	1.95	3.44	< 0.005	0.07	0.21	0.28	0.07	0.05	0.12	—	722	722	0.03	0.02	0.37	729
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.07	0.06	0.52	0.82	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	—	176	176	0.01	0.01	0.10	179
2026	0.26	0.25	0.36	0.63	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	119	119	< 0.005	< 0.005	0.06	121

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.66	1.18	15.3	12.6	0.04	0.52	3.29	3.81	0.48	1.33	1.81	—	6,016	6,016	0.30	0.68	10.1	6,235
2026	20.2	20.0	10.4	17.9	0.02	0.39	0.96	1.36	0.36	0.23	0.59	—	3,400	3,400	0.14	0.08	3.72	3,431
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.84	0.71	5.59	9.60	0.01	0.22	0.62	0.84	0.20	0.15	0.35	—	2,075	2,075	0.09	0.06	0.07	2,095
2026	0.78	0.66	5.22	9.40	0.01	0.19	0.62	0.81	0.18	0.15	0.32	—	2,059	2,059	0.09	0.06	0.07	2,079

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.41	0.34	2.87	4.50	0.01	0.11	0.37	0.48	0.10	0.10	0.20	—	1,066	1,066	0.05	0.05	0.63	1,082
2026	1.41	1.37	1.95	3.44	< 0.005	0.07	0.21	0.28	0.07	0.05	0.12	—	722	722	0.03	0.02	0.37	729
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.07	0.06	0.52	0.82	< 0.005	0.02	0.07	0.09	0.02	0.02	0.04	—	176	176	0.01	0.01	0.10	179
2026	0.26	0.25	0.36	0.63	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	119	119	< 0.005	< 0.005	0.06	121

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.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.62	2.53	0.71	9.51	0.02	0.02	1.31	1.34	0.02	0.33	0.36	28.3	2,061	2,089	2.95	0.07	5.39	2,190
Mit.	2.61	2.52	0.56	9.45	0.01	0.01	1.31	1.32	0.01	0.33	0.34	28.3	1,873	1,902	2.93	0.07	5.39	2,002
% Reduced	1%	< 0.5%	21%	1%	—	53%	—	1%	56%	—	3%	—	9%	9%	1%	—	—	9%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.30	2.22	0.72	5.63	0.01	0.02	1.31	1.34	0.02	0.33	0.35	28.3	1,991	2,019	2.95	0.08	0.60	2,116
Mit.	2.28	2.21	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	28.3	1,803	1,832	2.94	0.07	0.60	1,928
% Reduced	1%	< 0.5%	21%	1%	—	57%	—	1%	59%	—	3%	—	9%	9%	1%	—	—	9%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.51	2.42	0.75	8.11	0.01	0.02	1.30	1.32	0.02	0.33	0.35	28.3	2,014	2,042	2.95	0.08	2.59	2,141
Mit.	2.49	2.41	0.60	8.05	0.01	0.01	1.30	1.31	0.01	0.33	0.34	28.3	1,826	1,854	2.94	0.08	2.59	1,953
% Reduced	1%	< 0.5%	20%	1%	—	54%	—	1%	57%	—	3%	—	9%	9%	1%	—	—	9%

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.46	0.44	0.14	1.48	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	4.68	333	338	0.49	0.01	0.43	354
Mit.	0.45	0.44	0.11	1.47	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	4.68	302	307	0.49	0.01	0.43	323
% Reduced	1%	< 0.5%	20%	1%	6%	54%	—	1%	57%	—	3%	—	9%	9%	1%	< 0.5%	—	9%

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.78	0.71	0.52	6.04	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,460	1,460	0.07	0.06	4.92	1,483
Area	1.83	1.81	0.03	3.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.10	9.10	< 0.005	< 0.005	—	9.13
Energy	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	564	564	0.04	< 0.005	—	566
Water	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Waste	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	2.62	2.53	0.71	9.51	0.02	0.02	1.31	1.34	0.02	0.33	0.36	28.3	2,061	2,089	2.95	0.07	5.39	2,190
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.70	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,399	1,399	0.07	0.06	0.13	1,419
Area	1.51	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	564	564	0.04	< 0.005	—	566
Water	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Waste	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	2.30	2.22	0.72	5.63	0.01	0.02	1.31	1.34	0.02	0.33	0.35	28.3	1,991	2,019	2.95	0.08	0.60	2,116

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.76	0.69	0.58	5.72	0.01	0.01	1.30	1.31	0.01	0.33	0.34	—	1,415	1,415	0.07	0.06	2.12	1,437
Area	1.73	1.72	0.02	2.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.23	6.23	< 0.005	< 0.005	—	6.26
Energy	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	564	564	0.04	< 0.005	—	566
Water	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Waste	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	2.51	2.42	0.75	8.11	0.01	0.02	1.30	1.32	0.02	0.33	0.35	28.3	2,014	2,042	2.95	0.08	2.59	2,141
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.13	0.11	1.04	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	234	234	0.01	0.01	0.35	238
Area	0.32	0.31	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.04
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	93.3	93.3	0.01	< 0.005	—	93.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.71	4.80	5.51	0.07	< 0.005	—	7.86
Waste	—	—	—	—	—	—	—	—	—	—	—	3.97	0.00	3.97	0.40	0.00	—	13.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	0.46	0.44	0.14	1.48	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	4.68	333	338	0.49	0.01	0.43	354

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.78	0.71	0.52	6.04	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,460	1,460	0.07	0.06	4.92	1,483
Area	1.83	1.81	0.03	3.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.10	9.10	< 0.005	< 0.005	—	9.13
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	376	376	0.03	< 0.005	—	377
Water	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Waste	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	2.61	2.52	0.56	9.45	0.01	0.01	1.31	1.32	0.01	0.33	0.34	28.3	1,873	1,902	2.93	0.07	5.39	2,002
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.70	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,399	1,399	0.07	0.06	0.13	1,419
Area	1.51	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	376	376	0.03	< 0.005	—	377
Water	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Waste	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	2.28	2.21	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	28.3	1,803	1,832	2.94	0.07	0.60	1,928
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.76	0.69	0.58	5.72	0.01	0.01	1.30	1.31	0.01	0.33	0.34	—	1,415	1,415	0.07	0.06	2.12	1,437
Area	1.73	1.72	0.02	2.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.23	6.23	< 0.005	< 0.005	—	6.26
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	376	376	0.03	< 0.005	—	377
Water	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Waste	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	2.49	2.41	0.60	8.05	0.01	0.01	1.30	1.31	0.01	0.33	0.34	28.3	1,826	1,854	2.94	0.08	2.59	1,953
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.13	0.11	1.04	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	234	234	0.01	0.01	0.35	238
Area	0.32	0.31	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.04
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	62.2	62.2	< 0.005	< 0.005	—	62.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.71	4.80	5.51	0.07	< 0.005	—	7.86
Waste	—	—	—	—	—	—	—	—	—	—	—	3.97	0.00	3.97	0.40	0.00	—	13.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	0.45	0.44	0.11	1.47	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	4.68	302	307	0.49	0.01	0.43	323

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.62	0.62	—	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.02	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	0.01	1.00	0.39	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	817	817	0.04	0.13	1.90	859
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.64	3.64	< 0.005	< 0.005	0.01	3.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.4	22.4	< 0.005	< 0.005	0.02	23.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.71	3.71	< 0.005	< 0.005	< 0.005	3.89

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.56	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14	—	852	852	0.03	0.01	—	855
Demoliti on	—	—	—	—	—	—	0.62	0.62	—	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.02	0.01	0.12	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demoliti on	—	—	—	—	—	—	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demoliti on	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	0.01	1.00	0.39	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	817	817	0.04	0.13	1.90	859
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.64	3.64	< 0.005	< 0.005	0.01	3.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.4	22.4	< 0.005	< 0.005	0.02	23.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.71	3.71	< 0.005	< 0.005	< 0.005	3.89

3.3. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	—	—	2.07	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.0	47.0	< 0.005	< 0.005	—	47.1
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.77	7.77	< 0.005	< 0.005	—	7.80
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	104	104	< 0.005	< 0.005	0.38	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.33	0.07	5.15	2.00	0.03	0.05	1.12	1.18	0.05	0.31	0.36	—	4,198	4,198	0.23	0.66	9.74	4,410

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.73	2.73	< 0.005	< 0.005	< 0.005	2.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.15	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	115	115	0.01	0.02	0.12	121
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.0	19.0	< 0.005	< 0.005	0.02	20.0

3.4. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	—	—	2.07	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.0	47.0	< 0.005	< 0.005	—	47.1
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.77	7.77	< 0.005	< 0.005	—	7.80
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	104	104	< 0.005	< 0.005	0.38	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.33	0.07	5.15	2.00	0.03	0.05	1.12	1.18	0.05	0.31	0.36	—	4,198	4,198	0.23	0.66	9.74	4,410
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.73	2.73	< 0.005	< 0.005	< 0.005	2.77

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.15	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	115	115	0.01	0.02	0.12	121
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.0	19.0	< 0.005	< 0.005	0.02	20.0

3.5. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm ent	0.25	0.21	2.10	2.84	< 0.005	0.09	—	0.09	0.08	—	0.08	—	534	534	0.02	< 0.005	—	535
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.05	0.04	0.38	0.52	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.4	88.4	< 0.005	< 0.005	—	88.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.19	0.19	3.01	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	597	597	0.03	0.02	2.19	606
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	203	203	0.01	0.03	0.56	213
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.21	2.55	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	566	566	0.03	0.02	0.06	573
Vendor	0.01	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	204	204	0.01	0.03	0.01	212
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.09	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	235	235	0.01	0.01	0.39	238
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.2	83.2	< 0.005	0.01	0.10	86.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.9	38.9	< 0.005	< 0.005	0.06	39.4

Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.21	2.10	2.84	< 0.005	0.09	—	0.09	0.08	—	0.08	—	534	534	0.02	< 0.005	—	535
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.04	0.38	0.52	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.4	88.4	< 0.005	< 0.005	—	88.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.19	0.19	3.01	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	597	597	0.03	0.02	2.19	606
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	203	203	0.01	0.03	0.56	213
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.21	2.55	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	566	566	0.03	0.02	0.06	573
Vendor	0.01	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	204	204	0.01	0.03	0.01	212
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.09	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	235	235	0.01	0.01	0.39	238
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.2	83.2	< 0.005	0.01	0.10	86.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.9	38.9	< 0.005	< 0.005	0.06	39.4
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.50	2.15	< 0.005	0.06	—	0.06	0.05	—	0.05	—	406	406	0.02	< 0.005	—	407
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	67.2	67.2	< 0.005	< 0.005	—	67.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.18	0.16	0.17	2.79	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	585	585	0.02	0.02	1.98	594
Vendor	0.01	0.01	0.22	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	200	200	0.01	0.03	0.54	209
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.19	2.38	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	555	555	0.03	0.02	0.05	562
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	200	200	0.01	0.03	0.01	209
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.78	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.27	178
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.2	62.2	< 0.005	0.01	0.07	65.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.04	29.4
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	0.01	10.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.59	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.18	0.15	1.50	2.15	< 0.005	0.06	—	0.06	0.05	—	0.05	—	406	406	0.02	< 0.005	—	407
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.03	0.03	0.27	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	67.2	67.2	< 0.005	< 0.005	—	67.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.17	2.79	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	585	585	0.02	0.02	1.98	594
Vendor	0.01	0.01	0.22	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	200	200	0.01	0.03	0.54	209
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.18	0.16	0.19	2.38	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	555	555	0.03	0.02	0.05	562
Vendor	0.01	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	200	200	0.01	0.03	0.01	209
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.78	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.27	178
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.2	62.2	< 0.005	0.01	0.07	65.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.04	29.4
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	0.01	10.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.24	5.30	0.01	0.18	—	0.18	0.16	—	0.16	—	823	823	0.03	0.01	—	826
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.03	0.26	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.6	49.6	< 0.005	< 0.005	—	49.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.21	8.21	< 0.005	< 0.005	—	8.24
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	1.13	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	237	237	0.01	0.01	0.80	241
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	0.02	13.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.28	2.28	< 0.005	< 0.005	< 0.005	2.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.24	5.30	0.01	0.18	—	0.18	0.16	—	0.16	—	823	823	0.03	0.01	—	826
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.26	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.6	49.6	< 0.005	< 0.005	—	49.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.21	8.21	< 0.005	< 0.005	—	8.24
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	1.13	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	237	237	0.01	0.01	0.80	241
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	0.02	13.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.28	2.28	< 0.005	< 0.005	< 0.005	2.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134

Architect ural	18.6	18.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architect ural Coating s	1.12	1.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architect ural Coating s	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.56	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	117	117	< 0.005	< 0.005	0.40	119
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.79	6.79	< 0.005	< 0.005	0.01	6.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	18.6	18.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architect ural Coating s	1.12	1.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architect ural Coating s	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.56	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	117	117	< 0.005	< 0.005	0.40	119
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.79	6.79	< 0.005	< 0.005	0.01	6.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.78	0.71	0.52	6.04	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,460	1,460	0.07	0.06	4.92	1,483
Total	0.78	0.71	0.52	6.04	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,460	1,460	0.07	0.06	4.92	1,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.77	0.70	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,399	1,399	0.07	0.06	0.13	1,419
Total	0.77	0.70	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,399	1,399	0.07	0.06	0.13	1,419

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.14	0.13	0.11	1.04	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	234	234	0.01	0.01	0.35	238
Total	0.14	0.13	0.11	1.04	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	234	234	0.01	0.01	0.35	238

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.78	0.71	0.52	6.04	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,460	1,460	0.07	0.06	4.92	1,483
Total	0.78	0.71	0.52	6.04	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,460	1,460	0.07	0.06	4.92	1,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.77	0.70	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,399	1,399	0.07	0.06	0.13	1,419
Total	0.77	0.70	0.57	5.57	0.01	0.01	1.31	1.32	0.01	0.33	0.34	—	1,399	1,399	0.07	0.06	0.13	1,419
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.14	0.13	0.11	1.04	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	234	234	0.01	0.01	0.35	238
Total	0.14	0.13	0.11	1.04	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	234	234	0.01	0.01	0.35	238

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	373	373	0.03	< 0.005	—	374
Total	—	—	—	—	—	—	—	—	—	—	—	—	373	373	0.03	< 0.005	—	374
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	373	373	0.03	< 0.005	—	374
Total	—	—	—	—	—	—	—	—	—	—	—	—	373	373	0.03	< 0.005	—	374
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	61.7	61.7	< 0.005	< 0.005	—	62.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	61.7	61.7	< 0.005	< 0.005	—	62.0

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	376	376	0.03	< 0.005	—	377
Total	—	—	—	—	—	—	—	—	—	—	—	—	376	376	0.03	< 0.005	—	377

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	376	376	0.03	< 0.005	—	377
Total	—	—	—	—	—	—	—	—	—	—	—	—	376	376	0.03	< 0.005	—	377
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	62.2	62.2	< 0.005	< 0.005	—	62.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	62.2	62.2	< 0.005	< 0.005	—	62.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Total	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Total	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Total	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.40	1.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.30	0.03	3.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.10	9.10	< 0.005	< 0.005	—	9.13
Total	1.83	1.81	0.03	3.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.10	9.10	< 0.005	< 0.005	—	9.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.40	1.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.51	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.26	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.04	0.04	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.04
Total	0.32	0.31	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.04

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.40	1.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.30	0.03	3.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.10	9.10	< 0.005	< 0.005	—	9.13
Total	1.83	1.81	0.03	3.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.10	9.10	< 0.005	< 0.005	—	9.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.40	1.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.51	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	0.26	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coating s	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipm ent	0.04	0.04	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.04
Total	0.32	0.31	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.04

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.71	4.80	5.51	0.07	< 0.005	—	7.86
Total	—	—	—	—	—	—	—	—	—	—	—	0.71	4.80	5.51	0.07	< 0.005	—	7.86

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	4.29	29.0	33.3	0.44	0.01	—	47.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.71	4.80	5.51	0.07	< 0.005	—	7.86
Total	—	—	—	—	—	—	—	—	—	—	—	0.71	4.80	5.51	0.07	< 0.005	—	7.86

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Total	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Total	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3.97	0.00	3.97	0.40	0.00	—	13.9
Total	—	—	—	—	—	—	—	—	—	—	—	3.97	0.00	3.97	0.40	0.00	—	13.9

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Total	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Total	—	—	—	—	—	—	—	—	—	—	—	24.0	0.00	24.0	2.40	0.00	—	83.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3.97	0.00	3.97	0.40	0.00	—	13.9
Total	—	—	—	—	—	—	—	—	—	—	—	3.97	0.00	3.97	0.40	0.00	—	13.9

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.47	0.47
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08

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)

Equipm ent	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

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

4.10.6. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/6/2025	5/20/2025	5.00	10.0	—
Grading	Grading	5/23/2025	6/5/2025	5.00	10.0	—
Building Construction	Building Construction	6/6/2025	6/8/2026	5.00	262	—
Paving	Paving	5/8/2026	6/8/2026	5.00	22.0	—
Architectural Coating	Architectural Coating	5/8/2026	6/8/2026	5.00	22.0	—

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/Back hoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. 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/Back hoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	11.8	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	60.6	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	43.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	6.41	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	8.64	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. 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	11.8	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	60.6	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	43.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	6.41	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	8.64	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	132,285	44,095	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	470	—
Grading	—	4,844	7.50	0.00	—

Paving	0.00	0.00	0.00	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%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VM/Weekday	VM/Saturday	VM/Sunday	VM/Year
Apartments Mid Rise	216	216	216	78,840	1,853	1,853	1,853	676,296

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VM/Weekday	VM/Saturday	VM/Sunday	VM/Year
---------------	---------------	----------------	--------------	------------	------------	-------------	-----------	---------

Apartments Mid Rise	216	216	216	78,840	1,853	1,853	1,853	676,296
---------------------	-----	-----	-----	--------	-------	-------	-------	---------

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

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)
132285.15	44,095	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	197,010	690	0.0489	0.0069	595,522

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	198,600	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,236,428	18,032

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,236,428	18,032

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	44.5	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
----------	------------------	-------------------------

Apartments Mid Rise	44.5	—
---------------------	------	---

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)
-----------	--------	------------------------------	------------------------------

8. User Changes to Default Data

Screen	Justification
Land Use	Project Site size is approximately 0.3 acres
Construction: Construction Phases	Project schedule assumes the fastest buildout.
Operations: Vehicle Data	Based on the Planning Application Transportation Assessment
Operations: Hearths	Based on Site Plan

DIR-2024-437-TOC-PHP-HCA-1A

H. Noise Impact Analysis (April 21, 2025)



811 W. 7th Street, Suite 200
Los Angeles, CA 90017
(213) 935-1901
www.impactsciences.com

MEMORANDUM

To: Bryant Wu, City of Los Angeles, Department of City Planning
From: Brett Pomeroy, Associate Principal, Impact Sciences
Subject: Noise Impact Analysis for the Shatto Apartments Project
Date: April 21, 2025

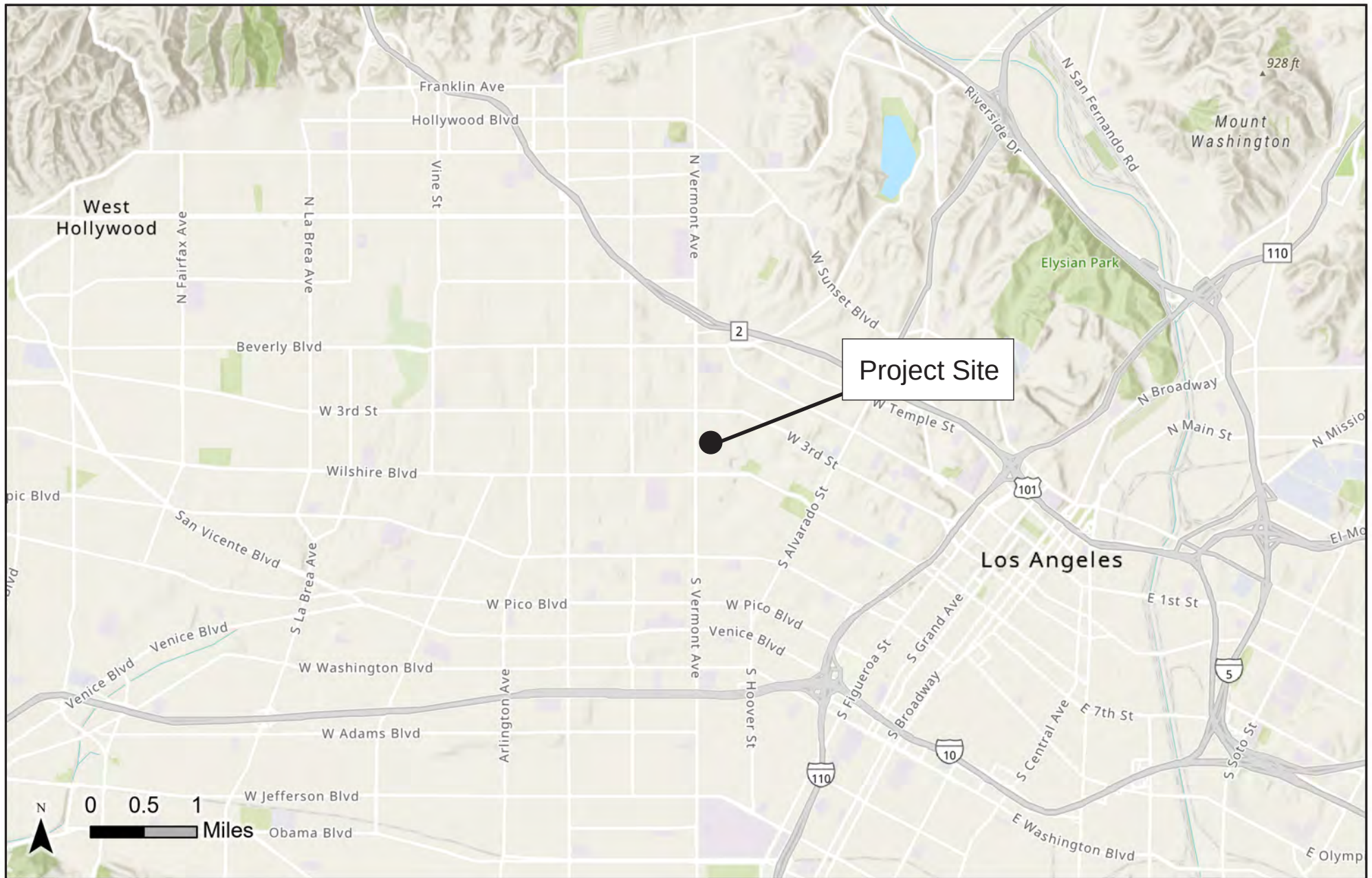
INTRODUCTION

This Noise Memorandum evaluates noise impacts associated with the proposed Shatto Apartments Project (the “Project”) in the City of Los Angeles (City). This memorandum has been prepared by Impact Sciences, Inc., to support the Project’s environmental documentation prepared pursuant to the California Environmental Quality Act (CEQA). This analysis considers both the temporary noise impacts from Project construction and long-term impacts associated with operation of the Project.

Project Location

The Project is located on a 13,086 square-foot (0.30-acre) site at 446 S. Shatto Place (APN 5077-002-020) in the City of Los Angeles (see **Figure 1, Regional Vicinity** and **Figure 2, Aerial Photograph of the Project Site**). The Project Site is bound by commercial uses to the north, multi-family residential uses to the east and south, and Shatto Place to the west.¹

¹ ZIMAS, 446 Shatto Place, available at: <https://zimas.lacity.org/reports/5959106934c943648c1fc74cfd40b7ba.pdf> , accessed April 14, 2025.



SOURCE: Esri, 2025



SOURCE: Esri, 2025

Project Description

The Project involves the removal of the existing surface parking lot and construction, use, and maintenance of a new 7-story, 65,326 gross square-foot multi-family building consisting of 60 dwelling units (inclusive of seven extremely low-income units) with a CR-1 occupancy. The Project would have an approximate floor area ratio ("FAR") of 4.21:1 and a height of 89 feet and 10.25 inches. The Project would also provide approximately 1,052 sf of landscaped area within the Project Site (see **Figure 3, Project Site Plan**). **Table 1, Project Summary**, below, summarizes the Project's development envelope.

Table 1
Project Summary

	Maximum Allowable/Required	Proposed Project
FAR	4.25:1 (Per LAMC Section 12.12)	4.21:1 FAR
Height	75 ft + 33 ft (Per LAMC 12.21.1 + TOC Guidelines)	89 feet, 10 1/4 inch
Vehicle Parking	Not Required (per AB 2097)	40 spaces
Bicycle Parking	5 short term/48 Long term (per LAMC Sec. 12.21)	5 short- & 48 long-term spaces
Open Space	4,500 (Per LAMC 12.21.G)	4,503 sq ft

Sources: Project application materials, Los Angeles Municipal Code (LAMC) 2025, and Impact Sciences 2025.

Landscaping

The Project includes approximately 1,052 sf of landscape area and fifteen trees. All landscaping would be implemented in accordance with citywide design guidelines and Los Angeles Municipal Code (LAMC) Sections 12.40 through 12.43.



Project Construction Sequencing

For the purpose of analyzing impacts associated with construction activities, this analysis assumes a construction schedule of approximately 13 months beginning in 2025. This analysis assumes the Project will be fully operational in 2026. It should be noted that the construction assumptions identified herein are conceptual and are intended to identify worst-case daily impacts. If the Project is built out more slowly and at later dates than those assumed herein, the daily construction intensity would be reduced and associated daily impacts would be generally reduced. Construction activities associated with the Project would involve: (1) Demolition/debris removal, (2) Site preparation/grading/foundation preparation, and (3) Building construction.

While it is noted that no building demolition would be required, this analysis assumes demolition/debris removal would occur for approximately two weeks for the removal of the existing surface parking lot and associated debris (approximately 470 tons of debris to be removed).² Site preparation, grading, and foundation preparation would occur for approximately two weeks and up to 4,844 cubic yards (cy) may be exported for the proposed basement level.³

Building construction would occur for approximately 12 months and would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, paving and landscaping the Project Site. Paving and architectural coatings would take place concurrently during the final month of building construction.

The following maximum daily equipment by phase will be assumed:⁴

- Demolition: 1 concrete/industrial saw, 1 rubber tired dozer, 2 tractors/loaders/backhoes
- Site preparation/grading/foundation preparation: 1 grader, 1 rubber tired dozer, 1 tractor/loader/backhoe
- Building Construction: 1 crane, 2 forklifts, 1 generator set, 2 tractor/loader/backhoes
- Paving: 4 cement and mortar mixers, 1 paver, 1 roller, 1 tractor/loader/backhoe
- Architectural Coating: 1 air compressor

² Estimate based on the size of the site (13,086 sf) at 1-foot-deep equals 485 cubic yards. Then applied the CalRecycle conversion factor for crushed asphalt (0.97 tons/cubic yard).

³ Per Project's Environmental Assessment Form (EAF) filed with City Planning on January 18, 2024.

⁴ Consistent with CalEEMod assumptions for a site that is less than one acre in size.

REGULATORY SETTING

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL) in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

City of Los Angeles General Plan Noise Element

The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility as shown in **Table 2** and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.⁵

⁵ City of Los Angeles, *General Plan, Noise Element*, adopted February 3, 1999, Pages 1.1-2.4, available online at: https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf accessed January 14, 2025.

Table 2
Guidelines for Noise Compatible Land Use (CNEL)

Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential Single-Family, Duplex, Mobile Homes	50-55	55-70	70-75	Above 75
Residential Multi-Family Homes	50-60	60-70	70-75	Above 75
Transient Lodging – Motels, Hotels	50-60	60-70	70-80	Above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	--	50-65	--	Above 65
Sports Arenas, Outdoor Spectator Sports	--	50-70	--	Above 70
Playgrounds, Neighborhood Parks	50-65	--	65-75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	--	70-80	Above 80
Office Buildings, Business and Professional Commercial	50-65	65-75	Above 75	--
Agriculture, Industrial, Manufacturing, Utilities	50-70	70-75	Above 75	--

¹ Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

² 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 systems or air conditioning will normally suffice.

³ 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.

⁴ New construction or development should generally not be undertaken.

Source: Los Angeles General Plan Noise Element, 1999.

The following policies and objectives from the Noise Element apply to the Project.

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

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 impact associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) provides two types of noise standards that are relevant to this analysis: 1) construction noise standards, and 2) general noise ordinance standards. The construction noise standards apply only to construction activities, while the general noise ordinance standards apply to noise generated by land use activities.

Construction Noise Standards

The LAMC has established noise regulations for both short-term construction activities and long-term operation of a project. The LAMC regulates noise from any powered equipment or powered hand tool in a residential zone (or within 500 feet) at a distance of 50 feet between 7:00 AM and 10:00 PM to the following:

- 75 dB(A) 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;
- 75 dB(A) for powered equipment of 20 horse-power or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; and
- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools.⁶

These noise limits do not apply where compliance is deemed technically infeasible. Specifically, such activities are allowed when it is demonstrated that compliance is not possible “despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment.”⁷

Section 41.40 of the LAMC also prohibits construction activity from occurring between 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday.⁸ This is intended to protect persons occupying sleeping quarters in any hotel, apartment, or other place of residence. Construction noise intruding onto property zoned for manufacturing or industrial uses is exempt from these standards.

⁶ City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.05), 1986.

⁷ *Ibid.*

⁸ City of Los Angeles, Municipal Code Chapter IV-Public Welfare (Section 41.40), 1984.

General Noise Ordinance

LAMC Chapter XI, “Noise Regulation,” regulates noise from non-transportation noise sources such as commercial or industrial operations, mechanical equipment or residential activities. Although these regulations do not apply to vehicles operating on public rights-of-way, the regulations do apply to noise generated by vehicles on private property, such as truck operations at commercial or industrial facilities. The exact noise standards vary depending on the type of noise source, but the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. LAMC Section 111.01 (a) defines the ambient noise as “the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes.”

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers and stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dB(A). Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the project’s property line.

LAMC Section 112.02 (a) would prevent project HVAC systems and other mechanical equipment from elevating noise levels at neighboring residences by more than 5 dB(A).

For a project’s operational impacts:

- The ambient noise level measured at the property line of affected uses to increase by 3 dB(A) in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category.
- Any 5 dB(A) or greater noise increase.

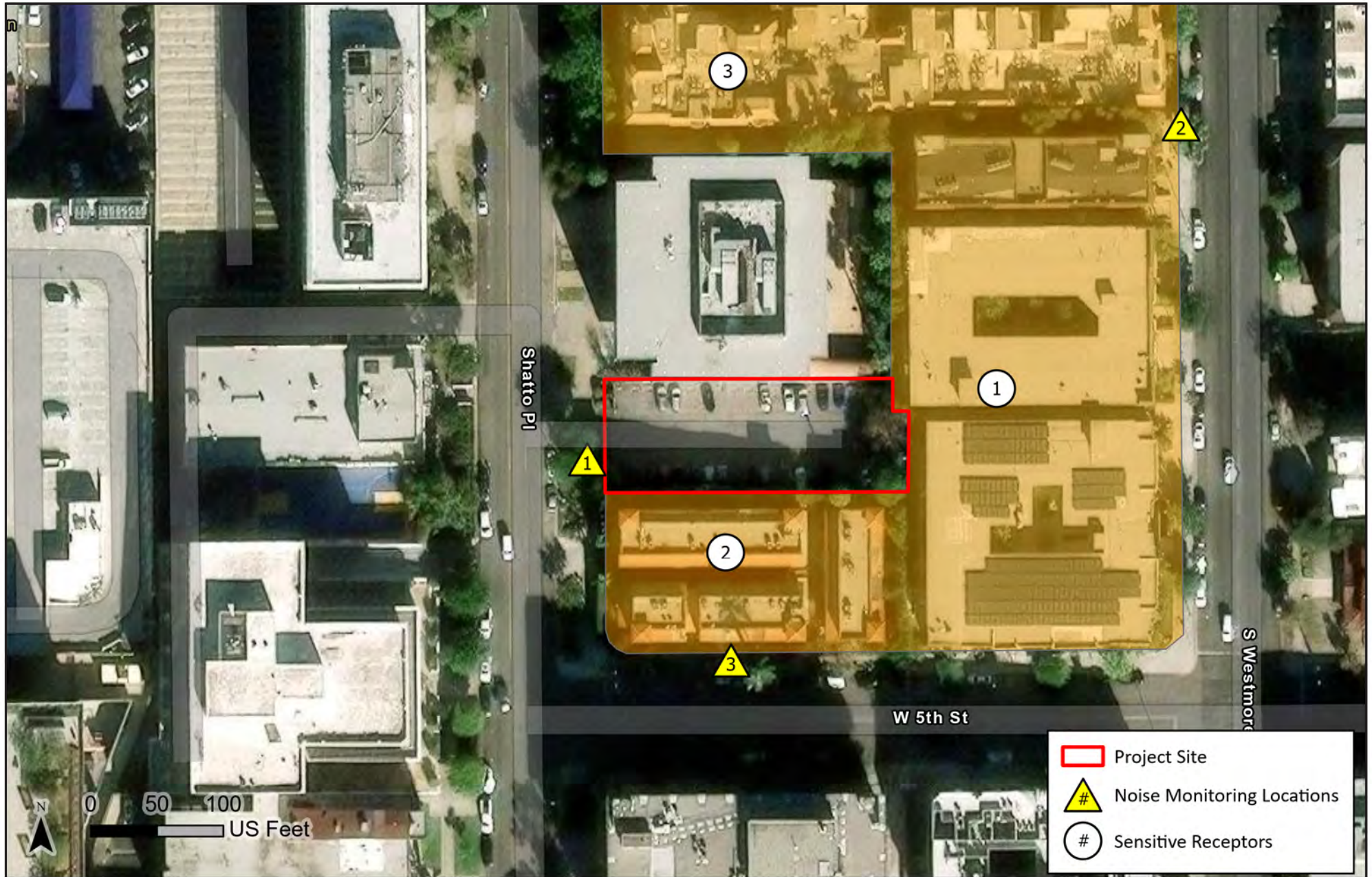
These “normally unacceptable” and “clearly unacceptable” categories refer to those outlined by the noise and land-use compatibility chart, shown in **Table 2**.

EXISTING SETTING

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels,

libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The closest noise-sensitive receptors to the Project Site are: 1) adjacent residences to the east; 2) adjacent residences to the south; and 3) residences to the north along Shatto Place (161 feet). See **Figure 4, Noise Monitoring and Sensitive Receptor Location Map**.



SOURCE: Esri, 2025

FIGURE 4

Measured Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at three locations in the vicinity of the Project Site. The locations of where the noise measurements were taken are depicted in **Figure 4, Noise Monitoring and Sensitive Receptor Location Map**. The noise survey was conducted in April 2025 using the Larson Davis SoundExpert 821 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 3, Existing Noise Levels in the Vicinity of the Project Site**. As shown in **Table 3**, the ambient noise levels ranged from 54.5 dB(A) Leq to 61.1 dB(A) Leq in the vicinity of the Project Site. The existing ambient noise level on the Project Site fronting Shatto Place (Noise Monitoring Location 1) is estimated to be 65.3 dB(A) CNEL. See **Appendix A** to this memorandum.

Table 3
Existing Noise Levels in the Vicinity of the Project Site

Noise Monitoring Locations	Primary Noise Sources	Noise Levels [dB(A)]		
		Leq	Lmin	Lmax
Daytime (7AM – 7 PM)				
1. Project Site	Vehicle Traffic, Neighborhood Activity	61.1	45.9	86.5
2. Residences east of the Project Site.	Vehicle Traffic, Neighborhood Activity	59.6	49.5	73.3
3. Residences south of the Project Site	Vehicle Traffic, Neighborhood Activity	54.5	47.8	69.6
Evening (7PM -10PM)				
1. Project Site	Vehicle Traffic, Neighborhood Activity	56.6	44.0	77.2
Night (10PM – 7AM)				
1. Project Site	Vehicle Traffic, Neighborhood Activity	58.3	44.2	81.0

Source: Impact Sciences, Inc., April 2025. See **Appendix A, Noise Data**. As shown therein, 15-minute Leq data was collected for all locations.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, the Project may cause a significant noise impact if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels.

The City of Los Angeles has adopted thresholds of significance and methodology for construction noise analyses.⁹ As stated therein, the thresholds are intended to be suited to the generally urban nature of the City, while still recognizing the importance of human health, including sleep disruption. The thresholds are intended to account for reasonable expectations regarding construction noise during daytime and nighttime hours within an urban environment and also include absolute maximum noise levels that are intended to protect human health. These thresholds have been formulated based on input from Technical Advisory Committee noise experts, as well as a review of noise thresholds used by other state and local agencies. The City has elected to utilize these thresholds and methodology for the Project, which has been determined to be particularly appropriate in the urbanized environment in which the Project is located. The adopted thresholds for the Project are as follows:

- 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, no numerical threshold above ambient noise levels is applicable.
- 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) is limited to a maximum 80 dBA Leq (8-hour) absolute threshold at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas.

This threshold applies to residential uses (at the property line with outdoor uses or at the exterior of the building); including expansive upper-level deck/open spaces areas that provide for the recreational use of residents. Examples include large patios or decks that are the primary outdoor use area in an apartment complex. However, this standard does not apply to private residential balconies which may or may not extend past the exterior of a building.

⁹ Construction Noise and Vibration, Updates to Thresholds and Methodology, Department of City Planning, August 2024. <https://planning.lacity.gov/odocument/fba26ae5-ca95-48c3-aace-ae3bf0cb43b1/Construction%20Noise%20and%20Vibration%20-%20Proposed%20Updates%20to%20Thresholds%20and%20Methodology%20&%20Attachments.pdf>

PROJECT NOISE IMPACTS

Construction Impacts (LAMC Standard)

Construction of the Project would require the use of heavy equipment during demolition, grading/site preparation, installation of utilities, building fabrication, paving and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity. As shown in **Table 4**, the FHWA RCNM has compiled data regarding the noise-generating characteristics of specific types of construction equipment.

Table 4
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dBA, L _{max})
Auger Drill Rig	84
Backhoe	78
Compactor (ground)	83
Compressor (air)	78
Concrete Mixer Truck	79
Concrete Pump Truck	81
Concrete Saw	90
Crane	81
Dozer	82
Drill Rig Truck	84
Drum Mixer	80
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	81
Gradall	83
Grader	85
Jackhammer	89
Man Lift	75
Mounted Impact Hammer (hoe ram)	90
Paver	77
Pneumatic Tools	85
Pump	81
Roller	80
Scraper	84
Trenching Machine	80
Tractor	84
Vacuum Street Sweeper	82
Welders	74

Source: FHWA Roadway Construction Noise Model User's Guide, 2006.

As discussed previously, the Project would be subject to LAMC Sections 41.40 and 112.05. The Project would conduct construction activities in a manner consistent with LAMC Section 41.40, which prohibits construction activity from occurring between 9:00 PM and 7:00 AM Monday through Friday, between 6:00 PM and 8:00 AM on Saturday or any national holiday, and at any time on Sunday. With respect to LAMC Section 112.05, **Table 4** indicates that noise levels at 50 feet from construction equipment could reach 90 dBA (L_{max}), which exceeds the

75 dBA (Lmax) limitation. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. It should be noted that given the nature of the Project's construction activities adjacent to sensitive uses and the dynamics inherent with urban construction, the noise limitations established in the LAMC would, at certain times, not be applicable due to technical infeasibility.

Nevertheless, because the estimated construction-related noise levels associated with the Project could exceed the noise standard of 75 dBA (Lmax) at 50 feet from the noise source as outlined in LAMC Section 112.05, the Project is required to implement all technically feasible noise reduction measures, including, without limitation, the use of mufflers, shields, or sound barriers. Specifically, the use of sound barriers such as plywood structures or flexible sound control curtains could reduce line-of-sight noise levels by approximately 10-15 dBA.¹⁰ Therefore, as required by LAMC Section 112.05, the Project shall implement Regulatory Compliance Measure (RCM) NOI-1, as follows:

RCM NOI-1: Barriers, such as plywood structures or flexible sound control curtains shall be erected along the northern, eastern, and southern perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.) to minimize the amount of noise during construction on nearby noise-sensitive uses. Perimeter barriers shall be at least eight (8) feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 15 dB(A), such as ½ inch plywood.¹¹

Implementation of **RCM NOI-1** would have the potential to reduce construction noise levels by up to approximately 15 dBA, which would reduce noise levels from the loudest pieces of equipment identified in **Table 4** from 90 dBA (Lmax) at 50 feet to 75 dBA (Lmax) at 50 feet. Thus, with the incorporation of noise reduction techniques required by the Noise Ordinance, construction noise levels would not exceed the noise limits for powered equipment or hand tools established in LAMC Section 112.05. The Project would also implement additional techniques to reduce construction noise levels as required by the LAMC. For example, compliance with applicable Noise Ordinance requirements would include construction activities being scheduled so as to minimize operating several pieces of equipment simultaneously, which reduces noise levels. Further, noise-generating construction activities whose specific location on the site are flexible (e.g., operation of compressors or generators, cement mixing, and general truck idling) will be conducted as far as possible from the nearest noise-sensitive land

¹⁰ Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.

¹¹ Based on the FHWA Noise Barrier Design Handbook, Table 3, Approximate sound transmission loss values for common materials, February 2000, updated August 24, 2017.

uses. However, given the fluid dynamics of an urban construction site, this analysis conservatively does not take any quantified reduction associated with these additional regulatory compliance techniques. Nevertheless, with the implementation of **RCM NOI-1**, the Project would be consistent with the standards established in LAMC Section 112.05.

Construction Impacts (City Threshold)

With the use of the FHWA RCNM as detailed in **Appendix A** to this report, the construction noise levels (dBA Leq-8 hour) forecasted for the sensitive receptors are presented in **Table 5, Estimated Exterior Construction Noise at Sensitive Receptors**.¹² Noise levels would generally diminish notably with distance from the construction site at a rate of 6 dB(A) per doubling of distance (noise from stationary or point sources is reduced by about 6 dB(A) for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dB(A) Leq measured at 50 feet from the noise source to the receptor would decline to 80 dB(A) Leq at 100 feet from the source to the receptor and fall by another 6 dB(A) Leq to 74 dB(A) Leq at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor, which is a conservative assumption in a dense urban environment marked by built features that buffer noise. In addition, the construction noise experienced at sensitive receptors during the initial periods of construction (i.e., demolition and site preparation/grading/foundations) typically would be reduced in the later construction periods (i.e., interior building construction) because the earlier phases involve the use of heavier construction equipment compared to later stages. The estimated construction noise levels for sensitive receptors account for the noise reduction benefits associated with the required implementation of **RCM NOI-1** (see above). While construction activity would increase noise levels in the vicinity of the Project Site (see **Table 5**), the Project's construction activities would not exceed the City's 80 dBA Leq (8-hour) absolute threshold at sensitive uses. As such, construction noise impacts would be less than significant.

¹² Project construction noise levels were calculated based on the Project's anticipated mix of construction equipment with the FHWA RCNM Version 1.1.

Table 5
Estimated Exterior Construction Noise at Sensitive Receptors

Sensitive Land Uses ^a	Distance to Construction Activity (feet)	Construction Noise [dB(A) Leq-8hr] ^b	Exceed 80 dB(A) Leq-8hr Threshold?
Demolition			
1. Residences to the east	Adjacent	72.6	No
2. Residences to the south	Adjacent	74.1	No
3. Residences to the north	161	59.0	No
Site Preparation/Grading/Foundation Preparation			
1. Residences to the east	Adjacent	71.6	No
2. Residences to the south	Adjacent	73.0	No
3. Residences to the north	161	61.3	No
Building Construction			
1. Residences to the east	Adjacent	72.6	No
2. Residences to the south	Adjacent	74.0	No
3. Residences to the north	161	61.9	No

^a See **Figure 4** for location of sensitive receptors.

^b See **Appendix A** to this memorandum.

Operational Impacts

Traffic Noise

Operational noise level increases would be considered significant if the Project causes ambient noise levels at the property line of affected uses to increase by 3 dBA if the total ambient noise levels without the Project exceed the City's General Plan exterior noise standards as shown in **Table 2, Guidelines for Noise Compatible Land Use (CNEL)**, or any 5 dBA or greater noise increase.

Studies have shown that a 3 dB(A) increase in sound level pressure is barely detectable by the human ear. A 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.¹³

As discussed in the Planning Application Materials,¹⁴ the Project would generate a maximum of 216 daily trips. According to Los Angeles Department of Transportation traffic counts for the intersection of Shatto Place and 5th

¹³ California Department of Transportation. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed April 14, 2025.

¹⁴ Shatto Apartments, Planning Application Materials, January 18, 2024.

Avenue (the nearest major intersection to the Project Site with available data), Shatto Place has an existing peak hour traffic volume of 682 trips, which equates to approximately 6,820 average daily trips.¹⁵ Since it would take a doubling (i.e., a 100% increase) of roadway traffic volume to increase noise levels by 3 dBA, the Project's addition of 216 daily trips would not increase traffic to levels capable of producing a 3 dBA ambient noise increase. As such, operational traffic noise impacts would be less than significant.

Stationary Noise Sources

As part of the Project, new mechanical equipment, HVAC units, and exhaust fans could be installed within the structure, on the roof, or near the proposed structures. The Project would be subject to compliance with LAMC Section 112.02 (a), which would prevent project HVAC systems and other mechanical equipment from elevating noise levels at neighboring residences by more than 5 dB(A). And, as the Project is an infill development surrounded by existing urban uses, HVAC and mechanical noise from the Project would be substantially similar to existing conditions in the Project area. As such, operational noise from stationary sources would be less than significant.

Land Use Compatibility

While agencies subject to CEQA are generally not required to analyze or mitigate the impact of existing environmental conditions on a project's future users or residents, the following discussion associated with the placement of future residences on the Project Site is included for informational purposes. As discussed previously, based on the measurement data collected at Location 1 (located immediately adjacent to Shatto Place), existing on-site noise levels reach up to 65.3 dB(A) CNEL. It should be noted that noise levels at the center of the Project Site after Project construction would likely be lower. Nevertheless, future residences at the Project Site may experience exterior noise levels that are considered conditionally acceptable per the City's Noise Element (see **Table 2** previously). According to the City's Noise Element, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. With respect to acceptable interior noise levels, consistent with State and City standards, all habitable spaces associated with the residential component of the Project would be required to provide indoor noise levels of 45 dBA CNEL or less. Exterior-to-interior noise reduction of newer buildings can reach 35 dBA or more, depending on the type of building materials and methods used. This is based in part on mandatory compliance with CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential

¹⁵ City of Los Angeles, Department of Transportation, 24 Hours Traffic Volume –, Shatto Place, December 2019. Available at: https://navigatela.lacity.org/dot/traffic_data/manual_counts/18718_5THSHA191203.pdf; accessed April 2025. See Appendix A.

Buildings, which requires substantial building insulation, improving exterior-to-interior noise reductions.¹⁶ Thus, it is reasonable the Project's building construction could achieve exterior-to-interior noise reduction of 25-35 dBA. As existing on-site noise levels reach up to 65.3 dBA CNEL, the Project's construction methods and materials would reduce residential interior noise levels to approximately 30.3 to 40.3 dBA CNEL, ensuring the Project is consistent with interior noise level standards.

Airport Noise Impacts

The Project Site is not located within the vicinity of a private airstrip or an airport land use plan and is not located within 2 miles of a public airport or public-use airport. The nearest airport to the Project Site is the Los Angeles International Airport, located approximately 12.3 miles southwest of the Project Site. Therefore, no impacts with respect to airstrip or airport related noise would occur and no further analysis is required.

CONCLUSION

Table 5 demonstrates that with implementation of **RCM NOI-1** the Project's construction activities would not exceed the City's 80 dBA Leq (8-hour) absolute threshold at sensitive uses. Additionally, the Project's construction activities would be restricted to daytime hours, in accordance with the City's Municipal Code, further minimizing noise impacts during sensitive hours. Operational noise from stationary noise sources and traffic would also remain within the City's exterior and interior noise standards. The Project Site's location, outside the vicinity of any private airstrip or public airport, ensures there would be no impacts related to airport noise. Therefore, impacts related to construction and operational noise would be less than significant.

¹⁶ See also *Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Guidance, December 2011*, which states light frame buildings with single-glazed windows can reduce exterior noise transmission by approximately 25 dBA, and double-glazed windows by approximately 35 dBA.

IMPACT 
SCIENCES

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Shatto Apartments

Monitoring Location: Project Site

Date: 4/11/25 Site Number: 1 (day)

Measured By: Annalie Sarrieddine

Measurement Start Time: 9:14 AM

Measurement End Time: 9:29 AM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: 9A

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity



Data Summary

Noise Scale	Noise Level (dBA)
Leq	61.1
L _{max}	86.5
L _{min}	45.9

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

Pedestrians strolling on sidewalk, gardening equipment operation

IMPACT SCIENCES



SoundExpert 821 Summary:

2025-04-15 22:18:50

User: Annalie Sarrieddine
Location: 1(day)
Job Description: Shatto Apartments
Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:67F8DD6A:0000009A	

Overall Measurement

Start Date & Time	2025-04-11 09:14:18
Stop Date & Time	2025-04-11 09:29:18
Run Time	00:15:00.00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level	114.00 dB
Meter Sensitivity	-25.47 dB re 1V/Pa
Post-Calibration	
Date/Time	---
Calibrator Level	---
Meter Sensitivity	---
Sensitivity Delta	---

A

Lweq	61.1
Lwpk	113.8 dB
	2025-04-11 09:16:42
LwSmin	45.9 dB
	2025-04-11 09:14:19
LwFmin	44.2 dB
	2025-04-11 09:14:18
Lwlmin	47.0 dB
	2025-04-11 09:23:55
LwSmax	86.5 dB
	2025-04-11 09:16:42
LwFmax	94.1 dB
	2025-04-11 09:16:42
Lwlmax	96.9 dB
	2025-04-11 09:16:42

w = frequency weighting (A, C or Z)

Community Noise	LDN
	61.1 dB
	LDEN
	61.1 dB
LCeq - LAeq	14.1 dB
LAeq	71.6 dB
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak	50.0 dB
Under Range Limit	24.0 dB
Noise Floor	17.0 dB

Ln Percentiles		
LAS 5.0	64.4 dB	
LAS 10.0	61.2 dB	
LAS 33.3	55.9 dB	
LAS 50.0	53.5 dB	
LAS 66.6	51.5 dB	
LAS 90.0	48.4 dB	

Exceedances		
	Count	Duration
LAS > 85 dB	1	2
LAS > 95 dB	0	0
LApk > 135 dB	0	0
LApk > 137 dB	0	0
LApk > 140 dB	0	0

Sound Exposure		
SELA	90.6 dB	
EA (Pa²s)	0.5 Pa²s	
EA,8 h (Pa²s)	14.8 Pa²s	
EA,40 h (Pa²s)	74.1 Pa²s	
EA (Pa²h)	0.0 Pa²h	
EA,8 h (Pa²h)	0.0 Pa²h	
EA,40 h (Pa²h)	0.0 Pa²h	

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Shatto Apartments

Monitoring Location: Project Site

Date: 4/11/25 Site Number: 1(Evening)

Measured By: Annalie Sarrieddine

Measurement Start Time: 9:31 PM

Measurement End Time: 9:46 PM

Total Measurement Time: 15 min.



Noise Meter Model: Larson Davis SoundExpert 821 Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: B6

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Data Summary

Noise Scale	Noise Level (dBA)
L _{eq}	56.6
L _{max}	77.2
L _{min}	44.0

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES



SoundExpert 821 Summary:

2025-04-15 22:24:46

User: Annalie Sarrieddine
Location: 1(evening)
Job Description: 446 Shatto Place
Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:67F98A4A:000000B6	

Overall Measurement

Start Date & Time	2025-04-11 21:31:54
Stop Date & Time	2025-04-11 21:46:54
Run Time	00:15:00.00
Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level	114.00 dB
Meter Sensitivity	-25.47 dB re 1V/Pa
Post-Calibration	
Date/Time	---
Calibrator Level	---
Meter Sensitivity	---
Sensitivity Delta	---

A

Lweq	56.6
Lwpk	116.6 dB
	2025-04-11 21:32:28
LwSmin	44.0 dB
	2025-04-11 21:42:43
LwFmin	43.5 dB
	2025-04-11 21:42:43
Lwlmin	44.8 dB
	2025-04-11 21:42:43
LwSmax	77.2 dB
	2025-04-11 21:32:28
LwFmax	85.8 dB
	2025-04-11 21:32:28
Lwlmax	90.4 dB
	2025-04-11 21:32:28

w = frequency weighting (A, C or Z)

Community Noise	LDN
	56.6 dB
	LDEN
	61.6 dB
LCeq - LAeq	10.1 dB
LAeq	66.9 dB
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak	50.0 dB
Under Range Limit	24.0 dB
Noise Floor	17.0 dB

Ln Percentiles		
LAS 5.0	62.4	dB
LAS 10.0	59.2	dB
LAS 33.3	52.4	dB
LAS 50.0	50.1	dB
LAS 66.6	48.5	dB
LAS 90.0	46.0	dB

Exceedances		
	Count	Duration
LAS > 85 dB	0	0
LAS > 95 dB	0	0
LApk > 135 dB	0	0
LApk > 137 dB	0	0
LApk > 140 dB	0	0

Sound Exposure		
SELA	86.1	dB
EA (Pa²s)	0.2	Pa²s
EA,8 h (Pa²s)	5.3	Pa²s
EA,40 h (Pa²s)	26.3	Pa²s
EA (Pa²h)	0.0	Pa²h
EA,8 h (Pa²h)	0.0	Pa²h
EA,40 h (Pa²h)	0.0	Pa²h

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Shatto Apartments

Monitoring Location: *Project Site*

Date: *4/11/25* Site Number: *1 (night)*

Measured By: Annalie Sarrieddine

Measurement Start Time: *10:01 PM*

Measurement End Time: *10:16 PM*

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821 Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: *BA*

Primary Noise Sources: *Vehicle Traffic, Neighborhood Activity*



Data Summary

Noise Scale	Noise Level (dBA)
<i>Leq</i>	<i>58.3</i>
<i>L_{max}</i>	<i>81.0</i>
<i>L_{min}</i>	<i>44.2</i>

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES



SoundExpert 821 Summary:

2025-04-15 22:25:49

User: Annalie Sarrieddine

Location: 1 (night)

Job Description: 446 Shatto Place

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:67F9912F:000000BA	

Overall Measurement

Start Date & Time	2025-04-11 22:01:19
Stop Date & Time	2025-04-11 22:16:19
Run Time	00:15:00.00

Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level	114.00 dB
Meter Sensitivity	-25.47 dB re 1V/Pa

Post-Calibration	
Date/Time	---
Calibrator Level	---
Meter Sensitivity	---
Sensitivity Delta	---

A	
Lweq	58.3
Lwpk	118.3 dB
	2025-04-11 22:01:53
LwSmin	44.2 dB
	2025-04-11 22:09:48
LwFmin	43.3 dB
	2025-04-11 22:09:47
Lwlmin	45.2 dB
	2025-04-11 22:09:48
LwSmax	81.0 dB
	2025-04-11 22:01:54
LwFmax	87.9 dB
	2025-04-11 22:01:53
Lwlmax	92.5 dB
	2025-04-11 22:01:53

w = frequency weighting (A, C or Z)

Community Noise	
	LDN
	68.3 dB
	LDEN
	68.3 dB
LCeq - LAeq	7.0 dB
LAAeq	67.9 dB
Overload Count	0
Overload Duration	00:00:00
A	
Under Range Peak	50.0 dB
Under Range Limit	24.0 dB
Noise Floor	17.0 dB

Ln Percentiles		
LAS 5.0	62.7	dB
LAS 10.0	60.6	dB
LAS 33.3	53.7	dB
LAS 50.0	51.2	dB
LAS 66.6	49.0	dB
LAS 90.0	45.9	dB

Exceedances		
	Count	Duration
LAS > 85 dB	0	0
LAS > 95 dB	0	0
LApk > 135 dB	0	0
LApk > 137 dB	0	0
LApk > 140 dB	0	0

Sound Exposure		
SELA	87.8	dB
EA (Pa²s)	0.2	Pa²s
EA,8 h (Pa²s)	7.7	Pa²s
EA,40 h (Pa²s)	38.6	Pa²s
EA (Pa²h)	0.0	Pa²h
EA,8 h (Pa²h)	0.0	Pa²h
EA,40 h (Pa²h)	0.0	Pa²h



SOURCE: Impact Sciences, 2025

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Shatto Apartments

Monitoring Location: *Residences East of the Project Site*

Date: *4/11/25* Site Number: *2*

Measured By: Annalie Sarrieddine

Measurement Start Time: *9:42 AM*

Measurement End Time: *9:57 AM*

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: *9E*

Primary Noise Sources: *Vehicle Traffic, Neighborhood Activity*



Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	<i>59.6</i>
L_{max}	<i>73.3</i>
L_{min}	<i>49.5</i>

Other Noise Sources During Monitoring

1. *Car Honk* Time: *9:53*
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

Gardener blowing leaves off sidewalk

IMPACT SCIENCES



SoundExpert 821 Summary:

2025-04-15 22:21:15

User: Annalie Sarrieddine

Location: 2

Job Description: 446 Shatto Place

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:67F8E3FC:0000009E	

Overall Measurement

Start Date & Time	2025-04-11 09:42:20
Stop Date & Time	2025-04-11 09:57:20
Run Time	00:15:00.00

Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level	114.00 dB
Meter Sensitivity	-25.47 dB re 1V/Pa

Post-Calibration	
Date/Time	---
Calibrator Level	---
Meter Sensitivity	---
Sensitivity Delta	---

	A
Lweq	59.6
Lwpk	104.7 dB
	2025-04-11 09:46:30
LwSmin	49.5 dB
	2025-04-11 09:44:40
LwFmin	48.8 dB
	2025-04-11 09:44:40
Lwlmin	50.3 dB
	2025-04-11 09:44:40
LwSmax	73.3 dB
	2025-04-11 09:50:42
LwFmax	77.5 dB
	2025-04-11 09:51:49
Lwlmax	80.7 dB
	2025-04-11 09:46:30

w = frequency weighting (A, C or Z)

Community Noise	LDN
	59.6 dB
	LDEN
	59.6 dB
LCeq - LAeq	10.0 dB
LAeq	63.5 dB
Overload Count	0
Overload Duration	00:00:00
	A
Under Range Peak	50.0 dB
Under Range Limit	24.0 dB
Noise Floor	17.0 dB

Ln Percentiles		
LAS 5.0	65.1	dB
LAS 10.0	62.9	dB
LAS 33.3	57.4	dB
LAS 50.0	55.4	dB
LAS 66.6	53.6	dB
LAS 90.0	51.2	dB

Exceedances		
	Count	Duration
LAS > 85 dB	0	0
LAS > 95 dB	0	0
LApk > 135 dB	0	0
LApk > 137 dB	0	0
LApk > 140 dB	0	0

Sound Exposure		
SELA	89.2	dB
EA (Pa²s)	0.3	Pa²s
EA,8 h (Pa²s)	10.6	Pa²s
EA,40 h (Pa²s)	53.1	Pa²s
EA (Pa²h)	0.0	Pa²h
EA,8 h (Pa²h)	0.0	Pa²h
EA,40 h (Pa²h)	0.0	Pa²h



SOURCE: Impact Sciences, 2025

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Shatto Apartments

Monitoring Location: *Residences South of the Project Site*

Date: *4/11/25* Site Number: *3*

Measured By: Annalie Sarrieddine

Measurement Start Time: *9:58 AM*

Measurement End Time: *10:13 AM*

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis SoundExpert 821 Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: *AZ*

Primary Noise Sources: *Vehicle Traffic, Neighborhood Activity*



Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	
L_{max}	
L_{min}	

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES



SoundExpert 821 Summary:

2025-04-15 22:23:17

User: Annalie Sarrieddine

Location: 3

Job Description: 446 Shatto Place

Notes:

Meter General Information

	Model	Serial
Meter	SoundExpert 821	40371
Preamplifier	PRM821	
Microphone	377B02	
Unique File Id	00C:00009DB3:67F8E7D5:000000A2	

Overall Measurement

Start Date & Time	2025-04-11 09:58:45
Stop Date & Time	2025-04-11 10:13:45
Run Time	00:15:00.00

Pre-Calibration	
Date/Time	2024-12-14 16:55:03
Calibrator Level	114.00 dB
Meter Sensitivity	-25.47 dB re 1V/Pa

Post-Calibration	
Date/Time	---
Calibrator Level	---
Meter Sensitivity	---
Sensitivity Delta	---

A	
Lweq	54.5
Lwpk	98.1 dB
	2025-04-11 09:58:49
LwSmin	47.8 dB
	2025-04-11 10:08:42
LwFmin	47.2 dB
	2025-04-11 10:08:42
Lwlmin	48.7 dB
	2025-04-11 10:05:09
LwSmax	69.6 dB
	2025-04-11 10:12:57
LwFmax	76.8 dB
	2025-04-11 10:04:37
Lwlmax	79.3 dB
	2025-04-11 10:04:37

w = frequency weighting (A, C or Z)

Community Noise	
	LDN
	54.5 dB
	LDEN
	54.5 dB
LCeq - LAeq	13.4 dB
LAeq	58.8 dB
Overload Count	0
Overload Duration	00:00:00
A	
Under Range Peak	50.0 dB
Under Range Limit	24.0 dB
Noise Floor	17.0 dB

Ln Percentiles	
LAS 5.0	59.3 dB
LAS 10.0	56.7 dB
LAS 33.3	52.9 dB
LAS 50.0	51.7 dB
LAS 66.6	50.6 dB
LAS 90.0	49.2 dB

Exceedances		
	Count	Duration
LAS > 85 dB	0	0
LAS > 95 dB	0	0
LApk > 135 dB	0	0
LApk > 137 dB	0	0
LApk > 140 dB	0	0

Sound Exposure	
SELA	84.0 dB
EA (Pa²s)	0.1 Pa²s
EA,8 h (Pa²s)	3.2 Pa²s
EA,40 h (Pa²s)	16.2 Pa²s
EA (Pa²h)	0.0 Pa²h
EA,8 h (Pa²h)	0.0 Pa²h
EA,40 h (Pa²h)	0.0 Pa²h



SOURCE: Impact Sciences, 2025

Estimated Project Site Vicinity CNEL (Location 1)		
Hour of Day	dBA Leq	With CNEL Penalty
12:00 AM	58.3	68.3
1:00 AM	58.3	68.3
2:00 AM	58.3	68.3
3:00 AM	58.3	68.3
4:00 AM	58.3	68.3
5:00 AM	58.3	68.3
6:00 AM	58.3	68.3
7:00 AM	61.1	61.1
8:00 AM	61.1	61.1
9:00 AM	61.1	61.1
10:00 AM	61.1	61.1
11:00 AM	61.1	61.1
12:00 PM	61.1	61.1
1:00 PM	61.1	61.1
2:00 PM	61.1	61.1
3:00 PM	61.1	61.1
4:00 PM	61.1	61.1
5:00 PM	61.1	61.1
6:00 PM	61.1	61.1
7:00 PM	56.6	61.6
8:00 PM	56.6	61.6
9:00 PM	56.6	61.6
10:00 PM	58.3	68.3
11:00 PM	58.3	68.3
Calculated CNEL:		65.3

Daytime Hours: 7:00 AM - 7:00 PM

Evening Hours: 7:00 PM - 10:00 PM

Nighttime Hours: 10:00 PM - 7:00 AM

Note: Calculation based on representative Leq measurements collected for daytime, evening and nighttime periods at Location 1. See noise monitoring data.

Demolition (Receptor 1)	
Construction Hour	dBA (Leq)
peak (hour 1)	81.1
hour 2	64.2
hour 3	64.2
hour 4	64.2
hour 5	64.2
hour 6	64.2
hour 7	64.2
hour 8	64.2
Calculated dBA (Leq-8hr):	72.6

See attached RCNM data.

Demolition (Receptor 2)	
Construction Hour	dBA (Leq)
peak (hour 1)	81.1
hour 2	70.3
hour 3	70.3
hour 4	70.3
hour 5	70.3
hour 6	70.3
hour 7	70.3
hour 8	70.3
Calculated dBA (Leq-8hr):	74.1

See attached RCNM data.

Demolition (Receptor 3)	
Construction Hour	dBA (Leq)
peak (hour 1)	60.4
hour 2	58.7
hour 3	58.7
hour 4	58.7
hour 5	58.7
hour 6	58.7
hour 7	58.7
hour 8	58.7
Calculated dBA (Leq-8hr):	59.0

See attached RCNM data.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/16/2025

Case Description: Shatto Apartments (Demo - 7 Hour)

---- Receptor #1 ----

Description res to east	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	104	15
Dozer	No	40		81.7	104	15
Tractor	No	40	84		104	15
Backhoe	No	40		77.6	104	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	68.2	61.2
Dozer	60.3	56.3
Tractor	62.6	58.7
Backhoe	56.2	52.2
Total	68.2	64.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description res to south	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	52	15
Dozer	No	40		81.7	52	15
Tractor	No	40	84		52	15
Backhoe	No	40		77.6	52	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	74.2	67.2
Dozer	66.3	62.3
Tractor	68.7	64.7
Backhoe	62.2	58.2
Total	74.2	70.3

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
res to north	Residential	60	60	60

Description	Impact	Device	Usage(%)	Equipment			Receptor Distance (feet)	Estimated Shielding (dBA)
				Spec Lmax (dBA)	Actual Lmax (dBA)			
Concrete Saw	No		20		89.6		198	15
Dozer	No		40		81.7		198	15
Tractor	No		40	84			198	15
Backhoe	No		40		77.6		198	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	62.6	55.6
Dozer	54.7	50.7
Tractor	57	53.1
Backhoe	50.6	46.6
Total	62.6	58.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 4/16/2025

Case Descr Shatto (Demo - Peak Hour)

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
res to east	Residential	60	60	60

Equipment

			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	15	15
Dozer	No	40		81.7	15	15
Tractor	No	40	84		15	15
Backhoe	No	40		77.6	15	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	85	78
Dozer	77.1	73.1
Tractor	79.5	75.5
Backhoe	73	69
Total	85	81.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
res to south	Residential	60	60	60

Equipment

			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	15	15
Dozer	No	40		81.7	15	15
Tractor	No	40	84		15	15
Backhoe	No	40		77.6	15	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	85	78
Dozer	77.1	73.1
Tractor	79.5	75.5
Backhoe	73	69
Total	85	81.1

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description Land Use	Daytime	Evening	Night
res to north Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	161	15
Dozer	No	40		81.7	161	15
Tractor	No	40	84		161	15
Backhoe	No	40		77.6	161	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	64.4	57.4
Dozer	56.5	52.5
Tractor	58.8	54.9
Backhoe	52.4	48.4
Total	64.4	60.4

*Calculated Lmax is the Loudest value.

Grading (Receptor 1)	
Construction Hour	dBA (Leq)
peak (hour 1)	80
hour 2	63.2
hour 3	63.2
hour 4	63.2
hour 5	63.2
hour 6	63.2
hour 7	63.2
hour 8	63.2
Calculated dBA (Leq-8hr):	71.6

See attached RCNM data.

Grading (Receptor 2)	
Construction Hour	dBA (Leq)
peak (hour 1)	80
hour 2	69.2
hour 3	69.2
hour 4	69.2
hour 5	69.2
hour 6	69.2
hour 7	69.2
hour 8	69.2
Calculated dBA (Leq-8hr):	73.0

See attached RCNM data.

Grading (Receptor 3)	
Construction Hour	dBA (Leq)
peak (hour 1)	59.4
hour 2	57.6
hour 3	61.9
hour 4	61.9
hour 5	61.9
hour 6	61.9
hour 7	61.9
hour 8	61.9
Calculated dBA (Leq-8hr):	61.3

See attached RCNM data.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/16/2025

Case Description: Shatto Apartments (Grading - 7 Hour)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
res to east	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		104	15
Dozer	No	40		81.7	104	15
Tractor	No	40	84		104	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	63.6	59.7
Dozer	60.3	56.3
Tractor	62.6	58.7
Total	63.6	63.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
res to south	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		52	15
Dozer	No	40		81.7	52	15
Tractor	No	40	84		52	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	69.7	65.7
Dozer	66.3	62.3
Tractor	68.7	64.7
Total	69.7	69.2

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
res to north	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40		85	198	15
Dozer	No	40		81.7	198	15
Tractor	No	40		84	198	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	58	54.1
Dozer	54.7	50.7
Tractor	57	53.1
Total	58	57.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/16/2025

Case Description: Shatto Apartments (Grading - Peak Hour)

---- Receptor #1 ----

Description res to east	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		15	15
Dozer	No	40		81.7	15	15
Tractor	No	40	84		15	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	80.5	76.5
Dozer	77.1	73.1
Tractor	79.5	75.5
Total	80.5	80

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description res to south	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		15	15
Dozer	No	40		81.7	15	15
Tractor	No	40	84		15	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	80.5	76.5
Dozer	77.1	73.1
Tractor	79.5	75.5
Total	80.5	80

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description res to north	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40		85	161	15
Dozer	No	40		81.7	161	15
Tractor	No	40		84	161	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	59.8	55.9
Dozer	56.5	52.5
Tractor	58.8	54.9
Total	59.8	59.4

*Calculated Lmax is the Loudest value.

Building (Receptor 1)	
Construction Hour	dBA (Leq)
peak (hour 1)	81
hour 2	64.2
hour 3	64.2
hour 4	64.2
hour 5	64.2
hour 6	64.2
hour 7	64.2
hour 8	64.2
Calculated dBA (Leq-8hr):	72.6

See attached RCNM data.

Building (Receptor 2)	
Construction Hour	dBA (Leq)
peak (hour 1)	81
hour 2	70.2
hour 3	70.2
hour 4	70.2
hour 5	70.2
hour 6	70.2
hour 7	70.2
hour 8	70.2
Calculated dBA (Leq-8hr):	74.0

See attached RCNM data.

Building (Receptor 3)	
Construction Hour	dBA (Leq)
peak (hour 1)	68.7
hour 2	58.6
hour 3	58.6
hour 4	58.6
hour 5	58.6
hour 6	58.6
hour 7	58.6
hour 8	58.6
Calculated dBA (Leq-8hr):	61.9

See attached RCNM data.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/16/2025

Case Description: Shatto Apartments (Building - 7 Hour)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)					
		Daytime	Evening	Night			
res to east	Residential	55	75	70			
Description				Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
		Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane		No	16		80.6	104	15
Generator		No	50		80.6	104	15
Tractor		No	40	84		104	15
Backhoe		No	40		77.6	104	15
All Other Equipment > 5 HP		No	50	85		104	15

Results

Calculated (dBA)		
Equipment	*Lmax	Leq
Crane	59.2	51.2
Generator	59.3	56.3
Tractor	62.6	58.7
Backhoe	56.2	52.2
All Other Equipment > 5 HP	63.6	60.6
Total	63.6	64.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)					
		Daytime	Evening	Night			
res to south	Residential	55	75	70			
Description				Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
		Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane		No	16		80.6	52	15
Generator		No	50		80.6	52	15
Tractor		No	40	84		52	15

Backhoe	No	40	77.6	52	15
All Other Equipment > 5 HP	No	50	85	52	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	65.2	57.3
Generator	65.3	62.3
Tractor	68.7	64.7
Backhoe	62.2	58.2
All Other Equipment > 5 HP	69.7	66.6
Total	69.7	70.2

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
res to north	Residential	55	75	70

Equipment

	Impact	Spec	Actual	Receptor	Estimated
Description	Device	Usage(%)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	198	15
Generator	No	50	80.6	198	15
Tractor	No	40	84	198	15
Backhoe	No	40	77.6	198	15
All Other Equipment > 5 HP	No	50	85	198	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	53.6	45.6
Generator	53.7	50.7
Tractor	57	53.1
Backhoe	50.6	46.6
All Other Equipment > 5 HP	58	55
Total	58	58.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/16/2025
Case Description: Shatto Apartments (Building - Peak Hour)

---- Receptor #1 ----

Description res to east	Land Use	Baselines (dBA)					
		Daytime	Evening	Night			
	Residential	55	75	70			
Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)	
			Spec Lmax (dBA)	Actual Lmax (dBA)			
Crane	No	16		80.6	15	15	
Generator	No	50		80.6	15	15	
Tractor	No	40	84		15	15	
Backhoe	No	40		77.6	15	15	
All Other Equipment > 5 HP	No	50	85		15	15	

Results

Calculated (dBA)		
Equipment	*Lmax	Leq
Crane	76	68
Generator	76.1	73.1
Tractor	79.5	75.5
Backhoe	73	69
All Other Equipment > 5 HP	80.5	77.4
Total	80.5	81

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description res to south	Land Use	Baselines (dBA)					
		Daytime	Evening	Night			
	Residential	55	75	70			
Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)	
			Spec Lmax (dBA)	Actual Lmax (dBA)			
Crane	No	16		80.6	15	15	
Generator	No	50		80.6	15	15	
Tractor	No	40	84		15	15	

Backhoe	No	40	77.6	15	15
All Other Equipment > 5 HP	No	50	85	15	15

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	76	68
Generator	76.1	73.1
Tractor	79.5	75.5
Backhoe	73	69
All Other Equipment > 5 HP	80.5	77.4
Total	80.5	81

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
res to north	Residential	55	75	70

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	15	15
Generator	No	50		80.6	161	15
Tractor	No	40	84		161	15
Backhoe	No	40		77.6	161	15
All Other Equipment > 5 HP	No	50	85		161	15

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	76	68
Generator	55.5	52.5
Tractor	58.8	54.9
Backhoe	52.4	48.4
All Other Equipment > 5 HP	59.8	56.8
Total	76	68.7

*Calculated Lmax is the Loudest value.

Turning Movement Count Report AM

Location ID: 3
 North/South: Shatto Place
 East/West: 5th Street

Date: 12/03/19
 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	
7:00	0	54	1	4	0	8	3	18	2	0	0	0	90
7:15	0	62	3	8	0	8	6	33	0	0	0	0	120
7:30	0	64	7	6	0	13	9	31	0	0	0	0	130
7:45	0	60	7	14	0	15	5	33	0	0	0	0	134
8:00	0	73	10	14	0	17	16	28	0	0	0	0	158
8:15	0	73	8	9	0	22	42	49	0	0	0	0	203
8:30	0	36	9	11	0	14	14	21	0	0	0	0	105
8:45	0	37	10	15	0	8	26	27	0	0	0	0	123
9:00	0	36	14	17	0	9	15	37	1	0	0	0	129
9:15	0	24	11	6	0	16	19	29	0	0	0	0	105
9:30	0	26	14	22	0	13	13	35	0	0	0	0	123
9:45	0	31	14	22	0	14	14	38	0	0	0	0	133

Total Volume:	0	576	108	148	0	157	182	379	3	0	0	0	1553
Approach %	0%	84%	16%	49%	0%	51%	32%	67%	1%	0%	0%	0%	

Peak Hr Begin:	7:30												
PHV	0	270	32	43	0	67	72	141	0	0	0	0	625
PHF	0.910			0.887			0.585			0.000			0.770

Turning Movement Count Report PM

Location ID: 3
 North/South: Shatto Place
 East/West: 5th Street

Date: 12/03/19
 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	0	29	5	4	0	4	21	48	0	0	0	0	111
15:15	0	18	4	7	0	7	7	40	0	0	0	0	83
15:30	0	21	5	5	0	5	12	38	0	0	0	0	86
15:45	0	25	2	3	0	11	12	51	1	0	0	0	105
16:00	0	27	11	5	0	5	18	55	0	0	0	0	121
16:15	0	37	12	6	0	9	23	72	2	0	0	0	161
16:30	0	35	12	11	0	9	17	89	0	0	0	0	173
16:45	0	36	6	10	0	10	26	56	0	0	0	0	144
17:00	0	44	22	5	0	6	47	80	0	0	0	0	204
17:15	0	23	12	10	0	8	20	56	1	0	0	0	130
17:30	0	27	15	3	0	11	25	59	0	0	0	0	140
17:45	0	27	7	3	0	8	11	59	1	0	0	0	116

Total Volume:	0	349	113	72	0	93	239	703	5	0	0	0	1574
Approach %	0%	76%	24%	44%	0%	56%	25%	74%	1%	0%	0%	0%	

Peak Hr Begin:	16:15												
PHV	0	152	52	32	0	34	113	297	2	0	0	0	682
PHF	0.773			0.825			0.811			0.000			0.836

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	2	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0
7:30	5	0	6	0	1	0	0	0
7:45	2	0	6	0	0	0	0	0
8:00	0	0	3	1	1	0	0	0
8:15	1	0	9	0	2	0	0	0
8:30	4	0	13	0	3	0	0	0
8:45	2	0	12	0	5	0	0	0
9:00	8	0	18	0	2	0	0	0
9:15	5	0	20	0	1	0	0	0
9:30	6	0	38	0	2	0	0	0
9:45	9	0	37	0	1	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	2	0	0	0	0	0	0	0
15:15	4	0	4	0	0	0	0	0
15:30	0	0	0	0	2	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	4	0	12	0	1	0	0	0
16:15	1	0	10	0	0	0	0	0
16:30	3	0	3	0	1	0	0	0
16:45	2	0	16	0	0	0	0	0
17:00	1	0	13	0	1	0	0	0
17:15	0	0	2	0	2	0	0	0
17:30	2	0	9	1	2	0	0	0
17:45	1	0	4	1	0	0	0	0

DIR-2024-437-TOC-PHP-HCA-1A

I. Revised Conditions

CONDITIONS OF APPROVAL
(AS MODIFIED BY THE CITY PLANNING COMMISSION ON JUNE 12, 2025)

Transit Oriented Communities Conditions

1. **Site Development.** 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 Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 60 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
3. **On-Site Restricted Affordable Units.** The project shall provide a minimum of seven (7) On-Site Restricted Affordable units, consisting of seven (7) units for Extremely 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.
4. **SB 8 No Net Loss Declaration.** Pursuant to California Government Code Section 66300, as amended by Senate Bill (SB) 8 (2021), a Housing Development Project outside the Very High Fire Hazard Severity Zone must include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years (i.e., "no net loss"). Projects subject to the Housing Crisis Act of 2019 (HCA) that result in a net loss of housing are prohibited. The applicant has submitted a No Net Loss Declaration dated December 18, 2023.
5. **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.31 and TOC Program Guidelines.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant and agreement running with the land to the satisfaction of the Los Angeles Housing Department (LAHD) to reserve seven (7) units for Extremely Low-Income Households for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years as determined by HCD. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31 and TOC Guidelines, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.
7. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from the Los Angeles Housing Department (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 new units to be exempt from the RSO, 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 and agreement submitted and approved by LAHD shall be provided.

8. **Yard Setbacks.** The project shall provide minimum Front Yard and Rear Yard Setbacks of five (5)-feet corresponding with RAS3 Yard requirements.
9. **Building Height.** The project shall be limited to a maximum building height of 90-feet 6-inches, inclusive of roof structures.
10. **Open Space.** A minimum of 4,500 square feet of Open Space shall be permitted in lieu of the minimum 6,000 square feet otherwise required. An additional 32 square feet of open space shall be provided, but shall not be required to meet the requirements of LAMC Section 12.21 G.
11. **Residential Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31 and Government Code Section 65915(p), which require no parking for all residential units in an Eligible Housing Development Project located within one-half mile of a Major Transit Stop. The project proposes 40 parking spaces.
12. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e., the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be recalculated by the Department of Building and Safety, based upon the ratios set forth in the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines).
13. **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 15 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. The project proposes the removal of two (2) Street Trees. 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.
14. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.2 (Chapter 1, Open Space Requirement for Six or More Residential Units).

Administrative Conditions

15. **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.

16. **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.
17. **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.
18. **Code Compliance.** Use, area, height, open space, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
19. **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.
20. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
21. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
22. **Expiration.** In the event that this grant is not utilized within three (3) 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.
23. **Indemnification and Reimbursement of Litigation Costs.**
Applicant shall do all of the following:

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