DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 13, 2026
Time: after 8:30 a.m.
Place: Los Angeles City Hall
John Ferraro Council Chambers
3rd Floor, Room 340
200 North Spring Street
Los Angeles, CA 90012

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

Public Hearing: May 1, 2026
Appeal Status: Appealable

Expiration Date: August 13, 2026
Multiple Approval: Yes

Case No.:	CPC-2025-4639-CU3-TOIA-VHCA
CEQA No.:	ENV-2025-64-CE
Related Cases:	DIR-2020-7683-TOC-SPR-VHCA
Council No.:	10 - Hutt
Plan Area:	West Adams – Baldwin Hills - Leimert
Plan Overlay:	West Adams – Baldwin Hills – Leimert Community Plan Implementation Overlay; Jefferson La Cienega TOD
Certified NC:	West Adams
GPLU:	Community Commercial
Zone:	R3-1VL-CPIO; R4-1-CPIO
Applicant:	S.D. Abraham Mesa Rim LLC
Representative:	Gary Benjamin Alchemy Planning + Land Use

PROJECT LOCATION: **3190 – 3240 South La Cienega Boulevard** (legally described as Lots FR 117 – FR 125, LT A & PT RITA BOTILLER DE AGUILAR 444 ACS, Block None Tracts 12183 and RANCHO CIENEGA O'PASO DE LA TIJERA)

PROPOSED PROJECT: The proposed project includes the construction, use, and maintenance of an eight-story, 379-unit, 304,000 square-foot residential development with a Floor Area Ratio of 5.96:1, with three subterranean levels of parking and parking at the ground floor level, including 322 automobile parking spaces, 170 long term bicycle parking spaces, 17 short term bicycle parking spaces and a total of 22,541 square feet of open space. The proposed building height is approximately 90 feet and 6-inches. The property is zoned R3-1VL-CPIO, and R4-1-CPIO.

REQUESTED ACTION: The City Planning Commission will consider:

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

2. Pursuant to LAMC Chapter 1 Section 12.24 U.26 and Chapter 1A Section 13.B.2.3, a Class 3 Conditional use Permit for 120 percent increase in density over the Project site, in lieu of the otherwise permitted 35 percent increase in density allowable under LAMC Chapter 1 Section 12.22 A.37.

3. Pursuant to LAMC Chapter 1 Section 12.22 A.38, A Density Bonus/ Transit Oriented Incentive Area (TOIA) Compliance Review for a Housing Development Project totaling 379 units and setting aside 42 units as Extremely Low Income Restricted Affordable Units for a period of 99 years or a term of no less than [55 (for rent) 45 (if for sale)] years if required by state or federal law, consistent with LAMC Chapter 1 Section 16.61 A, with the following Incentives and Waivers of Development Standards:

a. An On-Menu Incentive to permit 22,541 square feet of open space, representing 10 percent of the residential unit area, in lieu of 39,025 square feet of open space as otherwise required by LAMC Chapter 1 Section 12.21 G.2.

b. An On-Menu Incentive to permit a 20 percent reduction in ground floor height to permit an 8.8-foot ground floor height from finished floor to finished ceiling in lieu of the minimum ground floor height of 11 feet as otherwise required in the West Adams - Baldwin Hills - Leimert Community Plan Implementation Overlay (CPIO) Section V-2.A.1.e.

c. An Off-Menu Incentive to permit the transitional height to begin 25 feet above grade at the property line of the residential property abutting the east side of the adjacent alley for the first 25 feet in lieu of beginning the transitional height at grade at the adjacent residential property line as otherwise required in the West Adams - Baldwin Hills - Leimert CPIO Section V-2.A.2.b.

d. A Waiver of Development Standards to permit a 98.7 percent increase in Floor Area Ratio (FAR) to allow a 5.96:1 FAR in lieu of the otherwise allowed 3:1 FAR in The West Adams - Baldwin Hills - Leimert CPIO Section V-2.B.1.

e. A Waiver of Development Standards to permit a height increase to 90 feet and 6-inches in lieu of the otherwise allowed 45 feet maximum height in the West Adams - Baldwin Hills - Leimert CPIO Section V-2.A.1.a.

f. A Waiver of Development Standards to permit a 41 percent reduction in the east side yard setback to allow 6 feet and 6-inches in lieu of 11 feet as otherwise required by LAMC Chapter 1 Sections 12.10 C.2 and 12.11 C.2.

RECOMMENDED ACTIONS:

1. **Determine** that based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32 - Infill Development), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

2. **Approve,** pursuant to LAMC Chapter 1 Section 12.24 U.26 and LAMC Chapter 1A Section 13.B.2.3, a Class 3 Conditional use Permit for 120 percent increase in density over the Project site, in lieu of the otherwise permitted 35 percent increase in density allowable under LAMC Chapter 1 Section 12.22 A.37

3. **Approve,** pursuant to LAMC Chapter 1 Section 12.22 A.38, A Density Bonus/ Transit Oriented Incentive Area (TOIA) Compliance Review for a Housing Development Project totaling 379 units and setting aside 42 units as Extremely Low Income Restricted Affordable Units for a period of 99 years or a term of no less than [55 (for rent) 45 (if for sale)] years if required by state or federal law, consistent with LAMC Chapter 1 Section 16.61 A, with the following Incentives and Waivers of Development Standards:

a. An On-Menu Incentive to permit 22,541 square feet of open space, representing 10 percent of the residential unit area, in lieu of 39,025 square feet of open space as otherwise required by LAMC Chapter 1 Section 12.21 G.2.
b. An On-Menu Incentive to permit a 20 percent reduction in ground floor height to permit an 8.8-foot ground floor height from finished floor to finished ceiling in lieu of the minimum ground floor height of 11 feet as otherwise required in the West Adams - Baldwin Hills - Leimert Community Plan Implementation Overlay (CPIO) Section V-2.A.1.e.
c. An Off-Menu Incentive to permit the transitional height to begin 25 feet above grade at the property line of the residential property abutting the east side of the adjacent alley for the first 25 feet in lieu of beginning the transitional height at grade at the adjacent residential property line as otherwise required in the West Adams - Baldwin Hills - Leimert CPIO Section V-2.A.2.b.
d. A Waiver of Development Standards to permit a 98.7 percent increase in Floor Area Ratio (FAR) to allow a 5.96:1 FAR in lieu of the otherwise allowed 3:1 FAR in The West Adams - Baldwin Hills - Leimert CPIO Section V-2.B.1.
e. A Waiver of Development Standards to permit a height increase to 90 feet and 6-inches in lieu of the otherwise allowed 45 feet maximum height in the West Adams - Baldwin Hills - Leimert CPIO Section V-2.A.1.a
f. A Waiver of Development Standards to permit a 41 percent reduction in the east side yard setback to allow 6 feet and 6-inches in lieu of 11 feet as otherwise required by LAMC Chapter 1 Sections 12.10 C.2 and 12.11 C.2.

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

VINCENT P. BERTONI, AICP
Director of Planning

Sarah Molina-Pearson,
Principal Planner

Kyle Winston, City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 273, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project includes the construction, use, and maintenance of an eight-story, 379-unit, 304,000 square-foot residential development with a Floor Area Ratio of 5.96:1, with three subterranean levels of parking and parking at the ground floor level, including 322 automobile parking spaces, 170 long term bicycle parking spaces, 17 short term bicycle parking spaces and a total of 22,541 square feet of open space. The proposed building height is approximately 90 feet and 6-inches. The property is zoned R3-1VL-CPIO, and R4-1-CPIO. The site is currently improved with two vacant, one-story commercial and industrial buildings and surface parking lot which will be demolished for the project. There are no protected trees on the subject property and there are no protected street trees. There are no existing trees on the property to be removed as part of the project.

BACKGROUND

Subject Property

The property is irregularly shaped, consisting of 15 lots and is approximately 530-feet by 90-feet or 64,266 square-feet. The net buildable area of the project site is 55,110 square feet. The project has frontage along the east side of La Cienega Boulevard and the north side of Boden Street. The site is currently improved with a total of two, one-story commercial and industrial buildings and a surface parking lot which will be demolished for the project.

Zoning and Land Use Designation

The site is located within the West Adams - Baldwin Hills - Leimert Community Plan Area and has a land use designation of Community Commercial and is zoned R3-1VL-CPIO and R4-1-CPIO which allows a 45-foot height and a 3:1 Floor Area Ratio. The project site is located within Liquefaction Zone. The site is not located within a Landslide Area, Very High Fire Severity Zone, Special Grading Area, a Fault Zone or a Methane Zone. There are no known designated historic resources or cultural monuments on the subject site. There are no protected trees on the project site, and therefore a tree report was not required

Surrounding Uses

The project site is an infill site surrounded by residential and commercial uses. The surrounding neighborhood is fully developed with streets, sidewalk, gutter, sewers, and street trees. The property adjacent to the north is zoned PF-1 and is land being used as a right-of-way for utility lines. The properties to the east across the alley are zoned R1-1 and are developed with one and two-story single-family dwellings. The property to the south across Boden Street is zoned C2-1-CPIO and developed with a gas station. The properties to the west across La Cienega Boulevard are zoned (T)(Q)C2-2D-CPIO and MR1-1VL-CPIO and are developed with a 25-story mixed use development and one- and two-story industrial buildings.

La Cienega Boulevard is designated by the Mobility Plan 2035 as a Modified Boulevard II with a right of way width of 104-feet with curb, gutters and sidewalks.

Boden Street is designated by the Mobility Plan 2035 as a Local Standard Street and is improved to a width of 60 feet with curb, gutters and sidewalks.

Alley is improved to a width of 20-feet and paved.

Relevant Cases and Building Permits

Subject Site:

DIR-2020-768-TOC-SPR-HCA - On April 20, 2022, the Director approved a Transit Oriented Communities Affordable Housing Incentive Program and Site Plan review for a project that includes the construction of a 78-foot high, multi-family residential development containing 254 dwelling units and 238,467 square-feet of floor area. The proposed building will include seven levels of residential units over two levels of subterranean parking containing two hundred and forty (240) residential vehicular parking spaces.

Surrounding Sites:

Case No. CPC-2021-877-DB-SPR-CUB – On May 12, 2022, the City Planning Commission approved the construction, use and maintenance of a new 460,824 square-foot mixed-use residential and commercial development, including one residential building and one commercial building located at 401 South La Cienega Boulevard.

Case No. CPC-2019-4992-CPIOA-ZAD-SPR-WDI – On December 15, 2020, the City Planning Commission approved the construction, use, and maintenance of an approximately 394,824 square foot, 22-story commercial office building with 4 levels of subterranean parking in the CM-2D-CPIO zone located at 5860 Jefferson Boulevard.

Case No. CPC-2015-2594-GPA-ZC-HD-ZAA-SPR – On May 10, 2016, the City Planning Commission approved the construction, use, and maintenance of an approximately 1,900,000 square foot, 30-story mixed-use development with 1,210 residential dwelling units in the (T)(Q)C2-2D-CPIO zone at 3351 South La Cienega Boulevard.

Case No. CPC-2019-7685-DB-CU-WDI – On December 2, 2020, the City Planning Commission approved the construction, use and maintenance of an approximately 60,569 square foot, 7-story mixed-use development with 65 dwelling units and 2,300 square feet of ground floor commercial space in the C2-2D-CPIO zone located at 5773 West Adams Boulevard.

HOUSING REPLACEMENT

Pursuant to Government Code Section 65915(c)(3), applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low-Income Households. Pursuant to the Replacement Unit Determination signed by the Los Angeles Housing Department on August 19, 2020, that since at least July 22, 2010, the Property is and continues to be used commercially. -The replacement provisions of SB 8 do not apply to commercial properties if there are no residential dwelling units(s) that exist or have existed on the property for the past five (5) years. Further, this development does not require the demolition of any prohibited types of housing, therefore, no SB 8 replacement affordable units are required.

REQUESTED ACTIONS

Density Bonus / Affordable Housing Incentives Program

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280, 2222, and 2556), the applicant is proposing to utilize LAMC Section 12.22 A.38 (Affordable Housing Incentives – Density Bonus) to set aside 42 dwelling units for Extremely Low Income household occupancy for a period of 99 years. Because the applicant is providing 24 percent of base 172 dwelling units to be affordable for Extremely Low-Income household occupancy, the project is eligible for four (4) Density Bonus Incentives.

On Menu Incentives

As a result of setting aside 24 percent (42 dwelling units) of the base 172 dwelling units as a Restricted Affordable Unit for Extremely Low-Income Households, the applicant requests two (2) On-Menu Density Bonus Incentives, as follows:

a. An On-Menu Incentive to permit 22,541 square feet of open space, representing 10 percent of the residential unit area, in lieu of 39,025 square feet of open space as otherwise required by LAMC Chapter 1 Section 12.21 G.2.

b. An On-Menu Incentive to permit a 20 percent reduction in ground floor height to permit an 8.8-foot ground floor height from finished floor to finished ceiling in lieu of the minimum ground floor height of 11 feet as otherwise required in the West Adams - Baldwin Hills - Leimert Community Plan Implementation Overlay (CPIO) Section V-2.A.1.e

Off-Menu Incentives

As a result of setting aside 24 percent (42 dwelling units) of the base 172 dwelling units as a Restricted Affordable Unit for Extremely Low-Income Households, the applicant requests one (1) Off-Menu Density Bonus Incentive, as follows:

a. An Off-Menu Incentive to permit the transitional height to begin 25 feet above grade at the property line of the residential property abutting the east side of the adjacent alley for the first 25 feet in lieu of beginning the transitional height at grade at the adjacent residential property line as otherwise required in the West Adams - Baldwin Hills - Leimert CPIO Section V-2.A.2.b.

Waivers of Development Standards

As mentioned above, a project that provides 24 percent of its base units for Extremely Low Income Households qualifies for four (4) Incentives, but may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)), in conjunction with a Density Bonus Project. Given that the project is utilizing three (3) Density Bonus Incentives, the applicant requests three (3) Waivers of Development Standards, as follows:

a. A Waiver of Development Standards to permit a 98.7 percent increase in Floor Area Ratio (FAR) to allow a 5.96:1 FAR in lieu of the otherwise allowed 3:1 FAR in The West Adams - Baldwin Hills - Leimert CPIO Section V-2.B.1.

b. A Waiver of Development Standards to permit a height increase to 90 feet and 6-inches in lieu of the otherwise allowed 45 feet maximum height in the West Adams - Baldwin Hills - Leimert CPIO Section V-2.A.1.a.

c. A Waiver of Development Standards to permit a 41 percent reduction in the east side yard setback to allow 6 feet and 6-inches in lieu of 11 feet as otherwise required by LAMC Chapter 1 Sections 12.10 C.2 and 12.11 C.2.

CEQA

The Department of City Planning determined based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Environmental Case No. ENV-2025-4640-CE is provided in the case file and attached as Exhibit E.

ISSUES

Public Hearing & Testimony

A public hearing was held by a Hearing Officer on behalf of the City Planning Commission on May 1, 2026. The public hearing was attended by the applicant, their representative, and approximately eleven (11) members from the community.

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

During the public hearing, there were two (2) attendees from the community that provided public comments during the public testimony. A resident in the community owns and lives in a single-family dwelling on a property on Genesee Avenue, located to the east of the subject property on the R1 zoned lots. After reviewing the proposed planting plan, he mentioned that he would like to see details for buffering the park located at the end of the street. He also expressed concerns about traffic during construction for the proposed project. He mentioned that La Cienega Boulevard already has traffic congestion. He also asked what value the developers will provide to adjacent properties and if they are willing to improve the alleys. He asked for the reasoning for increasing the size (building massing and height) of the project which will create more shade and heat. Another resident in the community expressed concerns about construction activities affecting the foundation of her home. She inquired about the appropriate contact if construction for the proposed project causes issues to her property. She also expressed concerns about traffic congestion in the area and it takes her 15 minutes to exit her block due to traffic. She mentioned there is an existing parking problem for nannies, housekeepers and other workers in the area. She also expressed concerns about the proposed exterior glazing on the building which she believes could cause more heat in the area.

The applicant's representative provided responses to the public comments during the hearing. He mentioned the project proposes a 6-foot-high CMU wall that will separate the park from the adjacent single family home properties. The project is proposing one access point. All loft units have interior access points that provide access to the parking areas. As part of the proposed project, the property owner will improve the alley along the full length of the alley. They are also proposing a substantial landscaping setback along the alley. The applicant mentioned the

proposed project is larger because they are responding to changing policies and affordable housing programs available at the City Planning Department. He mentioned the city is updating the zoning across the city to allow for more housing units. La Cienega Boulevard is a major corridor, and the Citywide Housing Incentive Program (CHIP) allows for increased density in response to the state directive to allow more housing around transit stations. The applicant's representative mentioned the proposed building will be separated from the nearby single-family homes by the existing 12-foot alley. There will be a contractor on site to help alleviate construction impacts. He does not anticipate that construction will cause shaking. They will take a number of steps to minimize construction impacts, including minimizing dust by spraying the areas during construction. The applicant's representative mentioned that he submitted air quality and noise studies. As part of the proposed project, there will be a range of unit sizes. The average unit size for one-bedroom units is 659 square feet. The average unit size for studio units is 500 square feet. The average unit size for two-bedroom units is 1,000 square feet. According to the applicant's representative, the street trees will remain in place. There are dwelling units that face the alley. The applicant's representative also contacted the West Adams Neighborhood Council to discuss the project.

Urban Design Studio / Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning, Urban Design Studio on February 25, 2025. The Resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following includes a discussion of UDS comments and suggestions and the applicant's response.

A. Pedestrian First:

1. Deeply appreciate the applicant's willingness to reorient the driveway access away from La Cienega to from the alley and Boden, in compliance with the CPIO's guidelines. *Noted.*

2. The CPIO also asks that driveways not exceed 30' or the minimum allowed by LADOT, whichever is less—which would be 20'-wide, not 27'-7" (alley) or 21'-9" (Boden); turnaround template shown at alley indicate a wider driveway but vehicle must execute turns inside garage. *The updated Ground Floor plan on Sheet A16 shows that the driveway along the alley now has a width of 20' and the driveway along Boden now has a width of 19'.*

3. The individual entries direct from the sidewalk for the ground floor units facing La Cienega and the planters with trees and seat walls should create an active and engaging street frontage. *Noted.*

4. In definite contrast to the lobby entrances, the northernmost Publicly Accessible Open Space ends in a blank wall, doesn't seem as if it will attract positive activity; create a way to activate. *Sheets LC-1 and LC-1C show that seating will be provided in this area.*

5. Main lobby area feels adequate for this many households, in concert with subsidiary lobbies. *Noted.*

B. 360° Design:

1. A well-considered project and design, that uses the CPIO's guidelines to craft a quality building. *Noted.*

2. The proposed recreation rooms and, especially, fitness center seem to be configured in a way to suggest that they will survive as valuable amenities for residents (as opposed to ADUs in future). *Noted.*

C. Climate-Adapted:

1. Utilize the Publicly Accessible Open Space (PAOS) standards and signage directions included the new Zoning Code (Ch. 1A), to inform potential users that they are welcome, list hours, etc. *Compliance with the PAOS standards is now reflected on Sheet A10.*

2. Nicely-considered landscape design and features but more detail on plant and hardscape materials is needed in order to constitute a complete submittal, with individual water use factors by plant species, quantities, etc.; see: *Landscape Plan Instructions. Additional detail now provided on Sheets LP-1 to LP-4B to complete the landscape submittal.*

3. Terrific to see Landscape & Irrigation Maintenance info (sheet LC-0) included in plans set; this will soon become a requirement under the revised Landscape & Site Design Ordinance. *Noted*.

4. With the ~12'-wide sidewalk on La Cienega, please see the recently updated standard plan at: S-450-4-1 and use the largest tree well width possible, so that UFD may specify the largest-growing street tree species possible; larger *Type 1A or 1B* tree wells could be accommodated. *We have proposed a 4' x 8' tree well per S-450-4-1A. See Sheet LC-1A hardscape plan and planting legend*.

5. The planters along the alley are a nice feature, to provide a bit of outdoor space and separate those units from traffic; consider adding vines to help protect walls at parking from graffiti. *We have proposed greenscreen with vines (Japanese Honey Suckle). See planting plans.*

CONCLUSION

Based on the information submitted to the record, staff recommends that the City Planning Commission approve the construction of a 379-unit residential building with a Conditional Use and Density Bonus Compliance Review and determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Infill Development), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

CONDITIONS OF APPROVAL

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped “Exhibit A” with a received date of November 17, 2025, attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

2. **Residential Density**. The project shall be limited to a maximum density of 379 multi-family residential dwelling units, including On-Site Restricted Affordable Units.

3. **On-Site Restricted Affordable Units.** A minimum of 42 units shall be reserved for Extremely Low Income households, as defined by the California Government Code 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

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

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 42 units available to Extremely Low Income Households or equal to 24 percent of the project’s total base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 99 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.38, to the satisfaction of LAHD, and in consideration of the project’s Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

6. **Floor Area Ratio (Waiver)**. The project total Floor Area shall be limited to 304,000 square feet and a 5.96:1 FAR.

7. **Height (Waiver)**. The project shall be limited to a maximum height of 90 feet 6 inches and eight (8) stories per Exhibit “A”.

8. **Setback (Waiver).** The project shall have a minimum 6-foot 6-inch easterly side yard setback.

9. **Transitional Height (Off – Menu Incentive)**. The project shall allow the transitional height to begin 25 feet above grade at the property line of the residential property abutting the east side of the adjacent alley for the first 25 feet.

10. **Ground Floor Height (On – Menu Incentive).** The project shall have a minimum ground floor height of 8.8 feet per Exhibit “A”.

11. **Open Space (On – Menu Incentive).** The project shall provide a minimum of 22,541 square feet of open space per Exhibit “A”.

12. **Parking Per AB 2097**. The project shall be permitted to provide a minimum of zero parking spaces pursuant to California Government Code Section 65863.2 (AB 2097).

13. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16 and Exhibit “A”.

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

15. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:

    a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
    b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
    c. A minimum depth with a height of less than 1 foot shall be 18 inches.
    d. A minimum depth of an extensive green roof shall be 3 inches.

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

    e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
    f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
    g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
    h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

16. **Street Trees.**

    a. New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.

    b. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.

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

17. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

18. **Lighting.** All pedestrian walkways and vehicle access points will be well-lit. All outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.

19. **Lighting Design**. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

20. **Heat Island Effect**. To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

21. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

    Or: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction. (WL)

22. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

23. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

24. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.

25. **Rooftop Equipment.** Screen all roof top equipment and building appurtenances from view of adjacent properties by architecturally integrating them into the design of the building.

Administrative Conditions

26. **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.

27. **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.

28. **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.

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

30. **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.

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

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

    Applicant shall do all of the following:

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

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

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

    (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City’s interests. The City’s failure to notice or collect the

deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

CITYWIDE HOUSING INCENTIVE PROGRAM – INCENTIVE COMPLIANCE FINDINGS

Density Bonus Incentives

LAMC Section 12.22.A 38 and State Density Bonus Law (Government Code Section 65915) outline types of relief that minimize development restrictions on the project. In exchange for meeting the minimum set-aside requirements, the project may receive a set of incentives, concessions, and waivers to deviate from development standards in order to facilitate the provision of affordable housing at the site. California Government Code Section 65915(k) specifies that incentives result in "identifiable and actual cost reductions" to provide for affordable housing costs and rents as specified in the subdivision. The requested incentives allow the developer to expand the building envelope so the additional affordable units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased. In addition to the density, height and parking relief allowed through Government Code Section 65915, the applicant is granted the following incentives:

a. **Open Space (On-Menu Incentive).** The project shall provide a minimum of 2,541 square feet of open space, as shown in Exhibit "A".

b. **Ground Floor Height (On-Menu Incentive).** The project shall provide a minimum ground floor height of 8.8-foot from finished floor to finished ceiling as shown in Exhibit "A".

c. **Transitional Height (Off-Menu Incentive).** The project shall be allowed the transitional height to begin 25 feet above grade at the property line of the residential property abutting the east side of the adjacent alley for the first 25 feet, as shown in Exhibit "A".

The incentives lead to identifiable and actual cost reductions to provide for affordable housing costs by their nature, because they increase the scale of the project and thus facilitate the provision of affordable housing units. The project includes two (2) On-Menu Incentives and one (1) Off-Menu Incentive which further expand the building envelope and allow for cost reductions in providing for the affordable units.

Pursuant to Section 12.22.A 38(d)(2)(i) of Chapter 1 of the LAMC and Section 65915(e) of the California Government Code, the Director of Planning shall approve a density bonus and requested incentive(s) unless they find that:

a. The Incentive does not result in identifiable and actual cost reductions, consistent with California Government Code Section 65915(k), to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in California Government Code Section 65915(c).

The record does not contain substantial evidence that would allow the decision maker to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per California Government Code Section 65915(k), to provide for affordable housing costs and rents as specified in California Government Code Section 65915(c) and by the applicable local density bonus program LAMC Section 12.22.A 38.

The Density Bonus Incentives result in identifiable and actual cost reductions and the application was deemed complete per LAMC Section 12.22.A 38. The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments.

b. *The Incentive will have a Specific Adverse Impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to low- income and moderate-income households. Inconsistency with the zoning ordinance or General Plan land use designation shall not constitute a Specific Adverse Impact upon the public health or safety.*

The applicant is approved for the incentives listed above related to Ground Floor Height, Transitional Height and Open Space requirements. There is no evidence in the record that the proposed incentives would have a specific adverse impact. A "specific adverse impact" is defined in California Government Code Section 65589.5(d)(2) 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." Inconsistency with the zoning ordinance or General Plan land use designation shall not constitute a specific adverse impact on public health or safety.

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

There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives.

CITYWIDE HOUSING INCENTIVE PROGRAM — WAIVER COMPLIANCE FINDINGS

LAMC Section 12.22.A 38 and State Density Bonus Law (Government Code Section 65915) outline types of relief that minimize development restrictions on the project. In exchange for meeting the minimum set-aside requirements, the project may receive a set of incentives, concessions, and waivers to deviate from development standards in order to facilitate the provision of affordable housing at the site. California Government Code Section 65915(e) specifies that a local government may in no case apply a development standard "physically precluding" the construction of a development at the densities permitted through the program. The requested waivers are for reductions in Development Standards that would have the effect of physically precluding the construction of the project pursuant to LAMC Section 12.22.A 38.

a. **Floor Area Ratio (Waiver).** The project shall be allowed a maximum Floor Area Ratio (FAR) of 5.96:1 FAR, as shown in Exhibit "A".

b. **Building Height (Waiver).** The project shall be allowed a maximum building height of 90 feet and 6-inches as shown in Exhibit "A".

c. **Side Yard Setback (Waiver).** The project shall provide a minimum 6 feet and 6-inches easterly side yard setback, as shown in Exhibit "A".

Pursuant to Section 12.22.A 38(d)(5) of Chapter 1 of the LAMC and Section 65915(e) of the California Government Code, the Director of Planning shall approve requested waiver (s) unless they find that:

a. *The Development Standard associated with a request for Waiver will not have the effect of physically precluding the construction of a development meeting the eligibility criteria of the*

program at the densities or with the Base Incentives and Additional Incentives permitted under the applicable subdivision.

Without these waivers the project would be physically precluded because it could not reach the building envelope required for the number of units (379) and affordable units (42) proposed. The project zone is R3-1VL-CPIO and R4-1-CPIO, which are located in the West Adams – Baldwin Hills – Leimert Community Plan Implementation Overlay, and supersede the Los Angeles Municipal Code (LAMC). The LAMC requires a 5-foot side yard setback at ground level and an additional foot (1) for each story above the second story. The project is proposing an eight-story building, therefore, the six floors above the second would require a 6-foot increase in setback width, in addition to the required 5-feet, totaling 11-feet for the required side yard setbacks. The project is proposing a 6-foot 6 inch Easterly side yard setback in lieu of the 11-foot side yard setback otherwise required in the R3/R4 Zone. The allowed reduction in setbacks would allow for an additional 4.5-feet in building width, which allows for the building width to accommodate a double-loaded corridor, with units on each upper level providing at least 120 units that would have otherwise not been feasible without the side yard setback reduction.

b. *The Waiver would have a Specific Adverse Impact, as defined in California Government Code Section 65589.5(d)(2), upon public health and safety and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact. Inconsistency with the zoning ordinance or General Plan land use designation shall not constitute a Specific Adverse Impact upon the public health or safety.*

Without granting the Floor Area Ratio (FAR) waiver, the project would have to reduce the overall floor area of the building by 150,812 square feet and reduce the ratio by 2.96. This would eliminate approximately 4 typical floor levels, and a minimum of 216 dwelling units. The West Adams – Baldwin Hills – Leimert Community Plan Implementation Overlay limits the FAR to 3:1, which is 15,188 square feet of floor area (the buildable area is approximately 51,063 square feet). Per LAMC Section 12.22.A 38, the proposal qualifies for Base Incentives which allow for an increase of up to 50% in FAR, which would allow for an additional 1.5 ratio, for an FAR of 4.5:1 (3 + 1.5). The proposed project has requested the waiver of development standards to include an additional floor area ratio of 1.46, increasing the overall FAR to 5.96 (4.5 + 1.46) or 304,000 square feet of floor area. The overall difference from the allowed FAR (3.0) to the requested FAR (5.96) through the waiver of development standards is 2.96. The requested waiver will allow the applicant to expand the total floor area and building envelope with an additional 4 stories, so the additional units can be constructed, and the overall space dedicated to residential uses is increased. By waiving this development standard, the applicant will not be physically precluded from constructing the proposed development with 379 dwelling units, including 42 affordable units.

Without granting building height waiver, the project would have to remove four stories from the building, and this would eliminate a minimum of 216 dwelling units and an open space amenity, or deck. The West Adams – Baldwin Hills – Leimert Community Plan Implementation Overlay limits the building height to 45 feet and per LAMC Section 12.22.A 38, the proposal qualifies for Base Incentives which allow for an increase of up to 33 feet, or 3 stories, in building height, which would allow for a building height of up 78 feet. The proposed project has requested the waiver of development standards to include an additional 12 feet 6 inches for the building height, increasing the overall building height to 90 feet 6 inches. The requested waiver will allow the applicant to expand the building envelope with an additional story from the allowed Base Incentives, from 7- to 8-stories, so the additional units can be constructed, and the overall space dedicated to residential uses is increased. By waiving this development standard, the applicant will not be physically

precluded from constructing the proposed development with 379 dwelling units, including 42 affordable units.

The applicant is approved for the waivers listed above related to the Side Yard Setback requirement, FAR and Height requirements. There is no evidence in the record that the proposed incentives and waivers would have a specific adverse impact. A "specific adverse impact" is defined in California Government Code Section 65589.5(d)(2) 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." Inconsistency with the zoning ordinance or General Plan land use designation shall not constitute a Specific Adverse Impact on public health or safety.

c. *The Waiver would have an adverse impact on any real property that is listed in the California Register of Historical Resources.*

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments.

d. *The Waiver would be contrary to state or federal law.*

There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested waivers.

CLASS 3 CONDITIONAL USE FINDINGS LAMC CHAPTER 1A SECTION 13B.2.3.E AND LAMC CHAPTER 1 SECTION 12.24 U.26

1. ***The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.***

The proposed project is requesting a Class 3 Conditional Use Permit pursuant to LAMC Chapter 1 Section 12.24 U.26 and LAMC Chapter 1A Section 13B.2.3.E to permit a density bonus in excess of 35 percent for a total of up to 379 dwelling units, with 42 of those units set aside for Extremely Low Income Households, in lieu of the 172 units permitted by-right per LAMC 12.10 C.4. The project site is zoned R3-1VL-CPIO and R4-1-CPIO, which allows a base density of 172 dwelling units for the project site. The Density Bonus Ordinance allows a density bonus of up to 35 percent in exchange for setting aside 11 percent of the 172 base density units for Extremely Low Income Households. With the Density Bonus Ordinance, the project would be permitted a density bonus of 61 units allowing a total of 233 units on site in exchange for setting aside 19 units for Very Low Income Households.

The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 120 percent increase in density for a total of 379 dwelling units in lieu of 172 dwelling units as otherwise permitted by-right in the R3-1VL-CPIO and R4-1-CPIO Zone, 42 of which will be restricted to Extremely Low Income Households for a period of 99 years, which is 24.4 percent of the 172 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Extremely Low Income Households to be eligible for a 120 percent density increase.

According to the 2021 - 2029 Housing Element of the City of Los Angeles General Plan, pages 148 - 149, the City must plan to accommodate 25.4 percent of total Regional Housing Needs Assessment (RHNA) Allocation of 456,643 housing units for Very Low Income level households and 15.1 percent for Low Income level households; therefore, almost half of the City's residents are in the Very Low or Low Income Categories. The City has determined that the shortage of affordable housing is an ongoing crisis in Los Angeles. The increased intensity and density of the proposed development will be offset by the project's ability to provide the number of affordable units required by the City's Density Bonus policy. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

2. ***The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.***

The project is the construction, use, and maintenance of a six-story, 379-unit mixed-use, residential development including 42 units set aside for Extremely Low-Income Household, including 322 vehicle parking spaces and a total of 22,541 square feet of common and private open space. The project includes a total of 379 dwelling units of various sizes. The site is currently improved with a commercial building and surface parking lot which will be demolished for the project. There are currently no trees on the site and no trees on site proposed to be removed. The project will be approximately 304,000 square feet in floor area with a Floor Area Ratio ("FAR") of 5.96:1.

The surrounding neighborhood is characterized by commercial and residential uses. The property adjacent to the north is zoned PF-1 and is land being used as a right-of-way for utility lines. The properties to the east across the alley are zoned R1-1 and are developed

with one and two-story single-family dwellings. The property to the south across Boden Street is zoned C2-1-CPIO and developed with a gas station. The properties to the west across La Cienega Boulevard are zoned (T)(Q)C2-2D-CPIO and MR1-1VL-CPIO and are developed with a 25-story mixed use development and one- and two-story industrial buildings. The Proposed Project has a height of 90 feet and 6 inches, which is appropriate with existing and future developments. Additionally, the Site is located under 1,000 feet away from the relatively busy intersections of Jefferson Boulevard and La Cienega Boulevard with Metro Jefferson/La Cienega Station and Bus Lines 35, 38, and 217.

The residential development is permitted at this location on the subject site as an allowable use by the underlying R3/R4 zones. As provided under Finding No. 1, the project's density, height, FAR, parking, yards, and use are allowed by the underlying zone in combination with Density Bonus law.

The project has been designed with a prominent ground floor entrance with architectural glazing that is highlighting the central corridor. The project will provide individual entrances to ground floor units facing La Cienega Boulevard. This will enhance the pedestrian experience and streetscape along La Cienega Boulevard.

The Project will provide trash collection within the building and has designed the trash enclosure to be accessible from the rear of the building, abutting the alley and parking spaces, thus not adversely affecting adjacent properties or degrading public health.

The Project proposes to provide landscaping in planters on the second-floor courtyards and ground floor open space. All landscaping is intended to be native, drought-tolerant planting which is compatible with the climate of the surrounding area. The project provides 22,541 square feet of open space including courtyards and private balconies.

Given the project's location and proximity to public transit, and the surrounding uses, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

3. ***The project substantially conforms to the purpose, intent and provisions of the General Plan, the applicable Community Plan, and any applicable Specific Plan.***

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (West Los Angeles Community Plan), Housing Element, and Mobility Element.

The project site is located in the West Adams – Baldwin Hills – Leimert Community Plan area with Community Commercial land uses and a corresponding zone of R3 and R4. The site is zoned R3-1VL-CPIO and R4-1-CPIO and is consistent with the land use designation. The R4 Zone allows density at a ratio of one dwelling unit per 400 square feet of lot area, which

allows a base density of 172 units on the subject property. The West Adams – Baldwin Hills – Leimert CPIO allows a building height of 45 feet and an FAR of 3:1.

Consistent with the Community Plan, the proposed 379-unit mixed-use, residential development, which includes 42 Extremely Low Income units, adds new multi-family housing and much needed affordable housing to Los Angeles's housing supply, in a neighborhood that is conveniently accessible to a variety of regional destinations, community services and amenities, and multi-modal transportation options. The project will also provide proximity to a major transit station.

Framework Element

The General Plan designates the subject site with Community Commercial land uses, with corresponding zones of R3 and R4. The site is zoned R3-1VL-CPIO and R4-1-CPIO and is consistent with the land use designation. The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element is a comprehensive, long range document containing purposes, policies and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

General Plan Framework Element Chapter 3 - Land Use:

The primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. The project is consistent with and advances the following objectives and policies of the General Plan Framework:

Objective 3.4. Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

General Plan Framework Element Chapter 4 - Housing:

Goal 4A. An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1. Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub region to meet the projected housing needs by income level of the future population to the year 2010.

Objective 4.2. Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.3. Conserve scale and character of residential neighborhoods.

The project will provide 379 apartment units, including 42 units set aside for Extremely Low Income households. Thus, supplementing the existing housing stock in the West Adam – Baldwin Hills – Leimert Community Plan area with diversity and contributing to the affordable housing supply. The subject property is less than a 5-minute walk from multiple Metro train and bus lines. The project is in close proximity and access to public transit options that provide robust access options around the site and greater Los Angeles metropolitan area. This provides regional connectivity from the Beach cities, through West Los Angeles, and to Downtown Los Angeles and the larger Los Angeles Region, including the Los Angeles International Airport.

The Proposed Project has a height of 90 feet and 6 inches, which is appropriate with existing and future developments. Additionally, the Site is located less than 1,000 feet away from the relatively busy intersections of Jefferson Boulevard and La Cienega Boulevard and is in proximity to many neighborhood-serving uses such as gas stations, grocery and retail stores, and restaurant chain businesses. Therefore, the Project is consistent with the General Plan as it supports the addition of residential units near commercial districts with transit options.

Consistent with the Goal and Policies noted above, the project proposes to develop a residential development with 379 residential apartment units including 42 units set aside for Extremely Low Income households, having a variety of unit sizes to meet the diverse economic and physical needs and overall demand for the projected increased population in the community plan area. The project contains studio, one-bedroom, one-bedroom loft, two-bedroom, and three-bedroom units of various sizes, which are intended to accommodate families of all types, as well as 42 units of which will be set aside for Extremely Low Income households, in order to generate a mixed-income project where families can support each other's stability and growth. As discussed above, the Project will help to alleviate the ongoing housing crisis in Los Angeles and will address the critical demand for affordable housing in the City without displacing existing residential tenants.

Housing Element 2021 - 2029

The proposed project also conforms with the applicable policies of the Housing Element, including:

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

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

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

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

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

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 379 new residential units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements under the Density Bonus program for increased height, increased FAR, and reduced setbacks, thereby allowing the creation of affordable units. Pursuant to Density Bonus requirements, 24 percent (42 units) of the base 172 density units, will be set aside for Extremely Low Income units. Additionally, this mixed-income development is in proximity to public transit options, and limited retail, commercial, recreational, and employment opportunities. Locating new housing in this portion of the City will allow residents to have better access to public transit, employment centers and places of interest in area. Providing a residential use near public transit areas help achieve the City's goals to build healthy, sustainable communities.

Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

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

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

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

The project utilizes Density Bonus incentives for the construction of a residential mixed-income development that provides housing opportunities in proximity to public transit along La Cienega Boulevard and utilizes AB 2097 to reduce parking consistent with state law, encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. The site is located along a portion of La Cienega Boulevard that is designated by the Mobility Plan as a Modified Boulevard II. The project will also provide 170 long-term and 17 short-term bicycle parking spaces, which meets LAMC Section 12.21 A.16 bicycle parking requirements.

4. ***The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.***

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to

provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance. The Housing Element includes the following goals, policies, objectives:

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

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

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

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

Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.

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

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

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

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

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

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.

Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.

Policy 4.1.1: Promote and facilitate equal opportunity practices in the construction, provision, sale and rental of housing.

Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.

Policy 4.3.1: Increase access and transparency in the lease-up process for restricted Affordable Housing units, particularly for those who have experienced or are at-risk of displacement and those who may not be aware of Affordable Housing choices.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

The proposed project is a 379-unit residential development, with 11% of the base density (172 units) dedicated to Extremely Low Income households with five unit types to include studio, one-bedroom, one-bedroom lofts, two-bedrooms, and three-bedrooms. Therefore, the project is consistent with the goals, objectives, and policies of the Housing Element of the General Plan.

5. ***The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:***

A. 11% Very Low Income Units for a 35% density increase; or
B. 20% Low Income Units for a 35% density increase; or
C. 40% Moderate Income Units for a 35% density increase in for-sale projects.

The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or
E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or
F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or
G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

The project site is zoned R3-1VL-CPIO and R4-1-CPIO and has a General Plan Land Use Designation of Community Commercial. The R4 zone allows a density that corresponds to the density allowed in the R4 zone, allowing one dwelling unit for every 400 square feet of lot area. The Lot Area of the subject site is 64,266 square feet and the Base Density is calculated at 160.6 units, which is rounded up to 161 units per LAMC 12.22.A.25(c)(7). The project is utilizing AB2334 to establish base density 64,266.1 plus half the abutting alley (4,160 square feet) or 68,426.1 square feet which equates to 172 units.

According to the Density Bonus Ordinance, the project is permitted a 35 percent density increase in exchange for setting aside 11 percent, or 19 of the 172 base density units for Very Low Income Households. The project is permitted additional density increase beyond

35 percent by setting aside one (1) additional unit above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

A 35 percent by-right density bonus would allow for 232 units (equal to an increase of 61 units beyond the 172 units permitted by the underlying zone) to be constructed on the project site. As illustrated in the table above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or 19 units for Very Low Income Households. The applicant is proposing to include 24 percent of the base allowable density as units affordable to Very Low Income households, making the project eligible for an additional 120 percent density bonus through a Conditional Use to be eligible for a total of up to 379 dwelling units. The applicant is proposing to provide 42 Extremely Low Income units for a 120 percent bonus, representing an increase of 147 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. Therefore, the project contains the requisite number of Restricted Affordable Units based on the number of units permitted by the maximum allowable density on the date of application (the base density).

The applicant requests a Class 3 Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 120 percent increase in density for a total of 379 dwelling units in lieu of 172 dwelling units as otherwise permitted by-right in the CM Zone. As provided in the table above, the applicant is required to set aside at least 24 percent, or 42 units, of 172 by-right density units for the 120-percent density increase. The applicant proposes a project totaling 379 dwelling units, 42 of which will be restricted to Extremely Low Income Households for a period of 99 years, which is 42 percent of the 172 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 120 percent density increase

6. ***The project meets any applicable dwelling unit replacement requirements and demolition protections of California Government Code Section 65915(c)(3) and Section*** 16.60 ***of this Code as verified by the Los Angeles Housing Department (LAHD). Replacement housing units required pursuant to these sections may count toward any on-site Restricted Affordable Unit requirement above.***

   Pursuant to Government Code Section 65915(c)(3), applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the No Net Loss Declaration signed by the owner on August 15, 2025, and Certificate of Occupancy issued on June 29, 1955, the Property has not had any housing units on the site for the past five years. The replacement provisions of SB 8 do not apply to commercial properties if there are no residential dwelling units(s) that exist or have existed on the property for the past five (5) years. Further, this development does not require the demolition of any prohibited types of housing, therefore, no SB 8 replacement affordable units are required.

7. ***The project meets the requirements for projects that include affordable housing referenced in Section*** 16.61 ***B. and C. of this Code, including the Fair Housing Requirements For Affordable Housing.***

The project proposes a total of 42 residential units set aside for Extremely Low-Income Households. Pursuant to the No Net Loss Declaration signed by the owner on August 15, 2025, and Certificate of Occupancy issued on June 29, 1955, the Property has not had any housing units on the site for the past five years. The replacement provisions of SB 8 do not apply to commercial properties if there are no residential dwelling units(s) that exist or have existed on the property for the past five (5) years. Further, this development does not require the demolition of any prohibited types of housing, therefore, no SB 8 replacement affordable units are required. The no-net-loss declaration which assures no loss of "Restricted Affordable Units" and therefore the LAMC Section 16.61.B code provision is not applicable, as no replacements are required.

8. ***The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years, or 99 years pursuant to Section*** 16.61 ***A. of this Code as applicable, running from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Los Angeles Housing Department, and subject to fees as set forth in Section*** 19.14 ***of this Code.***

   The applicant proposes to set aside a total of 42 units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make 42 Restricted Affordable Units available to Extremely Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 99 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD, and is subject to fees as set forth in Section 19.14 of the LAMC.

CEQA FINDINGS

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

a. The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations:

The subject site is located within the West Adams – Baldwin Hills - Leimert Community Planning Area and is designated for Community Commercial, with corresponding zones of CR, C1.5, C2, C4, R3, R4, RAS3, and RAS4 zones. The site is zoned R3-1VL-CPIO and R4-1-CPIO, located in Parcel Group D of the Jefferson La Cienega Subarea of the West Adams – Baldwin Hills – Leimert CPIO. The proposed project is for the construction of an 8-story, multi-family building with 379 dwelling units, totaling 304,000 square-feet of floor area on an approximately 64,266 square foot lot. The project provides 322 automobile spaces on-site. Additionally, 170 long-term and 17 short-term bicycle parking spaces are included in the project. As such, the project is consistent with the applicable West Adams – Baldwin Hills - Leimert Community Planning Area designation and policies and all applicable zoning designations and regulations.

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

The subject site consists of a level site measuring 1.440 acres and is wholly within the City of Los Angeles. The project site is an infill site surrounded by residential and commercial uses.

The surrounding neighborhood is fully developed with streets, sidewalk, gutter, sewers, and street trees. The property adjacent to the north is zoned PF-1 and is land being used as a right-of-way for utility lines. The properties to the east across the alley are zoned R1-1 and are developed with one and two-story single-family dwellings. The property to the south across Boden Street is zoned C2-1-CPIO and developed with a gas station. The properties to the west across La Cienega Boulevard are zoned (T)(Q)C2-2D-CPIO and MR1-1VL-CPIO and are developed with a 25-story mixed use development and one- and two-story industrial buildings.

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

The subject site is currently developed with a surface parking lot proposed to be demolished. Further, the subject site is surrounded by existing commercial and residential properties, and according to the tree report there are no protected trees on the subject site. Therefore, the subject site is not, and has no value as a habitat for endangered, rare, or threatened species.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impact to less than significant, and will ensure the project will not have significant impacts on noise and water.

Furthermore, as noted in the Los Angeles Department of Transportation (LADOT) Assessment form dated July 24, 2025, the project does not exceed the threshold criteria established by the LADOT for preparing a traffic study. As such, the project will not have any significant impacts to traffic. Interim thresholds were developed by the Los Angeles Department of City Planning staff based on California Emissions Estimator Model (CalEEMod) 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 for a project of this size.

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

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

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

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

<u>Exceptions Narrative for Class 32 Categorical Exemption</u>

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

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

   On May 25, 2016, the City Council approved CPC-2015-2593-GPA-ZC-HD-ZAA-SPR, VTTM 73656 and Adopted Findings for a General Plan Amendment, Zone Change and Height District Change, Site Plan Review and Vesting Tentative Tract Map that conditionally approved the construction, use and maintenance of a mixed-use project consisting of 1,210 residential units, 200,000 square feet of office and 50,000 square feet of grocery store, 20,000 square feet of restaurant space and 30,000 square feet of general retail located across the street from the subject property at 3321, 3351 S. La Cienega Boulevard, 5707-5735 W. Jefferson Boulevard. Because the proposed project with substantially lower floor area and dwelling units has yet to be constructed, there is no evidence in the file to suggest it would contribute to a cumulative impact of successive projects. Therefore, there is no cumulative impact of successive projects of the same type in the same place as the proposed project.

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

   The proposed project is for the construction of a 8-story, residential building with 379 dwelling units with subterranean parking, totaling 304,000 square feet of floor area on an approximately 64,266 square foot lot in the R3-1VL-CPIO and R4-1-CPIO zones. All surrounding properties are developed with residential and commercial buildings. The subject site is of a similar size to nearby properties. There are no known unusual circumstances which may lead to a significant effect on the environment.

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

   The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The portion of State Route 27 which travels through the Los Angeles city limits is approximately 19 miles from the subject site. Therefore, the subject site will not create any impacts within a highway designated as a state scenic highway.

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

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

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

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

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

A public hearing was held virtually via ZOOM on May 1, 2026 at approximately 9:00 a.m. The hearing was conducted by a Hearing Officer, Isaiah Ross, on behalf of the City Planning Commission, taking testimony for Case No. CPC-2025-4639-CU3-TOIA-VHCA and ENV-2025-4640-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The hearing notice was mailed on April 7, 2026, published in the newspaper on April 10, 2026, and was posted on-site on April 20, 2026, in accordance with LAMC noticing requirements. The courtesy notice was mailed on July 17, 2026 in accordance with LAMC noticing requirements. The public hearing was attended by the representative (Gary Benjamin), the applicant (S. D. Abraham, Mesa Rim LLC.) and approximately nine (9) members from the community.

Applicant Presentation

The applicant's representative described the site location, project description, requested entitlements, and community outreach. The applicant's representative shared the proximity of the proposed project within one -half mile of a High-Quality Transit Corridor. The applicant's representative described the zoning of the subject property and street views of the surrounding land uses. He presented the project renderings, floor plans and building elevations. He mentioned the project is a new, 8-story structure with 379 dwelling units including 304,000 square feet of residential floor area with a Floor Area Ratio of 5.96:1, and three levels of subterranean parking and parking at the ground floor level for a total of 322 automobile parking spaces.

Public Comment

During the public hearing, there were two (2) attendees from the community that provided public comments during the public testimony. A resident in the community owns and lives in a single-family dwelling on a property on Genesee Avenue, located to the east of the subject property on the R1 zoned lots. After reviewing the proposed planting plan, he mentioned that he would like to see details for buffering the park located at the end of the street. He also expressed concerns about traffic during construction for the proposed project. He mentioned that La Cienega Boulevard already has traffic congestion. He also asked what value the developers will provide to adjacent properties and if they are willing to improve the alleys. He asked for the reasoning for increasing the size (building massing and height) of the project which will create more shade and heat. Another resident in the community expressed concerns about construction activities affecting the foundation of her home. She inquired about the appropriate contact if construction for the proposed project causes issues to her property. She also expressed concerns about traffic congestion in the area and it takes her 15 minutes to exit her block due to traffic. She mentioned there is an existing parking problem for nannies, housekeepers and other workers in the area. She also expressed concerns about the proposed exterior glazing on the building which she believes could cause more heat in the area.

The applicant's representative provided responses to the public comments during the hearing. He mentioned the project proposes a 6-foot-high CMU wall that will separate the park from the adjacent single family home properties. The project is proposing one access point. All loft units have interior access points that provide access to the parking areas. As part of the proposed project, the property owner will improve the alley along the full length of the alley. They are also proposing a substantial landscaping setback along the alley. The applicant mentioned the

proposed project is larger because they are responding to changing policies and affordable housing programs available at the City Planning Department. He mentioned the city is updating the zoning across the city to allow for more housing units. La Cienega Boulevard is a major corridor, and the Citywide Housing Incentive Program (CHIP) allows for increased density in response to the state directive to allow more housing around transit stations. The applicant's representative mentioned the proposed building will be separated from the nearby single-family homes by the existing 12-foot alley. There will be a contractor on site to help alleviate construction impacts. He does not anticipate that construction will cause shaking. They will take a number of steps to minimize construction impacts, including minimizing dust by spraying the areas during construction. The applicant's representative mentioned that he submitted air quality and noise studies. As part of the proposed project, there will be a range of unit sizes. The average unit size for one-bedroom units is 659 square feet. The average unit size for studio units is 500 square feet. The average unit size for two-bedroom units is 1,000 square feet. According to the applicant's representative, the street trees will remain in place. There are dwelling units that face the alley. The applicant's representative also contacted the West Adams Neighborhood Council to discuss the project.

Written Correspondence

Staff received one (1) comment letter for the proposed project and one (1) email on behalf of local residents in the community. One local resident who owns a home on Genesee Avenue mentioned that he attended the Hearing Officer Public Hearing and submitted written comments on behalf of himself and several neighbors on surrounding blocks. He requested written responses to his questions and concerns regarding traffic and vehicle access, construction timeline and management plan, pedestrian and bike safety, environmental impacts on adjacent homes, alley maintenance and improvements, and the maintenance and capacity impacts on the adjacent Westside Neighborhood park. Staff also received an email exchange between a community resident and the applicant's representative who mentioned the property owner committed to repaving the alley and removal of trash and graffiti. The applicant's representative is continuing discussions with community residents regarding strategies to reduce traffic and construction related impacts.

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

COVER SHEET

A00

07/07/2025

PROJECT INFORMATION:

LEGAL DESCRIPTION

ADDRESS:	3190 – 3240 S. LA CIENEGA BLVD. LOS ANGELES, CA 90016
APN:	5048-014-067
LEGAL:	Lots FR 117 – FR 124 + FR 125 (Arbs 2,5,6) Tract 1283 Lot A (Arb 3), Tract 9786 + Lot PT Rita Bolller De Aguilar 444 ACS (Arbs 9 + 49) Tract Rancho Cienega O'Paso De La Tijera Tract
OWNER/ APPLICANT:	Mesa Rim LLC PO Box 7200 Beverly Hills, CA 90212 C3200lacienega@hotmail.com 310-779-7664
ARCHITECT:	KEVIN TSAI ARCHITECTURE 1439 W. Jefferson Blvd. Los Angeles, CA 90007 kt@kevin-tsai.com 310-486-9328
LAND USE CONSULTANT:	Alchemy Planning + Land Use 1110 N. Virgil Ave. #187 Los Angeles, CA 90029 gary@alchemyplanning.com 213-479-7521
EXISTING USE:	1 STORY COMMERCIAL STRUCTURE/ SURFACE PARKING LOT
PROPOSED USE:	379 UNIT APARTMENT BUILDING / 8 STORIES OVER 3 LEVELS OF SUBTERRANEAN PARKING. PROJECT WILL UTILIZE MIXED INCOME INCENTIVE PROGRAM TO ESTABLISH BASE DENSITY AND PROPOSED DENSITY INCREASE PER LAMC 12.22 A.38

JURISDICTIONAL INFORMATION:

COMMUNITY PLAN AREA:	West Adams -Baldwin Hills – Leimert
AREA PLANNING COMMISSION:	South Los Angeles
NEIGHBORHOOD COUNCIL:	West Adams
COUNCIL DISTRICT:	CD10 – Heather Hutt
LADBS DISTRICT OFFICE:	Los Angeles Metro

OFF-MENU DENSITY BONUS & PROJECT REVIEW – PROJECT DESCRIPTION & ENTITLEMENT REQUESTS

3200 S. La Cienega Blvd. – Off-Menu Density Bonus & Project Review. – Project Description & Entitlement Requests

I. Project Description

Mesa Rim, LLC (the "Applicant") proposes to demolish a 1,886 square-foot office building (c. 1954) and to construct a 304,000 square-foot (5.96 FAR), eight-story, 90-foot, six-inch multifamily apartment building with 379 dwelling units, including 80 studio units, 264 one-bedroom units, 30 two-bedroom units, and five three-bedroom units, with 42 Extremely Low Income dwelling units on a 64,266.1 square-foot lot in the R4-1-CPIO and R3-1VL-CPIO zones in the Community Commercial land use area of the West Adams-Baldwin Hills-Leimert Community Plan area and the Jefferson/La Cienega TOD Subarea of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay (CPIO).

The project will also provide 322 automobile parking spaces, 170 long-term bicycle parking spaces, and 17 short-term bicycle parking spaces, as well as 22,541 square feet of open space, including 16,891 square feet of common open space and 5,650 square feet of private open space.

II. Entitlement Requests

A. The applicant requests to utilize the Mixed Income Incentive Program (MIIP), pursuant to LAMC 12.22-A,38, for the following Transit Oriented Incentive Area (TOIA) T-3 Base, On-Menu, and Off-Menu Incentive and Waiver of Development Standards requests:

i. Base Incentive:

1. Base Incentive for a 120% density increase, to permit 379 dwelling units, in lieu of 172 dwelling units, as otherwise permitted by LAMC 12.11-C,4.

ii. On-Menu Incentive:

1. On-Menu Incentive to permit 22,541 sf. of open space, representing 10% of the residential unit area, in lieu of 39,025 sf., as otherwise required by LAMC 12.21-G,2.
2. On-Menu Incentive for a 20% Ground Floor height reduction, to permit an 8.8 ' Ground Floor from finished floor to finished ceiling, in lieu 11', as otherwise required by CPIO Section V-2.1.e.

iii. Off-Menu Incentive:

1. Off-Menu Incentive to permit the transitional height encroachment plane to begin 25 ' above the adjacent R1 property line for the first 25', in lieu of beginning at grade at the adjacent R1 property line, as otherwise required by CPIO Section V-2.A.2.b.

iv. Waivers of Development Standards:

1. Waiver of Development Standard for a 98.7% FAR increase, to permit 5.96, in lieu of 3.0, as otherwise required by CPIO Section V-2.B.1.
2. Waiver of Development Standard for a 45'-6" height increase, to permit 90'-6", in lieu of 45', as otherwise required by CPIO Section V-2.A.1.a.
3. Waiver of Development Standard for a 41% east side yard reduction, to permit 6 '-6", in lieu of 11', as otherwise required by LAMC 12.10-C,2 and LAMC 12.11-C,2.

B. The Applicant requests to utilize AB 2097 to waive the required parking.

BUILDING AREA (CBC): (SEE SHEET A06/ A07)

TOTAL TYPE I-A CONSTRUCTION AREA

Level	Area
00 - P3 GARAGE	41,991 SF
00 - P2 GARAGE	41,955 SF
01 - P1 GARAGE	41,955 SF
02 - GROUND FLOOR	34,538 SF
03 - SECOND FLOOR	38,758 SF
04 - THIRD FLOOR	38,860 SF
TOTAL PROPOSED BUILDING AREA	**238,056 SF**

TOTAL TYPE III-A CONSTRUCTION AREA

Level	Area
05 - FOURTH FLOOR	40,166 SF
06 - FIFTH FLOOR	40,166 SF
07 - SIXTH FLOOR	40,166 SF
08 - SEVENTH FLOOR	40,166 SF
09 - EIGHTH FLOOR	32,693 SF
TOTAL PROPOSED BUILDING AREA	**193,357 SF**

PLANNING / ZONING INFORMATION:

ZONE:	R4-1-CPIO/ R3-1VL-CPIO
APN:	5048014067
CPIO:	West Adams – Baldwin Hills – Leimert
SUBAREA:	Jefferson/ La Cienega TOD – Parcel Group D
GENERAL PLAN LAND USE DESIGNATION:	Community Commercial (C2)
TOIA:	T-3
TCAC OPPORTUNITY AREA:	Low
RESIDENTIAL MARKET AREA:	Medium
LOT AREA:	64,266.1 SF (See Sheet A02 for Lot Area Calculations)
DEDICATION:	2'-0" along La Cienega Blvd. + 20'-0" curved corner radius
NET LOT AREA:	63,239.9 (After Dedications)
BASE DENSITY:	This Project is utilizing AB2334 to establish base density 64,266.1 + 1/2 Abutting Alley (4,160 SF) = 68,426.1 SF **General Plan Land Use - (Community Commercial - C2)** 68,426.1 SF / 400 = 171.07 = 172 units
REQUESTED DENSITY:	T-3 BONUS DENSITY (120%): 379 units (172 x 2.2 = 378.4 = 379 units) T-3 AFFORDABLE UNITS: 11% ELI (42 units)
BASE HEIGHT (CPIO):	45'-0" (Above Lowest Adjacent Grade)
T-3 BONUS HEIGHT (33 '-0"):	45'-0" + 33'-0" = 78'-0"
BASE TRANSITIONAL HT:	45 degree angle transitional height plane beginning at grade at the residential (R1) property line
REQUESTED HEIGHT:	90'-6" (Above Lowest Adjacent Grade) Waiver of Development Standards requested to permit a 45'-6" increase in height (45'-0" + 45'-6" = 90'-6')
TRANSITIONAL HEIGHT:	Waiver of Development Standards to permit the transitional height plane to conform with the following: within the first 25 feet of the property line across the alley from the R1 zone the building height shall be stepped - back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the R1 zone.
STORIES:	8 Stories Per CBC 8 Stories & 3 Basement Levels per LAMC
REQUIRED SETBACKS:	Side Yard – La Cienega – 0'-0"; 2'-0" (per CPIO) Front Yard – Boden – 0'-0"; 2'-0" (per CPIO) Alley Side Yard – 5'-0" + 6'-0" = 11'-0" Rear Yard – 15'-0" (R3 Zone)
PROPOSED SETBACKS:	Front Yard (Boden St.): 0'-0" Rear Yard (North): 15'-0" Side Yard (La Cienega Blvd.): 0' Side Yard (Alley + Interior): 6'-6"

ALLOWABLE FLOOR AREA: (SEE SHEET A04/ A05)

BUILDABLE AREA:	51,062.97 SF (see Sheet A02 for Buildable Area Calculations)
BASE FAR:	3.0 (per CPIO)
ALLOWABLE AREA:	51,062.97 SF x 3.0 = 153,188.91 SF
PROPOSED FLOOR AREA (98.7%) :	304,000 SF/ 51,062.97 SF = 5.96 FAR (Waiver of Development Standards to Permit a 98.7% Increase from 3.0 to 5.96)
LOT COVERAGE:	Hardscape -10% Landscape – 16.5% Building Footprint – 73.5%

FLOOR AREA TABULATION (F.A.R.)

ALLOWABLE FLOOR AREA	
F.A.R.:	**3.0**
BUILDABLE AREA (R4 / R3) (SEE SHEET A02) (PER LAMC)	**51,062.97 SF**
ALLOWABLE FLOOR AREA: 51,062.97 SF X 3.0	**153,188.91 SF**
PROPOSED FLOOR AREA:	**304,000 SF**
PROPOSED F.A.R. :	**5.96**

PROPOSED BUILDING BREAKDOWN

LEVEL	AREA
00 - P3 GARAGE	1,811 SF
00 - P2 GARAGE	2,068 SF
01 - P1 GARAGE	1,705 SF
02 - GROUND FLOOR	30,636 SF
03 - SECOND FLOOR	36,341 SF
04 - THIRD FLOOR	38,348 SF
05 - FOURTH FLOOR	40,153 SF
06 - FIFTH FLOOR	40,150 SF
07 - SIXTH FLOOR	40,132 SF
08 - SEVENTH FLOOR	40,178 SF
09 - EIGHTH FLOOR	32,478 SF
TOTAL FLOOR AREA	**304,000 SF**

OPEN SPACE : (SEE SHEET A08/ A09)

PER LAMC 12.22 A.38(h)(2)(vii):
OPEN SPACE REQUIREMENT AS 15% OF THE TOTAL LOT AREA OR 10% OF THE TOTAL FLOOR AREA CONFINED WITHIN THE PERIMETER WALLS OF THE PROVIDED RESIDENTIAL UNITS, WHICHEVER IS GREATER.

OPTION A:
64,266.1 SF (LOT AREA) X 15% = 9,639.92 SF

OPTION B:
225,182 SF (RES. AREA SEE A08 & A09) X 10% = 22,518.2 SF

REQUIRED OPEN SPACE: **22,518.2 SF**

PROVIDED OPEN SPACE:

PRIVATE OPEN SPACE PROVIDED: **5,650 SF**

COMMON OPEN SPACE (UNENCLOSED) PROVIDED: **11,262 SF**

COMMON OPEN SPACE (ENCLOSED) PROVIDED: **5,630 SF**

COMMON OPEN SPACE (ENCLOSED) Per LAMC G.2.(4) (i)
Recreation Rooms at least 600 SF in area may qualify for 25% of total required Open Space

22,518.2 X 25% = **5,630 SF** OF COMMON OPEN SPACE (ENCLOSED) CAN COUNT IN TOTAL OF OPEN SPACE

TOTAL OPEN SPACE PROVIDED:

PRIVATE OPEN SPACE (5,650 SF) + COMMON OPEN SPACE (UNENCLOSED) (11,261 SF) + COMMON OPENSPACE (ENCLOSED) (5,630 SF) = 22,541 SF

ADDITIONAL AVAILABLE OPEN SPACE THAT DOES NOT MEET LAMC REQUIREMENTS

1. THIS PROJECT IS BUILT OVER A STORM DRAIN EASEMENT AND HAS AN ADDITIONAL 3,535 SF OF COVERED OPEN SPACE THAT IS AN EXTENSION OF THE GROUND FLOOR USABLE OPEN SPACE.

LANDSCAPE REQUIREMENTS

A MINIMUM OF 25% OF COMMON OPEN SPACE MUST BE LANDSCAPED (see landscape plans)

GROUND FLOOR	3,229 X .25 = 808 SF (REQUIRED)
2ND FLOOR COURTYARD #1	964 X .25 = 241 SF (REQUIRED)
2ND FLOOR COURTYARD #2	978 X .25 = 245 SF (REQUIRED)
EIGHTH FLOOR OUTDOOR DECK#1	3,006 X .25 = 852 SF (REQUIRED)
EIGHTH FLOOR OUTDOOR DECK#2	3,085 X .25 = 772 SF (REQUIRED)

LANDSCAPE TREE REQUIREMENTS (THERE ARE NO EXISTING TREES ON THE PROPERTY)

1 – 24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (see landscape plans)

379 units/ 4 = 95 Trees required

PUBLICLY ACCESSIBLE OPEN SPACE (CPIO REQUIREMENT) (see sheet A10)

PUBLICLY ACCESSIBLE OPEN SPACE (CPIO REQUIREMENT)

REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE - 20% OF OPEN SPACE = 22,521.2 SF x 20% = 4,504.24 SF REQUIRED

PROVIDED PUBLICLY ACCESSIBLE OPEN SPACE- **4,513 SF PROVIDED** > 4,504.24

(P) PRIVATE OPEN SPACE CALCULATION PER FLOOR - PRIVATE BALCONY

02 - GROUND FLOOR	
(P) BALCONY	100 SF
03 - SECOND FLOOR	
(P) BALCONY	950 SF
04 - THIRD FLOOR	
(P) BALCONY	1,000 SF
05 - FOURTH FLOOR	
(P) BALCONY	850 SF
06 - FIFTH FLOOR	
(P) BALCONY	850 SF
07 - SIXTH FLOOR	
(P) BALCONY	850 SF
08 - SEVENTH FLOOR	
(P) BALCONY	850 SF
09 - EIGHTH FLOOR	
(P) BALCONY	200 SF
TOTAL: 113	**5,650 SF**

(C) AMENITIES (COMMON OPEN SPACE ENCLOSED) EXCEEDING 600SF

02 - GROUND FLOOR	
(C) - REC. ROOM #2	629 SF
(C) - REC. ROOM #1	783 SF
03 - SECOND FLOOR	
(C) - FITNESS CENTER	1,580 SF
04 - THIRD FLOOR	
(C) - REC. ROOM #3	870 SF
09 - EIGHTH FLOOR	
(C) - REC. ROOM #5	876 SF
(C) - REC. ROOM #4	892 SF
TOTAL	**5,630 SF**

(C) COMMON OPEN SPACE (UNENCLOSED) CALCULATION PER FLOOR

02 - GROUND FLOOR	
(C) - COMMON OPEN SPACE	3,229 SF
03 - SECOND FLOOR	
(C) - COURTYARD #1	964 SF
(C) - COURTYARD #2	978 SF
09 - EIGHTH FLOOR	
(C) - OUTDOOR DECK #1	3,006 SF
(C) - OUTDOOR DECK #2	3,085 SF
TOTAL	**11,262 SF**

PARKING CALCULATION:

RESIDENTIAL PARKING REQUIRED PER LAMC 12.21A.4

80 UNITS < 3 HABITABLE ROOMS	80 x 1.0 =	80
264 UNITS 3 HABITABLE ROOMS	264 x 1.5 =	396
35 UNITS > 3 HABITABLE ROOMS	35 x 2.0 =	70

TOTAL REQUIRED PARKING PER LAMC 12.21A.4 546 SPACES
RESIDENTIAL PARKING REQUIRED PER AB2097 NO PARKING REQUIRED

PROVIDED PARKING: **Ground Floor** – Residents: 21 Spaces
6 Standard Spaces (Includes 3 Accessible Parking Spaces)
15 Compact Spaces
P1 – Residents: 88 Spaces
80 Standard Spaces (Includes 3 Accessible Parking Spaces)
4 Compact Spaces, 4 Spaces Tandem
P2 – Residents: 104 Spaces
87 Standard Spaces, 5 Compact Spaces, 12 Spaces Tandem
P3 – Residents: 109 Spaces
90 Standard Spaces, 7 Compact Spaces, 12 Spaces Tandem

TOTAL PARKING: **322 Spaces** (263 Standard Spaces, 31 Compact Spaces, 28 Spaces Tandem)

ACCESSIBLE PARKING: Per CBC 1109A.3 – 2% of TOTAL REQUIRED – 328 x .02 = 7
Ground – 4 (1 Van Accessible) Spaces G15, G20, G21, G22
P1 – 3 – Spaces 52, 59, 65

EV PARKING PROVIDED: EV – 40% OF PARKING SPACES – 328 x .4 = 132 spaces
Ground – 4 Spaces (Spaces 15, 16, 18,19)
P1 – 39 Spaces (Spaces 1, 2, 4, 5, 6, 7, 9,10, 48, 49, 50, 51, 56, 57, 58, 59, 60, 61, 62, 64, 65, 66, 68, 70, 72, 73, 74, 75, 77, 78, 82, 83, 84, 85, 86, 87, 88)
P2 – 46 Spaces (Spaces 1, 2, 4, 5, 6, 7, 9, 10, 48, 49, 50, 51, 52, 54, 56, 58, 60, 64, 65, 66, 67, 68, 69, 71, 73, 75, 77, 78, 79, 81, 83, 85, 87, 89, 90, 91, 92, 93, 94, 95, 99, 100, 101,102)
P3 – 43 Spaces (Spaces 1, 2, 4, 5, 6, 7, 9, 10, 48, 49, 50, 52, 54, 55, 56, 59, 61, 63, 65, 66, 67, 68, 69, 70, 71, 72, 74, 76, 78, 80, 82, 83, 85, 87, 89, 91, 93, 94, 95, 96, 97)
EVCS – 10% OF PARKING SPACES – 328 x .1 = 33 spaces
P1 – 11 Spaces (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 48)
P2 – 11 Spaces (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 52)
P3 – 11 Spaces (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 52)

1 in 25 EVCS shall have an 8 '-0" wide minimum aisle (35/25 = 2)
2 Spaces (P2 – Space 52, P3- Space 52)

BICYCLE PARKING CALCULATION:

RESIDENTIAL LONG TERM BICYCLE PARKING (379 units):

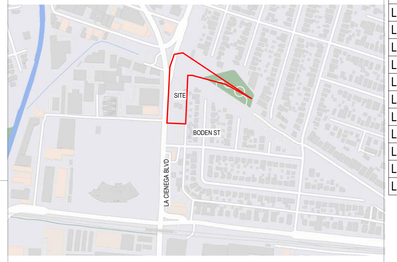
1-25 units (1 space per unit)	25	SPACES
26-100 units (1 space per 1.5 units)	50	SPACES
101 – 200 units (1 space per 2 units)	50	SPACES
201 - 379 units (1 space per 4 units)	45	SPACES
TOTAL LONG TERM BICYCLE PARKING REQUIRED:	170	SPACES
LONG TERM BICYCLE PARKING PROVIDED: (SEE SHEET A30)	170	SPACES

P1 GARAGE - BICYCLE ROOM #2 - 170 BICYCLES + 100 SF WORKSPACE

RESIDENTIAL SHORT TERM BICYCLE PARKING (344 units):

1-25 units (1 space per 10 units)	2.5	SPACES
26 – 100 units (1 space per 15 units)	5.0	SPACES
101 – 200 units (1 space per 20 units)	5.0	SPACES
201 – 379 units (1 space per 4 units)	4.45	SPACES
TOTAL SHORT TERM BICYCLE PARKING REQUIRED:	17	SPACES
SHORT TERM BICYCLE PARKING PROVIDED:	17	SPACES ON LA CIENEGA

VICINITY MAP



PROPOSED UNIT MIX - 379 UNITS:

	STUDIO	1BD	1BD LOFT	2BD	3BD
8TH FLOOR	8	33	0	4	0
7TH FLOOR	8	44	0	4	1
6TH FLOOR	8	44	0	4	1
5TH FLOOR	8	44	0	4	1
4TH FLOOR	8	44	0	4	1
3RD FLOOR	28	16	0	5	1
2ND FLOOR	11	17	-	5	0
GROUND FLR	1	5	17	0	0
TOTAL	**80**	**247**	**17**	**30**	**5**

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A30	BIKE RM. EXHIBIT	
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LC-1C	HARDSCAPE PLAN - GROUND FL. LOBBY 3 & 4	
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LP-3	PLANTING PLAN - 3RD FL	
LP-4	OVERALL PLANTING PLAN - 8TH. FL.	
LP-4A	PLANTING PLAN - 8TH. FL. DECK 1	
LP-4B	PLANTING PLAN - 8TH. FL. DECK 2	

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

RENDERINGS

A00.1

03-07-2025

Federal Emergency Management Agency
Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT

COMMUNITY AND REVISION INFORMATION		PROJECT DESCRIPTION	BASIS OF REQUEST
COMMUNITY	City of Los Angeles Los Angeles County California	NO PROJECT	HYDRAULIC ANALYSIS HYDROLOGIC ANALYSIS UPDATED TOPOGRAPHIC DATA
	COMMUNITY NO.: 060137		
IDENTIFIER	3200 La Cienega 2	APPROXIMATE LATITUDE & LONGITUDE: 34.029, -118.370 SOURCE: USGS QUADRANGLE DATUM: NAD 83	

ANNOTATED MAPPING ENCLOSURES	ANNOTATED STUDY ENCLOSURES
TYPE: FIRM* NO.: 06037C1613G DATE: December 21, 2018	DATE OF EFFECTIVE FLOOD INSURANCE STUDY: December 21, 2018 SUMMARY OF DISCHARGES: TABLE 10

Enclosures reflect changes to flooding sources affected by this revision.
* FIRM - Flood Insurance Rate Map

FLOODING SOURCE(S) & REVISED REACH(ES)

Shallow Flooding – Area extending northwest from the intersection of Clyde Avenue and Boden Street to just east of the intersection of Fairfax Avenue and South La Cienega Boulevard.

SUMMARY OF REVISIONS

Flooding Source	Effective Flooding	Revised Flooding	Increases	Decreases
Shallow Flooding	Zone AO Depth	Zone X (shaded) No Depth	NONE NONE	YES YES

DETERMINATION

This document provides the determination from the Department of Homeland Security's Federal Emergency Management Agency (FEMA) regarding a request for a Letter of Map Revision (LOMR) for the area described above. Using the information submitted, we have determined that a revision to the flood hazards depicted in the Flood Insurance Study (FIS) report and/or National Flood Insurance Program (NFIP) map is warranted. This document revises the effective NFIP map, as indicated in the attached documentation. Please use the enclosed annotated map panels revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals in your community.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration

Federal Emergency Management Agency
Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

COMMUNITY INFORMATION

APPLICABLE NFIP REGULATIONS/COMMUNITY OBLIGATION

We have made this determination pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 93-234) and in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, P.L. 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Pursuant to Section 1361 of the National Flood Insurance Act of 1968, as amended, communities participating in the NFIP are required to adopt and enforce floodplain management regulations that meet or exceed NFIP criteria. These criteria, including adoption of the FIS report and FIRM, and the modifications made by this LOMR, are the minimum requirements for continued NFIP participation and do not supersede more stringent State/Commonwealth or local requirements to which the regulations apply.

COMMUNITY REMINDERS

We based this determination on the 1-percent-annual-chance discharges computed in the submitted hydrologic model. Future development of projects upstream could cause increased discharges, which could cause increased flood hazards. A comprehensive restudy of your community's flood hazards would consider the cumulative effects of development on discharges and could, therefore, indicate that greater flood hazards exist in this area.

Your community must regulate all proposed floodplain development and ensure that permits required by Federal and/or State/Commonwealth law have been obtained. State/Commonwealth or community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction or may limit development in floodplain areas. If your State/Commonwealth or community has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

We will not print and distribute this LOMR to primary users, such as local insurance agents or mortgage lenders; instead, the community will serve as a repository for the new data. We encourage you to disseminate the information in this LOMR by preparing a news release for publication in your community's newspaper that describes the revision and explains how your community will provide the data and help interpret the NFIP maps. In that way, interested persons, such as property owners, insurance agents, and mortgage lenders, can benefit from the information.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration

19-09-1982P 102-D-A

Federal Emergency Management Agency
Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

We have designated a Consultation Coordination Officer (CCO) to assist your community. The CCO will be the primary liaison between your community and FEMA. For information regarding your CCO, please contact:

Ms. Juliette Hayes
Director, Mitigation Division
Federal Emergency Management Agency, Region IX
1111 Broadway Street, Suite 1200
Oakland, CA 94607-4052
(510) 627-7211

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration

19-09-1982P 102-D-A

Federal Emergency Management Agency
Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

PUBLIC NOTIFICATION OF REVISION

A notice of changes will be published in the *Federal Register*. This information also will be published in your local newspaper on or about the dates listed below, and through FEMA's Flood Hazard Mapping website at https://www.floodmaps.fema.gov/fhm/bfe_status/bfe_main.asp

LOCAL NEWSPAPER
Name: *The Los Angeles Daily News*
Dates: July 22, 2020 and July 29, 2020

Within 90 days of the second publication in the local newspaper, any interested party may request that we reconsider this determination. Any request for reconsideration must be based on scientific or technical data. Therefore, this letter will be effective only after the 90-day appeal period has elapsed and we have resolved any appeals that we receive during this appeal period. Until this LOMR is effective, the revised flood hazard determination presented in this LOMR may be changed.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration

19-09-1982P 102-D-A

Federal Emergency Management Agency
Washington, D.C. 20472

July 15, 2020

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Eric Garcetti
Mayor, City of Los Angeles
200 North Spring Street, Room 303
Los Angeles, CA 90012

IN REPLY REFER TO:
Case No.: 19-09-1982P
Community Name: City of Los Angeles, CA
Community No.: 060137
Effective Date of
This Revision: **November 26, 2020**

Dear Mayor Garcetti:

The Flood Insurance Rate Map for your community has been revised by this Letter of Map Revision (LOMR). Please use the enclosed annotated map panel(s) revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals issued in your community.

Additional documents are enclosed which provide information regarding this LOMR. Please see the List of Enclosures below to determine which documents are included. Other attachments specific to this request may be included as referenced in the Determination Document. If you have any questions regarding floodplain management regulations for your community or the National Flood Insurance Program (NFIP) in general, please contact the Consultation Coordination Officer for your community. If you have any technical questions regarding this LOMR, please contact the Director, Mitigation Division of the Department of Homeland Security's Federal Emergency Management Agency (FEMA) in Oakland, California, at (510) 627-7211, or the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP). Additional information about the NFIP is available on our website at http://www.fema.gov/business/nfip.

Sincerely,

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration

List of Enclosures:

Letter of Map Revision Determination Document
Annotated Flood Insurance Rate Map
Annotated Flood Insurance Study Report

cc: Ms. Susan Shu, P.E.
Senior Civil Engineer
City of Los Angeles

Mr. Phil Roberts, P.E.
President
Paller-Roberts Engineering, Inc.

TRUE N

0' 8' 16' 32'

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

K T A
Kevin Tsai Architecture
1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

FEMA CLEARANCE

A01
03-07-2025

SURVEYOR'S NOTES:

1. DATE OF SURVEY: oct. 11 to nov. 04,2018

2. THIS SURVEY WAS BASED UPON A PRELIMINARY TITLE REPORT ISSUED BY commonwealth land title company DATED september 20, 2018 , AT: 7:30 A.M., ORDER NO. 09194327.

3. THIS SURVEY DOES NOT SHOW LOCATIONS OF, OR ENCROACHMENTS BY, SUBSURFACE FOOTINGS AND/OR FOUNDATIONS OF ANY BUILDINGS SHOWN HEREON. IF UNDERGROUND PUBLIC UTILITIES OR SUBSTRUCTURES, FLOOD ZONE DATA, ZONING AND SETBACK DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM RELIABLE AND RESPONSIBLE SOURCES NOT CONNECTED WITH THIS COMPANY. NO GUARANTY, WARRANTY OR REPRESENTATION, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF SUCH INFORMATION.

4. VERTICAL DATUM:
city of los angeles bm no. 13- 01339 elev.= 87.41 (2000 adj.) pbm disc stamped *13-01339 1979* in most westerly transmission tower footing: 20ft e/o e curb fairfax av; at intersection with la cienega bl.

bm no. 13-01868 elev.=87.637 (2000adj.)
spk w curb fairfax ave; 18ft n/o bcr n/o adams blvd; n end cb.

5. note:
ONLY A SIGNED AND SEALED COPY OF THIS SURVEY REPRESENTS A TRUE COPY OF OUR WORK PRODUCT; ANY COPIES CREATED FROM ELECTRONIC FILES OR OTHER METHODS MUST BE COMPARED TO A SIGNED AND SEALED COPY TO ASSURE IT'S ACCURACY AND COMPLETENESS.

LOS ANGELES COUNTY TAX ASSESSOR'S PARCEL NO. 5048-014-067.

SITE AREA:

NET AREA: 63,927.81 SQ. FT., OR 1.4676 ACRES
GROSS AREA: 99,113.22 SQ. FT., OR 2.2753 ACRES
NET AREA AFTER DEDICATION: 101,594.51 SQ. FT., OR 1.4140 ACRES

BUILDING AREA:

AREA(S) OF STRUCTURE(S) BASED ON OUTSIDE MEASUREMENT OF BUILDING LINES AT GROUND LEVEL.
BUILDING =1889 SQ. FT.

BASIS OF BEARINGS:

THE BEARING 45Â° 30' 55"w OF THE CENTERLINE OF la cienega blvd. shown as fairfax avenue. AS SHOWN ON MAP OF tract no, 12183, AS PER MAP RECORDED IN BOOK 233 PAGES 8 and 9 OF MAPS, WAS taken AS THE BASIS OF BEARINGS FOR THIS MAP

ZONING DATA:

ZONING: r3-1vl- cpio and r4-1-cpio

SETBACK REQUIREMENTS r3 - 1vl

FRONT YARD : 15 fwt
REAR YARD : 15 fwt
SIDE YARD : 10% lot width <50 feet; 3ft. minimum; + 1ft for each story over 2nd, not to exceed 16 ft.

THIS SUMMARY IS ONLY A GUIDE. DEFINITIVE INFORMATION SHOULD BE OBTAINED FROM THE ZONING CODE ITSELF AND FROM CONSULTATION WITH THE DEPARTMENT OF BUILDING AND SAFETY.

FLOOD ZONE DATA:

FLOOD ZONE : ao (depth 1 foot); x(0.2% annual change flood hazard); x(area of minimal flood hazard).
COMMUNITY NO. 060037c.
PANEL NO. 1615f.
EFFECTIVE DATE: 09-26-08

STREET DEDICATION:

boden street : local street - 60' (req.)
la cienega boulevard: modified boulevard ii street 104' (REQ.)
potential 2' and 20' radius return STREET dedication.

" DEDICATIONS SHOWN HEREON ARE BASED ON NAVIGATE L.A. STREET & HIGHWAY STANDARDS AND ARE SUBJECT TO REVIEW BY BUREAU OF ENGINEERING AND DEPARTMENT OF TRANSPORTATION. " see city of los angeles mobilty plan 2035. approved june 23, 2016, city plan case no. cpc-2013-0910-gpa-spca-msc.

LEGAL DESCRIPTION:

PARCEL 1:

LOT 117 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

LOT 118 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

LOT 119 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE WESTERLY 10 FEET THEREOF.

PARCEL 4:

LOT 120 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE WESTERLY 10 FEET THEREOF.

PARCEL 5:

LOT 121 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE WESTERLY 10 FEET THEREOF.

PARCEL 6:

LOT 122 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE WESTERLY 10 FEET THEREOF AS CONVEYED TO THE CITY OF LOS ANGELES, A CORPORATION, FOR PUBLIC STREET PURPOSES BY DEED RECORDED OCTOBER 14, 1958 IN BOOK D243 PAGE 919 OF OFFICIAL RECORDS.

PARCEL 7:

LOT 123 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE WESTERLY 10 FEET THEREOF.

PARCEL 8:

LOT 124 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 10 FEET AS CONVEYED TO CITY OF LOS ANGELES FOR STREET PURPOSES IN THE DEED RECORDED AUGUST 8, 1957 AS INSTRUMENT NO. 3966 IN BOOK 55286 PAGE 181 OF OFFICIAL RECORDS.

PARCEL 9:
THAT PORTION OF LOT 125 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 124 OF SAID TRACT NO. 12183; THENCE NORTHERLY ALONG THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT 124, A DISTANCE OF 46.06 FEET MORE OR LESS, TO THE SOUTHERLY LINE OF 20 FOOT WIDE STORM DRAIN EASEMENT WITHIN SAID LOT 125, AS SHOWN AND DEDICATED ON THE MAPS OF SAID TRACT NO. 12183; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF SAID LOT 124; THENCE SOUTHERLY 8.33 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 124; THENCE WESTERLY ALONG THE NORTHERLY LINE OF SAID LOT 124 TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE INTEREST CONVEYED TO THE CITY OF LOS ANGELES BY DEED RECORDED JANUARY 21, 1958 AS INSTRUMENT NO. 3445 OFFICIAL RECORDS.

THAT PORTION OF THE 444 ACRE TRACT OF THE RANCHO CIENEGA O'PASO DE LA TIJERA, ALLOTTED TO RITA BOTILLER DE AGUILAR BY DECREE OF PARTITION, CERTIFIED COPY THEREOF BEING RECORDED IN BOOK 27 PAGE 74 OF DEEDS, RECORDS OF SAID COUNTY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BOUNDED AS FOLLOWS:

BOUNDED WESTERLY BY THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF TRACT NO. 12183 AS SHOWN ON MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; BOUNDED NORTHEASTERLY BY THE NORTHEASTERLY LINE OF THE RANCHO CIENEGA O'PASO DE LA TIJERA AS RECITED IN THE DEED RECORDED IN BOOK 3748 PAGE 71 OF DEEDS, RECORDS OF SAID COUNTY; AND BOUNDED SOUTHWESTERLY BY THE NORTHEASTERLY LINE OF SAID TRACT NO. 12183.

EXCEPT ANY PORTION OF THE ABOVE DESCRIBED LAND INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE CITY OF LOS ANGELES, RECORDED ON NOVEMBER 18, 1948 AS INSTRUMENT NO. 136, IN BOOK 28759 PAGE 126 OF SAID OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED WITHIN THE LAND DESCRIBED IN THE DEED TO THE DEPARTMENT OF WATER AND POWER OF THE CITY OF LOS ANGELES RECORDED NOVEMBER 18, 1948 AS INSTRUMENT NO. 135 OF OFFICIAL RECORDS OF SAID COUNTY.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED WITHIN THE LAND DESCRIBED IN PARCEL 24-A IN THE FINAL ORDER OF CONDEMNATION ENTERED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 738514 A CERTIFIED OF WHICH WAS RECORDED NOVEMBER 16, 1962 AS INSTRUMENT NO. 4364 OF OFFICIAL RECORDS OF SAID COUNTY.

ALSO EXCEPT THEREFROM ALL OIL, GAS, MINERALS, GEOTHERMAL RESOURCES AND OTHER HYDROCARBON SUBSTANCES LYING WITHIN AND UNDER THAT PORTION OF THE LAND HEREIN CONVEYED WHICH LIES BELOW A DEPTH OF 500 FEET FROM THE PRESENT SURFACE AND TOP 500 FEET OF THE SUBSURFACE OF SAID LAND, WITHOUT THE RIGHT OF SURFACE ENTRY, AS EXCEPTED AND RESERVED IN DEED EXECUTED BY H. HOWARD GOODMAN, TRUSTEE OF THE GOODMAN TRUST OF 1977 RECORDED JUNE 3, 1982 AS INSTRUMENT NO. 82-562587 OFFICIAL RECORDS.

THAT PORTION OF LOT "A" OF TRACT NO. 9786, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 137 PAGE 39 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF THE RANCHO LAS CIENEGAS, IN SAID COUNTY AND STATE DESCRIBED IN THE DEED TO THE CITY OF LOS ANGELES, RECORDED OCTOBER 30, 1946 AS INSTRUMENT NO. 1170 IN BOOK 23863 PAGE 370 OFFICIAL RECORDS OF SAID COUNTY, AS FOLLOWS:

BOUNDED SOUTHERLY AND SOUTHWESTERLY BY THE SOUTHWESTERLY BOUNDARY LINE OF SAID LOT A, AND BY THE SOUTHERLY AND SOUTHWESTERLY BOUNDARY LINE OF THE LAND DESCRIBED IN DEED TO THE CITY OF LOS ANGELES RECORDED IN BOOK SAID BOOK 23863 PAGE 370 OFFICIAL RECORDS OF SAID COUNTY; AND BOUNDED NORTHERLY AND NORTHEASTERLY BY THE FOLLOWING DESCRIBED

LINE:

BEGINNING AT A POINT OF INTERSECTION OF THE SOUTHWESTERLY LINE OF SAID LOT "A", WITH A LINE WHICH IS PARALLEL WITH AND 100 FOOT SOUTHWESTERLY FROM THE NORTHERLY LINE OF THE LAND DESCRIBED IN THE DEED TO THE CITY OF LOS ANGELES, RECORDED MARCH 11, 1948 AS INSTRUMENT NO. 1436 IN BOOK 26663 PAGE 331, OFFICIAL RECORDS OF SAID COUNTY; THENCE FROM SAID POINT OF BEGINNING NORTHWESTERLY ALONG SAID PARALLEL LINE AND ITS NORTHWESTERLY PROLONGATION TO ITS INTERSECTION WITH THE SOUTHWESTERLY PROLONGATION OF A LINE WHICH IS PARALLEL WITH AND 100 FEET NORTHWESTERLY OF THAT CERTAIN LINE DESCRIBED IN SAID DEED RECORDED IN BOOK 23363 PAGE 370 OF SAID OFFICIAL RECORDS, AS BEARING NORTH 16Â° 06' 05" EAST 128.54 FEET; THENCE WESTERLY TO A POINT IN THE EASTERLY LINE OF MOYNIER LANE, 30 FEET IN WIDTH, AS SHOWN ON SAID MAP, DISTANT SOUTHERLY THEREON 60.71 FEET FROM ITS INTERSECTION WITH THE SOUTHERLY BOUNDARY LINE OF CULVER CITY AS SHOWN ON SAID MAP.

EXCEPT THEREFROM THAT PORTION DESCRIBED IN PARCEL 24-A OF THE FINAL ORDER OF CONDEMNATION RECORDED NOVEMBER 16, 1962 AS INSTRUMENT NO. 4364 OFFICIAL RECORDS.

THAT PORTION OF LOT 125 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 111 OF SAID TRACT NO. 12183, WITH THE NORTHEASTERLY LINE OF SAID TRACT; THENCE SOUTH 24Â° 30' 55" WEST, ALONG SAID NORTHERLY PROLONGATION, 22.71 FEET; THENCE SOUTH 73Â° 48' 00" EAST 129.15 FEET TO THE NORTHEASTERLY LINE OF SAID TRACT; THENCE NORTH 64Â° 29' 05" WEST, ALONG SAID NORTHEASTERLY LINE, 136.32 FEET TO THE SAID POINT OF BEGINNING.

THAT PORTION OF LOT 125 OF TRACT NO. 12183, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 233 PAGES 8 AND 9 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SHOWN AND DEDICATED THEREON AS A 20 FOOT WIDE STORM DRAIN EASEMENT, BOUNDED WESTERLY BY THE NORTHERLY PROLONGATION OF A LINE PARALLEL WITH AND 10 FEET EASTERLY OF THE WESTERLY LINE OF LOT 124 OF SAID TRACT AND BOUNDED EASTERLY BY THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 111 OF SAID TRACT.

TOGETHER WITH THAT PORTION OF SAID LOT 125 WHICH LIES WESTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT 111, BOUNDED AS FOLLOWS:

BOUNDED NORTHEASTERLY BY THE SOUTHWESTERLY LINE OF SAID 20 FOOT WIDE STORM DRAIN EASEMENT.

BOUNDED WESTERLY BY THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF SAID LOT 124.

BOUNDED SOUTHERLY BY THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID LOT 124.

surveyor Certificate notes:

item 16: no of currobserved evidence ent earth moving work, building construction or building additions.

item 18: not within location of wetland areas as delineated by appropriate authorities.

SURVEYOR'S CERTIFICATION:

To: james shur & associates, llc and commonwealth land title company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2,3,4,5,6 (a) (b) (1), 8,9,10 (a) (b), 11, 13, 14, 16, 17,18 and 20 of Table A thereof.
The field work was completed on nov, 04, 2018.

Date of Plat or Map: nov. 12. 2018

PROFESSIONAL LAND SURVEYOR
MARK FOX
PLS 6892
EXP. 06-30-19
STATE OF CALIFORNIA

_____
mark fox, P.L.S. 6892
IACOBELLIS & ASSOCIATES, INC.

PREPARED FOR:
c/o james shur & associates, llc
attn: james k. shur, president
817 chautauqua blvd.
pacific palisades, ca. 90272

DATE	REVISION

alta / nsps land title survey
3200 s, la cienega boulevard

IACOBELLIS & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYS SUBDIVISIONS PHOTOGRAMMETRY
1145 Tampa Avenue Ste 15B, Northridge, CA. 91326 Ph 818-366-9222 Fax 818-366-4813

DATE: 11-12-18
PROJECT NO.: 18-149 la-633-a7
DRAFTED BY: elham zare
CHECKED BY: MF
SHEET NO. 1 OF 4

J:\Drawing files\2018 JOBS\18149 LA CIENEGA\dwg\18149 10-17-18.dwg 11/5/2018 2:02:07 PM

EASEMENT DATA, EXCEPTIONS & EXCLUSIONS

PER PRELIMINARY TITLE REPORT ISSUED BY commonwealth land title company DATED september 20, 2018 , AT: 7:30 A.M., ORDER NO. 09194327. GEOGRAPHICALLY LOCATABLE ITEMS FROM SAID TITLE REPORT (SUCH AS EASEMENTS) WHICH AFFECT THE TITLE TO THE SUBJECT PROPERTY ARE NUMERICALLY KEYED TO SAID REPORT AND ARE AS FOLLOWS:

ITEM 2

PURPOSE: easement for utilities
IN FAVOR OF: lots within tract no. 12183.
RECORDING DATA: book 18312 pg 304, o.r.
AFFECTS: as shown hereon.

ITEM 4

PURPOSE: waiver of any claims for damages to said land by reason of the location, construction, landscaping or maintenance of the street or highway adjoining said land.
IN FAVOR OF: city of los angeles.
RECORDING DATA: jan. 21, 1958, inst. no. 3446, o.r.
AFFECTS: falls within la cienega blvd adjacent to a por. of lot 25.

ITEM 5

PURPOSE: easement for public street purposes.
IN FAVOR OF: city of los angeles.
RECORDING DATA: may. 08, 1959, inst. no. 3569, o.r.
AFFECTS: as shown hereon.

ITEM 6

PURPOSE: release and agreement.
IN FAVOR OF: city of los angeles.
RECORDING DATA: oct. 14, 1958, inst. no. 4505, o.r.
AFFECTS: falls within la cienega blvd adjacent to lot 122.

item 7

PURPOSE: easement for pole lines and conduits.
IN FAVOR OF: city of los angeles.
RECORDING DATA: book 15698, pg. 313, o.r..
AFFECTS: does not affect site. no reference to tract no. 12183 in said book.

ITEM 8

PURPOSE: covenant and agreement for case no. 86-780.
IN FAVOR OF: city of los angeles.
RECORDING DATA: aug. 07, 1987 , inst. no. 87-1264818,o.r.
AFFECTS: 3190 so. la cienega blvd.

PURPOSE: covenant and agreement for case no. 86-780.
IN FAVOR OF: city of los angeles.
RECORDING DATA: aug. 07, 1987 , inst. no. 87-1264818,o.r.
AFFECTS: 3190 so. la cienega blvd.

ITEM 9

PURPOSE: easement for sanitary sewer.
IN FAVOR OF: city of los angeles.
RECORDING DATA: book 3582, pg. 29, o.r.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 10 and 18

PURPOSE: easement for storm drain.
IN FAVOR OF: city of los angeles.
RECORDING DATA: tr. no. 12183 pgs 8 and 9.
AFFECTS: as shown hereon.

ITEM 11

PURPOSE: easement for conduits.
IN FAVOR OF: petroleum securities company.
RECORDING DATA: book 4826, pg. 369, o.r.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 12

PURPOSE: easement for pipe lines.
IN FAVOR OF: so california. gas company.
RECORDING DATA: july 22, 1947, inst. no. 2200, o.r.
AFFECTS: does not affect site. said inst. refers to property located in riverside county.

ITEM 13

PURPOSE: easement for ingress and egress.
IN FAVOR OF: john c. sentous, et al.
RECORDING DATA: june 01, 1929, book 7475, pg. 338, o.r.
AFFECTS: as shown hereon.

ITEM 14

PURPOSE: easement for drainage.
IN FAVOR OF: city of los angeles.
RECORDING DATA: book 4546, pg 23, o.r.
AFFECTS: does not affect site.

ITEM 15

PURPOSE: covenant and agreement to hold property as one.
IN FAVOR OF: city of los angeles.
RECORDING DATA: july 8, 1959, book m314, pg. 757, o.r.
AFFECTS: does not affect site.

ITEM 16

PURPOSE: easement gas line and ingress and egress.
IN FAVOR OF: so california. gas company.
RECORDING DATA: aug. 13, 1941, book 18662, pg 207, o.r.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 17

PURPOSE: waiver of any claims for damages to said land by reason of the location, construction, landscaping or maintenance of the street or highway adjoining said land.
IN FAVOR OF: city of los angeles.
RECORDING DATA: nov. 24, 1959, inst. no. 3236, o.r.
AFFECTS: as shown hereon.

ITEM 19 and 22

PURPOSE: easement for pipe lines.
IN FAVOR OF: so. california.gas company.
RECORDING DATA: aug. 15, 1941, book 18682 pg 117,o.r.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 20

PURPOSE: easement for sanitary sewer.
IN FAVOR OF: city of los angeles.
RECORDING DATA: jan. 30, 1942, inst. no. 1946, pg 28, o.r.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 21

PURPOSE: judgment and partial order of condemnation for street purposes.
IN FAVOR OF: city of los angeles.
RECORDING DATA: nov. 16, 1962, inst. no. 4364, o.r.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 24

PURPOSE: easement for PUBLIC STREET AND HIGHWAY.
IN FAVOR OF: city of los angeles.
RECORDING DATA: MAY 02, 1957, INST. NO. 3592.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 25

PURPOSE: easement for PUBLIC STREET AND HIGHWAY.
IN FAVOR OF: city of los angeles.
RECORDING DATA: APRIL 16, 1985, BOOK D73 PG. 973, O.R.
AFFECTS: as shown hereon. does not affect site. falls within la cienega blvd.

ITEM 26

PURPOSE: covenant and agreement to hold property as one.
IN FAVOR OF: city of los angeles.
RECORDING DATA: FEB. 26, 1987, INST. NO. 87- 290637, O.R.
AFFECTS: 3190 so. la cienega blvd. (parcel 9).

ITEM 27

PURPOSE: covenant and agreement FOR CASE NO. 86-780.
IN FAVOR OF: city of los angeles.
RECORDING DATA: AUG. 07, 1987, INST. NO. 87- 1264818, O.R.
AFFECTS: 3190 so. la cienega blvd. (parcel 9).

ITEM 28

PURPOSE: CALIFORNIA OF COMPLIANCE.
IN FAVOR OF: city of los angeles.
RECORDING DATA: APR. 14, 1998, INST. NO. 98-610529, O.R.
AFFECTS: 3190 so. la cienega blvd. (parcel 9).

ITEM 29
PURPOSE: covenant and agreement FOR CASE NO. ZA 2000-4992 (ZV) (ZAA). condition nos. 1-18.
IN FAVOR OF: city of los angeles.
RECORDING DATA: AUG. 10, 2001, INST. NO. 01- 1469710, O.R.
AFFECTS: 3190 - 3240 so. la cienega blvd.

ITEM 30

PURPOSE: waiver of any claims for damages to said land by reason of the location, construction, landscaping or maintenance of the street or highway adjoining said land.
IN FAVOR OF: city of los angeles.
RECORDING DATA: AUG. 10, 2001, INST. NO. 01- 1469711, O.R.
AFFECTS: 3190 so. la cienega blvd.

ITEM 31

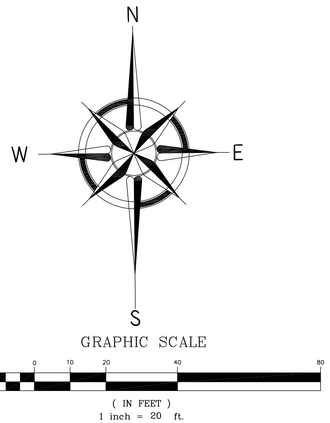
PURPOSE: covenant and agreement REGARDING MAINTENANCE OF BUILDING.
IN FAVOR OF: city of los angeles.
RECORDING DATA: JULY 11, 2002, INST. NO. 02- 1597726, O.R.
AFFECTS: 3210 so. la cienega blvd.

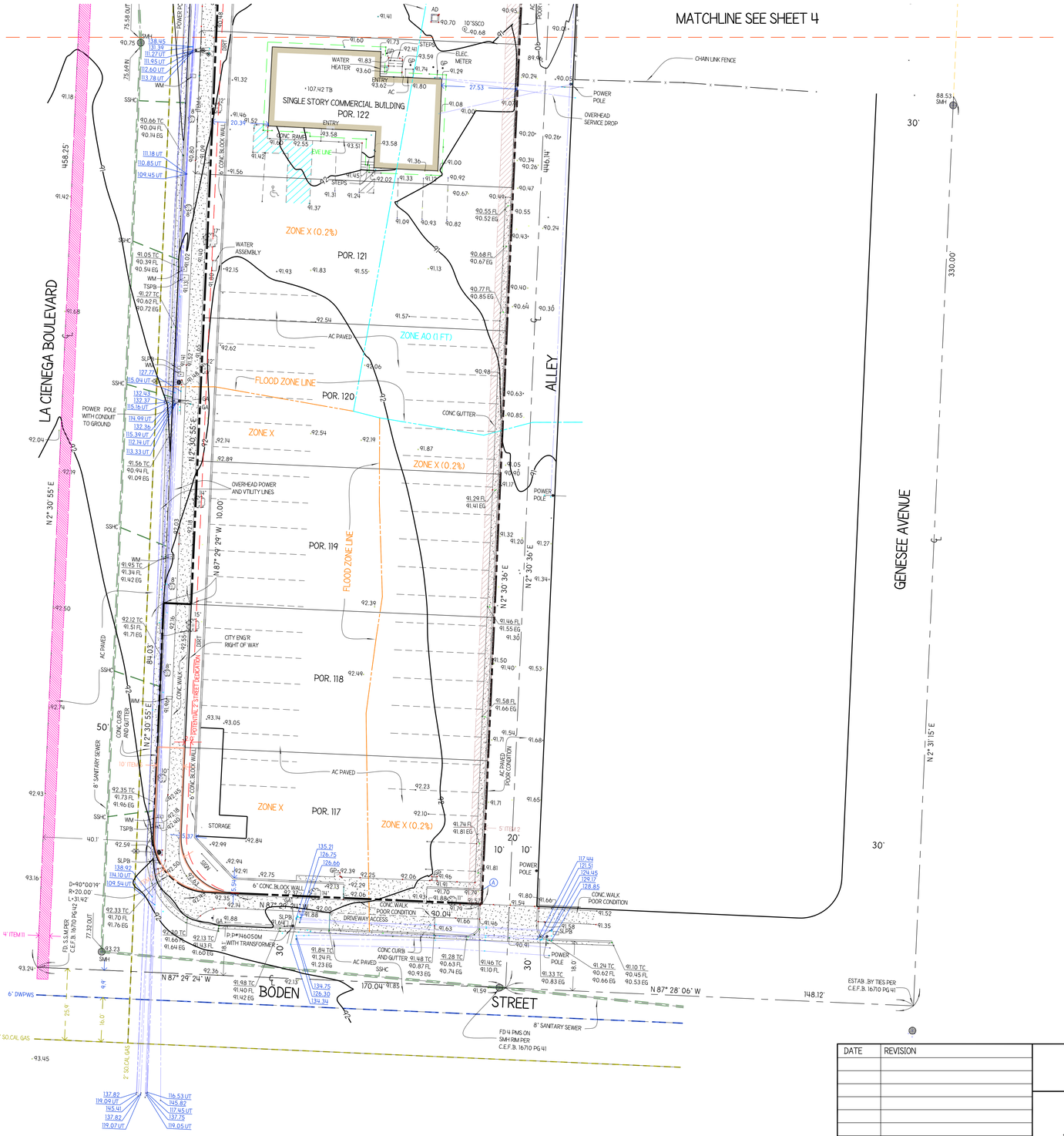
DATE	REVISION

alta / nsps land title survey
3200 s, la cienega boulevard

IACOBELLIS & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYS SUBDIVISIONS PHOTOGRAMMETRY
1145 Tampa Avenue Ste 150, Northridge, CA. 91326 Ph 818-366-9222 Fax 818-366-4813

DATE: 11-12-18
PROJECT NO.: 18-149 la-633-a7
DRAFTED BY: elham zare
CHECKED BY: MF
SHEET NO. 2 OF 4





UTILITY LEGEND:

AC	ASPHALTIC CONCRETE
AD	AREA DRAIN
AL	AREA LIGHT
C.E.F.B.	CITY ENGINEER FIELD BOOK
CONC	CONCRETE
EG	EDGE OF GUTTER
EMH	ELECTRIC MANHOLE
EP	EDGE OF PAVEMENT
FD	FOUND
FF	FINISH FLOOR
FL	FLOW LINE
GA	GUY ANCHOR
GP	GUARD POST
MH	MANHOLE
PP	POWER POLE
SLPB	STREET LIGHT PULL BOX
SMH	SEWER MANHOLE
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSHC	SANITARY SEWER HOUSE CONNECTION
TC	TOP OF CURB
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
WM	WATER METER

SIGN
AREA LIGHT
MANHOLE
HANDICAPPED PARKING AND/OR HANDICAPPED ACCESS
TYPICAL TREE & TRUNK DIAMETER (DRIP LINE NOT INDICATED)
TYPICAL PALM TREE & TRUNK DIAMETER (DRIP LINE NOT INDICATED)
STREET LIGHT
AC PAVED
CONCRETE PAVED
BUILDING
TREE WELL
EVE LINE
CENTERLINE
BOUNDARY LINE
LOT LINE

STATEMENT OF CLEARANCES:

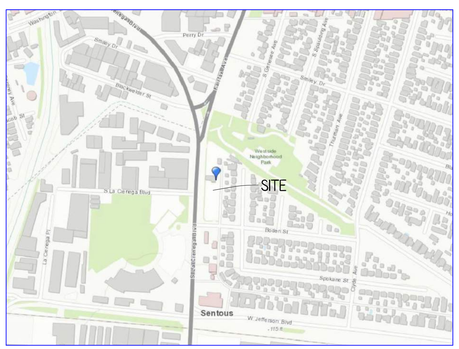
(A) BLOCK WALL CORNER 0.29' CLEAR OF ALLEY RIGHT OF WAY.
(C) BLOCK WALL CORNER 3.14' CLEAR OF LA CIENEGA BL. RIGHT OF WAY.
(D) BLOCK WALL CORNER 0.54' CLEAR OF PROPERTY LINE P/L

STATEMENT OF ENCROACHMENTS:

(B) EAST FACE OF BLOCK WALL 0.05' INTO ALLEY RIGHT OF WAY.
(E) S'LY FACE OF BLOCK WALL 0.96' INTO ALLEY RIGHT OF WAY.
(F) N'LY FACE OF BLOCK WALL 0.16' ONTO ADJACENT.
(G) N'LY FACE OF BLOCK WALL 0.71' ONTO ADJACENT.
(H) N'LY FACE OF BLOCK WALL 1.03' ONTO ADJACENT.

PARKING SUMMARY:

54 STANDARD SPACES
9 TRUCK SPACES
1 HANDICAPPED SPACES



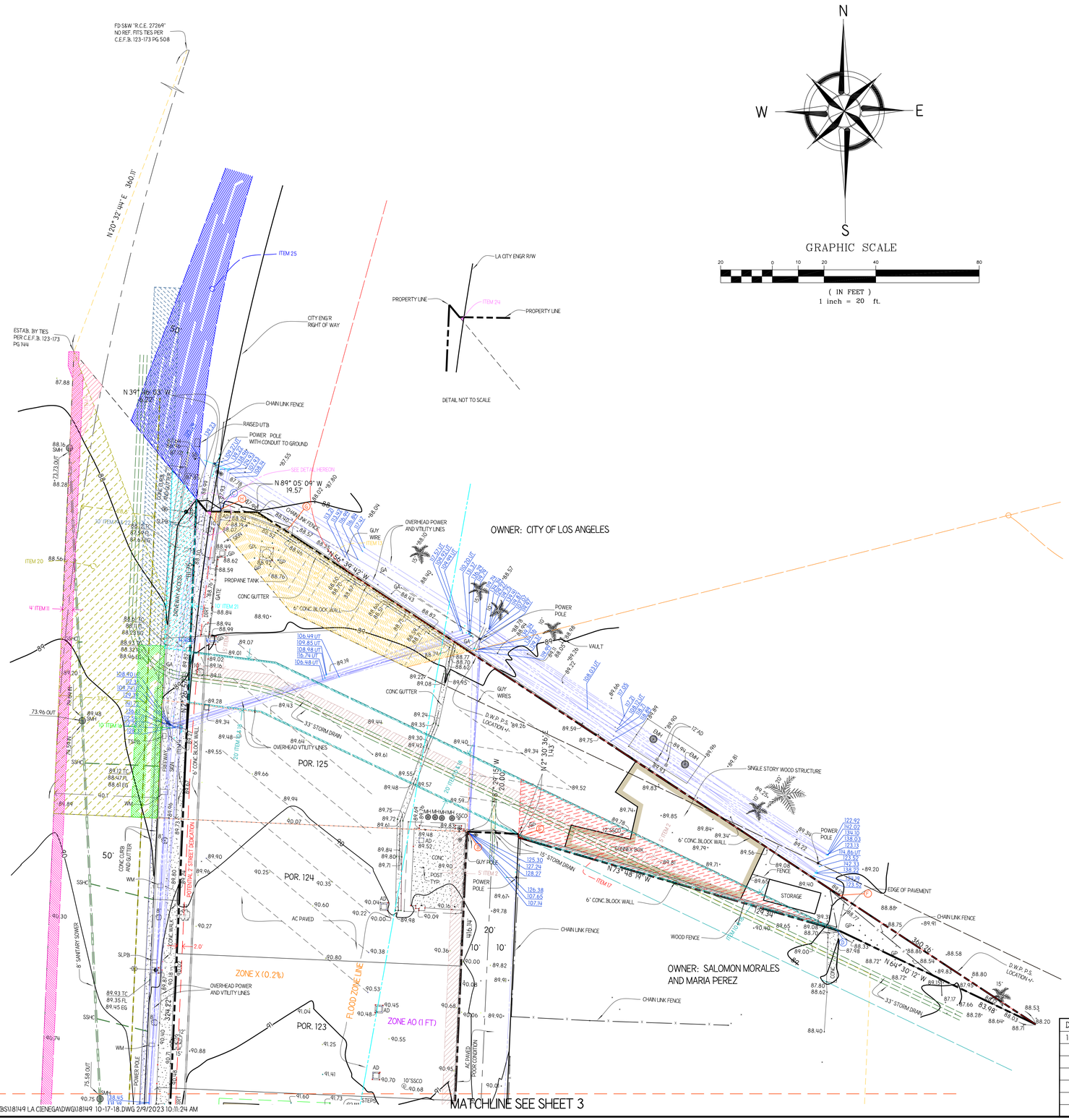
VICINITY MAP
NO TO SCALE

DATE	REVISION

ALTA / NSPS LAND TITLE SURVEY
3200 S. LA CIENEGA BOULEVARD

IACOBELLIS & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYS SUBDIVISIONS PHOTOGRAMMETRY
11145 TAMPA AVENUE STE 15B, NORTHRIDGE, CA. 91326 PH 818-366-9222 FAX 818-366-4813

DATE:	11-12-18
PROJECT NO.:	18-1149 LA-633-A7
DRAFTED BY:	ELHAM ZARE
CHECKED BY:	MF
SHEET NO.	3 OF 4



DATE	REVISION
12-10-20	REV LOCATION OF POWER DUCT

ALTA / NSPS LAND TITLE SURVEY

3200 S. LA CIENEGA BOULEVARD

IACOBELLIS & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYS SUBDIVISIONS PHOTOGRAMMETRY
11145 TAMPA AVENUE STE 15B, NORTHRIDGE, CA. 91326 PH 818-366-9222 FAX 818-366-4813

DATE: 11-12-18
PROJECT NO.: 18-149 LA-633-A7
DRAFTED BY: ELHAM ZARE
CHECKED BY: MF
SHEET NO. 4 OF 4

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CPIO APPENDIX B
ENVIROMENTAL STANDARDS

A01.5

07/07/2025

APPENDIX B – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-8 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the West Adams-Baldwin Hills-Leimert Community Plan Update and reviewed in the West Adams Community Plan Environmental Impact Report (No. ENV-2008-47B-EIR), certified on June 29, 2016 (West Adams EIR). As described in this Appendix B, some mitigation measures were implemented through Supplemental Development Standards.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the West Adams Community Plan Area that seeks to rely on the West Adams EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project (and any Supplemental Development Standard identified as a West Adams EIR mitigation measure).

Compliance may be achieved through Covenant, plan notations, or other means determined reasonably effective by the Director of Planning or the decisionmaker.

AESTHETICS

AE1 [This measure is implemented by Section A.2 of each CPIO District Subarea chapter.] Projects with new construction located on commercial or industrially planned land in CPIO Subareas that directly abut or are across an alley from residentially planned land must transition in the following manner:

- Where the rear or side property line is contiguous with that of a residential lot or separated by an alley, the entire building shall be set back or "stepped-back" one foot for every one foot in height as measured fifteen feet above grade at the shared/residential property line, or as specified through the individual CPIO subarea regulation when more restrictive.
- New construction located opposite the front yard setback of residentially zoned land along local streets shall not exceed 30 feet in height for the first 50 feet of lot depth as measured from the commercial or industrial property line opposite the residential lot.
- Adjustments and Exceptions (permitted): The fifteen foot "step back" height limitation at the residential property line may be increased by not more than 20 percent or as specified through the CPIO procedures when more restrictive through adjustment, otherwise, through exception procedures pursuant to the LAMC.

AE2 Any approval for a Project shall ensure that all lighting be directed and/or shielded to minimize lighting spillover effects onto adjacent and nearby properties.

AE3 Projects shall ensure that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, and stucco. This shall

include, but not be limited to, art installations, fencing material, and recreational equipment.

AIR QUALITY

AQ1 Projects shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:

- Use properly tuned and maintained equipment.
- Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NOX diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.
- All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (VOC standard of less than ten grams per liter).
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.

- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

BIOLOGICAL RESOURCES

BR1 Projects shall ensure that in order to prevent the disturbance of nesting native and/or migratory bird species, all clearing of a project site should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), qualified biologists shall survey the area within 200 feet (or up to 300 feet, depending on topography or other factors, and 500 feet for raptors) of the construction activity to determine if construction would disturb nesting birds. If nesting activity is being compromised, construction shall be suspended in the vicinity of the nest until fledging is complete. This mitigation measure shall be implemented by a qualified biologist under contract with the project applicant(s). The project biologist should prepare a report detailing the results of the construction monitoring efforts. The report should be submitted to the California Department of Fish and Wildlife (CDFW) within two months of the completion of the monitoring activities.

BR2 Projects shall ensure that during the final design phase of the proposed project, and prior to the start of the demolition/construction phase, the project applicant shall submit a final landscape plan to the City of Los Angeles for approval by the City's Chief Forester and the Director of the Bureau of Street Services. The final landscape plan shall include provisions to either protect in place the existing protected trees in or adjacent to the project site, per the requirements of the City of Los Angeles Tree Preservation Ordinance.

CULTURAL RESOURCES

CR1 Before approval of a Project involving properties designated as Historic-Cultural Monuments or listed in or determined eligible for the National Register or California Register, the project shall be reviewed by the Department of City Planning Office of Historic Resources.

CR2 Before approval of any building permits for a Project developed in a Historic Preservation Overlay Zone, the City shall require written approval from the Department of City Planning Office of Historic Resources.

CR3 [This measure is implemented in Section I-6.] Before approval of a Project involving properties identified in the SurveyLA Historic Resources Survey Report: *"West Adams – Baldwin Hills - Leimert Community Plan Area"* as eligible for listing, the City of Los Angeles Office of Historic Resources (OHR) shall find that the project is consistent with the U.S. Secretary of the Interior's Standards for Rehabilitation or that upon further review or study, the property is not eligible for designation as an historic resource.

CR4 Projects shall ensure that prior to excavation and construction on a proposed project site, the project applicant shall perform a cultural resources literature and records search by an institution recognized and approved by the City of Los Angeles Planning Department to assess the potential for the proposed project site to contain sensitive protected cultural resources.

CR5 Projects shall ensure that prior to excavation and construction on a proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the proposed project site.

CR6 Projects shall ensure that if during any phase of project construction any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified prehistoric archaeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site.

CR7 Projects shall ensure that if any find were determined to be significant by the archaeologist, the City and the archaeologist would meet to determine the appropriate course of action.

CR8 Projects shall ensure that all cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

CR9 Projects shall ensure that during excavation and grading, if paleontological resources are uncovered, all work in that area shall cease and be diverted so as to allow for a determination of the value of the resource. Construction activities in that area may commence once the uncovered resources are collected by a paleontologist and properly processed. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

CR10 Projects shall ensure that if human remains are unearthed at a project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. No further disturbance shall occur until the Los Angeles County Coroner has made the

necessary findings as to origin and disposition in accordance with California Health and Safety Code Section 7050.5. If the remains are determined to be those of a Native American, the Native American Heritage Commission (NAHC) in Sacramento shall be contacted before the remains are removed in accordance with Section 21083.2 of the California Public Resources Code.

GREENHOUSE GAS EMISSIONS

GHG1 Projects shall ensure that the following greenhouse gas reduction measures are incorporated into the project design:

- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems.
- Install light colored "cool" roofs and cool pavements.
- Create water-efficient landscaping.
- Install water-efficient fixtures and appliances.

HAZARDS AND HAZARDOUS

HM1 Projects that involves new construction that will involve soil disturbance shall ensure that a Phase I Environmental Site Assessment (ESA) is prepared. The assessment shall be prepared by a Registered Environmental Assessor (REA) in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, State, and federal regulations and policies. Any further study found necessary by an REA or relevant federal, state or local agency shall be performed prior to project approval and any remediation found necessary by the REA or any relevant federal, state or local agency shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by an REA or the relevant federal, state or local agency.

NOISE AND VIBRATION

N1 Projects shall ensure that all contractors include the following best management practices in contract specifications:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.

- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

N2 Prior to any approval of a Project that is adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, or within a Historic Preservation Overlay Zone ("historic buildings"), the City shall ensure all of the following requirements are or will be met:

- Historic buildings adjacent to the project's construction zones are identified.
- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

N3 Projects that includes industrial uses located within 1,000 feet of a residential land use shall ensure that a noise study is completed that uses the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide (including as it may be amended in the future). Identified impacts shall be mitigated per the City's Noise Ordinance or through any measures identified in the noise study.

PUBLIC SERVICES

PS1 Projects that include discretionary approvals shall be reviewed at the discretion of the Los Angeles Police Department (LAPD). Per department standards, the LAPD will determine if any additional crime prevention and security features would be available that are consistent with the development standards as applied to the design of the project. Any additional design features identified by the LAPD shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.

TRUE N

0' 8' 16' 32'

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

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RENDERINGS

A1.5

03-07-2025

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3200 S LA CIENEGA BLVD

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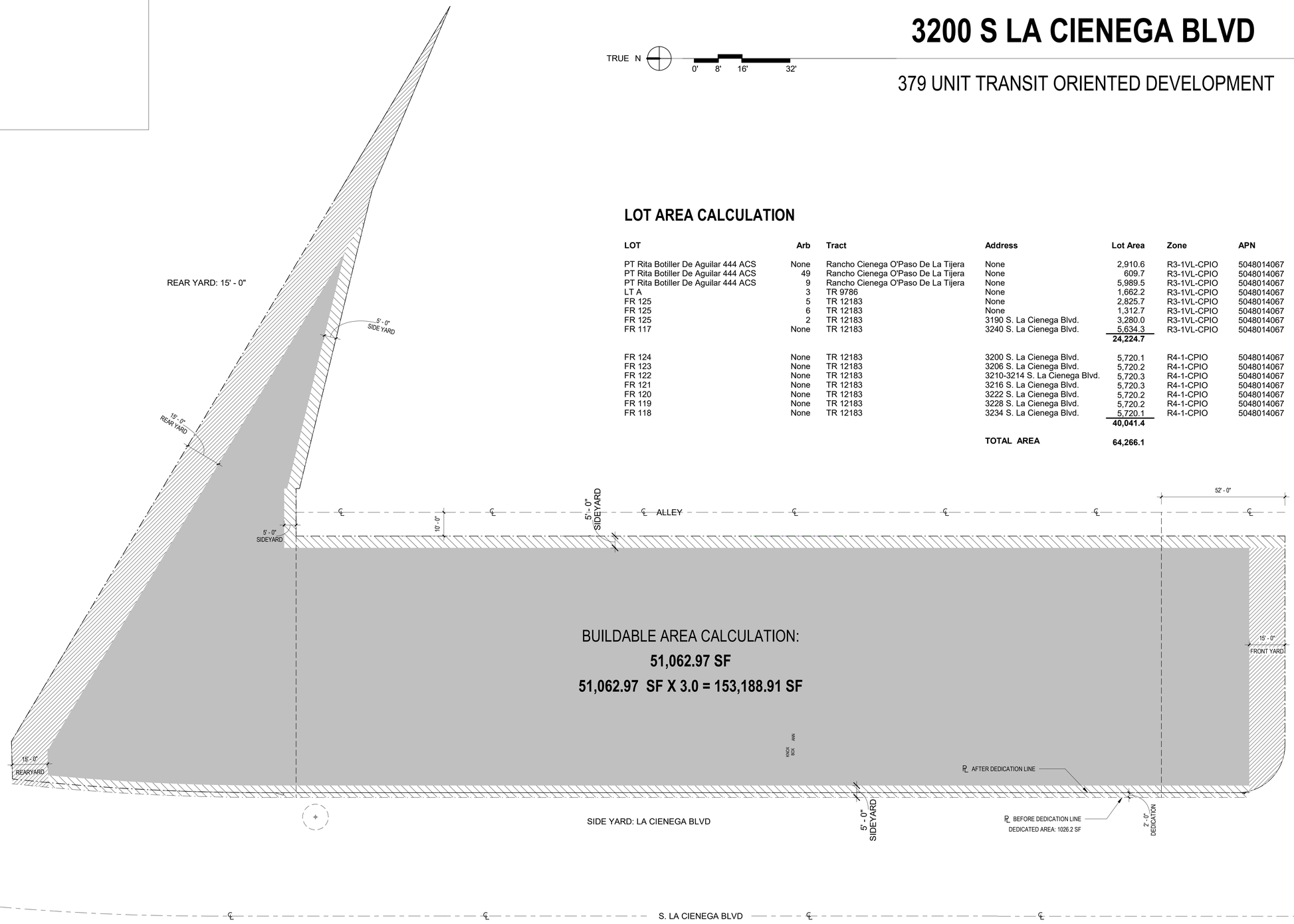
TRUE N

0' 8' 16' 32'

LOT AREA CALCULATION

LOT	Arb	Tract	Address	Lot Area	Zone	APN
PT Rita Botiller De Aguilar 444 ACS	None	Rancho Cienega O'Paso De La Tijera	None	2,910.6	R3-1VL-CPIO	5048014067
PT Rita Botiller De Aguilar 444 ACS	49	Rancho Cienega O'Paso De La Tijera	None	609.7	R3-1VL-CPIO	5048014067
PT Rita Botiller De Aguilar 444 ACS	9	Rancho Cienega O'Paso De La Tijera	None	5,989.5	R3-1VL-CPIO	5048014067
LT A	3	TR 9786	None	1,662.2	R3-1VL-CPIO	5048014067
FR 125	5	TR 12183	None	2,825.7	R3-1VL-CPIO	5048014067
FR 125	6	TR 12183	None	1,312.7	R3-1VL-CPIO	5048014067
FR 125	2	TR 12183	3190 S. La Cienega Blvd.	3,280.0	R3-1VL-CPIO	5048014067
FR 117	None	TR 12183	3240 S. La Cienega Blvd.	5,634.3	R3-1VL-CPIO	5048014067
				24,224.7		
FR 124	None	TR 12183	3200 S. La Cienega Blvd.	5,720.1	R4-1-CPIO	5048014067
FR 123	None	TR 12183	3206 S. La Cienega Blvd.	5,720.2	R4-1-CPIO	5048014067
FR 122	None	TR 12183	3210-3214 S. La Cienega Blvd.	5,720.3	R4-1-CPIO	5048014067
FR 121	None	TR 12183	3216 S. La Cienega Blvd.	5,720.3	R4-1-CPIO	5048014067
FR 120	None	TR 12183	3222 S. La Cienega Blvd.	5,720.2	R4-1-CPIO	5048014067
FR 119	None	TR 12183	3228 S. La Cienega Blvd.	5,720.2	R4-1-CPIO	5048014067
FR 118	None	TR 12183	3234 S. La Cienega Blvd.	5,720.1	R4-1-CPIO	5048014067
				40,041.4		
			TOTAL AREA	**64,266.1**		



BUILDABLE AREA CALCULATION PER LAMC 12.03

A02

05-21-2025

3200 S LA CIENEGA BLVD

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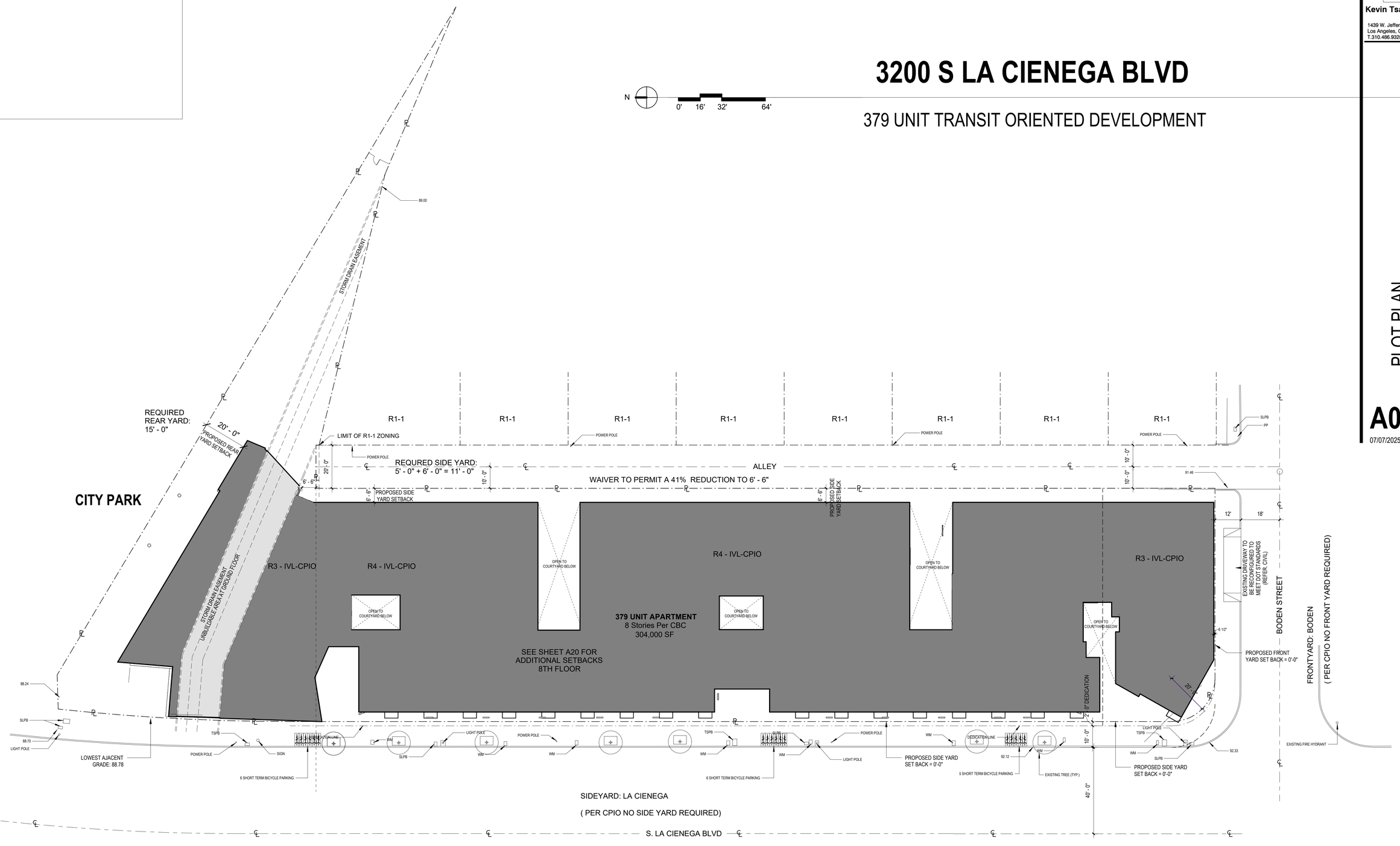
PLOT PLAN

A03

07/07/2025

N

0' 16' 32' 64'



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F.A.R CALCULATION

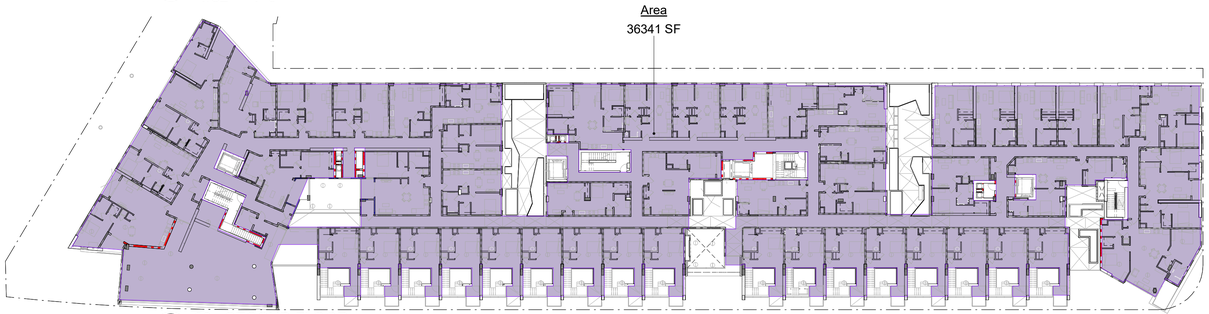
A04

05-06-2025

N

0' 16' 32' 64'

6 04 - THIRD FLOOR
1/32" = 1'-0"



5 03 - SECOND FLOOR
1/32" = 1'-0"

4 02 - GROUND FLOOR
1/32" = 1'-0"

3 F.A.R - P1 GARAGE
1/32" = 1'-0"

FLOOR AREA TABULATION (F.A.R.)	
ALLOWABLE FLOOR AREA	
F.A.R.:	**3.0**
BUILDABLE AREA (R4 / R3) (SEE SHEET A02) (PER LAMC)	**51,062.97 SF**
ALLOWABLE FLOOR AREA: 51,119.81 SF X 3.0	**153,188.91 SF**
PROPOSED FLOOR AREA:	**304,000 SF**
PROPOSED F.A.R. :	**5.96**
PROPOSED BUILDING BREAKDOWN	
LEVEL	**AREA**
00 - P3 GARAGE	1,811 SF
00 - P2 GARAGE	2,068 SF
01 - P1 GARAGE	1,705 SF
02 - GROUND FLOOR	30,636 SF
03 - SECOND FLOOR	36,341 SF
04 - THIRD FLOOR	38,348 SF
05 - FOURTH FLOOR	40,153 SF
06 - FIFTH FLOOR	40,150 SF
07 - SIXTH FLOOR	40,132 SF
08 - SEVENTH FLOOR	40,178 SF
09 - EIGHTH FLOOR	32,478 SF
TOTAL FLOOR AREA	**304,000 SF**

ZONING CODE FLOOR AREA

(AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.)
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING
EQUIPMENT OR MACHINERY, PARKING
AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

2 F.A.R - P2 GARAGE
1/32" = 1'-0"

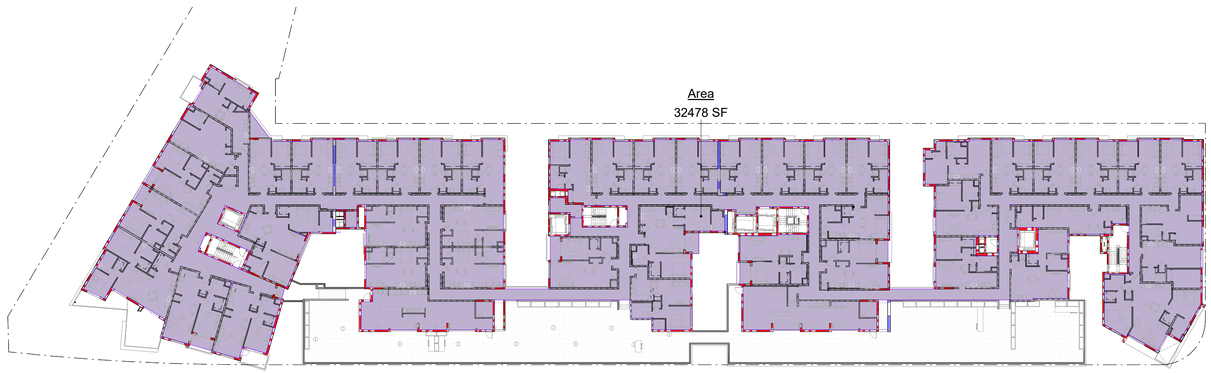
1 00 - P3 GARAGE
1/32" = 1'-0"

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

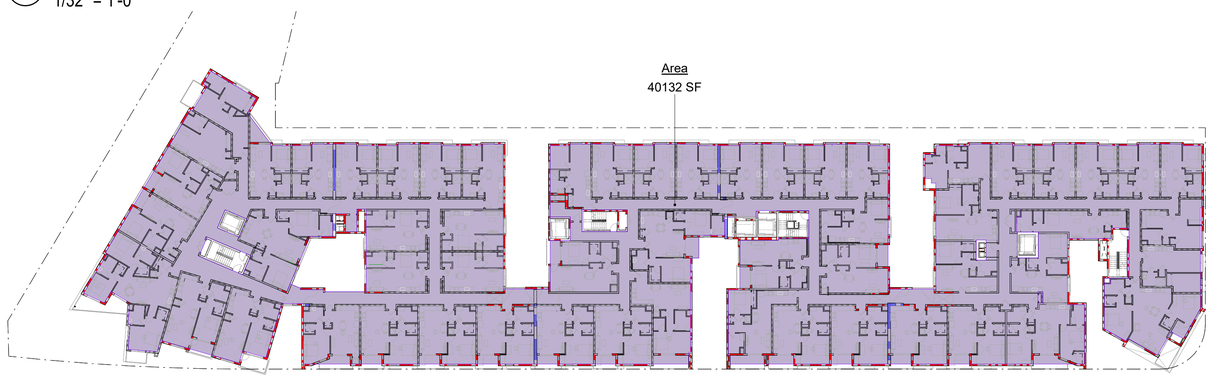
N

0' 16' 32' 64'

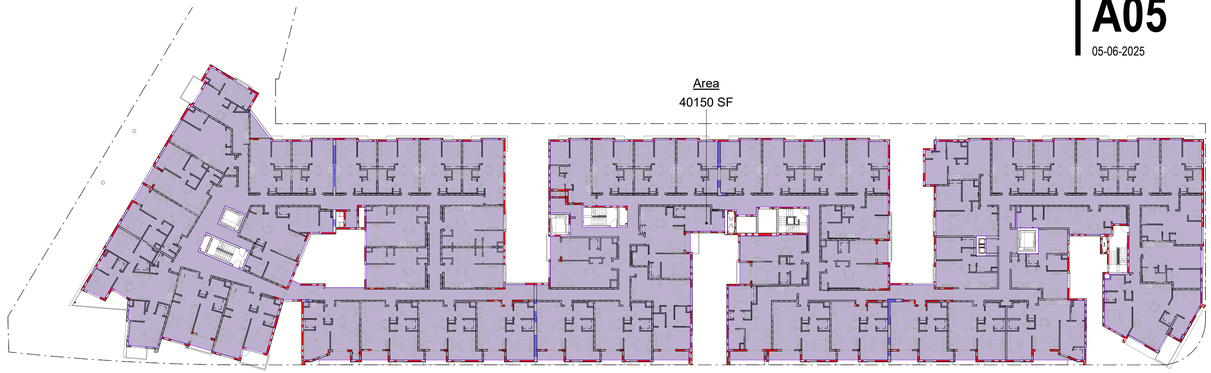


5 09 - EIGHTH FLOOR
1/32" = 1'-0"

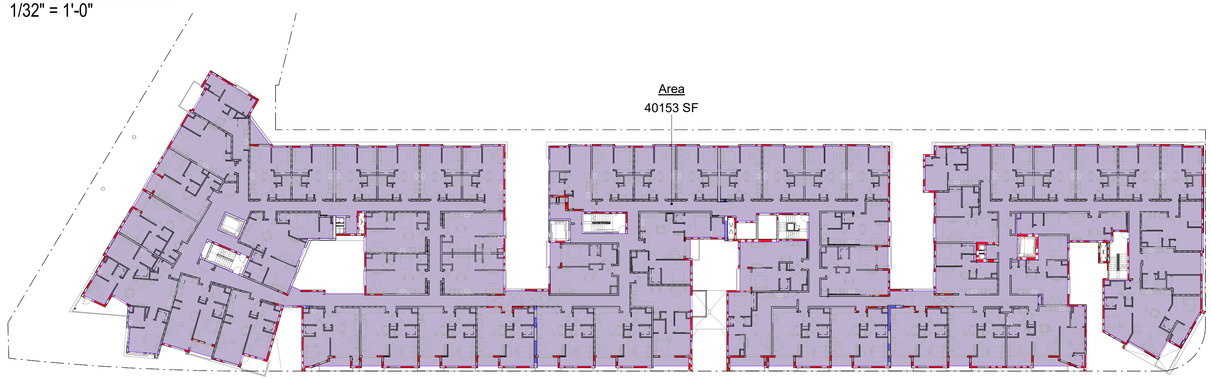
4 08 - SEVENTH FLOOR
1/32" = 1'-0"



3 07 - SIXTH FLOOR
1/32" = 1'-0"



2 06 - FIFTH FLOOR
1/32" = 1'-0"



1 05 - FOURTH FLOOR
1/32" = 1'-0"

FLOOR AREA TABULATION (F.A.R.)

ALLOWABLE FLOOR AREA

F.A.R.:	**3.0**
BUILDABLE AREA (R4 / R3) (SEE SHEET A02) (PER LAMC)	**51,062.97 SF**
ALLOWABLE FLOOR AREA: 51,119.81 SF X 3.0	**153,188.91 SF**
PROPOSED FLOOR AREA:	**304,000 SF**
PROPOSED F.A.R. :	**5.96**

PROPOSED BUILDING BREAKDOWN

LEVEL	AREA
00 - P3 GARAGE	1,811 SF
00 - P2 GARAGE	2,068 SF
01 - P1 GARAGE	1,705 SF
02 - GROUND FLOOR	30,636 SF
03 - SECOND FLOOR	36,341 SF
04 - THIRD FLOOR	38,348 SF
05 - FOURTH FLOOR	40,153 SF
06 - FIFTH FLOOR	40,150 SF
07 - SIXTH FLOOR	40,132 SF
08 - SEVENTH FLOOR	40,178 SF
09 - EIGHTH FLOOR	32,478 SF
TOTAL FLOOR AREA	**304,000 SF**

ZONING CODE FLOOR AREA

(AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.)
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING
EQUIPMENT OR MACHINERY, PARKING
AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

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F.A.R. CALCULATION

A05

05-06-2025

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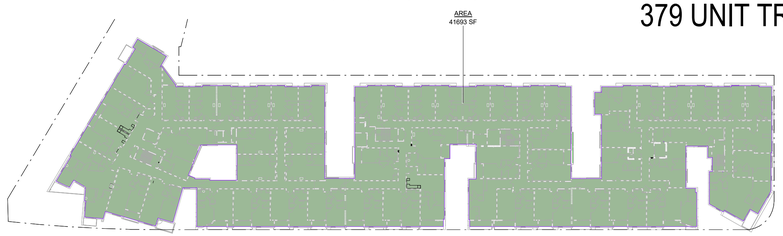
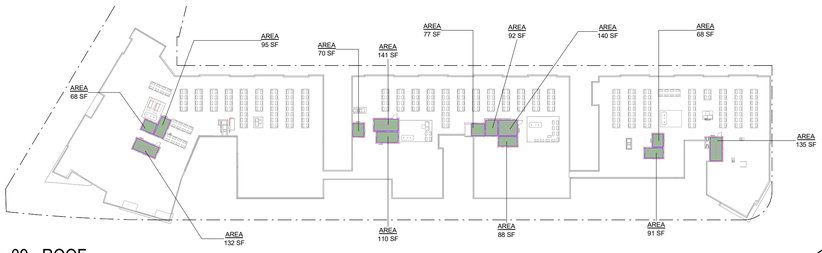
TRUE N

0' 8' 16' 32'

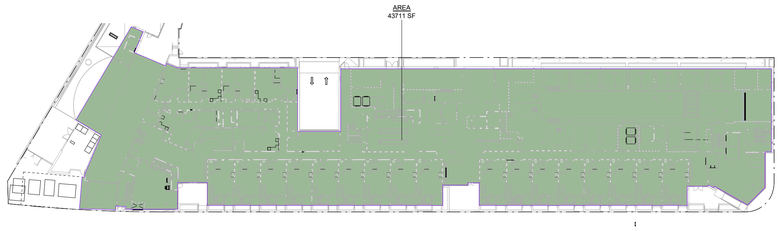


8 06 - FIFTH FLOOR
1" = 50'-0"

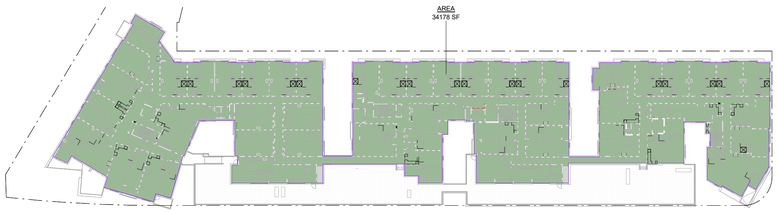
HCA VESTING BUILDING AREA	
Level	Area
00 - P3 GARAGE	43172 SF
00 - P2 GARAGE	43172 SF
01 - P1 GARAGE	43172 SF
02 - GROUND FLOOR	43711 SF
03 - SECOND FLOOR	38162 SF
04 - THIRD FLOOR	41203 SF
05 - FOURTH FLOOR	41712 SF
06 - FIFTH FLOOR	41693 SF
07 - SIXTH FLOOR	41712 SF
08 - SEVENTH FLOOR	41698 SF
09 - EIGHTH FLOOR	34178 SF
09 - ROOF	1306 SF
Grand total	454891 SF



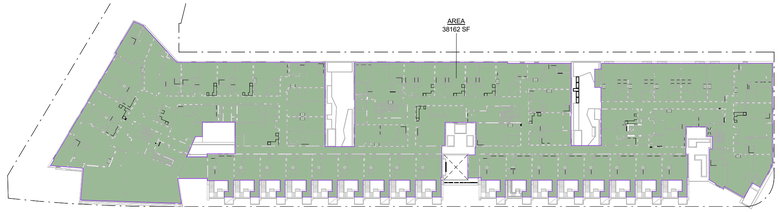
12 09 - ROOF
1" = 50'-0"



4 02 - GROUND FLOOR
1" = 50'-0"

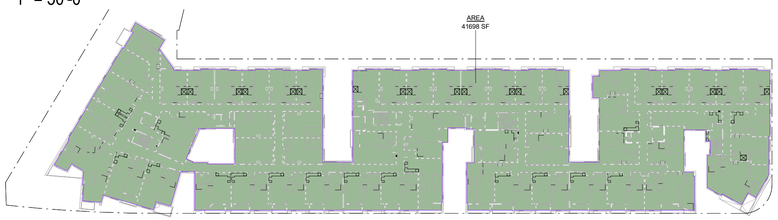


11 09 - EIGHTH FLOOR
1" = 50'-0"

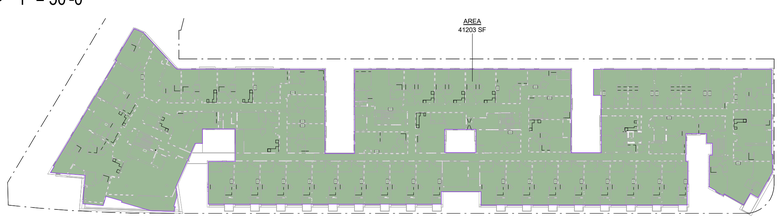


5 03 - SECOND FLOOR
1" = 50'-0"

1 00 - P3 GARAGE
1" = 50'-0"

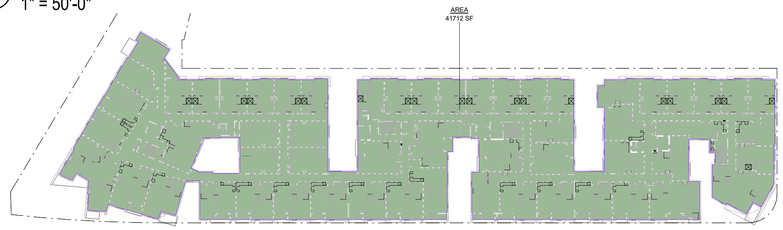


10 08 - SEVENTH FLOOR
1" = 50'-0"

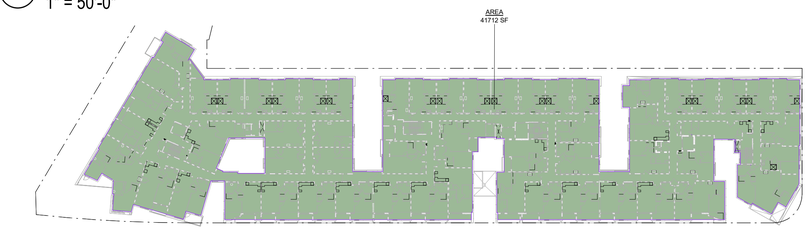


6 04 - THIRD FLOOR
1" = 50'-0"

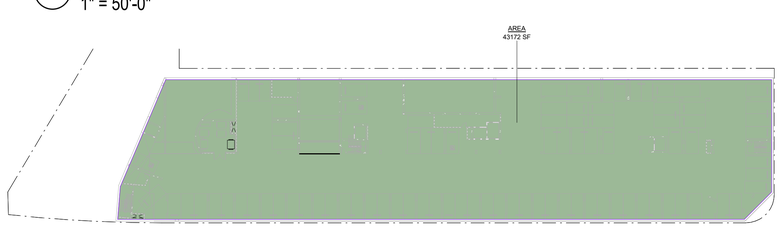
2 00 - P2 GARAGE
1" = 50'-0"



9 07 - SIXTH FLOOR
1" = 50'-0"



7 05 - FOURTH FLOOR
1" = 50'-0"



3 01 - P1 GARAGE
1" = 50'-0"

HCA VESTING
BUILDING DIAGRAM

A05.1

05-06-2025

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

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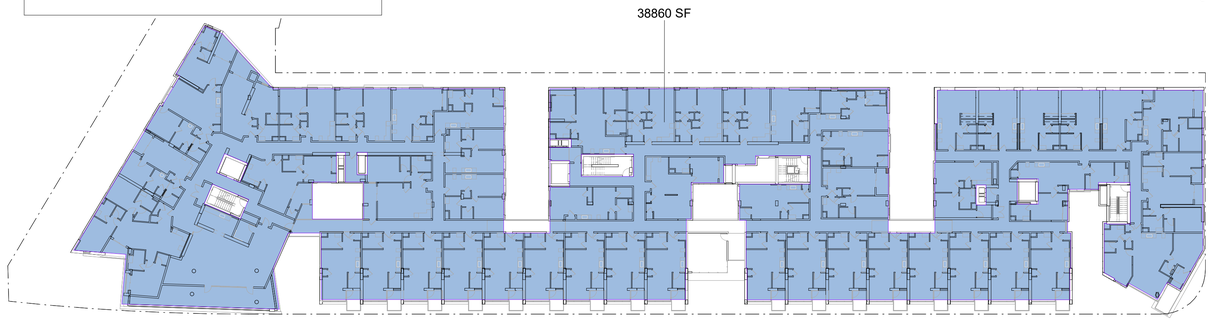
BUILDING AREA PER CBC

A06

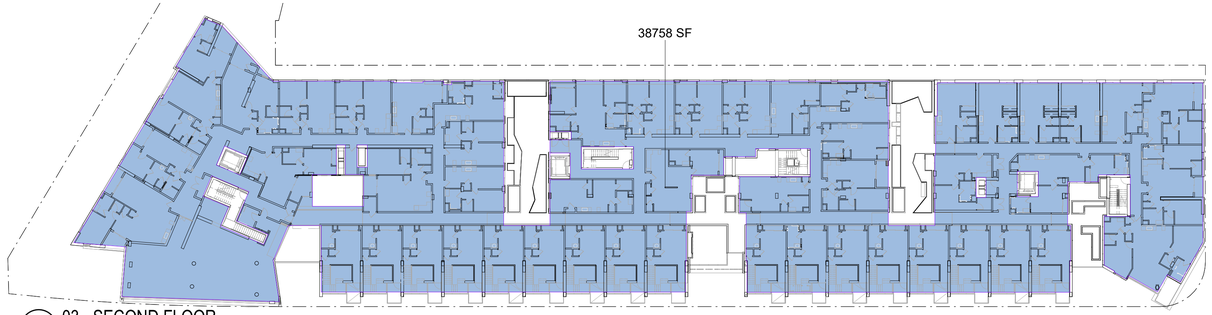
05-06-2025

N

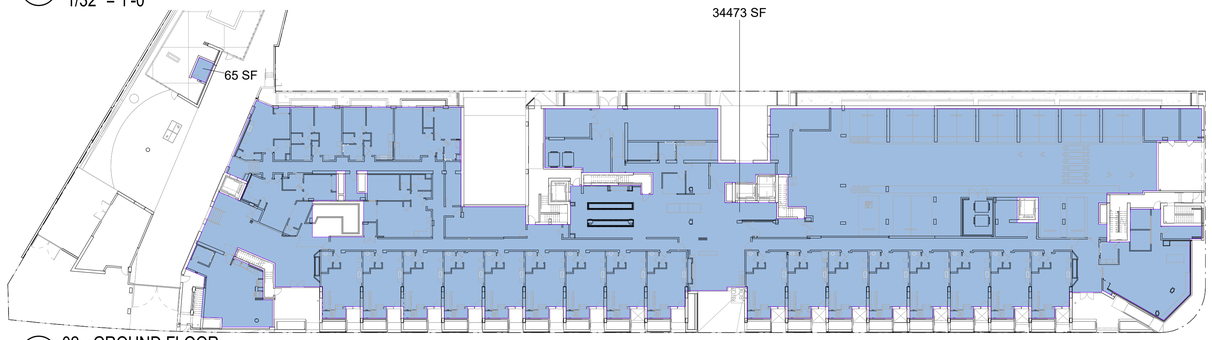
0' 16' 32' 64'



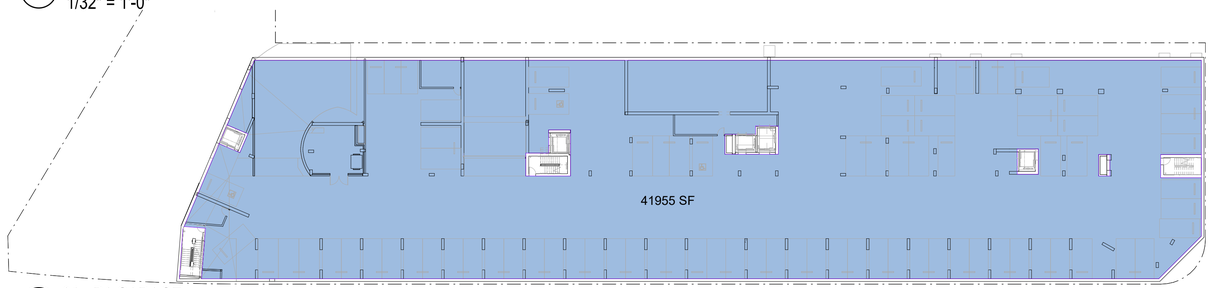
6 04 - THIRD FLOOR
1/32" = 1'-0"



5 03 - SECOND FLOOR
1/32" = 1'-0"



4 02 - GROUND FLOOR
1/32" = 1'-0"



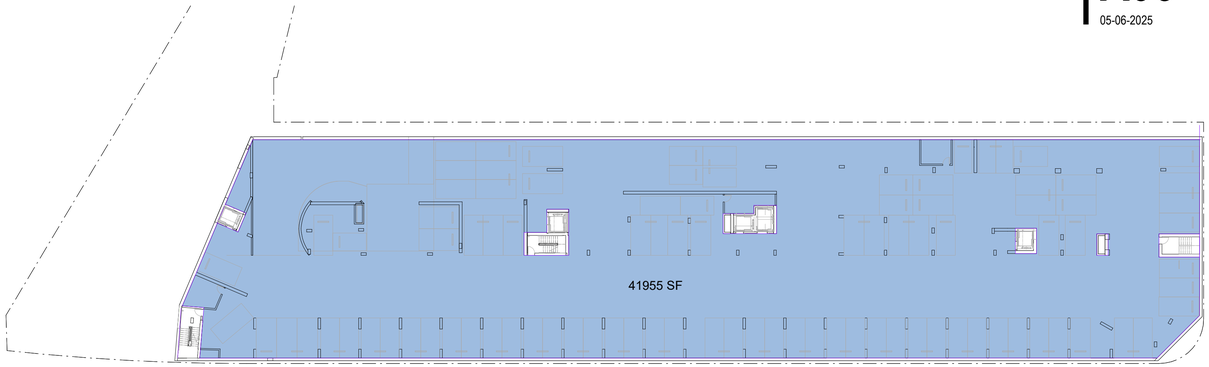
3 01 - P1 GARAGE
1/32" = 1'-0"

TOTAL TYPE I-A CONSTRUCTION AREA

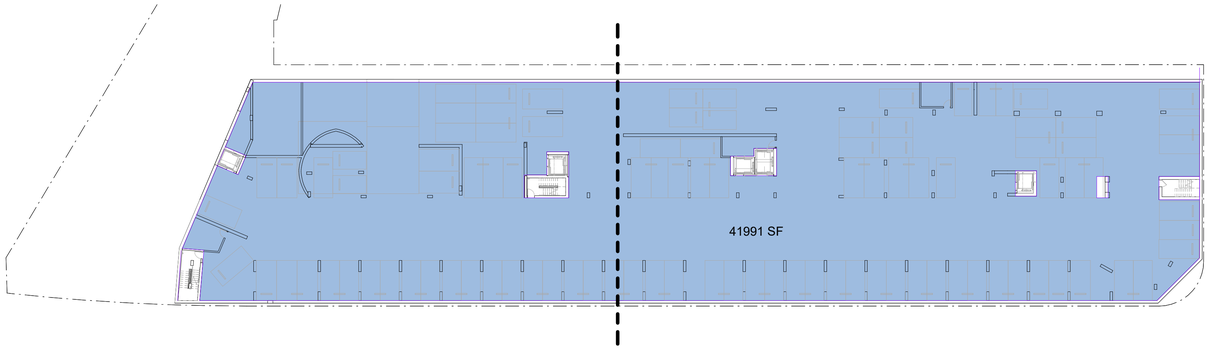
Level	Area
00 - P3 GARAGE	41,991 SF
00 - P2 GARAGE	41,955 SF
01 - P1 GARAGE	41,955 SF
02 - GROUND FLOOR	34,538 SF
03 - SECOND FLOOR	38,758 SF
04 - THIRD FLOOR	38,860 SF
TOTAL PROPOSED BUILDING AREA	**238,056 SF**

BUILDING CODE FLOOR AREA

FLOOR AREA, GROSS. THE FLOOR AREA WITHIN THE INSIDE
PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR CORRIDORS, STAIRWAYS, RAMPS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES. THE FLOOR AREA OF A BUILDING, OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS SHALL BE THE USABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE. THE GROSS FLOOR AREA SHALL NOT INCLUDE SHAFTS WITH NO OPENINGS OR INTERIOR COURTS.



2 00 - P2 GARAGE
1/32" = 1'-0"



1 00 - P3 GARAGE
1/32" = 1'-0"

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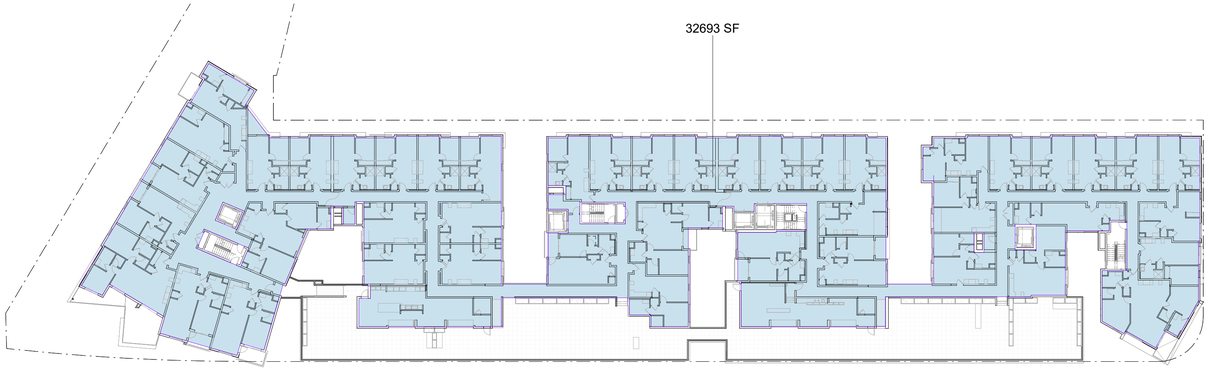
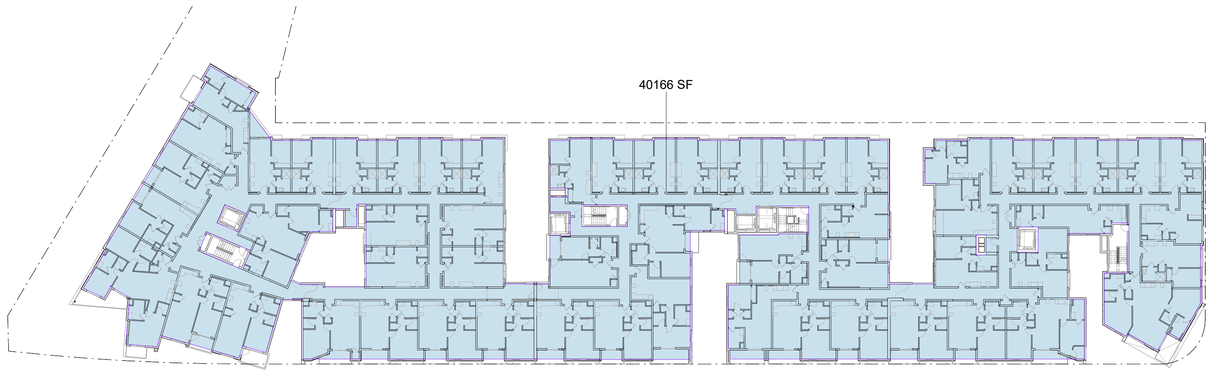
N

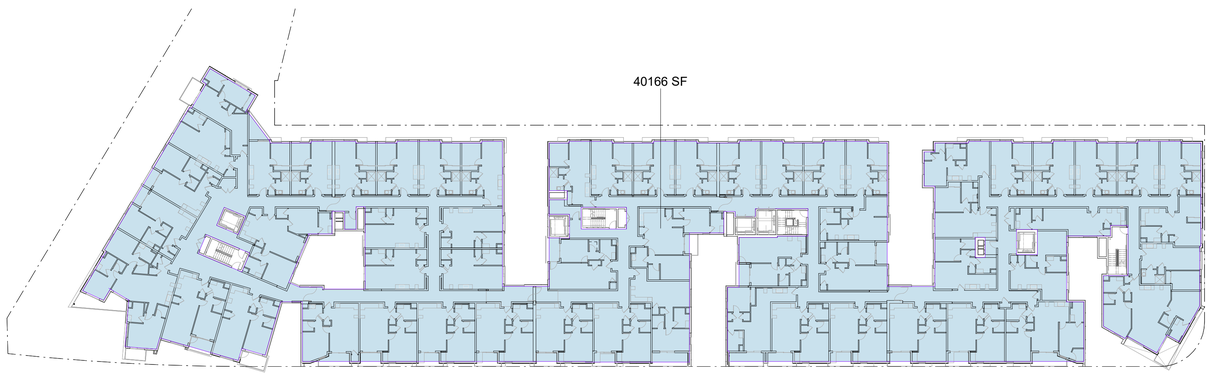
0' 16' 32' 64'



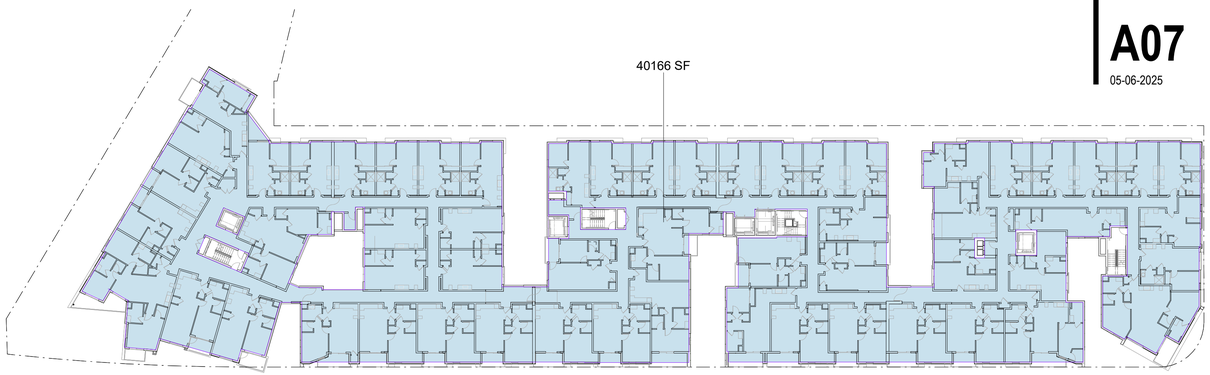
5 09 - EIGHTH FLOOR
1/32" = 1'-0"



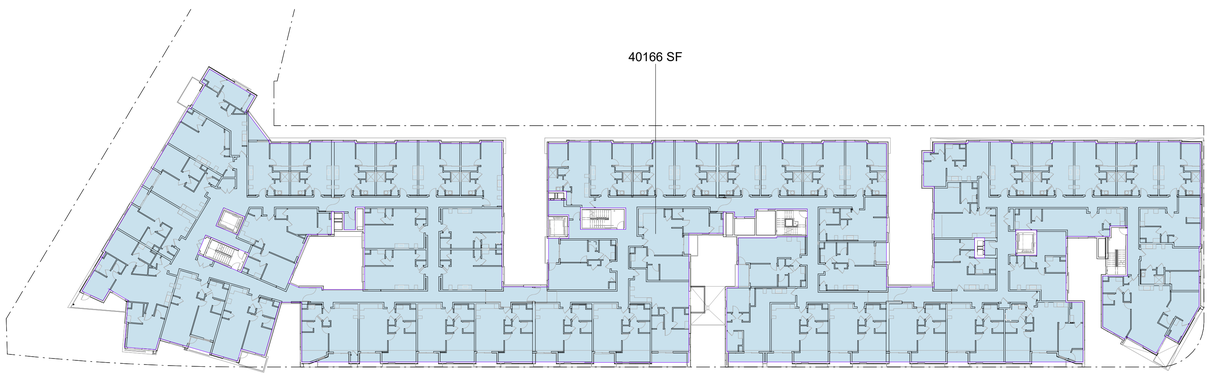
4 08 - SEVENTH FLOOR
1/32" = 1'-0"



3 07 - SIXTH FLOOR
1/32" = 1'-0"



2 06 - FIFTH FLOOR
1/32" = 1'-0"



1 05 - FOURTH FLOOR
1/32" = 1'-0"

TOTAL TYPE III-A CONSTRUCTION AREA

Level	Area
05 - FOURTH FLOOR	40,166 SF
06 - FIFTH FLOOR	40,166 SF
07 - SIXTH FLOOR	40,166 SF
08 - SEVENTH FLOOR	40,166 SF
09 - EIGHTH FLOOR	32,693 SF
TOTAL PROPOSED BUILDING AREA	**193,357 SF**

BUILDING CODE FLOOR AREA

FLOOR AREA, GROSS. THE FLOOR AREA WITHIN THE INSIDE
PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR CORRIDORS, STAIRWAYS, RAMPS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES. THE FLOOR AREA OF A BUILDING, OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS SHALL BE THE USABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE. THE GROSS FLOOR AREA SHALL NOT INCLUDE SHAFTS WITH NO OPENINGS OR INTERIOR COURTS.

BUILDING AREA PER CBC

A07

05-06-2025

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OPEN SPACE
RESIDENTIAL AREA

A08

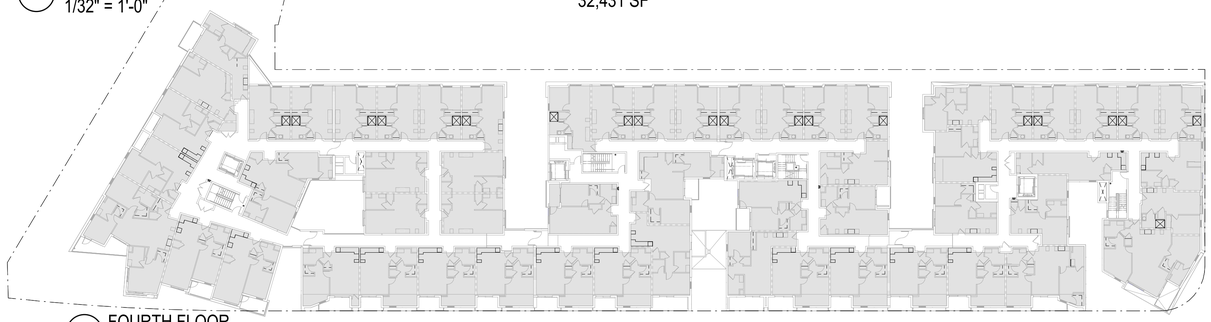
05-21-2025

N

0' 16' 32' 64'

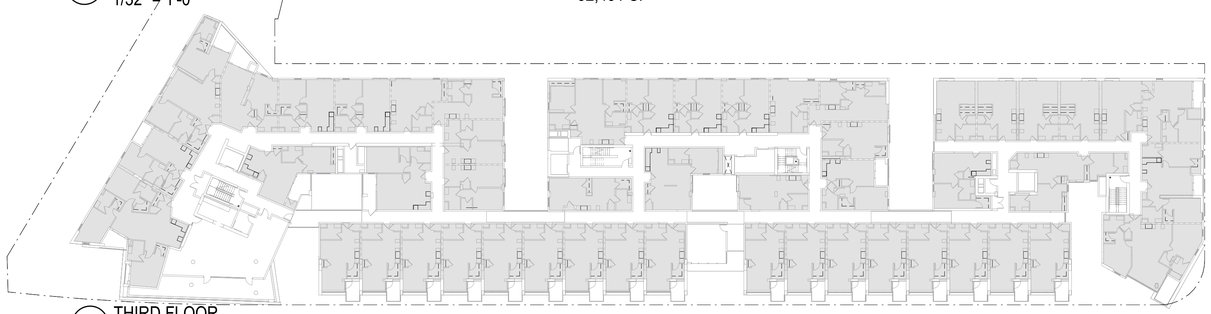
4 FIFTH FLOOR
1/32" = 1'-0"

32,431 SF



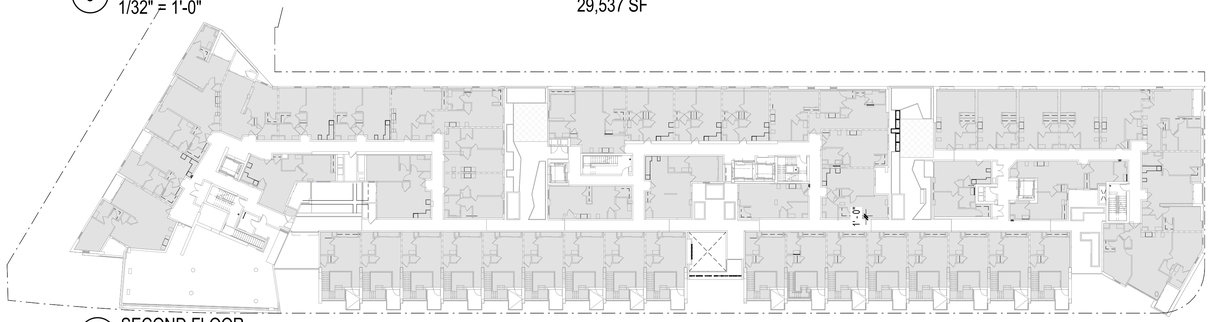
3 FOURTH FLOOR
1/32" = 1'-0"

32,431 SF



5 THIRD FLOOR
1/32" = 1'-0"

29,537 SF

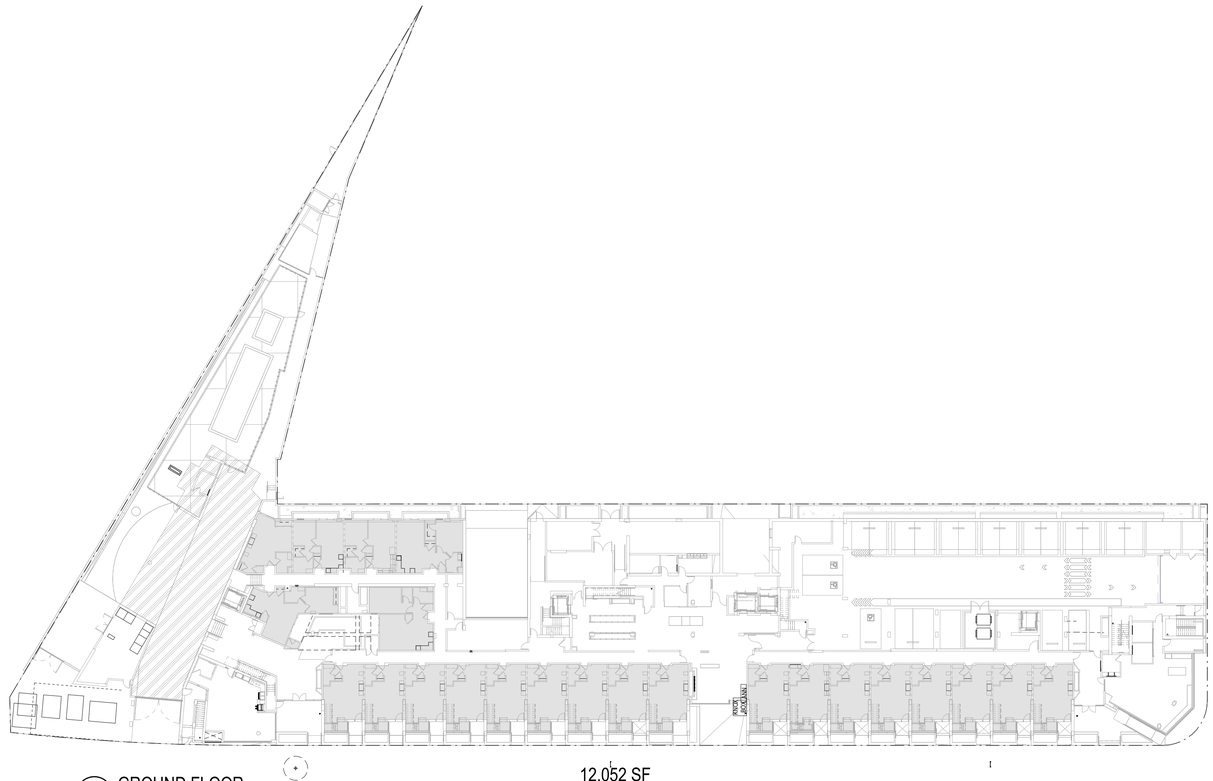


2 SECOND FLOOR
1/32" = 1'-0"

29,076 SF

OPEN SPACE RESIDENTIAL AREAS:

GROUND FLOOR:	12,052 SF
SECOND FLOOR:	29,076 SF
THIRD FLOOR:	29,537 SF
FOURTH FLOOR:	32,431 SF
FIFTH FLOOR:	32,431 SF
SIXTH FLOOR:	32,431 SF
SEVENTH FLOOR:	32,431 SF
EIGHTH FLOOR:	24,793 SF
TOTAL:	225,182 SF



1 GROUND FLOOR
1/32" = 1'-0"

12,052 SF

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

(P) PRIVATE OPEN SPACE CALCULATION PER FLOOR - PRIVATE BALCONY

02 - GROUND FLOOR	
(P) BALCONY	100 SF
03 - SECOND FLOOR	
(P) BALCONY	950 SF
04 - THIRD FLOOR	
(P) BALCONY	1,000 SF
05 - FOURTH FLOOR	
(P) BALCONY	850 SF
06 - FIFTH FLOOR	
(P) BALCONY	850 SF
07 - SIXTH FLOOR	
(P) BALCONY	850 SF
08 - SEVENTH FLOOR	
(P) BALCONY	850 SF
09 - EIGHTH FLOOR	
(P) BALCONY	200 SF
TOTAL: 113	**5,650 SF**

NOTE: ALL USABLE OPEN SPACE AT BALCONIES TO HAVE 6'-0" CLEAR BETWEEN BUILDING FACADE AND GUARDRAIL

OPEN SPACE CALCULATION

OPEN SPACE REQUIREMENT AS 15% OF THE TOTAL LOT AREA OR 10% OF THE TOTAL FLOOR AREA CONFINED WITHIN THE PERIMETER WALLS OF THE PROVIDED RESIDENTIAL UNITS, WHICHEVER IS GREATER.

OPTION A:
64,266.1 SF (LOT AREA) X 15% = 9,639.92 SF

OPTION B:
225,182 SF (RES. AREA SEE A08 & A09) X 10% = 22,518.2 SF

REQUIRED OPEN SACE: 22,518.2 SF

PROVIDED OPEN SPACE:

PRIVATE OPEN SPACE PROVIDED: 5,650 SF

COMMON OPEN SPACE (UNENCLOSED) PROVIDED: 11,261 SF

COMMON OPEN SPACE (ENCLOSED) PROVIDED: 5,630 SF

COMMON OPEN SPACE (ENCLOSED) Per LAMC G.2.(4) (i)
Recreation Rooms at least 600 SF in area may qualify for 25% of total required Open Space

22,518.2 X 25% = **5,630 SF** OF COMMON OPEN SPACE (ENCLOSED) CAN COUNT IN TOTAL OF OPEN SPACE

TOTAL OPEN SPACE PROVIDED:

PRIVATE OPEN SPACE (5,650 SF) + COMMON OPEN SPACE (UNENCLOSED) (11,261 SF) + COMMON OPENSPACE (ENCLOSED) (5,630 SF) = 22,541 SF

(C) AMENITIES (COMMON OPEN SPACE ENCLOSED) EXCEEDING 600SF

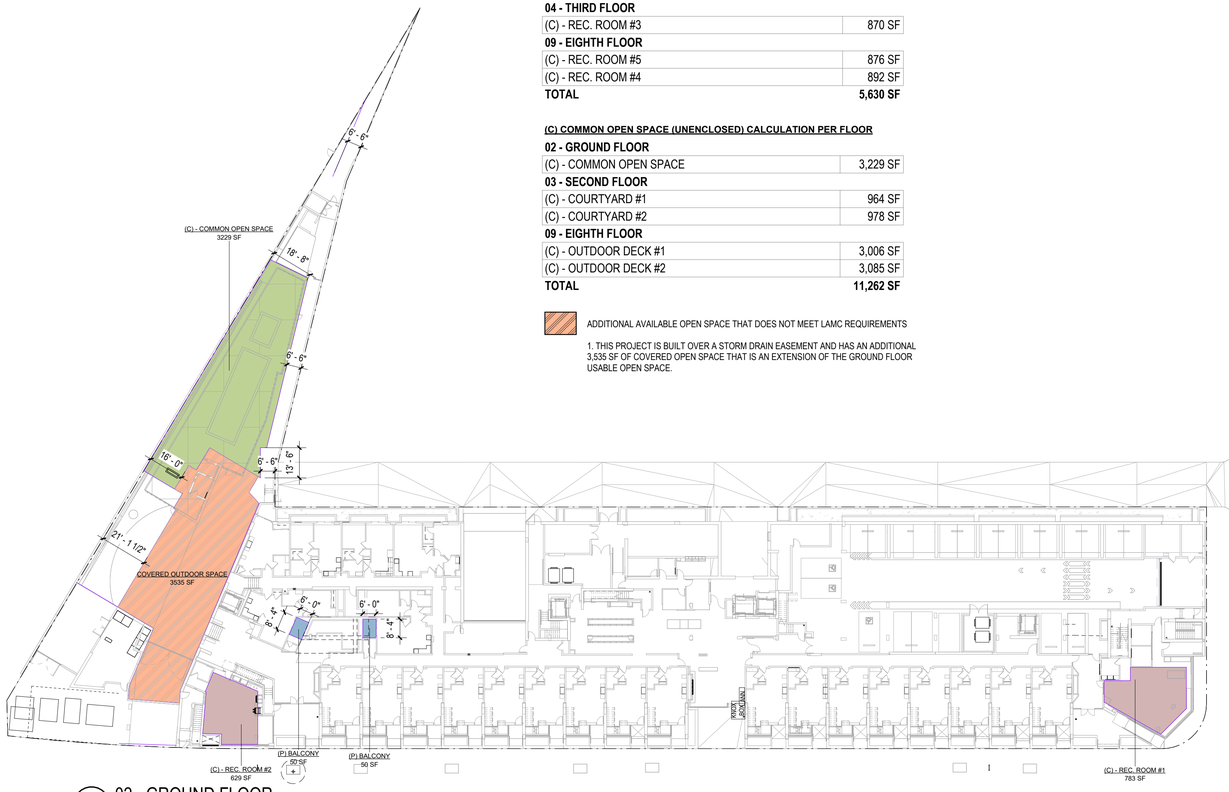
02 - GROUND FLOOR	
(C) - REC. ROOM #2	629 SF
(C) - REC. ROOM #1	783 SF
03 - SECOND FLOOR	
(C) - FITNESS CENTER	1,580 SF
04 - THIRD FLOOR	
(C) - REC. ROOM #3	870 SF
09 - EIGHTH FLOOR	
(C) - REC. ROOM #5	876 SF
(C) - REC. ROOM #4	892 SF
TOTAL	**5,630 SF**

(C) COMMON OPEN SPACE (UNENCLOSED) CALCULATION PER FLOOR

02 - GROUND FLOOR	
(C) - COMMON OPEN SPACE	3,229 SF
03 - SECOND FLOOR	
(C) - COURTYARD #1	964 SF
(C) - COURTYARD #2	978 SF
09 - EIGHTH FLOOR	
(C) - OUTDOOR DECK #1	3,006 SF
(C) - OUTDOOR DECK #2	3,085 SF
TOTAL	**11,262 SF**

ADDITIONAL AVAILABLE OPEN SPACE THAT DOES NOT MEET LAMC REQUIREMENTS

1. THIS PROJECT IS BUILT OVER A STORM DRAIN EASEMENT AND HAS AN ADDITIONAL 3,535 SF OF COVERED OPEN SPACE THAT IS AN EXTENSION OF THE GROUND FLOOR USABLE OPEN SPACE.



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OPEN SPACE

A08.1

07/07/2025

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3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

TRUE N

0' 8' 16' 32'

24,793 SF

3 EIGHTH FLOOR
1/32" = 1'-0"

32,431 SF

2 SEVENTH FLOOR
1/32" = 1'-0"

32,431 SF

1 SIXTH FLOOR
1/32" = 1'-0"

OPEN SPACE RESIDENTIAL AREAS:

GROUND FLOOR:	12,052 SF
SECOND FLOOR:	29,076 SF
THIRD FLOOR:	29,537 SF
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TOTAL:	225,182 SF

OPEN SPACE
RESIDENTIAL AREA

A09

05-21-2025

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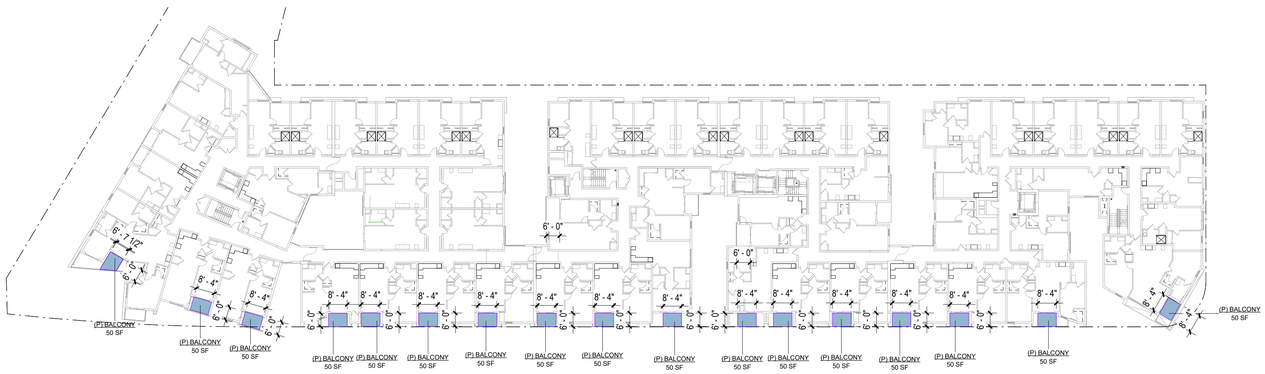
TRUE N

0' 8' 16' 32'

3 09 - EIGHTH FLOOR
1/32" = 1'-0"

2 08 - SEVENTH FLOOR
1/32" = 1'-0"



1 07 - SIXTH FLOOR
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(P) BALCONY	850 SF
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09 - EIGHTH FLOOR	
(C) - OUTDOOR DECK #1	3,006 SF
(C) - OUTDOOR DECK #2	3,085 SF
TOTAL	**11,262 SF**

OPEN SPACE CALCULATION

OPEN SPACE REQUIREMENT AS 15% OF THE TOTAL LOT AREA OR 10% OF THE TOTAL FLOOR AREA CONFINED WITHIN THE PERIMETER WALLS OF THE PROVIDED RESIDENTIAL UNITS, WHICHEVER IS GREATER.

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OPEN SPACE

A09.1

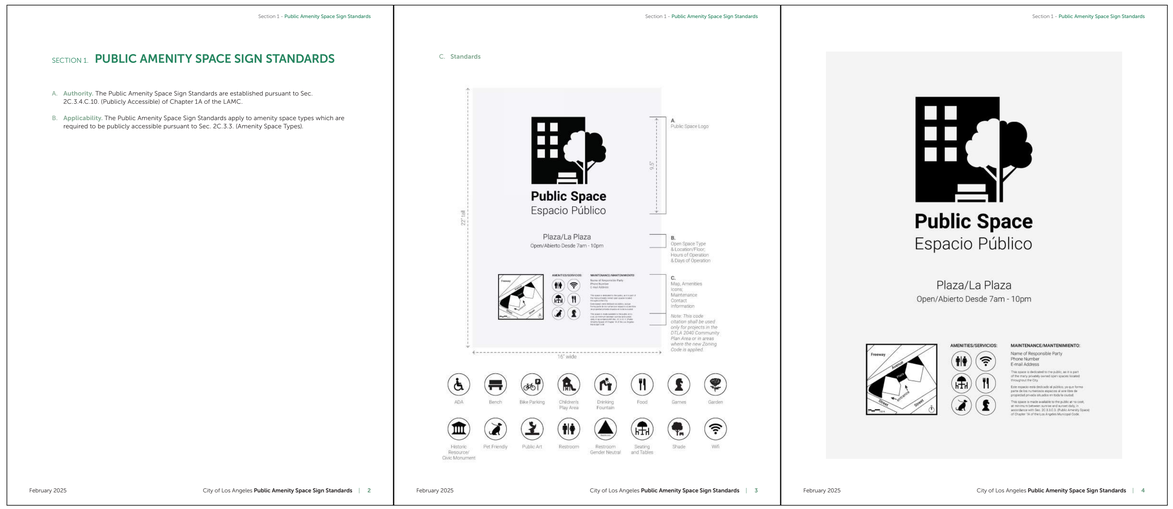
07/07/2025

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

N

0' 16' 32' 64'



Section 1 - Public Amenity Space Sign Standards

SECTION 1. **PUBLIC AMENITY SPACE SIGN STANDARDS**

A. Authority. The Public Amenity Space Sign Standards are established pursuant to Sec. 2C.3.4.C.10. (Publicly Accessible) of Chapter 1A of the LAMC.

B. Applicability. The Public Amenity Space Sign Standards apply to amenity space types which are required to be publicly accessible pursuant to Sec. 2C.3.3. (Amenity Space Types).

February 2025 City of Los Angeles **Public Amenity Space Sign Standards** | 2

Section 1 - Public Amenity Space Sign Standards

C. Standards

February 2025 City of Los Angeles **Public Amenity Space Sign Standards** | 3

Section 1 - Public Amenity Space Sign Standards

February 2025 City of Los Angeles **Public Amenity Space Sign Standards** | 4

PUBLIC AMENITY SPACE SIGN LOC.
SIGN SHALL BE DESIGNED IN ACCORDANCE TO THE "PUBLIC AMENITY SPACE SIGN STANDARDS" OF THE NEW ZONING CODE (CHAPTER 1A). SEE STANDARDS ON SHEET A10.

PUBLICLY ACCESSIBLE OPEN SPACE REQUIRED = 28,514 x 0.2 = 5,702.8 SF

PUBLICLY ACCESSIBLE OPEN SPACE

(C) PUBLICLY ACCESSIBLE OPEN SPACE PROVIDED
Area
4513 SF

PUBLICLY ACCESSIBLE OPEN SPACE (CPIO REQUIREMENT)

REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE - 20% OF OPEN SPACE = 22,521.2 SF x 20% = 4,504.24 SF REQUIRED

PROVIDED PUBLICLY ACCESSIBLE OPEN SPACE- **4,513 SF PROVIDED** > 4,504.24

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PUBLICLY ACCESSIBLE OPEN SPACE CALCULATION

A10

05-27-2025

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

N

0' 8' 16' 32'

K T A

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DOOR SCHEDULE

A11

03-07-2025

DOOR SCHEDULE - PLANNING

DWELLING UNITS

DOOR NO.	WIDTH	HEIGHT	THICK.	TYPE	FIRE RATING	DOOR MATERIAL	DOOR FINISH	FRAME MATERIAL	FRAME FINISH	REMARKS
U1	3' - 0"	8' - 0"	1 3/4"	A	20 MIN.	WOOD S.C.	SEMI GLOSS	H.M.	SEMI GLOSS	UNIT ENTRY DOOR
U2	2' - 10"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BATHROOM DOOR
U3	2' - 10"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BEDROOM DOOR
U4	2' - 6"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT CLOSET DOOR
U4.1	2' - 0"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT CLOSET DOOR
U4.2	2' - 10"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT CLOSET DOOR
U5	2' - 6"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT W/D DOOR
U6	2' - 10"	6' - 8"	1 3/4"	A	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BEDROOM WALK-IN CLOSET DOOR
U7	5' - 0"	6' - 8"	1 3/4"	B	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BEDROOM CLOSET BI-PASS DOOR
U7.1	5' - 3"	6' - 8"	1 3/4"	B	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BEDROOM CLOSET BI-PASS DOOR
U7.2	8' - 0"	6' - 8"	1 3/4"	B	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BEDROOM CLOSET BI-PASS DOOR
U7.3	6' - 0"	6' - 8"	1 3/4"	B	-	WOOD H.C.	SEMI GLOSS	WOOD	SEMI GLOSS	UNIT BEDROOM CLOSET BI-PASS DOOR
U8	3' - 0"	8' - 0"	1 3/4"	C	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	UNIT PATIO DOOR
U9	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	UNIT BALCONY DOOR
U10	3' - 0"	8' - 0"	1 3/4"	F	-	GLASS	GLASS CLR.	H.M.	SEMI GLOSS	UNIT BALCONY DOOR

GENERAL

G1		8' - 0"	1 3/4"	G	-	GLASS	GLASS CLR.	ALUM.	ALUM.	
G1.1	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	LOBBY DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G1.2	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	LOBBY DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G1.3	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	LOBBY DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G2	3' - 0"		1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	
G2.1	2' - 10"	6' - 8"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	RECREATION RM RESTROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G3	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	RECREATION ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G3.1	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	RECREATION ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G4	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	BIKE ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G5	3' - 0"	8' - 0"	1 3/4"	A	45 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G6	8' - 0"	8' - 0"	1 3/4"	D	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	TRASH ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G6.1	2' - 10"	6' - 8"	1 3/4"	A	90 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	TRASH ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G7	6' - 0"	6' - 8"	1 3/4"	D	45 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	ELEC. ROOM, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEYED ENTRY
G8	6' - 0"	8' - 0"	1 3/4"	H	180 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	MAINT. ROOM, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEYED ENTRY
G9	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	LEASING OFFICE DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEYED ENTRY
G10	3' - 0"	7' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STORAGE DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEYED ENTRY
G11	3' - 0"	7' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G13	3' - 0"	7' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	COLD STORAGE, PROVIDE CLOSER, SMOKE DRAFT GASKET
G14	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	GARAGE TO LOBBY DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G14.1	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G15	8' - 0"	8' - 0"	1 3/4"	D	45 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	TRASH ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G15.1	2' - 10"	6' - 8"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	TRASH ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G15.2	2' - 10"	6' - 8"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	TRASH ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G16	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	BUSINESS CENTER DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G16.1	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	BUSINESS CENTER DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G16.2	2' - 10"	6' - 8"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	BUSINESS CENTER RESTROOM, PROVIDE CLOSER, SMOKE DRAFT GASKET
G16.3	2' - 10"	6' - 8"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	BUSINESS CENTER CLOSET DOOR
G17	3' - 0"	8' - 0"	1 3/4"	A	20 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G18	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G19	3' - 0"	7' - 0"	1 3/4"	A	45 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G20	8' - 0"	8' - 0"	2"	J	45 MIN.	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	TRASH ROOM OVERHEAD COILING DOOR
G21	3' - 0"	8' - 0"	1 3/4"	A	45 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	BICYCLE ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G22	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	FITNESS ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G22.1	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	FITNESS ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G22.2	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	FITNESS ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G22.3	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	ALUM.	FITNESS ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, KEY FOB
G23	6' - 0"	6' - 8"	1 3/4"	D		H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	L.V CLOSET, PROVIDE CLOSER, SMOKE DRAFT GASKET
G24	6' - 0"	8' - 0"	1 3/4"	H	180 MIN.	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	FIRE DOOR, HOLD OPENING DEVICE, SMOKE DRAFT GASKET
G25	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G25.1	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
G25.2	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	LOUNGE RESTROOM, PROVIDE CLOSER, SMOKE DRAFT GASKET
G25.3	2' - 6"	6' - 8"	1 3/8"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	LOUNGE CLOSET DOOR
G25.4	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	LOUNGE STORAGE, PROVIDE CLOSER, SMOKE DRAFT GASKET
G25.5	16' - 0"	8' - 0"	2 11/32"	I	-	GLASS	GLASS CLR.	H.M.	SEMI GLOSS	LOUNGE BI-FOLD DOOR
G25.6	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	LOUNGE DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G26	3' - 0"	7' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	GARAGE DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G27	3' - 0"	8' - 0"	1 3/4"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	ELEVATOR CONTROL ROOM DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET
G29	3' - 0"	4' - 0"	1 3/4"	L	-	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	ENTRY GATE DOOR

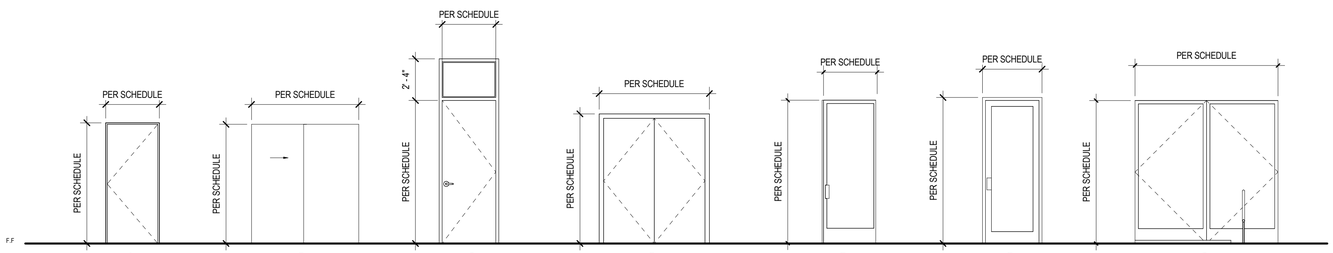
STAIR

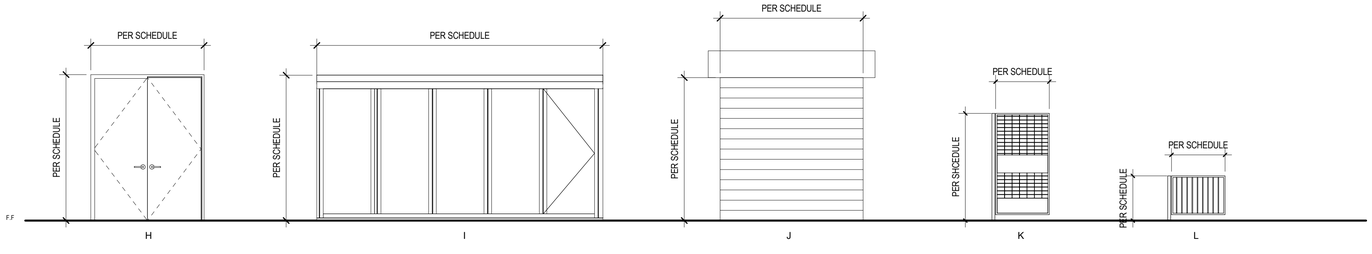
S1	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S2	3' - 0"	7' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S2.1	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S2.2	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S3	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	
S4	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S4.1	3' - 0"	8' - 0"	1 3/4"	E	-	GLASS	GLASS CLR.	ALUM.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S4.2	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S5	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE
S5.1	3' - 0"	8' - 0"	2"	A	-	H.M.	SEMI GLOSS	H.M.	SEMI GLOSS	STAIR DOOR, PROVIDE CLOSER, SMOKE DRAFT GASKET, PANIC HARDWARE

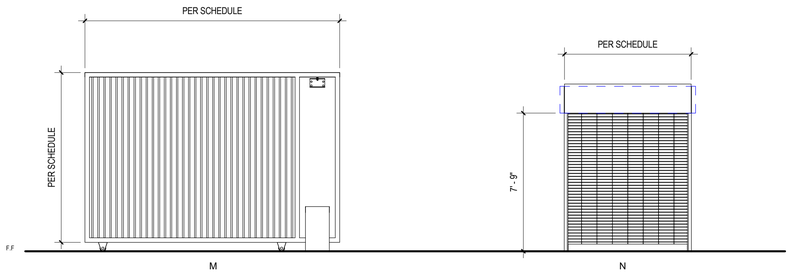
GATES

GT1	3' - 0"	6' - 0"		K	-	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	ENTRY GATE DOOR
GT3	3' - 0"	4' - 0"	1 3/4"	L	-	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	ENTRY GATE DOOR
GT4	14' - 3"	9' - 6"		M	-	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	GARAGE GATE DOOR
GT5	21' - 1 21/32"	9' - 0"	2"	N	-	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	GARAGE ENTRANCE GATE
GT6	27' - 11"	9' - 0"	2"	N	-	MTL.	SEMI GLOSS	MTL.	SEMI GLOSS	GARAGE ENTRANCE GATE

DOOR TYPES







WINDOW SCHEDULE - PLANNING

WINDOW	WIDTH	HEIGHT	GLAZING	MATERIAL	COMMENTS
W1	3' - 0"	7' - 6"			
W1	3' - 0"	7' - 6"	DOUBLE CLEAR	PREMIUM VINYL	
W1.1	3' - 0"	7' - 6"			
W1.1	3' - 0"	7' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W2.2	4' - 6"	4' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W3	6' - 0"	6' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W3.1	6' - 0"	6' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W4	8' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W4.1	8' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W4.2	8' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W5	6' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W6	4' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W7	6' - 0"	4' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W8	8' - 0"	4' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W9.1	6' - 0"	6' - 1"	DOUBLE CLEAR	PREMIUM VINYL	
W10	7' - 0"	7' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W11	3' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W13	3' - 6"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W15	3' - 0"	9' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE
W18	4' - 0"	1' - 6"			
W19	4' - 0"	6' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W20	8' - 0"	9' - 0"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : BRONZE
W21	6' - 6"	8' - 0"			
W22	7' - 0"	8' - 0"			
W22	7' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	UNIT BALCONY, EXTERIOR GLASS SLIDING DOOR - COLOR : BRONZE
W23	6' - 0"	7' - 6"	DOUBLE CLEAR	PREMIUM VINYL	VPI OR EQ - PREMIUM VINYL - COLOR : WHITE

N

0' 8' 16' 32'

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

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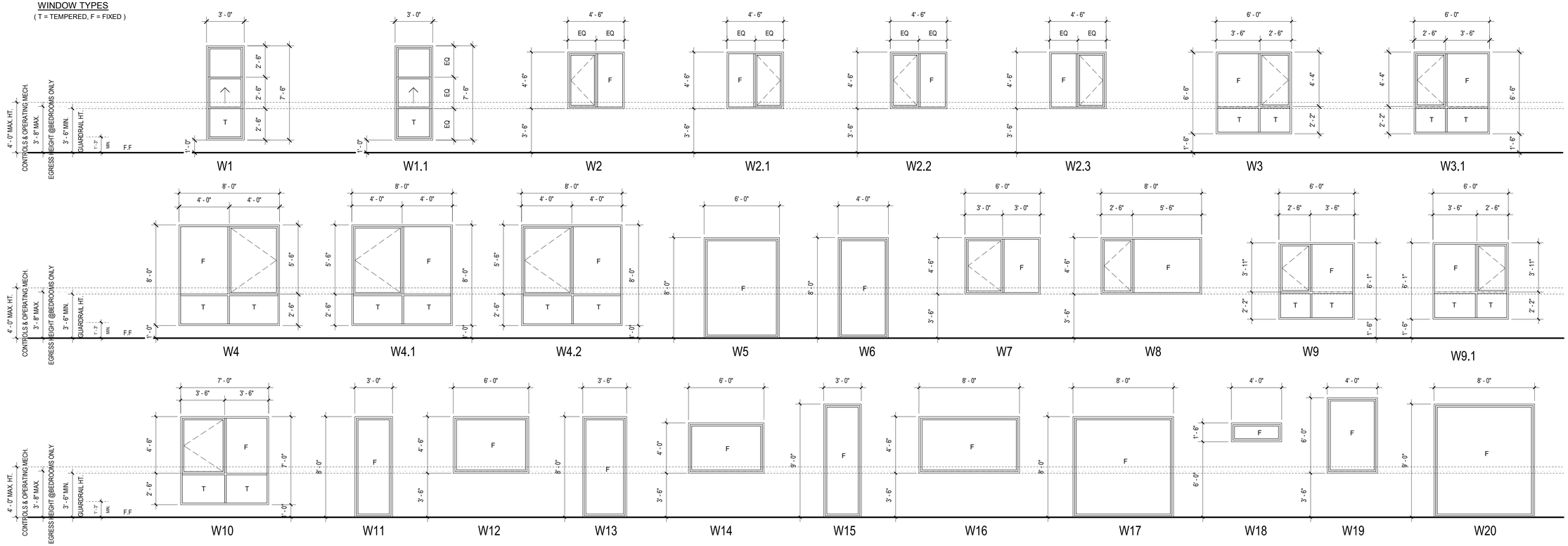
WINDOW SCHEDULE

A12

03-07-2025

WINDOW TYPES

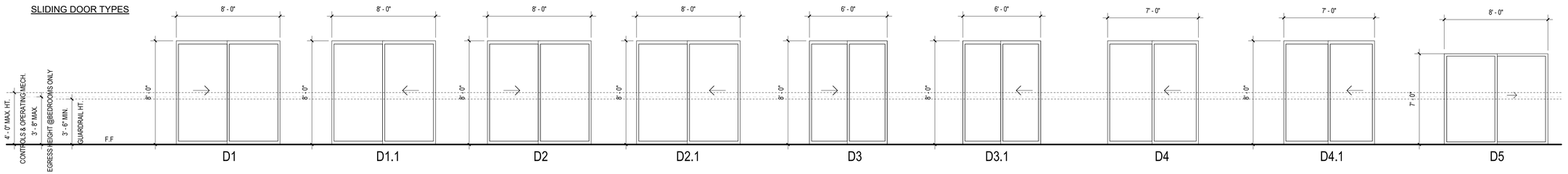
(T = TEMPERED, F = FIXED)



SLIDING DOOR SCHEDULE - PLANNING

TYPE	WIDTH	HEIGHT	GLAZING	MATERIAL	Comments
D1	8' - 0"	8' - 0"			
D1.1	8' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	UNIT BALCONY, EXTERIOR GLASS SLIDING DOOR - COLOR : BRONZE
D2	8' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	
D2.1	8' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	
D3	6' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	UNIT BALCONY, EXTERIOR GLASS SLIDING DOOR - COLOR : BRONZE
D3.1	6' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	UNIT BALCONY, EXTERIOR GLASS SLIDING DOOR - COLOR : WHITE
D4	7' - 0"	8' - 0"	DOUBLE CLEAR	PREMIUM VINYL	UNIT BALCONY, EXTERIOR GLASS SLIDING DOOR - COLOR : BRONZE
D4.1	7' - 0"	8' - 0"			
D5	8' - 0"	7' - 0"	DOUBLE CLEAR	PREMIUM VINYL	UNIT BALCONY, EXTERIOR GLASS SLIDING DOOR - COLOR : BRONZE

SLIDING DOOR TYPES



TRUE N

0' 8' 16' 32'

3200 S LA CIENEGA BLVD

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RENDERINGS

A12.1

03-07-2025

TRUE N

0' 8' 16' 32'

3200 S LA CIENEGA BLVD

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RENDERINGS

A12.2

03-07-2025

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TRUE N

0' 8' 16' 32'

P3 GARAGE

A13

07/07/2025

CROSS SECTION 3

CROSS SECTION 2

NOTE: TANDEM PARKING IS FOR THE SAME DRWELLING UNIT OF THE ADJACENT PARKING SPACE IT IS BACKING INTO

PARKING LEVEL 3

111 TOTAL SPACES
(RESIDENTIAL)

94STANDARD SPACES DIRECTLY ACCESSIBLE
(INCLUDING 53 EV)
6 COMPACT SPACES
11 TANDEM

LONGITUDINAL SECTION

1 00 - P3 GARAGE
1/16" = 1'-0"

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

TRUE N

0' 8' 16' 32'

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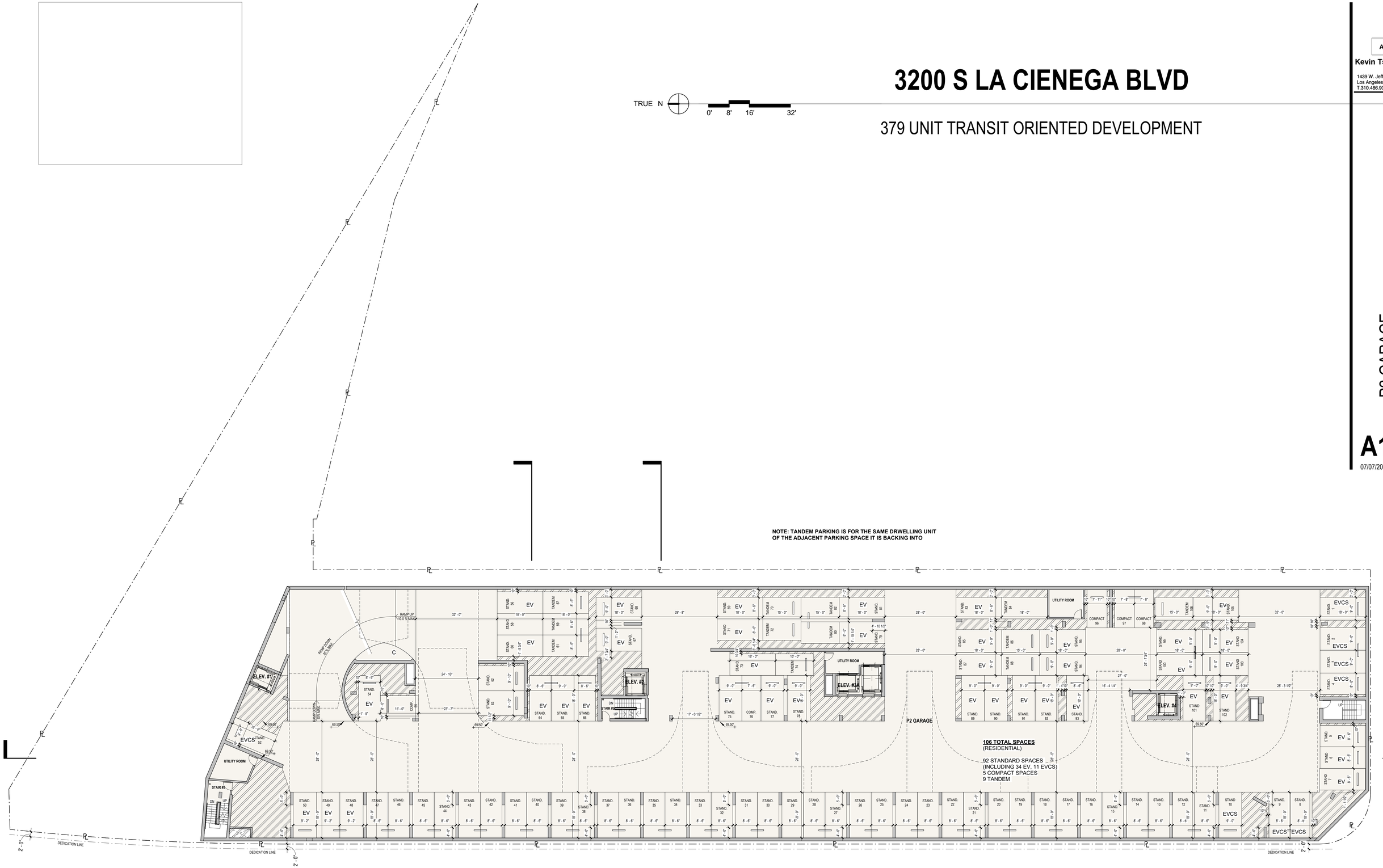
P2 GARAGE

A14

07/07/2025

NOTE: TANDEM PARKING IS FOR THE SAME DRWELLING UNIT OF THE ADJACENT PARKING SPACE IT IS BACKING INTO



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TRUE N

0' 8' 16' 32'

P1 GARAGE

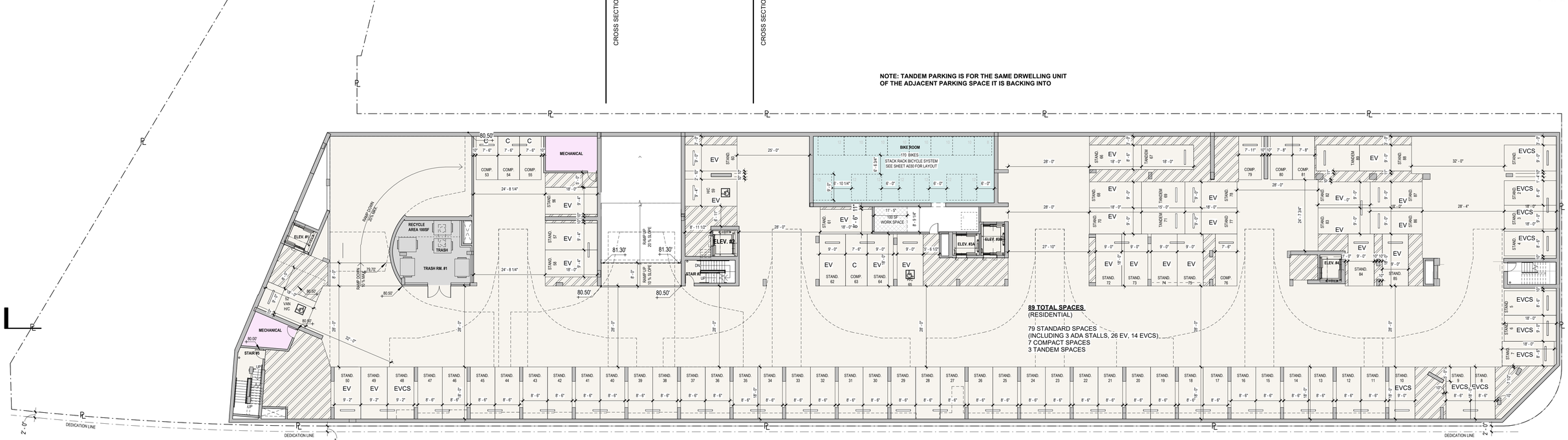
A15

07/07/2025

CROSS SECTION 3

CROSS SECTION 2

NOTE: TANDEM PARKING IS FOR THE SAME DRWELLING UNIT OF THE ADJACENT PARKING SPACE IT IS BACKING INTO



89 TOTAL SPACES
(RESIDENTIAL)

79 STANDARD SPACES
(INCLUDING 3 ADA STALLS, 26 EV, 14 EVCS)
7 COMPACT SPACES
3 TENDEM SPACES

LONGITUDINAL SECTION

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

K T A
Kevin Tsai Architecture
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TRUE N

0' 8' 16' 32'

GROUND FLOOR

A16

07/07/2025

UNIT MIX - GROUND FLOOR			REQUIRED OPEN SPACE PER LEVEL	
1 BD	5	3046 SF	X 100	500 SF
1 BD LOFT	17	8081 SF	X 100	1,700 SF
STUDIO	1	464 SF	X 100	100 SF
TOTAL UNITS	**23**	**11592 SF**		2,300 SF

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09

NOTE: AT EACH TRASH ROOM LOCATION THERE SHALL BE ONE TRASH CHUTE LABELED "RECYCLABLES ONLY" PER LAMC 12.21 A.19(c)

*PER CPIO GROUND FLOOR DEFINITION - GROUND FLOOR IS DEFINED AS "FRONTAGE ON OR IS PRIMARILY FACING THE STREET, AND WHICH IS AT LEAST 20 FEET IN DEPTH OR THE TOTAL DEPTH OF THE BUILDING, WHICHEVER IS LESS." ALL SECTIONS OF THE GROUND FLOOR WITHIN 20'-0" OF THE STREET FRONTAGE SHALL HAVE A MINIMUM FINISHED FLOOR TO FINISHED CEILING HEIGHT OF 11'-0"

WESTSIDE NEIGHBORHOOD PARK

ACCESS TO PARK
6' - 0" HIGH C.M.U. WALL
POOL EQUIPMENT
PET WASHING STATION
DOG RUN
FUTURE SPA N.I.C. SEPARATE PERMIT REQ.
FUTURE POOL N.I.C SEPARATE PERMIT REQUIRED
CROSS SECTION 1
CROSS SECTION 3
CROSS SECTION 2
NEW GUY POLE
NEW POWER POLE
LINE OF BUILDING ABOVE
STORM DRAIN EASEMENT
ELECTRICAL ROOM
6' - 0" HIGH GATE
LOWEST AJACENT GRADE: 88.78
SLPB
TSPB
PP
SIGN
LIGHT POLE
6 SHORT TERM BICYCLE PARKING
*PER CPIO GROUND FLOOR DEFINITION - GROUND FLOOR IS DEFINED AS "FRONTAGE ON OR IS PRIMARILY FACING THE STREET, AND WHICH IS AT LEAST 20 FEET IN DEPTH OR THE TOTAL DEPTH OF THE BUILDING, WHICHEVER IS LESS." ALL SECTIONS OF THE GROUND FLOOR WITHIN 20'-0" OF THE STREET FRONTAGE SHALL HAVE A MINIMUM FINISHED FLOOR TO FINISHED CEILING HEIGHT OF 11'-0"
LINE OF BUILDING ABOVE
20' - 0"
7' - 7 3/8"
DRIVE AILSE
27' - 7 3/8"
8' - 0"
7' - 10 1/4"
UP 10%
DN 10%
DN 20%
RAMP DN
6" HIGH CURB
MAINT. RM.
RECYCLE AREA 845SF
TRASH
TRASH RM. #2
ELEC. RM. #2
90.41'
RESOURCE RM. 108 SF
W/C
STORAGE 150 SF
LEASING
STAIR #2
STAIR #3
ELEV. #2
ELEV. #3A
ELEV. #3B
ELECT. ROOMM #3 456 SF
INV. RM. 99 SF
RESIDENT LOADING AREA
MAIN RESIDENTIAL PARKING ACCESS
EXISTING ALLEY
SECURITY
TOTAL PARKING STALLS = 22
7 STANDARD (INCLUDES 4 ADA , 4 EV)
15 COMPACT
GARAGE ENTRY GATE
SECONDARY PARKING ACCESS
6" HIGH CURB
ELEC. RM. #4
MPOE
TRASH RM. #3
RECYCLE AREA 1405F
ELEV. #4
STAIR #4
STAIR #4.1
STORAGE
REC. ROOM #2 1,280 SF
LONGITUDINAL SECTION
EXISTING DRIVEWAY TO REMAIN
BODEN ST.
STUDIO 464 SF
1 BD 515 SF
1 BD 515 SF
1 BD 677 SF
1 BD 615 SF
1 BD 724 SF
OPEN TO ABOVE
ELEV. #1
TRASH RM. #1
LOBBY #1
STAIR #1
STAIR #5
RECREATION ROOM #1 873 SF
1 BD LOFT
MAIN LOBBY
MAIN ENTRY
1 BD LOFT 484 SF
1 BD LOFT 475 SF
1 BD LOFT 473 SF
LOBBY #3
5 SHORT TERM BICYCLE PARKING
EXISTING TREE (TYP.)
BICYCLE PARKING SPACES IN THE PUBLIC RIGHT-OF-WAY NEED BOE CLEARANCE TO BE SUBMITTED TO THE ENGINEERING DEPARTMENT
LA CIENEGA BLVD.

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

K T A
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1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

TRUE N

0' 8' 16' 32'

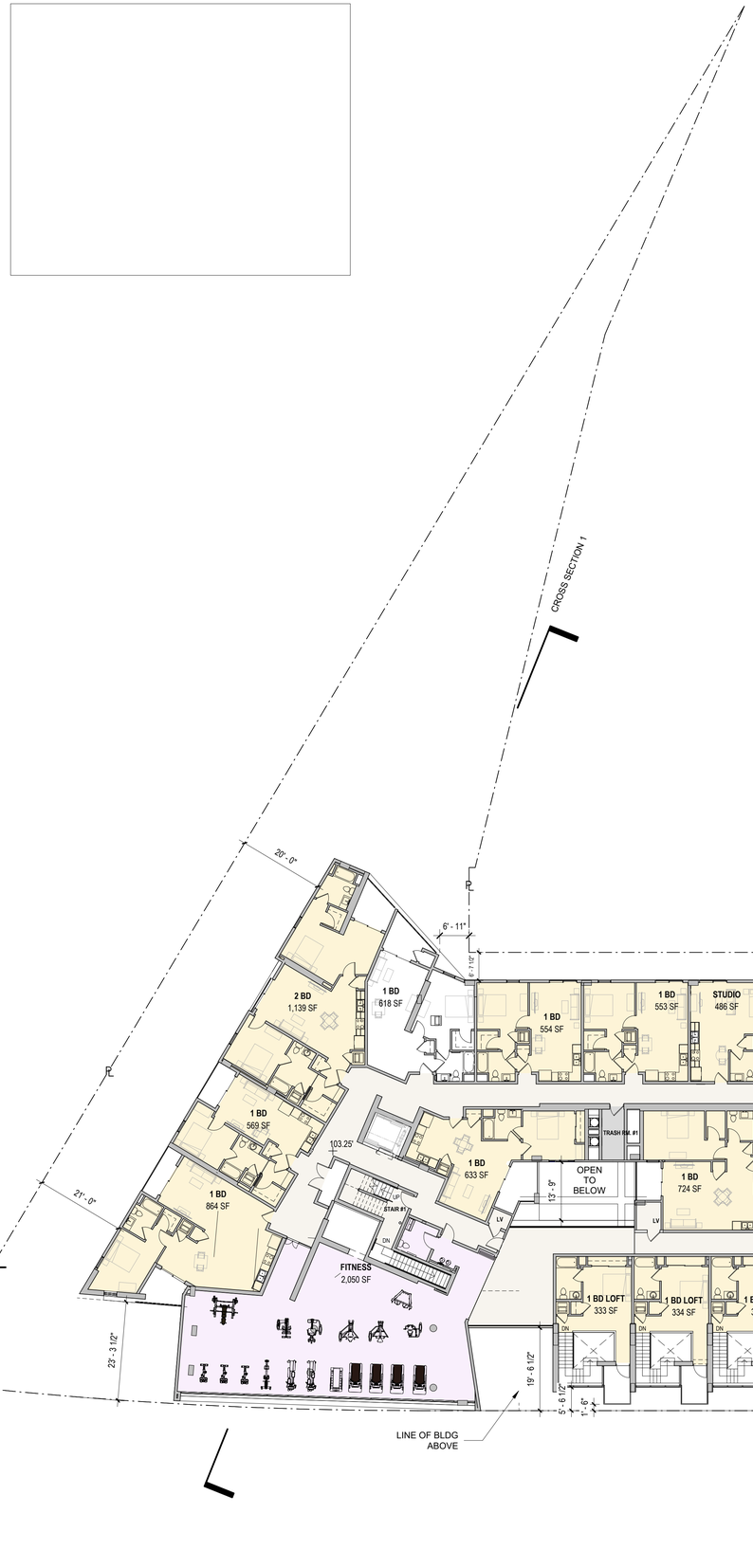
SECOND FLOOR

A17

07/07/2025

UNIT MIX - SECOND FLOOR		
1 BD	17	10009 SF
2 BD	5	4545 SF
STUDIO	11	5357 SF
TOTAL UNITS	**33**	**19911 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09



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TRUE N

0' 8' 16' 32'

UNIT MIX - THIRD FLOOR		
1 BD	16	9352 SF
2 BD	5	4682 SF
3 BD	1	1254 SF
STUDIO	28	13604 SF
TOTAL UNITS	**50**	**28892 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09

CROSS SECTION 1

CROSS SECTION 3

CROSS SECTION 2

NOTE: AT EACH TRASH ROOM LOCATION THERE SHALL BE ONE TRASH CHUTE LABELED "RECYCLABLES ONLY" PER LAMC 12.21 A.19(c)

LINE OF BUILDING ABOVE

ARCHITECTURAL PROJECTION ABOVE

4' - 0"

20' - 0"

21' - 0"

6' - 11"

2 BD 1,714 SF

1 BD 615 SF

1 BD 554 SF

1 BD 553 SF

STUDIO 486 SF

STUDIO 488 SF

1 BD 500 SF

1 BD 517 SF

2 BD 874 SF

1 BD 488 SF

1 BD 486 SF

1 BD 486 SF

STUDIO 439 SF

1 BD 568 SF

STUDIO 463 SF

1 BD 562 SF

STUDIO 451 SF

STUDIO 454 SF

STUDIO 454 SF

STUDIO 454 SF

STUDIO 468 SF

1 BD 624 SF

1 BD 564 SF

2 BD 797 SF

2 BD 868 SF

2 BD 1,028 SF

2 BD 1,714 SF

1 BD 633 SF

1 BD 724 SF

3 BD 1,294 SF

REC. ROOM #3 1,283 SF

OUTDOOR DECK

TRASH RM. #1

TRASH RM. #2

STAIR #1

STAIR #2

STAIR #4

LV

UP

DN

OPEN TO BELOW

19' - 6"

19' - 10 1/2"

4' - 10 1/2"

114.25'

20' - 4"

15' - 7"

5' - 0"

5' - 3 1/2"

4' - 9 1/2"

13' - 3 1/2"

13' - 8"

6' - 6"

6 1/2"

STUDIO 520 SF

1 BD 709 SF

STUDIO 465 SF

LOUNGE 309 SF

STUDIO 488 SF

STUDIO 483 SF

STUDIO 482 SF

STUDIO 484 SF

4' - 5"

1' - 6"

24' - 3 1/2"

23' - 3 1/2"

LINE OF BUILDING ABOVE

BALCONY PROJECTION

1' - 8"

LONGITUDINAL SECTION

THIRD FLOOR

A18

03-07-2025

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

TRUE N

0' 8' 16' 32'

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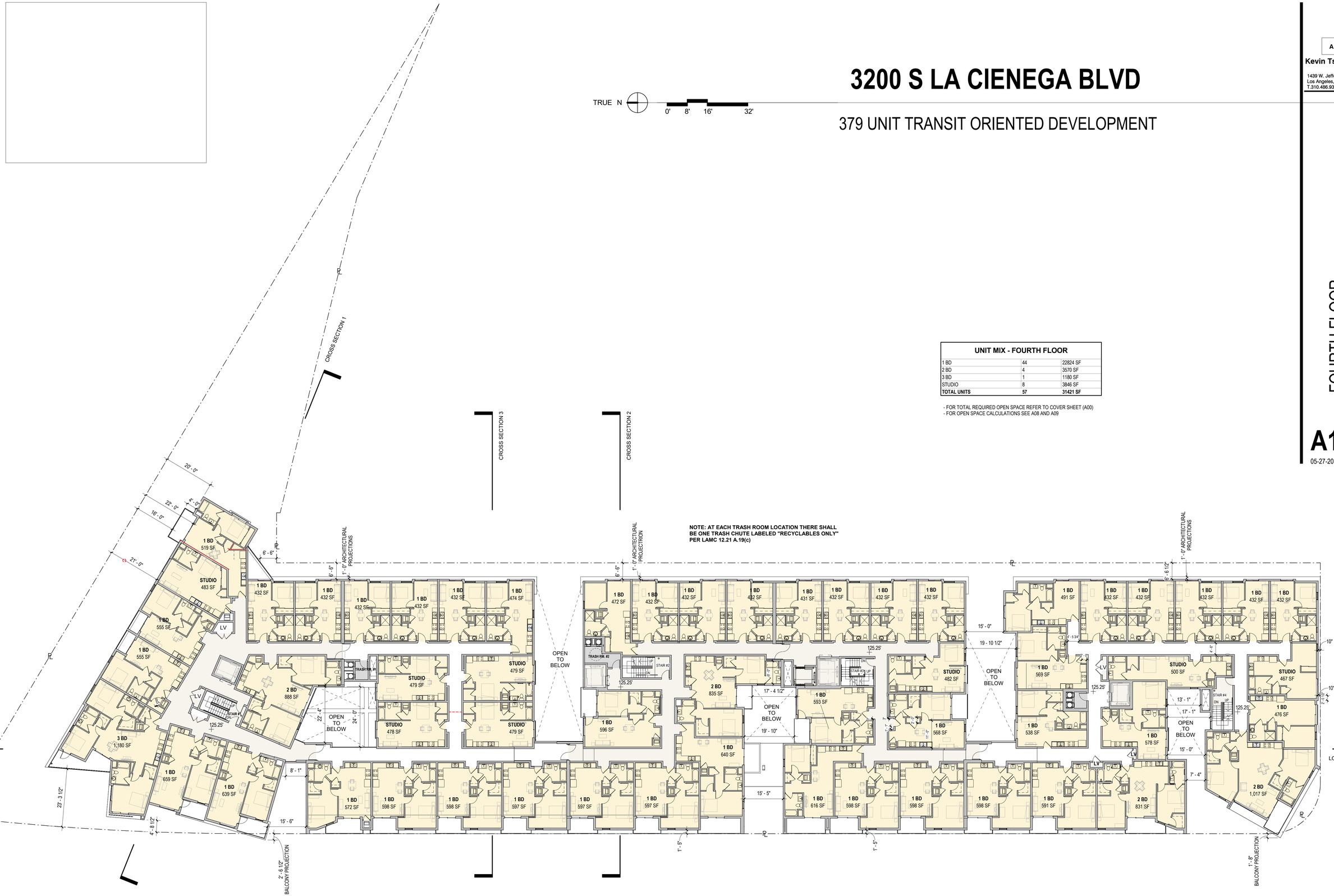
FOURTH FLOOR

A19

05-27-2025

UNIT MIX - FOURTH FLOOR		
1 BD	44	22824 SF
2 BD	4	3570 SF
3 BD	1	1180 SF
STUDIO	8	3846 SF
TOTAL UNITS	**57**	**31421 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09



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379 UNIT TRANSIT ORIENTED DEVELOPMENT

TRUE N

0' 8' 16' 32'

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FIFTH FLOOR

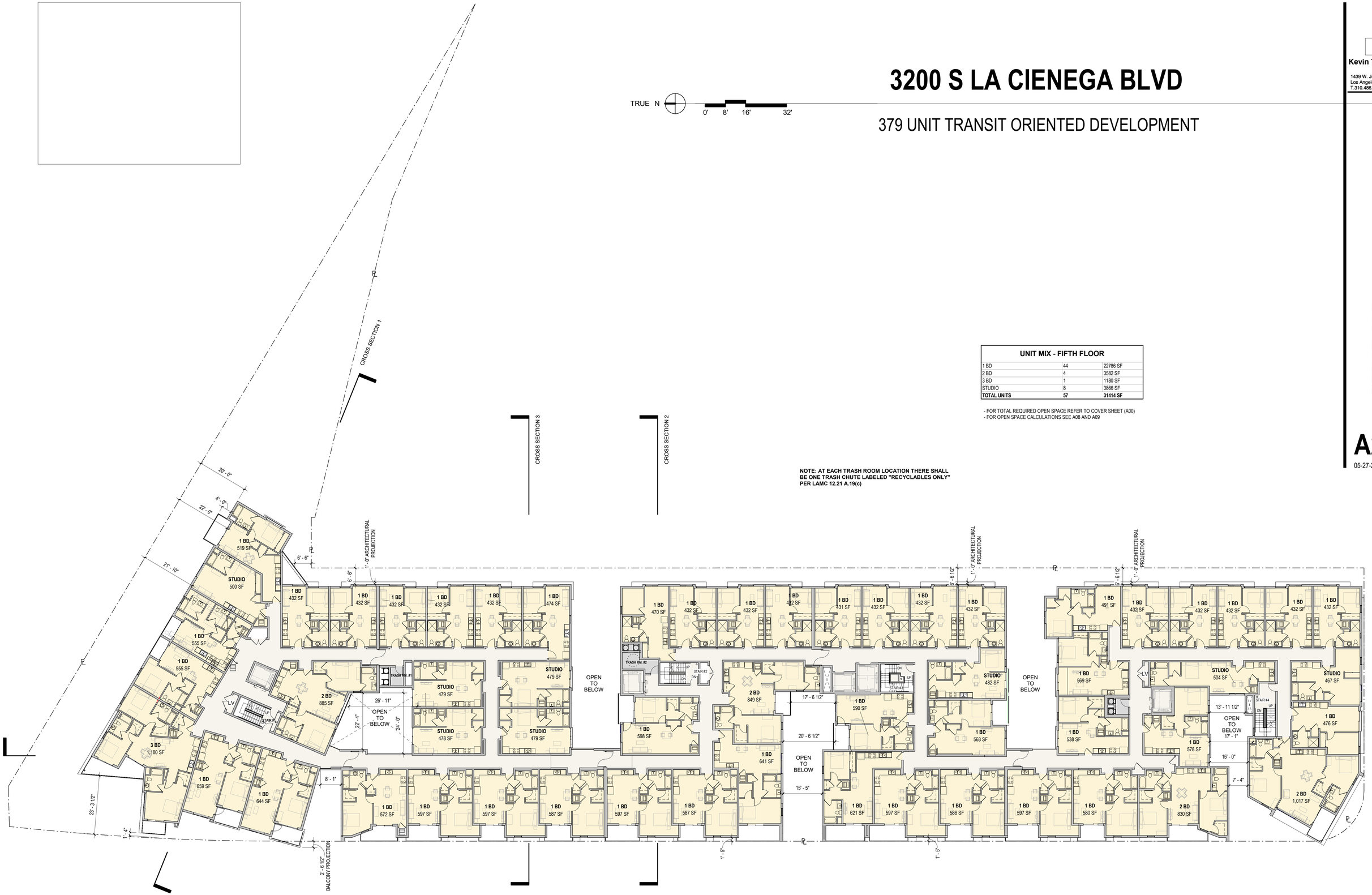
A20

05-27-2025

UNIT MIX - FIFTH FLOOR		
1 BD	44	22786 SF
2 BD	4	3582 SF
3 BD	1	1180 SF
STUDIO	8	3866 SF
TOTAL UNITS	**57**	**31414 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09

NOTE: AT EACH TRASH ROOM LOCATION THERE SHALL BE ONE TRASH CHUTE LABELED "RECYCLABLES ONLY" PER LAMC 12.21 A.19(c)



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TRUE N

0' 8' 16' 32'

SIXTH FLOOR

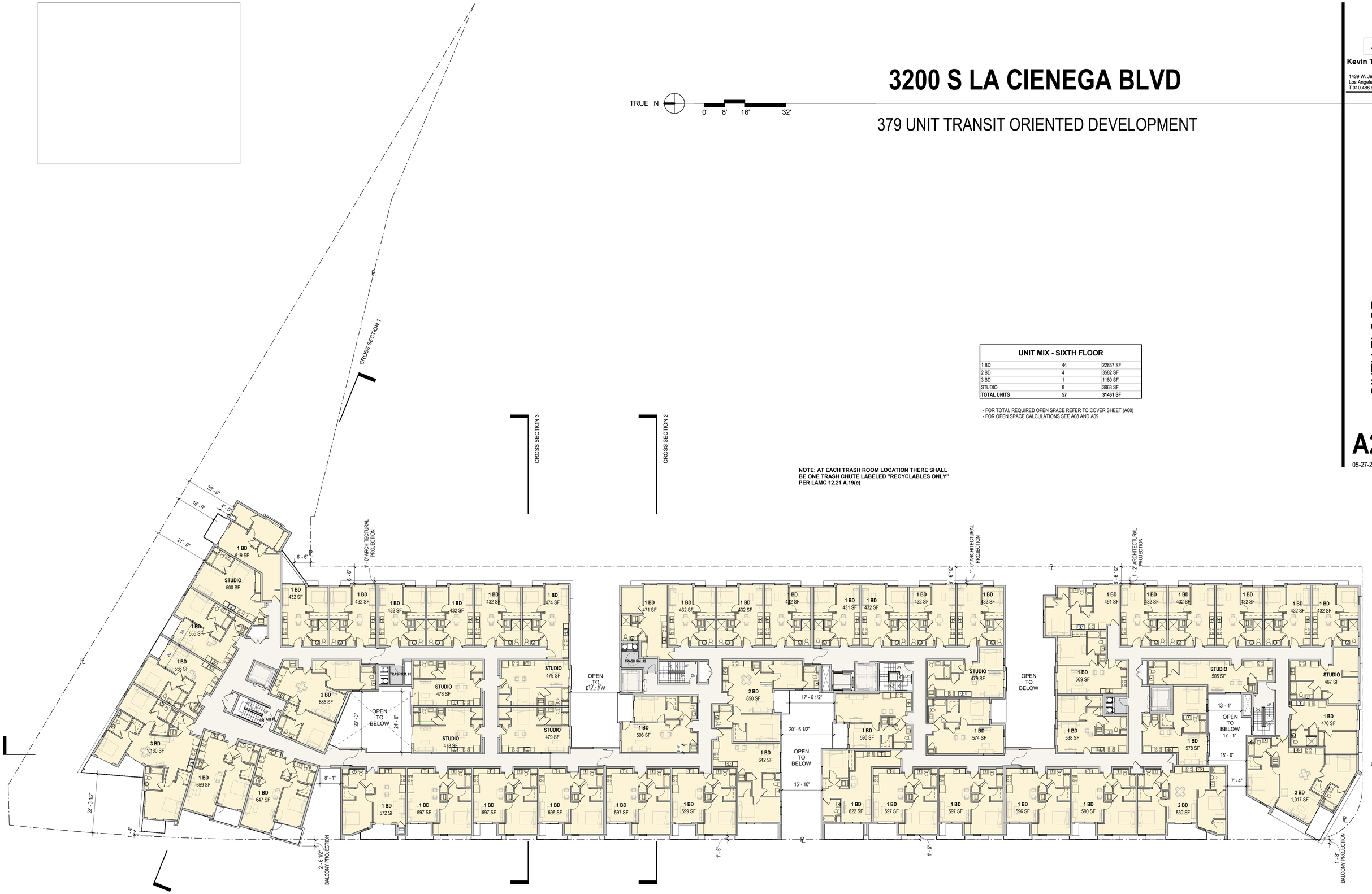
A21

05-27-2025

UNIT MIX - SIXTH FLOOR		
1 BD	44	22837 SF
2 BD	4	3582 SF
3 BD	1	1180 SF
STUDIO	8	3863 SF
TOTAL UNITS	**57**	**31461 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09

NOTE: AT EACH TRASH ROOM LOCATION THERE SHALL BE ONE TRASH CHUTE LABELED "RECYCLABLES ONLY" PER LAMC 12.21 A.19(c)



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TRUE N

0' 8' 16' 32'

SEVENTH FLOOR

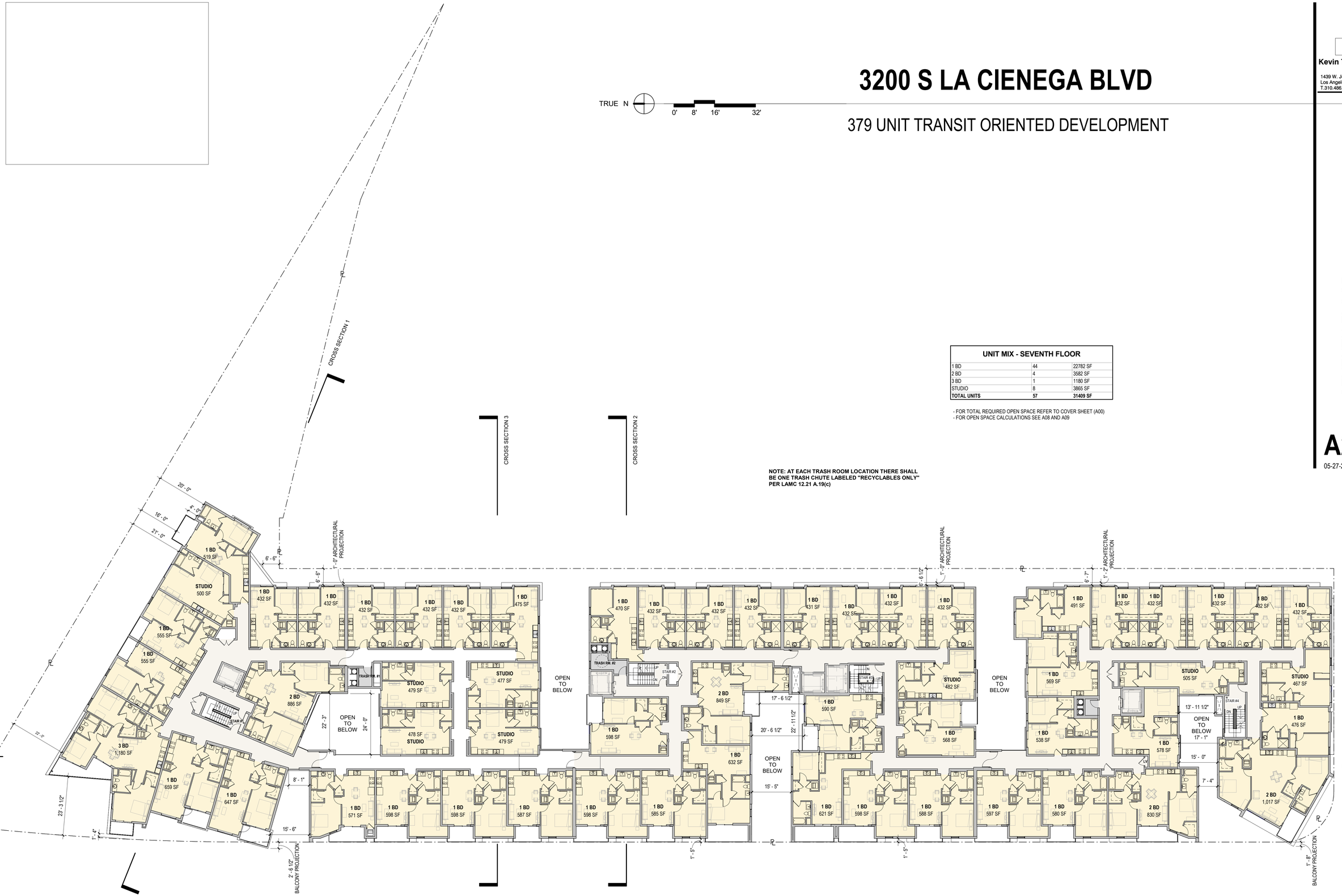
A22

05-27-2025

UNIT MIX - SEVENTH FLOOR		
1 BD	44	22782 SF
2 BD	4	3582 SF
3 BD	1	1180 SF
STUDIO	8	3865 SF
TOTAL UNITS	**57**	**31409 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09

NOTE: AT EACH TRASH ROOM LOCATION THERE SHALL BE ONE TRASH CHUTE LABELED "RECYCLABLES ONLY" PER LAMC 12.21 A.19(c)



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TRUE N

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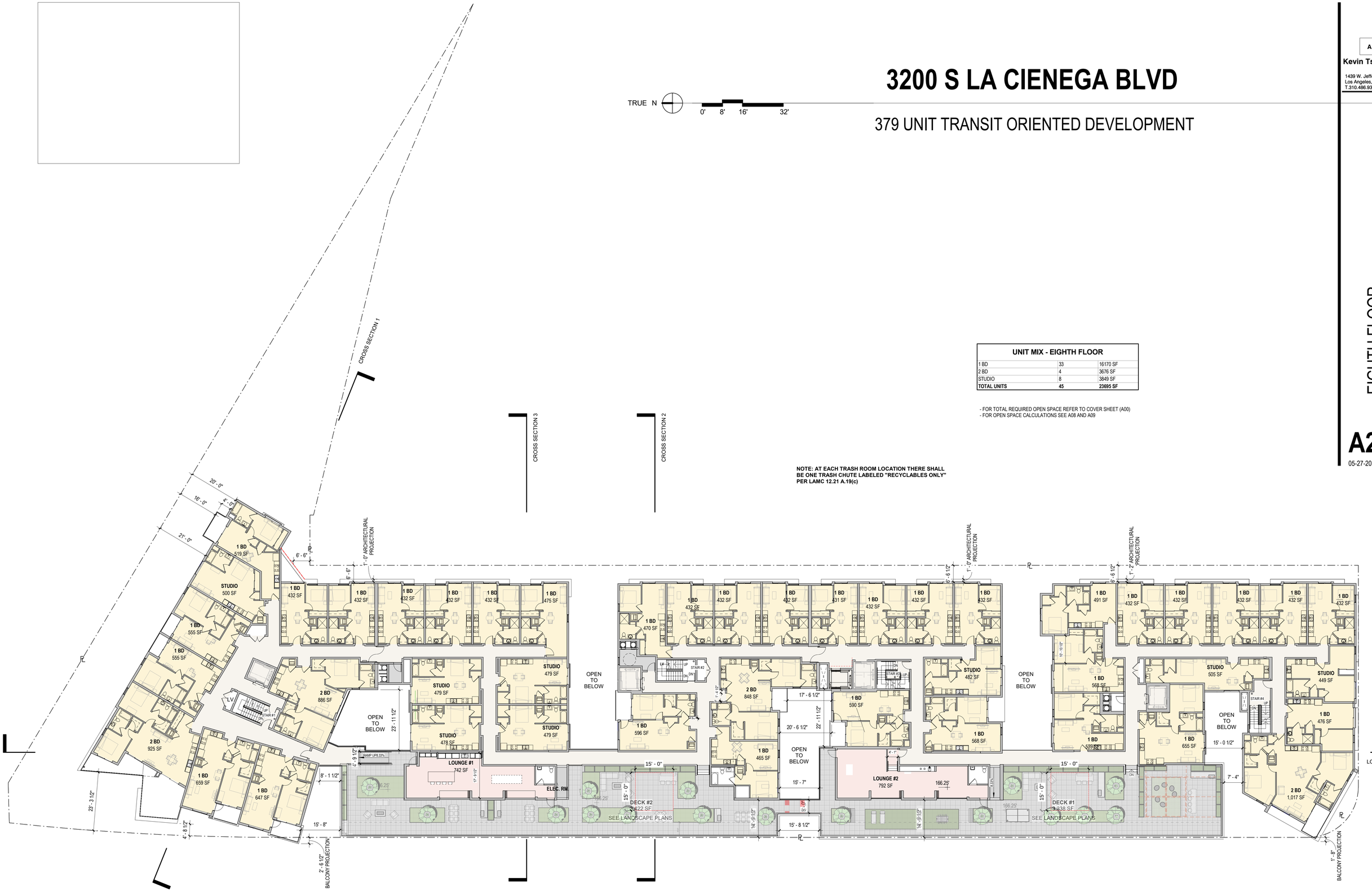
UNIT MIX - EIGHTH FLOOR		
1 BD	33	16170 SF
2 BD	4	3676 SF
STUDIO	8	3849 SF
TOTAL UNITS	**45**	**23695 SF**

- FOR TOTAL REQUIRED OPEN SPACE REFER TO COVER SHEET (A00)
- FOR OPEN SPACE CALCULATIONS SEE A08 AND A09

NOTE: AT EACH TRASH ROOM LOCATION THERE SHALL BE ONE TRASH CHUTE LABELED "RECYCLABLES ONLY" PER LAMC 12.21 A.19(c)



EIGHTH FLOOR

A23

05-27-2025

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TRUE N

0' 8' 16' 32'

ROOF PLAN

A24

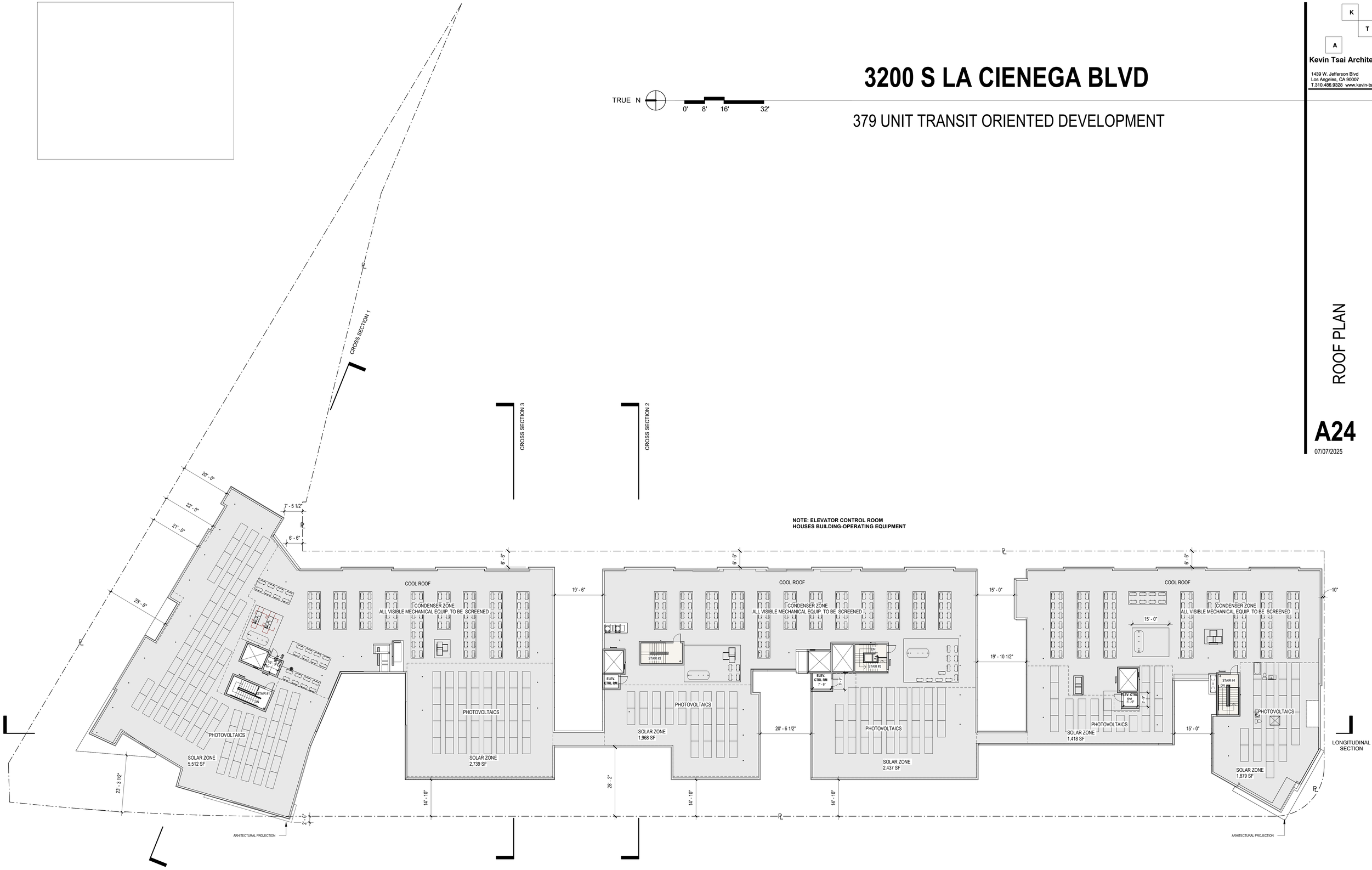
07/07/2025

CROSS SECTION 1

CROSS SECTION 3

CROSS SECTION 2

NOTE: ELEVATOR CONTROL ROOM HOUSES BUILDING-OPERATING EQUIPMENT



LONGITUDINAL SECTION

TRUE N

0' 8' 16' 32'

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RENDERINGS

A24.1

03-07-2025

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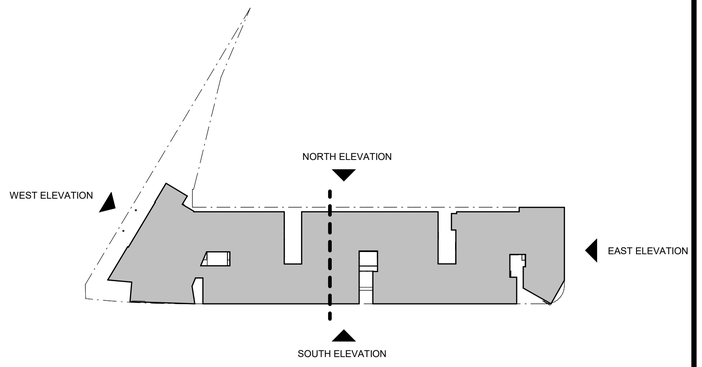
BUILDING ELEVATIONS

A25

05-21-2025

MATERIAL LEGEND	
NUMBER	MATERIAL
02	7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER, OMEGA FINE SAND ACRYLIC, PAINTED. WHITE
03	7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER, OMEGA FINE SAND ACRYLIC, PAINTED. DARK GREY
04	7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER, OMEGA FINE SAND ACRYLIC, PAINTED. LIGHT GREY
12	8'-0"H X 8'-0"W VINYL GLASS SLIDING DOOR - COLOR BRONZE



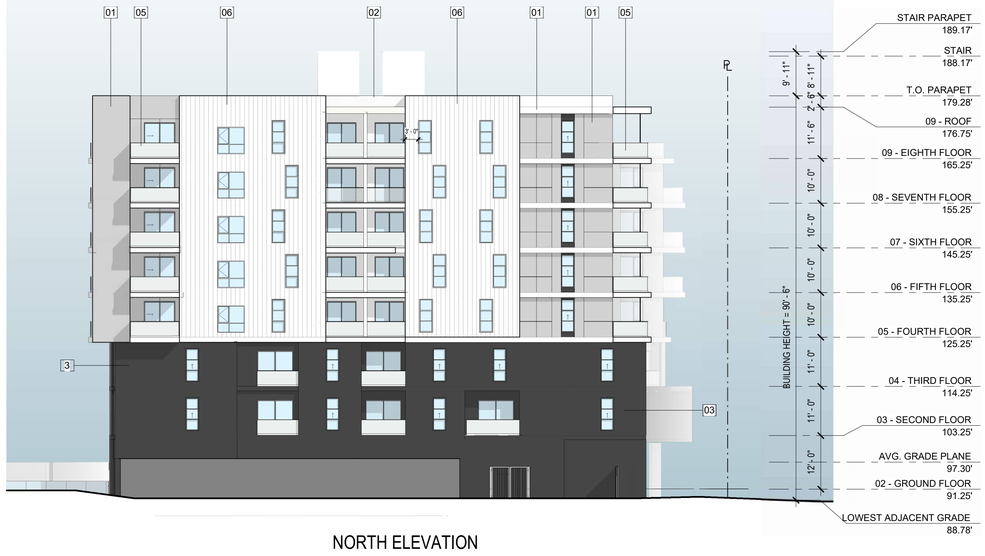
CORRUATED METAL PANEL

FIBER CEMENT PANEL

FRY REGLET STUCCO REVEAL

STUCCO (GREY)

STUCCO (WHITE)



NORTH ELEVATION

(ALLEY)

EAST ELEVATION

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

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BUILDING ELEVATIONS

A26

05-06-2025

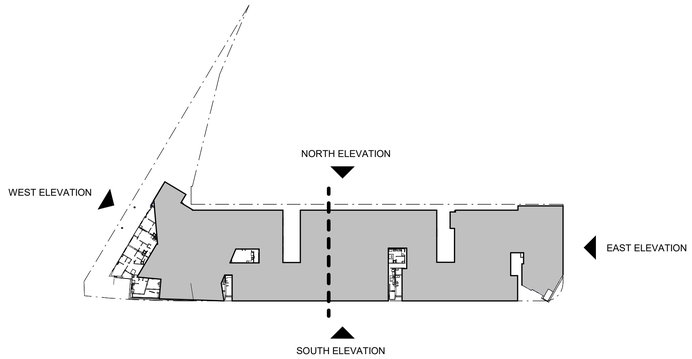
(BODEN ST.)
SOUTH ELEVATION

PER CPIO (ORD #184794) -Section V-2 D.4(c) -FRONTING LA CIENEGA BLVD. IN PARCEL GROUP D: 30% CLEAR AND NO-REFLECTIVE STOREFRONT GLAZING CALCULATION:

GROUND FLOOR FRONTAGE AREA: 702 SF
NON REFLECTIVE GLAZING AREA: 288 SF

288 SF / 702 SF = 41.02% > 30%

MATERIAL LEGEND	
NUMBER	MATERIAL
01	FIBER CEMENT PANEL, AMERICAN FIBER CEMENT CORPORATION, CEMBRIT PATINA; COLOR - P 020 GRANITE
02	7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER, OMEGA FINE SAND ACRYLIC, PAINTED. WHITE
03	7/8" (3 COAT SYSTEM) PORTLAND CEMENT PLASTER, OMEGA FINE SAND ACRYLIC, PAINTED. DARK GREY
05	3' - 6" HIGH GLASS GUARDRAIL
06	CORRUGATED METAL WALL PANEL W/ KYNAR FINISH - PANELS BY METAL SALES T16-E
07	7'-6"H X 3'-0"W SINGLE HUNG, PREMIUM VINYL WINDOW - COLOR BRONZE
08	7'-6"H X 3'-0"W SINGLE HUNG, PREMIUM VINYL WINDOW - COLOR WHITE
09	6'-6"H X 6'-0"W SINGLE CASEMENT, PREMIUM VINYL WINDOW - COLOR BRONZE
10	6'-6"H X 6'-0"W SINGLE CASEMENT, PREMIUM VINYL WINDOW - COLOR WHITE
11	6'-6"H X 6'-0"W DOUBLE CASEMENT, PREMIUM VINYL WINDOW - COLOR BRONZE
12	8'-0"H X 8'-0"W VINYL GLASS SLIDING DOOR - COLOR BRONZE
13	8'-0"H X 8'-0"W VINYL GLASS SLIDING DOOR - COLOR WHITE
14	CLEAR ANODIZE ALUMINUM STOREFRONT



CORRUATED METAL PANEL

FIBER CEMENT PANEL

FRY REGLET STUCCO REVEAL

STUCCO (GREY)

STUCCO (WHITE)

(LA CIENEGA BLVD.)
WEST ELEVATION

PER CPIO (ORD #184794) - Section V-2 D.4(c) - FRONTING LA CIENEGA BLVD. IN PARCEL GROUP D: 30% CLEAR AND NO-REFLECTIVE STOREFRONT GLAZING CALCULATION:

GROUND FLOOR FRONTAGE AREA: 5,452 SF
NON REFLECTIVE GLAZING AREA: 1,823 SF

1,823 SF / 5,452 SF = 33.6% > 30%

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

TRUE N

0' 8' 16' 32'

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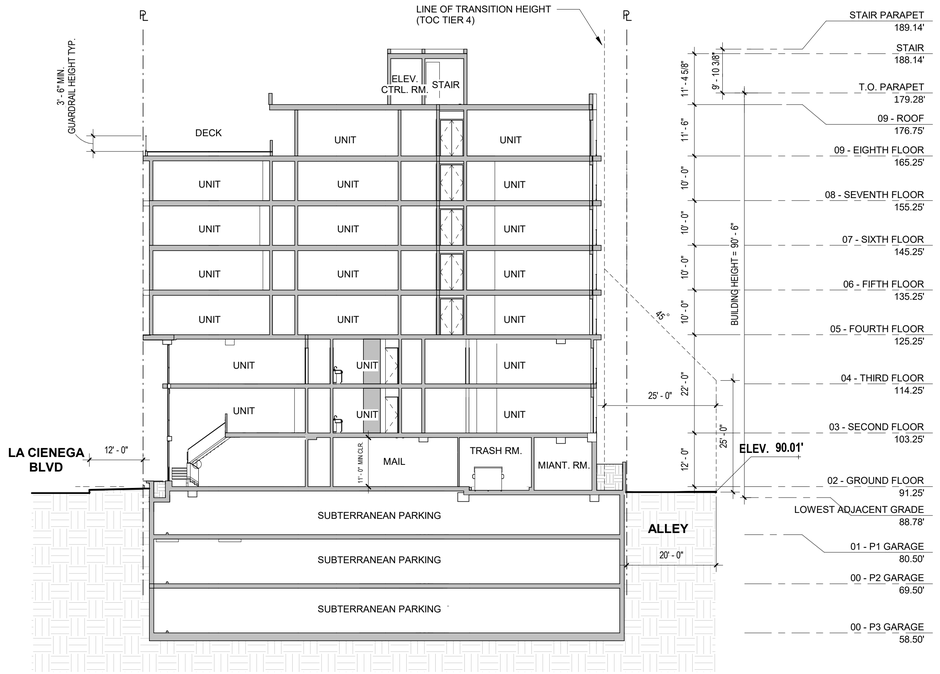
BUILDING SECTIONS

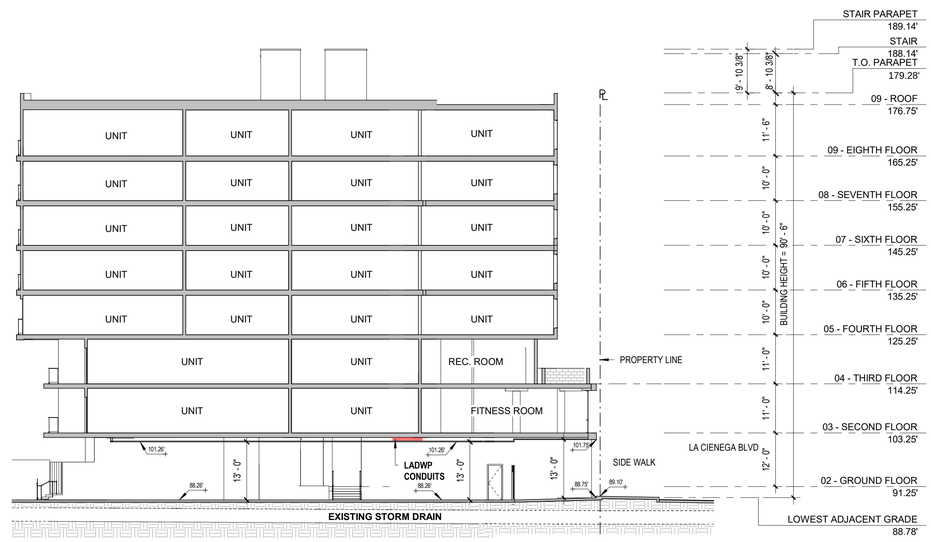
A27

03-07-2025



CROSS SECTION 2

"PER CPIO GROUND FLOOR DEFINITION - GROUND FLOOR IS DEFINED AS "FRONTAGE ON OR IS PRIMARILY FACING THE STREET, AND WHICH IS AT LEAST 20 FEET IN DEPTH OR THE TOTAL DEPTH OF THE BUILDING, WHICHEVER IS LESS." ALL SECTIONS OF THE GROUND FLOOR WITHIN 20'-0" OF THE STREET FRONTAGE SHALL HAVE A MINIMUM FINISHED FLOOR TO FINISHED CEILING HEIGHT OF 11'-0"



CROSS SECTION 1

3200 S LA CIENEGA BLVD

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TRUE N

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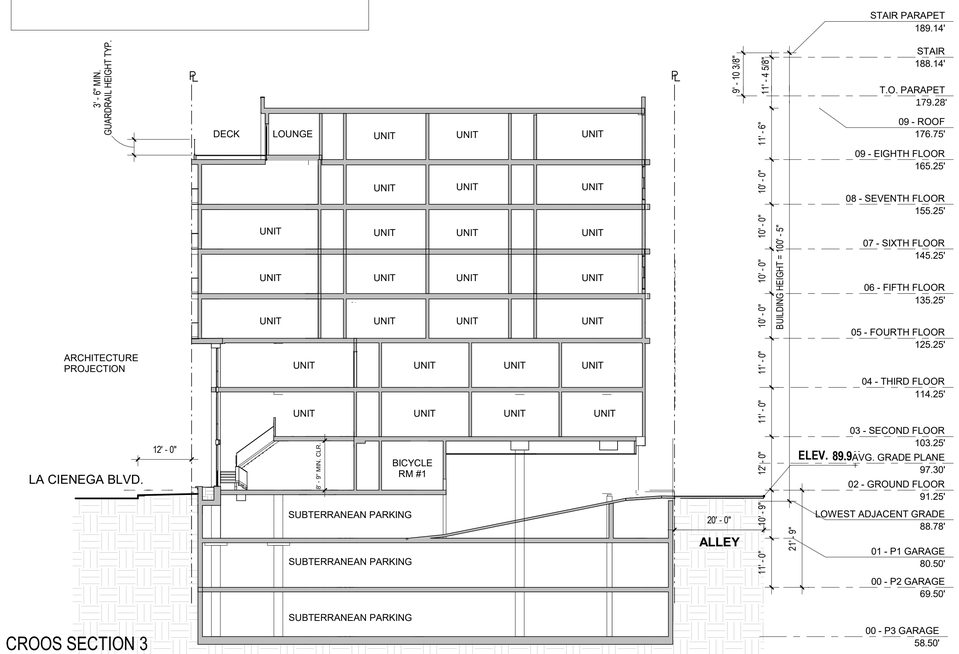
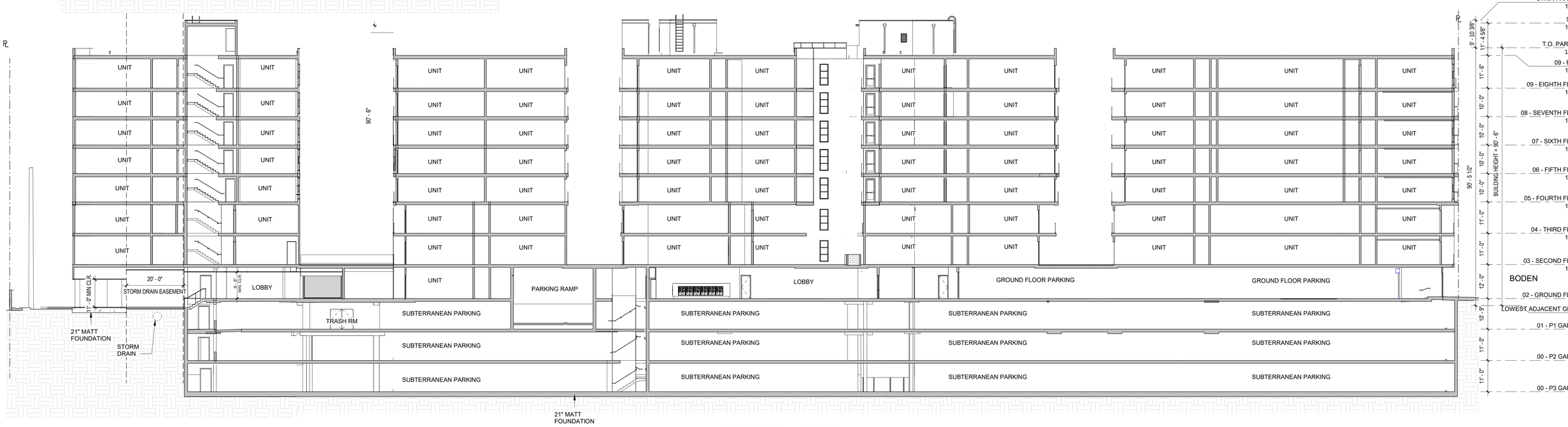
BUILDING SECTIONS

A28

03-07-2025



CROOS SECTION 3



LONGITUDINAL SECTION

3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

TRUE N

0' 8' 16' 32'

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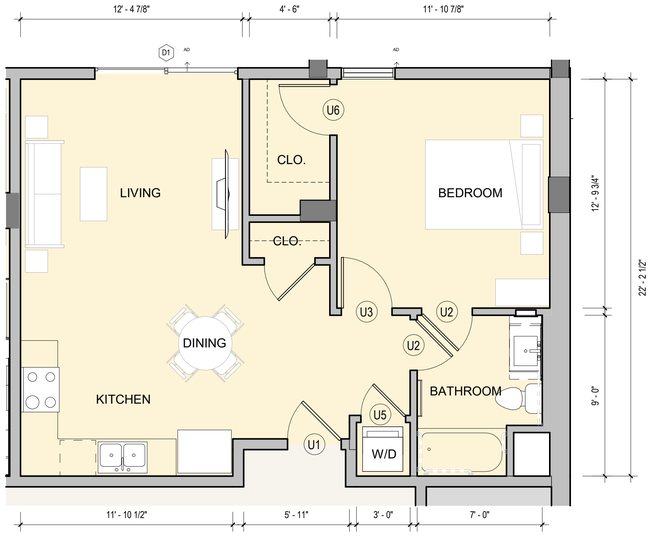
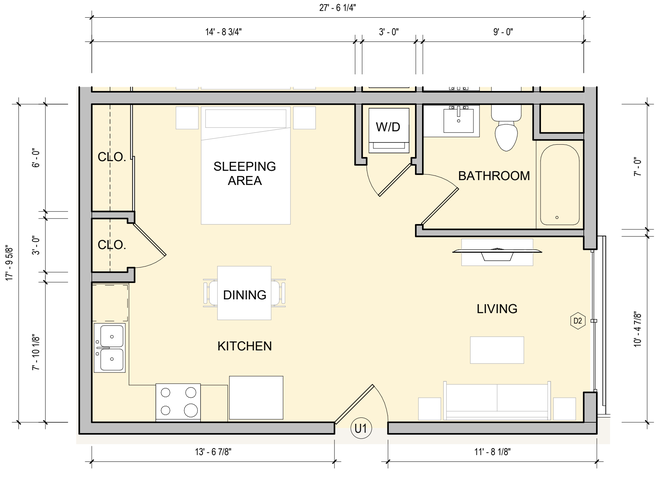
UNIT PLANS

A29

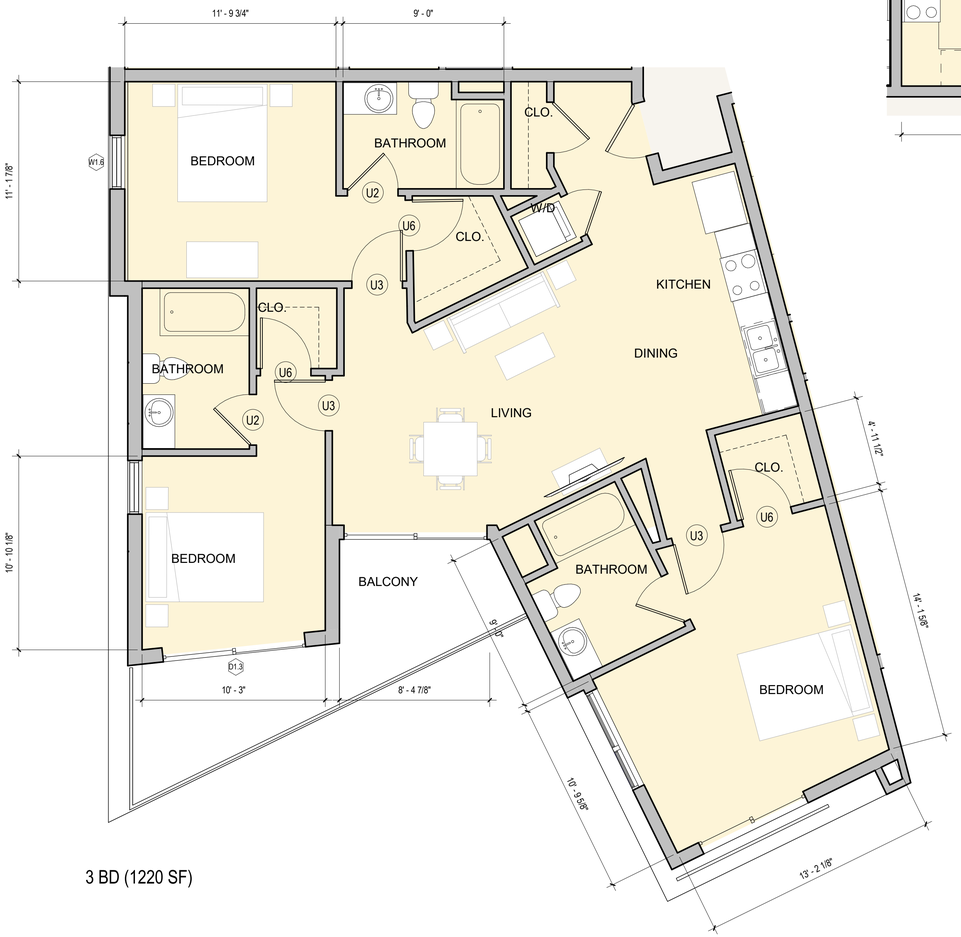
03-07-2025



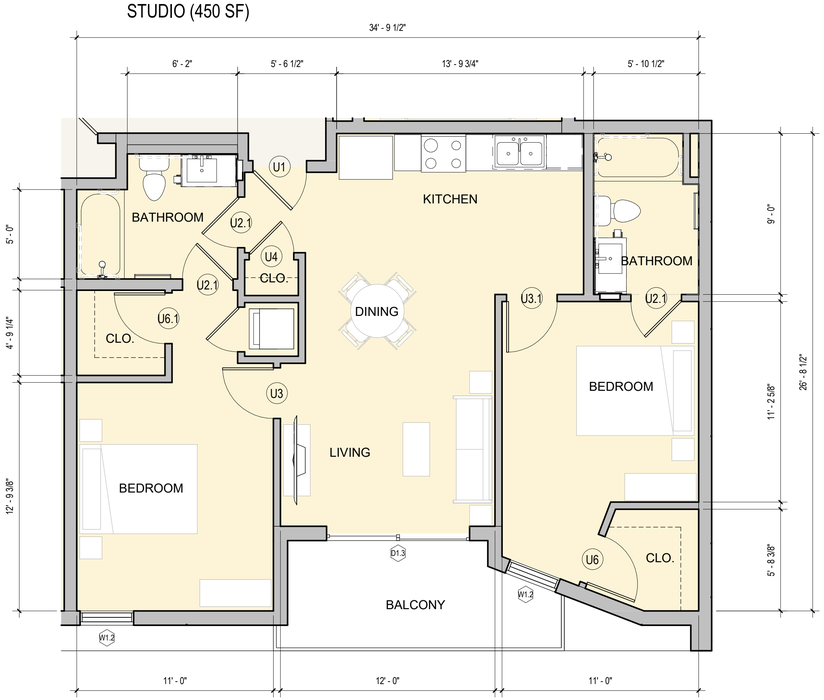
1 BD (600 SF)



STUDIO (450 SF)



3 BD (1220 SF)



2 BD (832 SF)

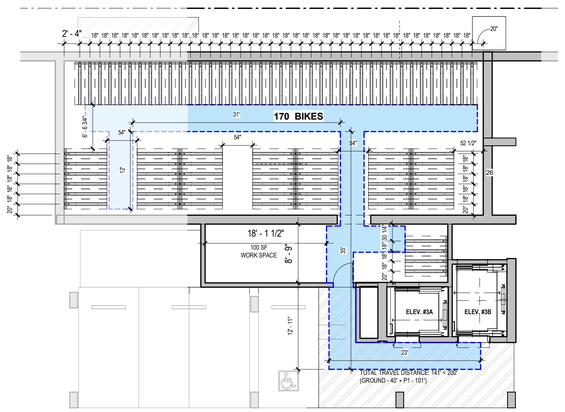
3200 S LA CIENEGA BLVD

379 UNIT TRANSIT ORIENTED DEVELOPMENT

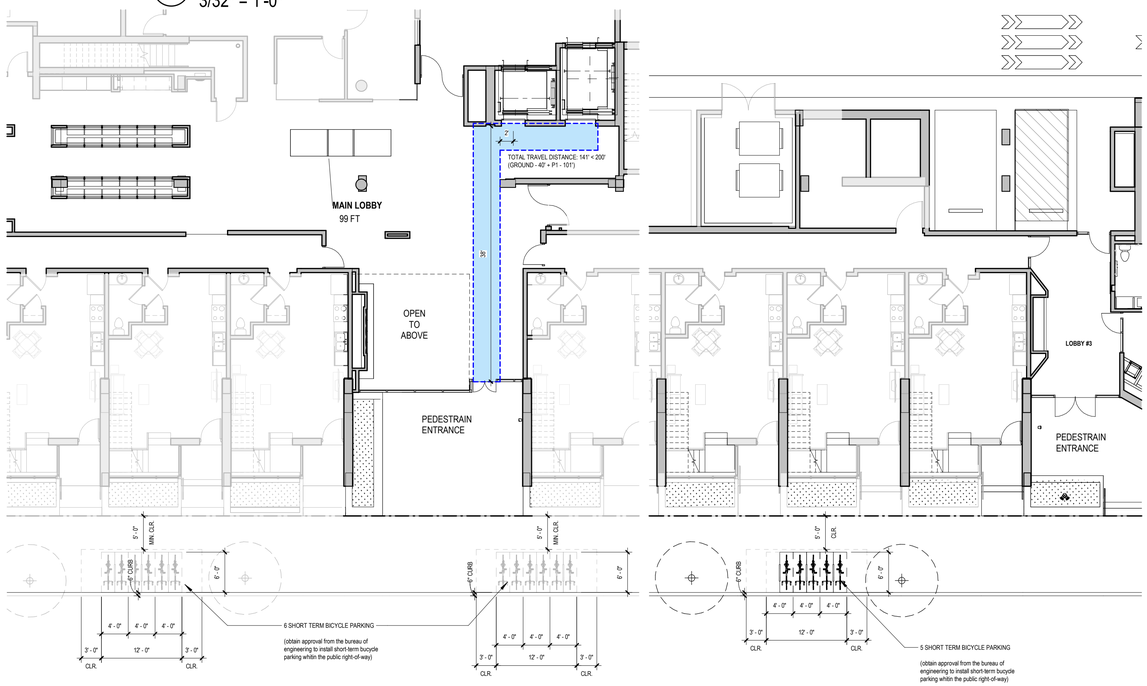
TRUE N

0' 8' 16' 32'

TOTAL TRAVEL DISTANCE: 127'-7" < 200'
(GROUND - 46'-7" + P1 - 81'-0")



1 01 - P1 GARAGE - BIKE RM. EXHIBIT
3/32" = 1'-0"



2 02 - GROUND FLOOR - BIKE RM. EXHIBIT
3/32" = 1'-0"

BICYCLE PARKING CALCULATION

RESIDENTIAL LONG TERM BICYCLE PARKING (344 units):

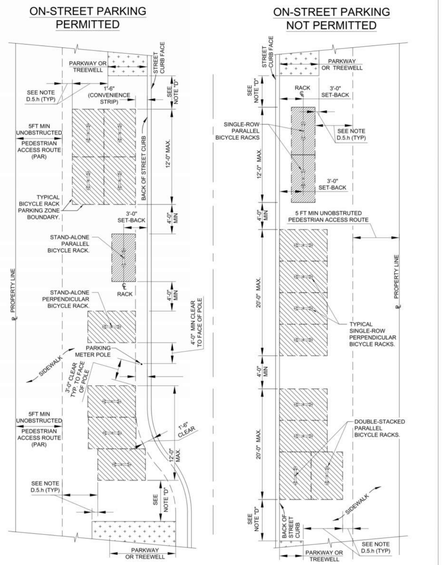
1-25 units (1 space per unit)	25 SPACES
26-100 units (1 space per 1.5 units)	50 SPACES
101 – 200 units (1 space per 2 units)	50 SPACES
201 - 344 units (1 space per 4 units)	36 SPACES
TOTAL LONG TERM BICYCLE PARKING REQUIRED:	161 SPACES
LONG TERM BICYCLE PARKING PROVIDED:	164 SPACES

GROUND FLOOR - BICYCLE ROOM #1 - 36 BICYCLES
P1 GARAGE - BICYCLE ROOM #2 - 128 BICYCLES + 100 SF WORKSPACE

RESIDENTIAL SHORT TERM BICYCLE PARKING (344 units):

1-25 units (1 space per 10 units)	2.5 SPACES
26 – 100 units (1 space per 15 units)	5.0 SPACES
101 – 200 units (1 space per 20 units)	5.0 SPACES
201 – 344 units (1 space per 4 units)	3.6 SPACES
TOTAL SHORT TERM BICYCLE PARKING REQUIRED:	17 SPACES
SHORT TERM BICYCLE PARKING PROVIDED:	17 SPACES

BICYCLE RACK PARKING ZONE LAYOUTS



NOTE:
BICYCLE RACK PARKING ZONE LAYOUTS SHALL BE ARRANGED TO ENSURE THAT THE REQUIRED CLEAR PATH PER NOTE D.5.d IS PROVIDED.

LEGEND
36"X72" BICYCLE PARKING ZONE
48"X72" BICYCLE PARKING ZONE

NOT TO SCALE

STANDARD PLAN NO. S - 671-2 | VAULT INDEX NUMBER B-4785 | SHEET 2 OF 4 SHEETS

The Stack Rack takes bike parking to the next level by combining industrial design and strength with two-tier layout and a spring-loaded lift mechanism that makes loading and unloading bikes even easier for the user. With flexibility in bike spacing, rack configuration, and modular design, this customizable system delivers added capacity and maximum density.

Product Specifications

- Multiple bike spacing options and section sizes offer flexibility to meet bike parking regulations and space requirements
- Few moving parts and durable spring mechanism minimize maintenance
- Zinc Plated finish offers clean looks and protection from rust
- 104" ceiling clearance (lower ceiling height model can be provided if needed for ceiling height of 96"-24" bike spacing only)
- Upper trays pull down to 12" from floor to minimize bicycle lift height when loading
- Upper trays can accommodate tire widths up to 2.5" and lower trays compatible with tires up to 3"

Stack Rack

Spacing and Dimensions

For a full list of dimensions and spacing requirements and recommendations, please see our technical specification document or installation manual

A	B	C	D	E	F	G
104" (or 96" @ 24" bike spacing [16])	76.5"	48" Min. 60" Rec.	26.5" Min. 50.5" Rec.	42"	12" lower tray, 20" upper tray	17", 18", 24" standard options

4, 6, 8, 10, 12, 14, 16 - bike single-sided options
8, 12, 16, 10, 24, 28, 32 - bike double-sided options

2" square uprights, 1.25" tube and laser cut flat steel for bike trays

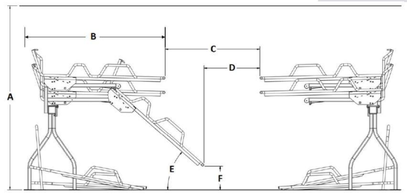
Zinc plated finish

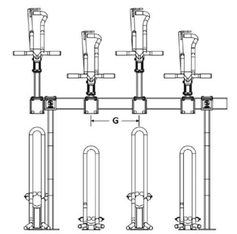
Recommended anchor: 29181

1 year warranty

Made in tha USA

Spring-loaded top tray lift-assist





Design files and additional product resources available online at sarisinfrastructure.com

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BIKE RM. EXHIBIT

A30

05-06-2025

LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE

1. MAINTENANCE PERIOD: THE MAINTENANCE PERIOD SHALL BE FOR 90 CALENDAR DAYS BEGINNING ON THE DAY OF THE CHECK INSPECTION AFTER ALL WORK HAS BEEN INSTALLED AND APPROVED BY THE LANDSCAPE

2. GENERAL: THE GENERAL CARE AND MAINTENANCE OF ALL AREAS SHALL CONSIST OF PROPER WATERING, FERTILIZATION, WEEDING, RODENT CONTROL, CLEANUP, ETC.

3. SAFETY: ALL PLANT MATERIALS SHALL BE CHECKED AND MAINTAINED AS REQUIRED IN AN ONGOING PROGRAM TO ASSURE A SAFE ENVIRONMENT

4. WATERING: WATER ALL PLANTINGS TO ASSURE COMPLETE GERMINATION OF ALL SEEDED AREAS AND CONTINUED GROWTH OF THE PLANTS. AREAS THAT DO NOT HAVE ADEQUATE IRRIGATION COVERAGE OR WHICH MAY REQUIRE ADDITIONAL DEEP WATERING SHALL BE WATERED BY HAND AS REQUIRED.

5. IRRIGATION COVERAGE: ADJUST ALL IRRIGATION HEADS IN EACH AREA AND ZONE OF EXPOSURE SO THAT THE OPTIMUM AMOUNT OF WATER IS APPLIED AT THE PROPER TIMES WITHOUT OVERTHROW ONTO WALLS, WALKS, ETC.

6. CULTIVATING AND WEEDINGS: CULTIVATE AND WEED ALL PLANTED AREAS AT REGULAR INTERVALS NOT TO EXCEED 15 DAYS. EXERCISE CARE WHEN CULTIVATING TO AVOID DAMAGE TO ROOTS OF THE GROWING PLANTS.

7. CHEMICAL HERBICIDES: A CERTIFIED TECHNICIAN SHALL APPLY CHEMICAL HERBICIDES TO CONTROL WEEDS AT THE OPTION OF THE CONTRACTOR AND UPON PRIOR APPROVAL BY THE LANDSCAPE ARCHITECT.

8. PEST AND DISEASE CONTROL: A CERTIFIED TECHNICIAN SHALL SPRAY AS NECESSARY TO CONTROL ALL INFESTATIONS.

9. RODENT CONTROL: THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO ELIMINATE ANY RODENTS ENCOUNTERED ON SITE.

10. PRUNING: ALL PRUNING SHALL BE IN ACCORDANCE WITH THE NECESSARY STEPS TO ELIMINATE ANY RODENTS BRANCHES SHALL BE REMOVED BACK TO THE POINT OF GROWTH.

11. PLANT REPLACEMENTS: DURING THE MAINTENANCE PERIOD, SHOULD ANY PLANT SHOW WEAKNESS AND PROBABILITY OF DYING, IT SHALL BE REPLACED BY THE CONTRACTOR WITHIN 5 DAYS OF NOTIFICATION TO DO SO.

12. OPERATING INSTRUCTIONS: AFTER THE SYSTEM HAS BEEN COMPLETED, THE CONTRACTOR SHALL INSTRUCT THE OWNER'S AUTHORIZED REPRESENTATIVE IN THE OPERATION AND MAINTENANCE OF THE SYSTEM AND SHALL FURNISH A COMPLETE SET OF OPERATING INSTRUCTIONS.

13. SITE MAINTENANCE: CONTRACTOR SHALL KEEP THE PROJECT SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. ALL DEBRIS SHALL BE REMOVED FROM SITE PER LOCAL CODE AND ORDINANCES.

14. GUARANTEE: THE ENTIRE IRRIGATION SYSTEM, INCLUDING ALL WORK DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED AGAINST ALL DEFECTS AND FAULT OF MATERIAL AND WORKMANSHIP, AND SHALL BE MAINTAINED IN PERFECT WORKING ORDER FOR ONE YEAR FROM DATE OF COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE TO SETTLING OF BACKFILLED TRANCES WHICH MAY OCCUR DURING THE ONE YEAR PERIOD SHALL BE REPAIRED TO THE OWNER'S SATISFACTION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER. INCLUDING THE COMPLETE RESTORATION OF ALL DAMAGED PLANTING, PAVING OR OTHER IMPROVEMENTS OF ANY KIND.

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

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

POTENTIAL LANDSCAPE AREA

POTENTIAL LANDSCAPE AREA = LOT AREA - BUILDING FOOTPRINT

TOTAL LANDSCAPE AREA:	7,117 SF.
GROUND FLOOR:	4,105 SF.
SECOND FLOOR :	1,136 SF.
THIRD FLOOR :	164 SF.
EIGHT FLOOR :	1,712 SF.

TREES REQUIRED (LAMC SECTION 12.21.G.2)

24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (344/4): 86 TREES

TREES PROVIDED

GROUND FLOOR:	54 TREES
SECOND FLOOR :	20 TREES
THIRD FLOOR :	0 TREES
EIGHT FLOOR :	16 TREES
TOTAL TREES PROVIDED ON SITE:	90 TREES

COMMON OPEN SPACE CALCULATION

COMMON OPEN SPACE PROVIDED:

- GROUND FLOOR: POOL DECK 4,682 SF
- SECOND FLOOR: COURTYARD 1 666 SF
- SECOND FLOOR: COURTYARD 2 961 SF
- EIGHT FLOOR: OUTDOOR DECK #1 3,549 SF
- EIGHT FLOOR: OUTDOOR DECK #2 3,222 SF

TOTAL: 13,080 SF

LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 3,270 SF (25%)
LANDSCAPE PROVIDED @ COMMON OPEN SPACE:

- GROUND FLOOR: POOL DECK 1,059 SF (23%)
- SECOND FLOOR: COURTYARD 1 398 SF (60%)
- SECOND FLOOR: COURTYARD 2 472 SF (49%)
- EIGHT FLOOR: OUTDOOR DECK #1 891 SF (25%)
- EIGHT FLOOR: OUTDOOR DECK #2 821 SF (26%)

TOTAL: 3,641 SF (28%)

PROJECT TEAM

PROJECT OWNER / APPLICANT

Mesa Rim LLC
PO Box 7200
Beverly Hills, CA 90212
C3200lacienega@hotmail.com
310-779-7664

ARCHITECT

Kevin Tsai Architecture

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www.kevin-tsai.com

LANDSCAPE ARCHITECT

SQLA, INC.
2669 SATURN ST,
BREA, CA 92821
TELEPHONE: 562. 905.0800
CONTACT: BOB GAMON

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

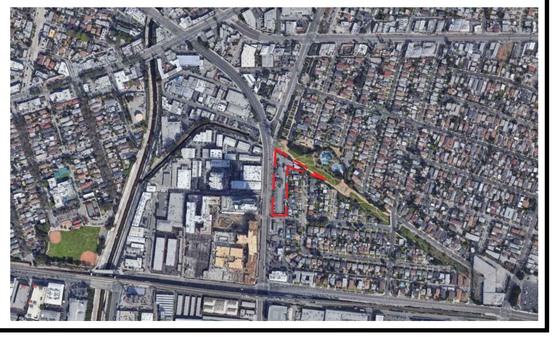
SHEET INDEX:

SHEET	TITLE
LC-0	COVER SHEET
LC-1	OVERALL HARDSCAPE PLAN - GROUND FL
LC-1B	HARDSCAPE PLAN - GROUND FL. LOBBY 1
LC-1B	HARDSCAPE PLAN - GROUND FL. LOBBY 2
LC-1C	HARDSCAPE PLAN - GROUND FL. LOBBY 3 & 4
LC-1D	HARDSCAPE PLAN - GROUND FL. POOL DECK
LC-1E	HARDSCAPE PLAN - GROUND FL. DOG PARK
LC-2	OVERALL HARDSCAPE PLAN - 2ND FL
LC-2A	HARDSCAPE PLAN - 2ND FL. COURTYARD 1
LC-2B	HARDSCAPE PLAN - 2ND FL. COURTYARD 2
LC-2C	HARDSCAPE PLAN - 2ND FL. COURTYARD 3 & 4
LC-3	OVERALL HARDSCAPE PLAN - 3RD FL
LC-3A	HARDSCAPE PLAN - 3RD FL. DECK
LC-4	OVERALL HARDSCAPE PLAN - 8TH FL
LC-4A	HARDSCAPE PLAN - 8TH FL. DECK 1
LC-4B	HARDSCAPE PLAN - 8TH FL. DECK 2
LD-1	HARDSCAPE DETAILS
LD-2	HARDSCAPE DETAILS
LD-3	HARDSCAPE DETAILS
LD-4	HARDSCAPE DETAILS
LP-1	OVERALL PLANTING PLAN - GROUND FL
LP-1A	ENLARGEMENT PLANTING PLAN - GROUND FL
LP-1B	ENLARGEMENT PLANTING PLAN - GROUND FL
LP-1C	ENLARGEMENT PLANTING PLAN - GROUND FL
LP-2	OVERALL PLANTING PLAN - GROUND FL
LP-2A	PLANTING PLAN - 2ND. FL. COURTYARD 1
LP-2B	PLANTING PLAN - 2ND. FL. COURTYARD 2
LP-3	PLANTING PLAN - 3RD FL
LP-4	OVERALL PLANTING PLAN - 8TH. FL.
LP-4A	PLANTING PLAN - 8TH. FL. DECK 1
LP-4B	PLANTING PLAN - 8TH. FL. DECK 2
LP-5	PLANTING DETAILS
LI-1	OVERALL IRRIGATION PLAN - GROUND FL
LI-1A	ENLARGEMENT IRRIGATION PLAN - GROUND FL
LI-1B	ENLARGEMENT IRRIGATION PLAN - GROUND FL
LI-1C	ENLARGEMENT IRRIGATION PLAN - GROUND FL
LI-2	OVERALL IRRIGATION PLAN - 2ND. FL.
LI-2A	IRRIGATION PLAN - 2ND. FL. COURTYARD 1
LI-2B	IRRIGATION PLAN - 2ND. FL. COURTYARD 2
LI-3	IRRIGATION PLAN - 3RD. FL.
LI-4	OVERALL IRRIGATION PLAN - 8TH. FL.
LI-4A	IRRIGATION PLAN - 8TH. FL. DECK 1
LI-4B	IRRIGATION PLAN - 8TH. FL. DECK 2
LI-5	IRRIGATION DETAILS

PROJECT INFORMATION

PROJECT NAME:	32OO LA CIENEGA
ADDRESS:	3200 LA CIENEGA BLVD LOS ANGELES, CA 90016
OWNER:	
PROJECT DESCRIPTION:	344 UNIT TRANSIT ORIENTED DEVELOPMENT

VICINITY MAP



Kevin Tsai Architecture

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT
STACEY ROAN KIM
3246
Signature
Date 2-26-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

All designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. Written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. Any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

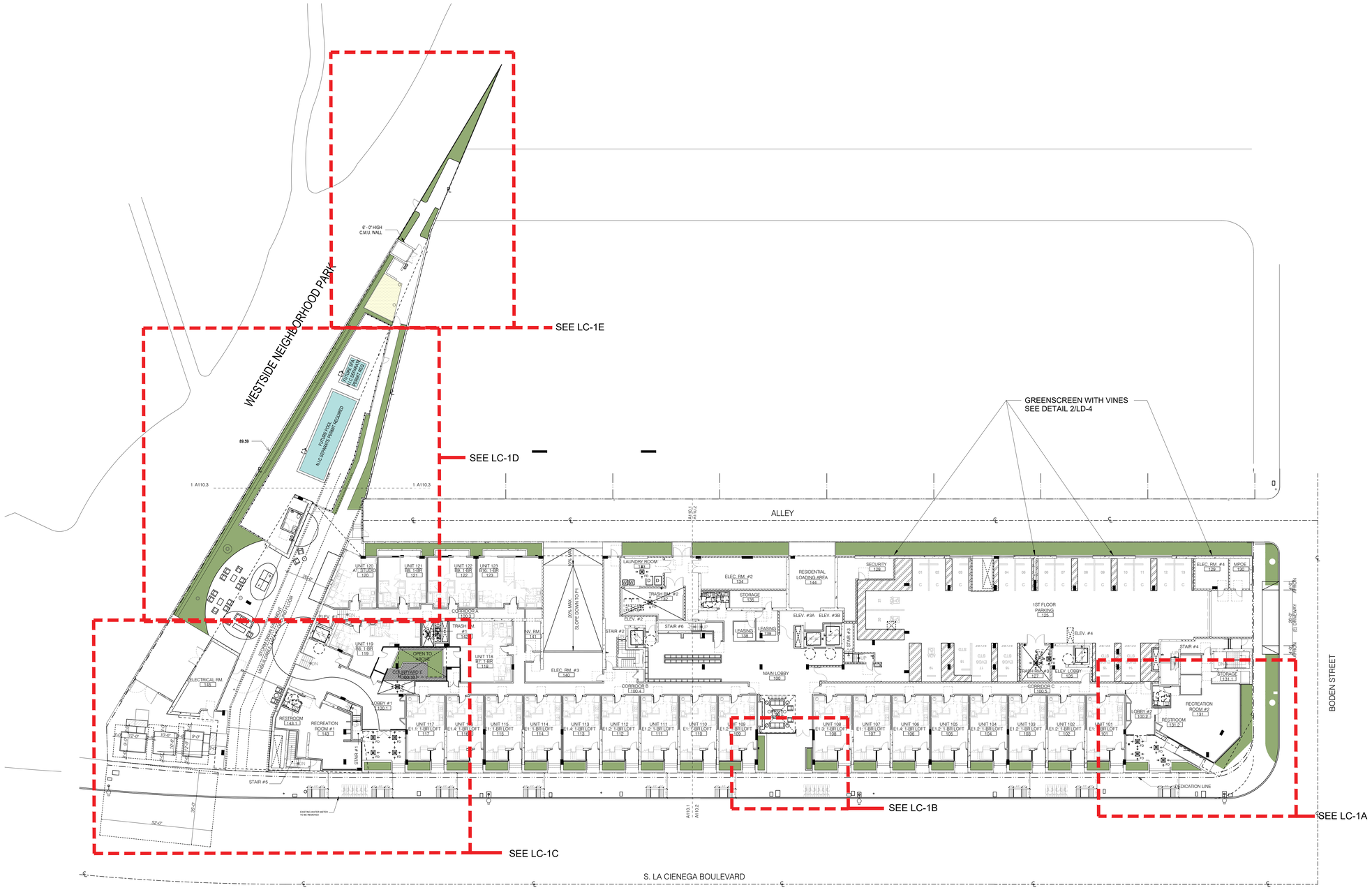
3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

COVER SHEET

SHEET NO.:
LC-0



1 OVERALL HARDSCAPE PLAN - GROUND FL.
SCALE: 1" = 20'-0"

N

0 20' 40'
Scale: 1" = 20'-0"

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

K T A

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANG-HOON KIM 2249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

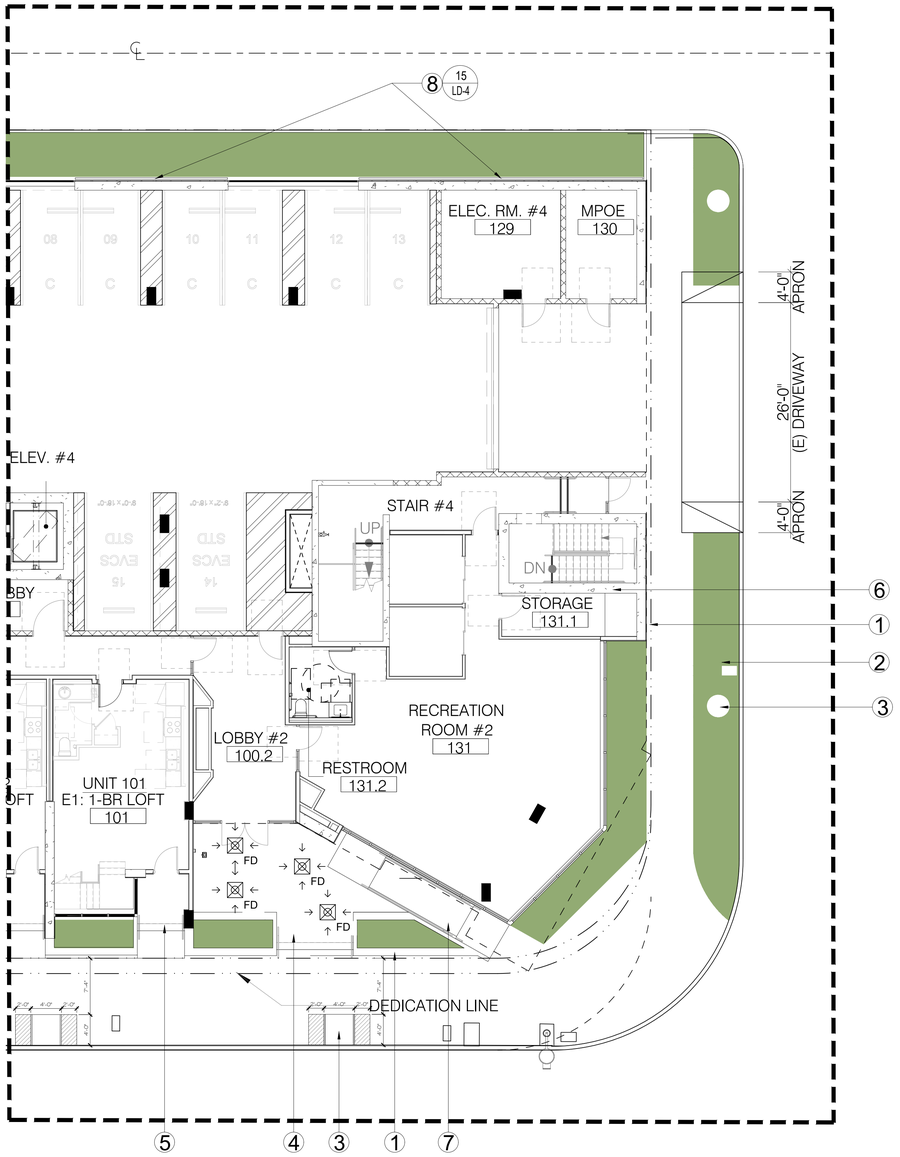
3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:
HARDSCAPE PLAN - GROUND FL.

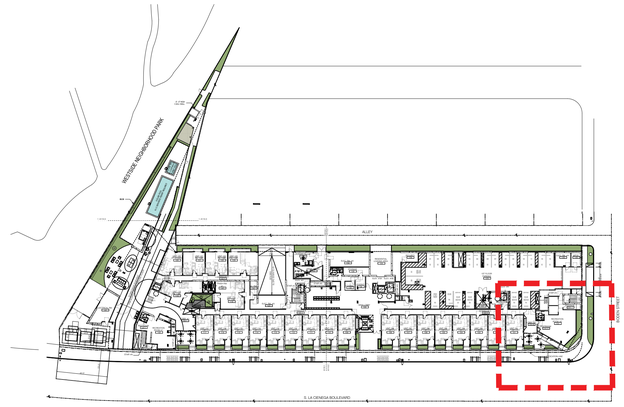
SQLA INC
Landscape Architects
3669 Saturn Street T. 562-905-0800
Brea, CA. 92821 F. 562-905-0887
lolla@sqlainc.com www.sqlainc.com

SHEET NO.:
LC-1



1 HARDSCAPE PLAN - GROUND FL. LOBBY 1

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



KEY PLAN

KEY NOTES

1. CONCRETE SEATING WALL
2. PARKWAY
3. 4'x8' NEW TREE WELL PER CITY STANDARD S-450-4-1
4. PAVING PER ARCH PLAN
5. STEPS PER ARCH.
6. GREEN SCREEN
7. RAMP PER ARCH.
8. GREENSCREEN WITH VINES

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SUNGJOON KIM 3246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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PLAN CHECK

PROJECT TITLE:

3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

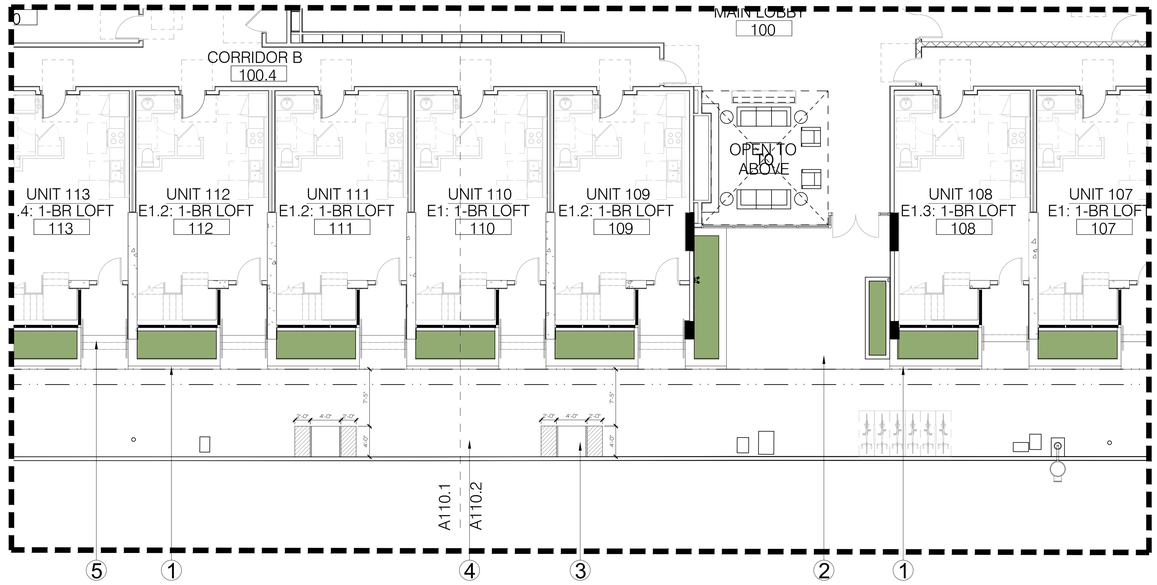
HARDSCAPE PLAN - GROUND FL. LOBBY 1

SHEET NO.:

LC-1A

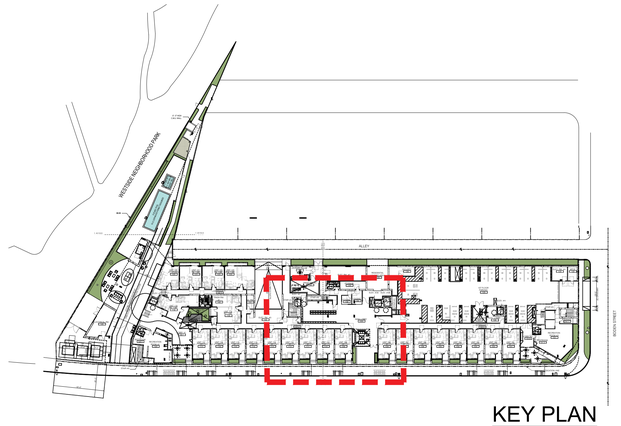
SQLA INC Landscape Architects
3450 Sunset Blvd, Suite 201 T. 323.913.9905
Los Angeles, CA 90026 www.sqlainc.com

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



1 HARDSCAPE PLAN - GROUND FL. LOBBY 2

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



KEY PLAN

KEY NOTES

1. PLANTER SEAT WALL
2. PAVING PER ARCH PLAN
3. 4'x8' NEW TREE WELL PER CITY STANDARD S-450-4-1
4. BICYCLE RACK PER OTHERS
5. CONC. STEPS PER ARCH.

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

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architect's stamp

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	07-15-2025	100% DD LANDSCAPE SET
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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

HARDSCAPE PLAN - GROUND FL. LOBBY 2

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

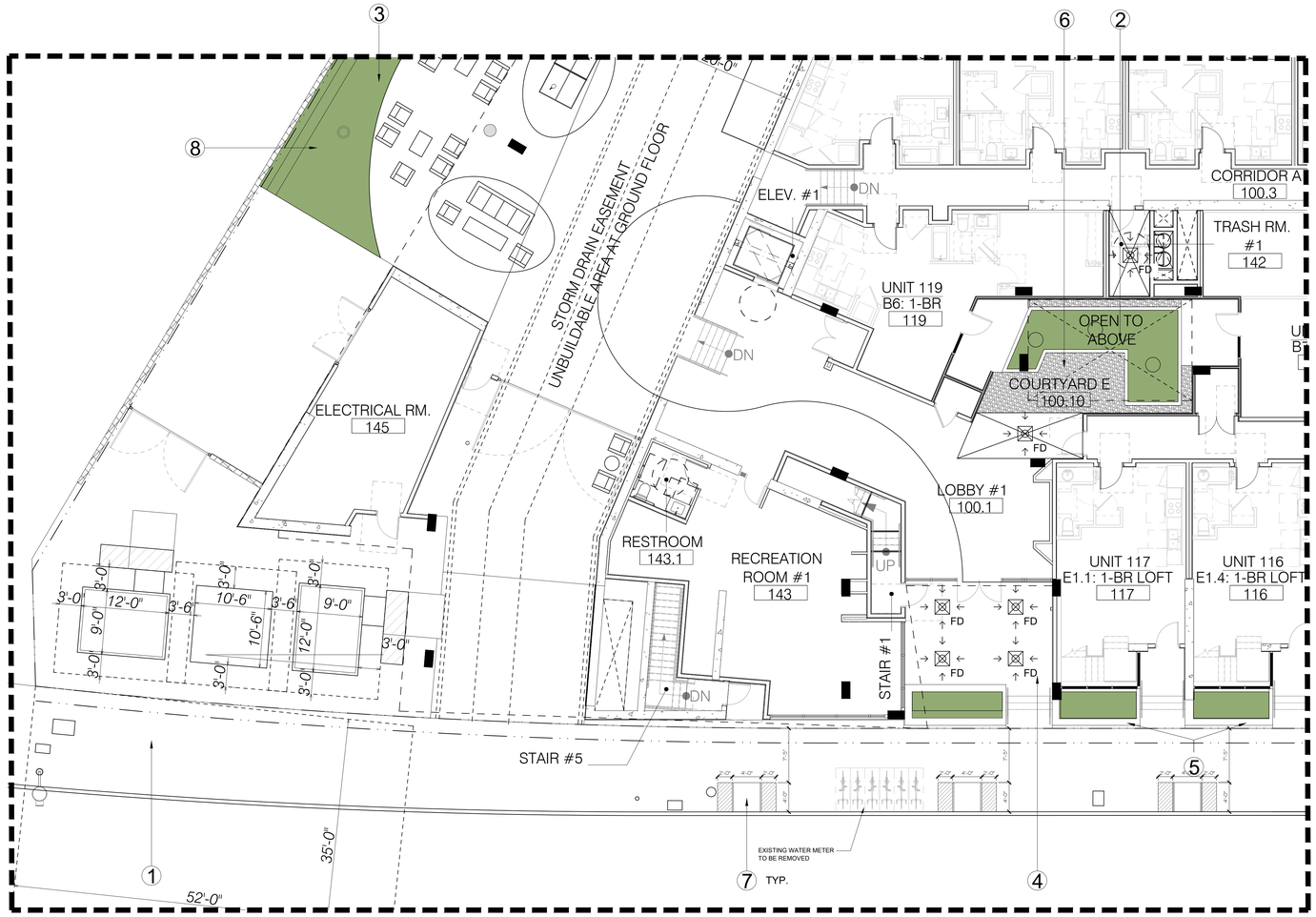
PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

SHEET NO.:
LC-1B

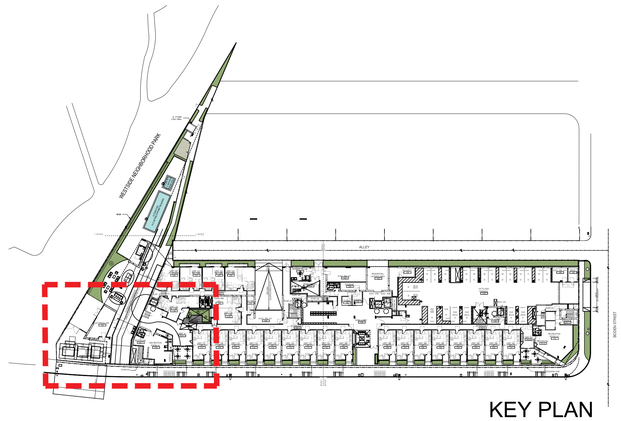
SQLA INC
Landscape Architects
3548 Eastern Avenue, #C T. 562-900-3601
Highland, CA 92346 www.sqlainc.com

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



1 HARDSCAPE PLAN - GROUND FL. LOBBY 3 & 4

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



KEY PLAN

KEY NOTES

1. SIDEWALK BY OTHERS
2. 24"H LANDSCAPE MOUND

3. ON GRADE PLANTING
4. PAVING PER ARCH PLAN
5. BUILT-IN PLANTER W/ 18"H SEAT WALL
6. 1" TO 2" BLACK PEBBLES
7. 4'x8' NEW TREE WELL PER CITY STANDARD S-450-4-1
8. LANDSCAPE BUFFER

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

SQLA INC
Landscape Architects
2607 Nelson Street
T. 562-901-0601
Scale: 1/8" = 1'-0"

K T A
Kevin Tsai Architecture
1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SUNGJE JOAN KIM
No. 6246
Signature
2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

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	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

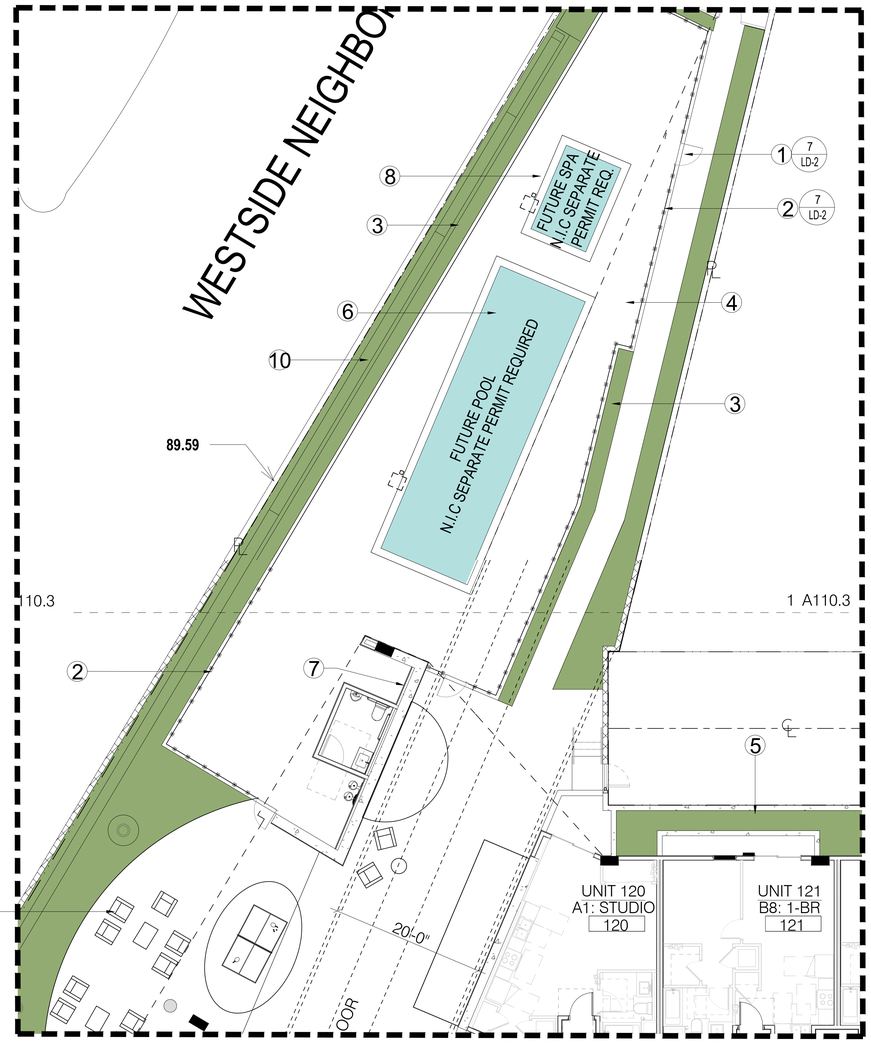
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

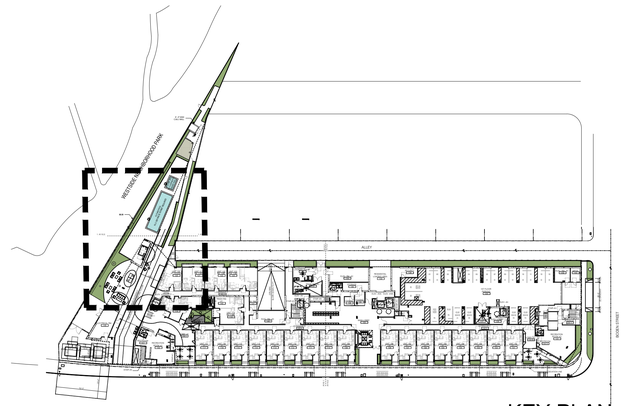
DRAWING TITLE:
HARDSCAPE PLAN - GROUND FL. LOBBY 3 & 4

SHEET NO.:
LC-1C



1 HARDSCAPE PLAN - GROUND FL. POOL DECK

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



KEY PLAN

KEY NOTES

1. POOL GATE
2. POOL GLASS FENCE

3. BUFFERING LANDSCAPE
4. PAVING PER ARCH PLAN
5. BUILT-IN PLANTER
6. POOL
7. SHOWER BY OTHERS
8. SPA
9. LOUNGE AREA

10. LANDSCAPE BUFFER

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

SQLA INC Landscape Architects

K T A

Kevin Tsai Architecture

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Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANG KOAN KIM 3249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:

3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

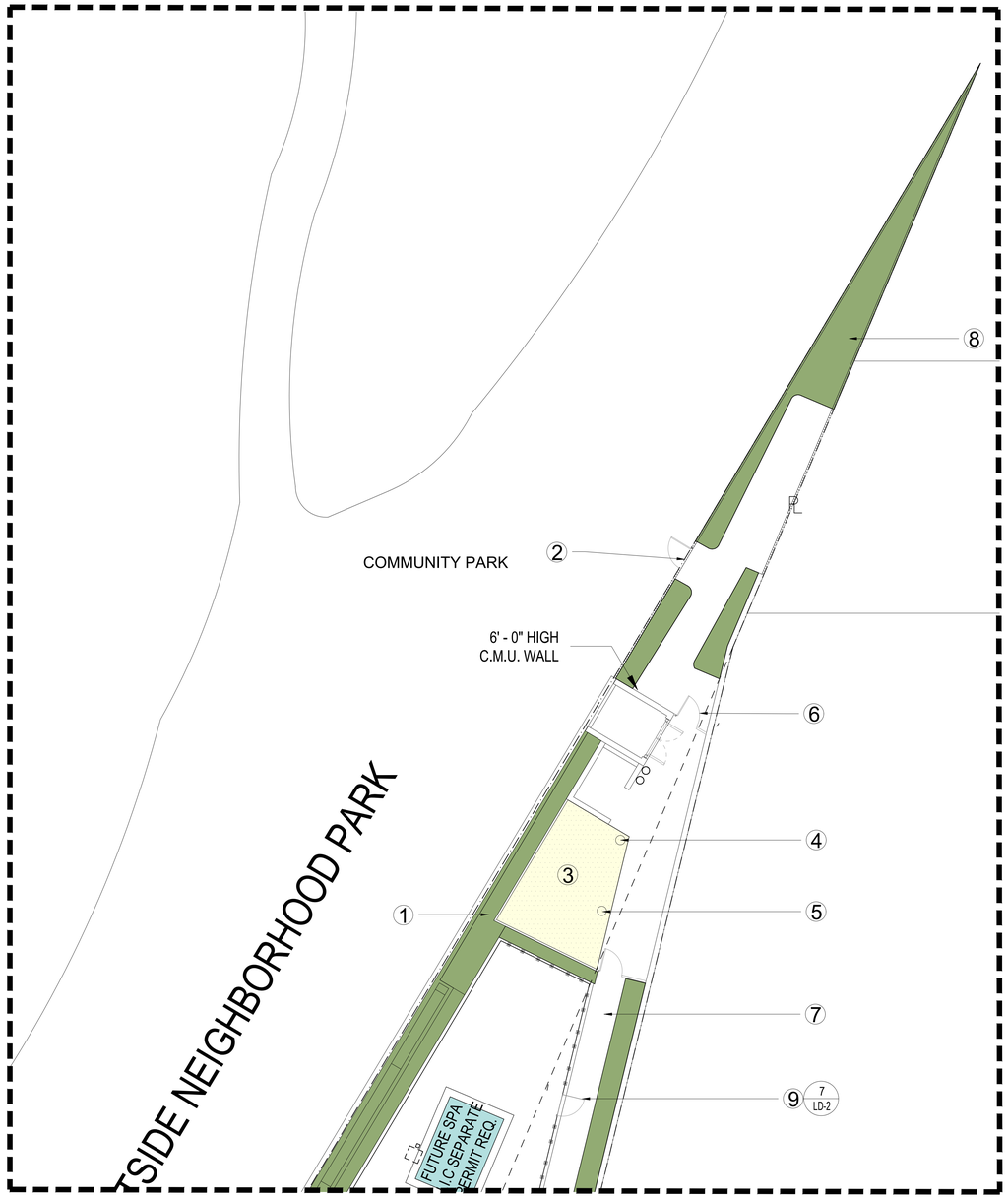
PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

HARDSCAPE PLAN - GROUND FL. POOL DECK

SHEET NO.:

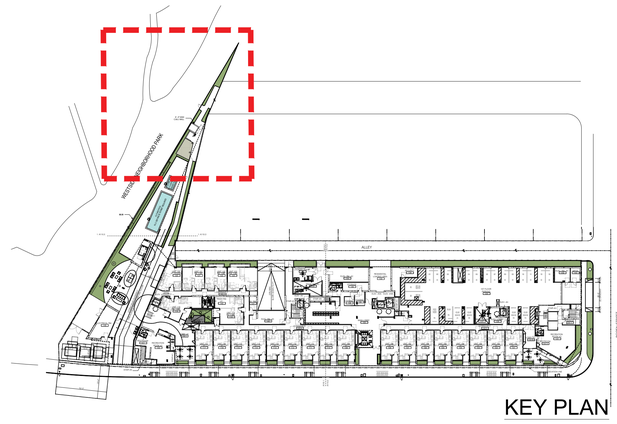
LC-1D



1 HARDSCAPE PLAN - GROUND FL. DOG PARK

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

N



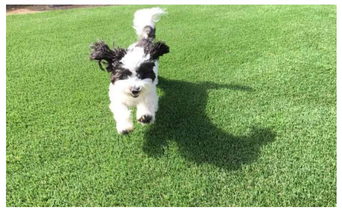
KEY PLAN

KEY NOTES

1. BUFFER PLANTING

2. GATE AT PUBLIC ENTRANCE

3. FOREVERLAWN PET TURF K9GRASS SYSTEM W/ ZEOFILL



4. BLACK DOG WASTE STATION W/ ROUND CAN
WWW.DOGWASTEDEPOT.COM

5. DOG WATERING STATION
WWW.DOG-ON-IT-PARKS.COM

6. DOG PARK GATE
7. PAVING PER ARCH.
8. ON GRADE PLANTING
9. POOL GATE

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

K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SANGEE JOANN KIM
2249
Signature
2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

HARDSCAPE PLAN - GROUND FL. DOG PARK

SHEET NO.:
LC-1E

SQLA INC
Landscape Architects
2649 Saturn Street #F T. 562-905-0900
Redondo Beach, CA 90278 www.SQLAINC.com

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

1 HARDSCAPE PLAN - 2ND FL.
SCALE: 1" = 20'-0"

N

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

SQLA INC
Landscape Architects
1644 Westwood Boulevard, Suite 201, Los Angeles, CA 90024
T 310.477.1581 F 310.477.1581
www.sqlainc.com

0 20' 40'
Scale: 1" = 20'-0"

K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

consultant

REGISTERED LANDSCAPE ARCHITECT
SANG HOON KIM
3246
Signature
Expiration Date
2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

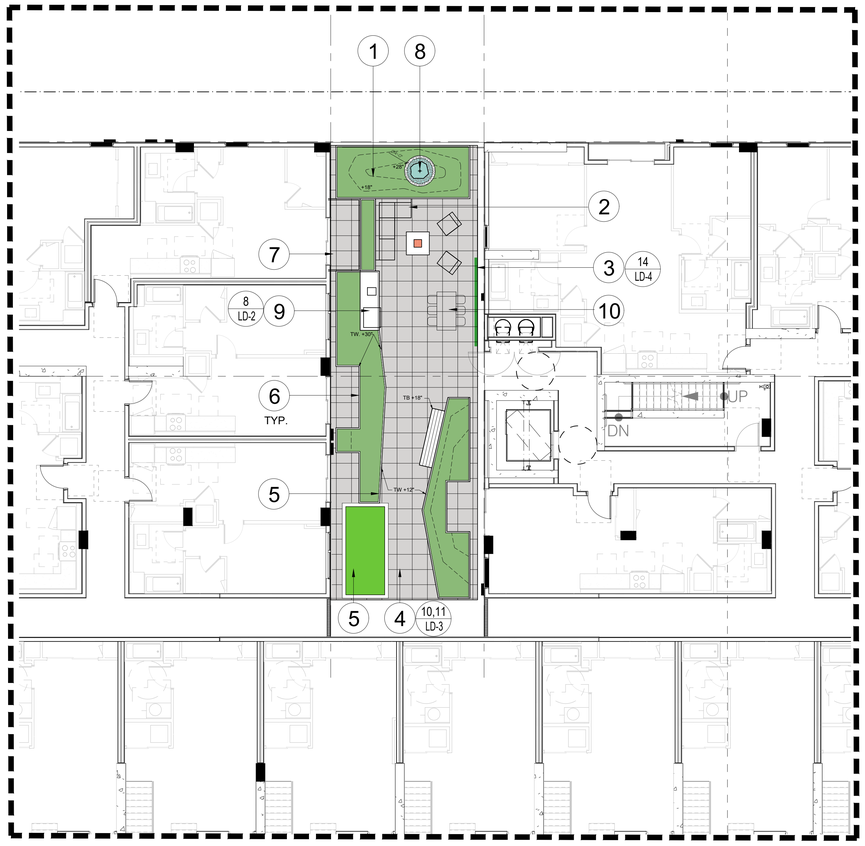
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
HARDSCAPE PLAN - 2ND FL.

SHEET NO.:
LC-2



1 HARDSCAPE PLAN - 2ND FL. CANYON COURTYARD 1

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

N

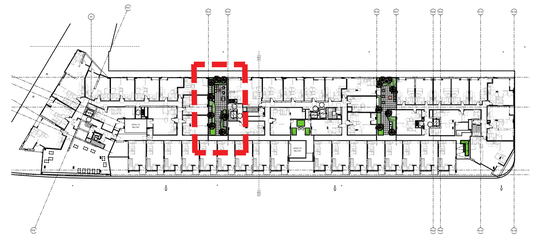
KEY NOTES

1. STRATAWEB MOUNDING SYSTEM
   BY GLOBAL GEOSOLUTIONS

2. OUTDOOR LOUNGE SOFA
3. GREEN WALL
4. PEDESTAL PAVERS
5. LID PLANTER
6. CMU PLANTER
7. PRIVATE PATIO
8. STONE FOUNTAIN W/ BLACK PEBBLES
   OVER 44.5" SQ. x 16" AQUABASIN FROM AQUASCAPE
   MODEL: Basalt Boulder Fountain
   DIAMETER: 28"
   HEIGHT: 18"
   www.gardentemple.com

MODEL: AQUABASIN
DIAMETER: 45.5"
HEIGHT: 16"
www.thepondoutlet.com

9. S.S. PREFAB BBQ CABINET SYSTEM



KEY PLAN

10. DINING TABLE W/ CHAIRS

PAVING LEGEND

- NATURAL COLOR CONCRETE W/ BROOM FINISH
- PORCELAIN TILE OVER PEDESTAL SYSTEM
- PLANTING

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

K T A

Kevin Tsai Architecture

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Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SANG KOAN KIM
No. 2249
Signature
Date 2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

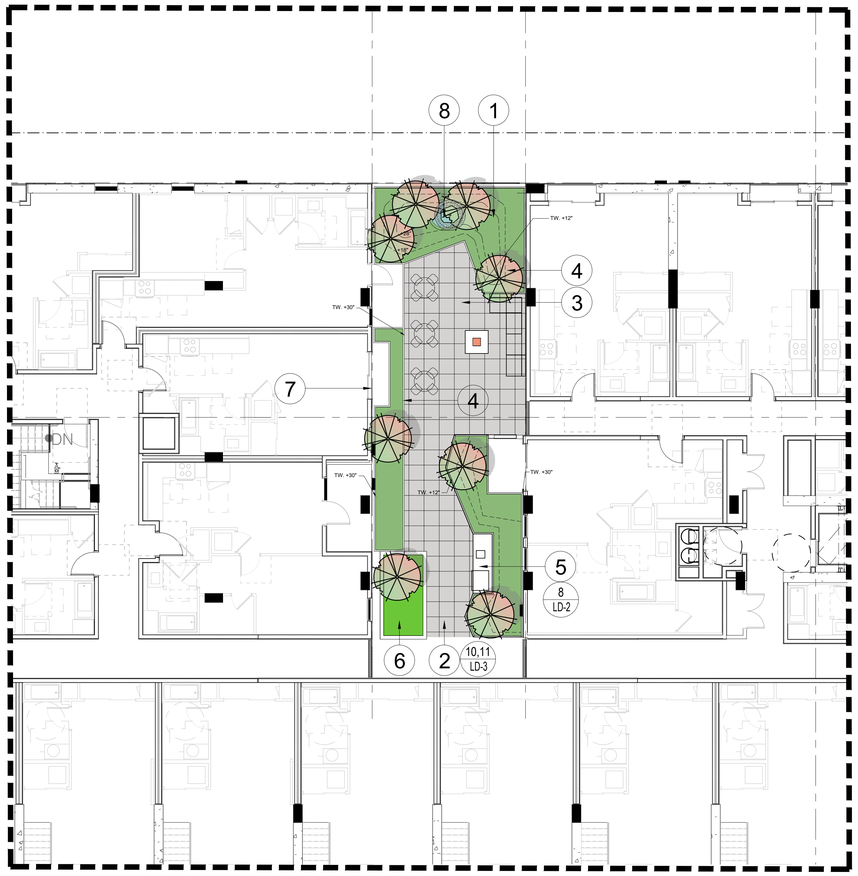
PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
HARDSCAPE PLAN - 2ND FL. CANYON COURTYARD 1

SHEET NO.:
LC-2A

SQLA INC
Landscape Architects

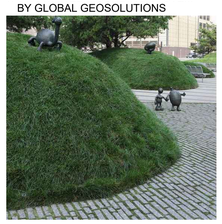
Scale: 1/2" = 1'-0"



1 HARDSCAPE PLAN - 2ND FL. CANYON COURT 2
SCALE: 1/8" = 1'-0"

KEY NOTES

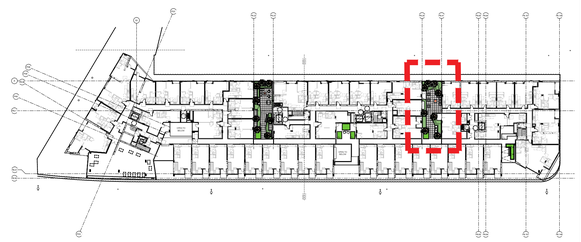
1. STRATAWEB MOUNDING SYSTEM
   BY GLOBAL GEOSOLUTIONS



2. TILE TECH PORCELAIN TILE
3. TABLE W/ CHAIRS
4. CMU PLANTER
5. S.S. PREFAB BBQ CABINET SYSTEM

6. LID PLANTER
7. PRIVATE PATIO
8. STONE FOUNTAIN W/ BLACK PEBBLES
   OVER 44.5" SQ. x 16" AQUABASIN FROM AQUASCAPE
   MODEL: Basalt Boulder Fountain
   DIAMETER: 28"
   HEIGHT: 18"
   www.gardentemple.com

MODEL: AQUABASIN
DIAMETER: 45.5"
HEIGHT: 16"
www.thepondoutlet.com



KEY PLAN

PAVING LEGEND

- NATURAL COLOR CONCRETE W/ BROOM FINISH
- PORCELAIN TILE OVER PEDESTAL SYSTEM
- PLANTING

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

K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SUNGE JOHN KIM
No. 6249
Signature
Date: 2-26-2027
Renewal Date
10-15-2025
Stamped Date

consultant

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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

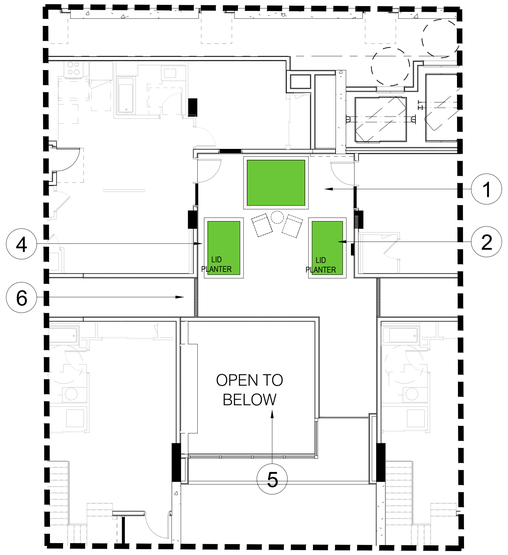
3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:
HARDSCAPE PLAN - 2ND FL. CANYON COURT 2

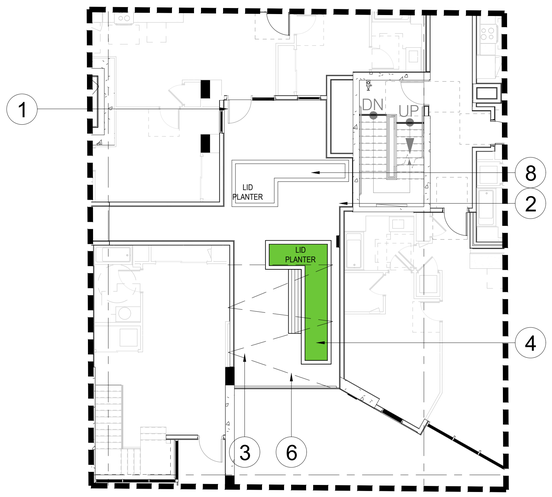
SHEET NO.:
LC-2B

SOLA INC
Landscape Architects
© 2025 SOLA INC
Scale: 1/8" = 1'-0"



1 HARDSCAPE PLAN - 2ND FL. CANYON COURT 3 N

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



2 HARDSCAPE PLAN - 2ND FL. CANYON COURT 4 N

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

KEY NOTES

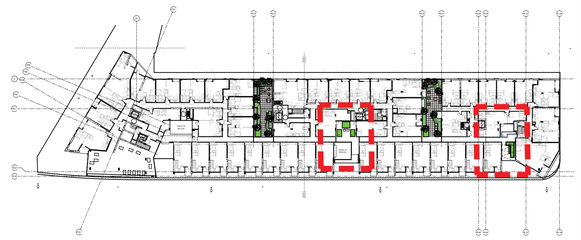
1. PRIVATE PATIO
2. CMU PLANTER
3. SEATING AREA
4. LID PLANTER. SEE CIVIL DRAWINGS.
5. SKYLIGHT PER ARCH.
6. STRING LIGHTS

PAVING LEGEND

NATURAL COLOR CONCRETE W/ BROOM FINISH

PORCELAIN TILE OVER PEDESTAL SYSTEM

PLANTING



KEY PLAN

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K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

consultant

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:

3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

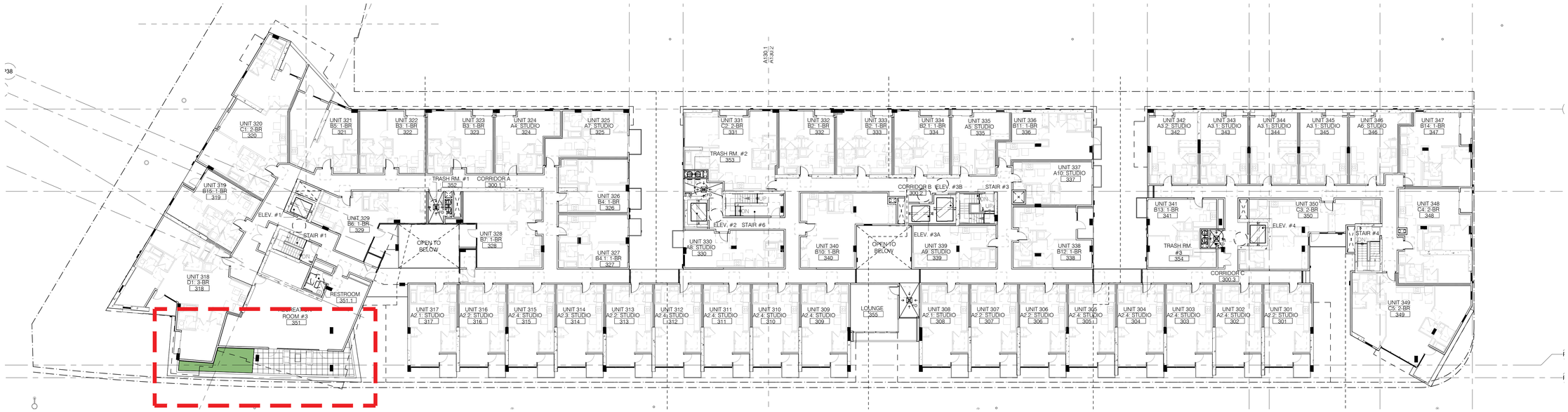
DRAWING TITLE:

HARDSCAPE PLAN - 2ND FL. CANYON COURT 3 & 4

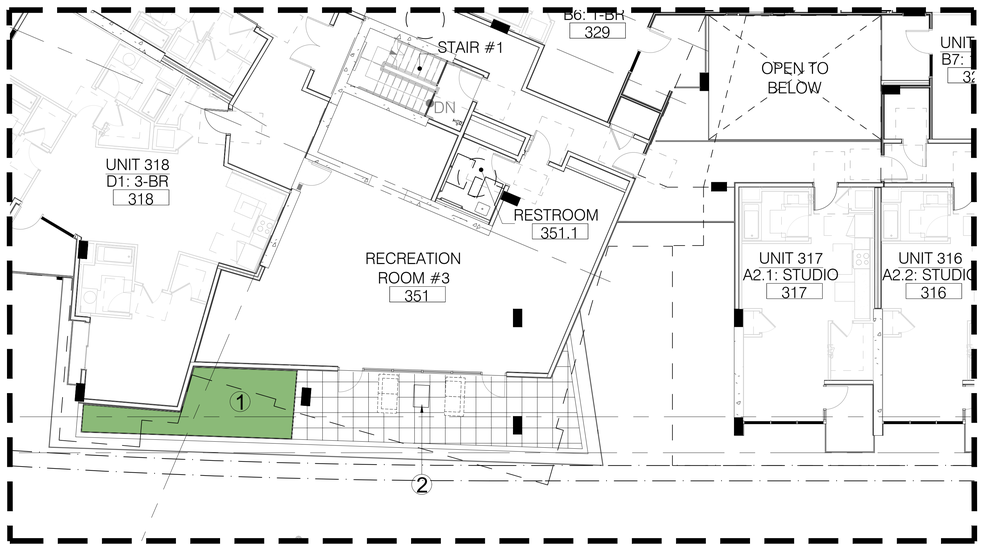
SQLA INC
Landscape Architects
1640 S. Sepulveda Blvd. Suite 425 Los Angeles, CA 90025
T 310 820 1982 F 310 820 1987
www.sqlainc.com

SHEET NO.:

LC-2C



1 OVERALL HARDSCAPE PLAN - 3RD. FL.
SCALE: 1/16" = 1'-0"



2 ENLARGEMENT PLAN
SCALE: 1/8" = 1'-0"

KEYNOTES:
1. LID PLANTER
2. OUTDOOR SEATING

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

Kevin Tsai Architecture
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Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

consultant

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	09-15-2023	50% CD LANDSCAPE SET
	10-13-2023	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

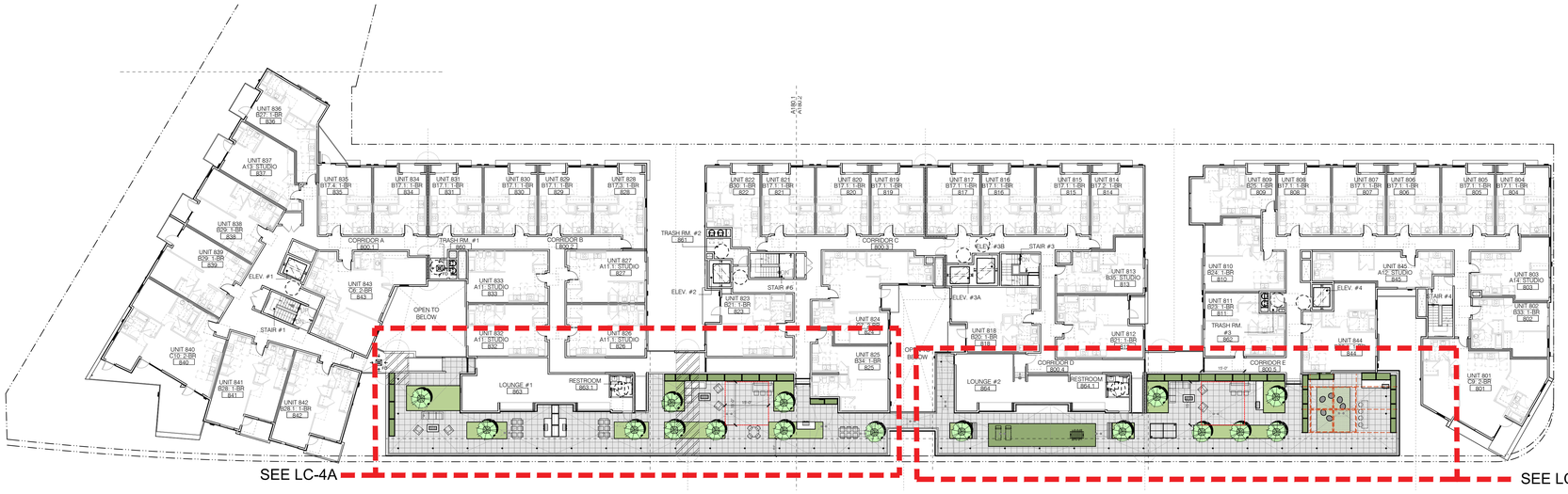
PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

OVERALL PLANTING PLAN - 3RD. FL.

SHEET NO.:
LC-3

SQLA INC
Landscape Architects
2649 Sutorn Street T. 562-905-0800
90815 - CA, 92831 F. 562-905-0880
bill@sqlainc.com www.sqlainc.com



1 OVERALL HARDSCAPE PLAN - 8TH FL.

SCALE: 1" = 20'-0"

0 20' 40'

Scale: 1" = 20'-0"

N

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

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KOUAN KIM
No. 6246
Signature
Date 2-26-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:

3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

HARDSCAPE PLAN - 8TH FL.

SQLA INC
Landscape Architects
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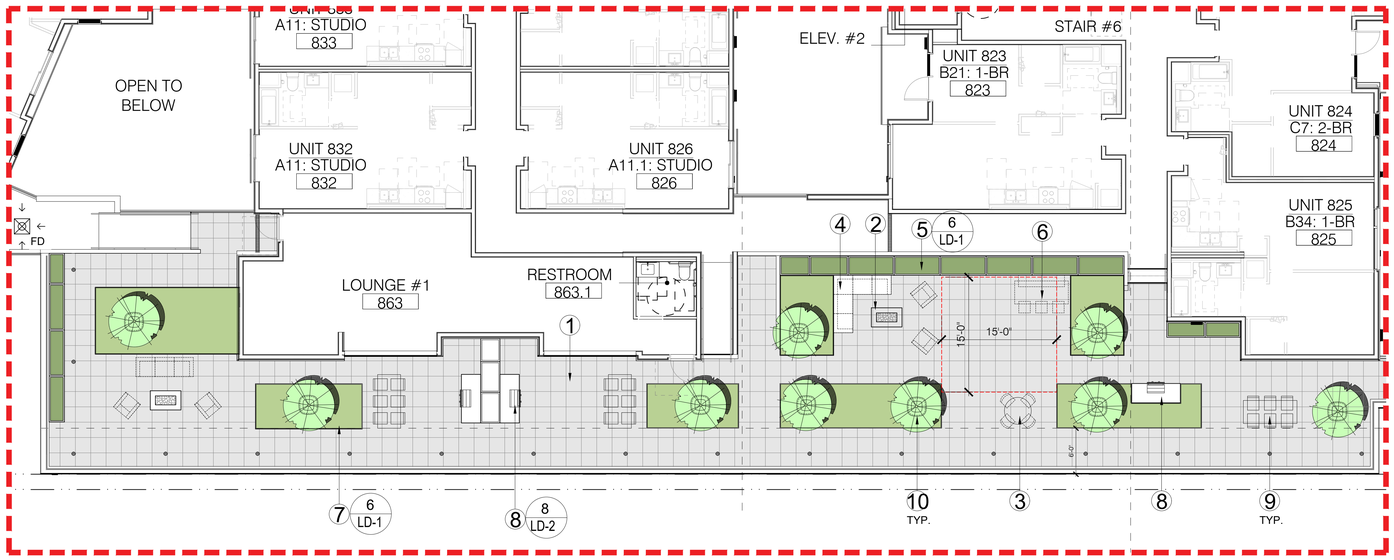
MESA, CA, 90831 F. 562-905-0807
kelli@sqlainc.com www.sqlainc.com

SHEET NO.:

LC-4



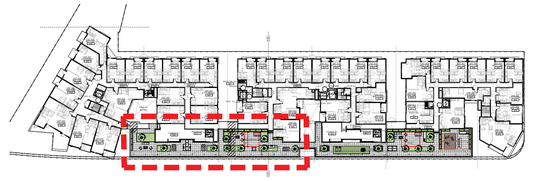
1 HARDSCAPE PLAN - 6TH FLOOR DECK 2

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

N

0 4' 8' 16'

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



KEY PLAN

KEY NOTES

1. PEDESTAL PEVER
   PER ARCH PLAN
2. PALOFORM FIRE PIT - ROBATA
   W/ EMERGENCY SHUT-OFF SWITCH
   MODEL: Robata Concrete Linear Fire Pit
   SIZE: 54" x 24" x 12.5"h

3. DINING TABLE W/ UMBRELLA, FF&E
4. OUTDOOR LOUNGE AREA, FF&E

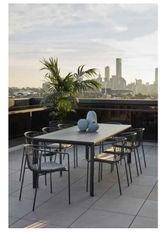
5. 24"H. FIBERGLASS PLANTER

6. DINING TABLE W/
   WOOD BENCH, FF&E

7. GREENROOF WITH ALUMINUM EDGING

8. SUNSTONE S.S. BBQ CABINET SYSTEM
   THE CAPRICE 6 FT 4 IN Grill & Bar Sink
   Outdoor Island Package – SCPCAPRICE6.4BBQ

9. DINING TABLE, FF&E



10. LARGE TREE POT (SQUARO) BY B2G

PAVING LEGEND

- PEDESTAL PAVERS
  TILETECH - 24"x24"
  COLOR: CENERE CEMENT
- GREENROOF SYSTEM
  B2G - 20"x20"x 8" DEEP
  W/ ALUMINUM EDGING
- PLANTING AREA
- SYNTHETIC TURF OVER PEDESTAL
  TILETECH - TURF TRAY
  W/ SYNTHETIC TURF

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

K T A

Kevin Tsai Architectur

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT SAMUEL IVAN KIM 2249 Signature 7-31-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHEC

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: E
DRAWN BY: STAF
JOB NO.: SQLA #219

DRAWING TITLE:
HARDSCAPE PLAN - 8TH FLOOR DECK 2

SHEET NO.:
LC-4A

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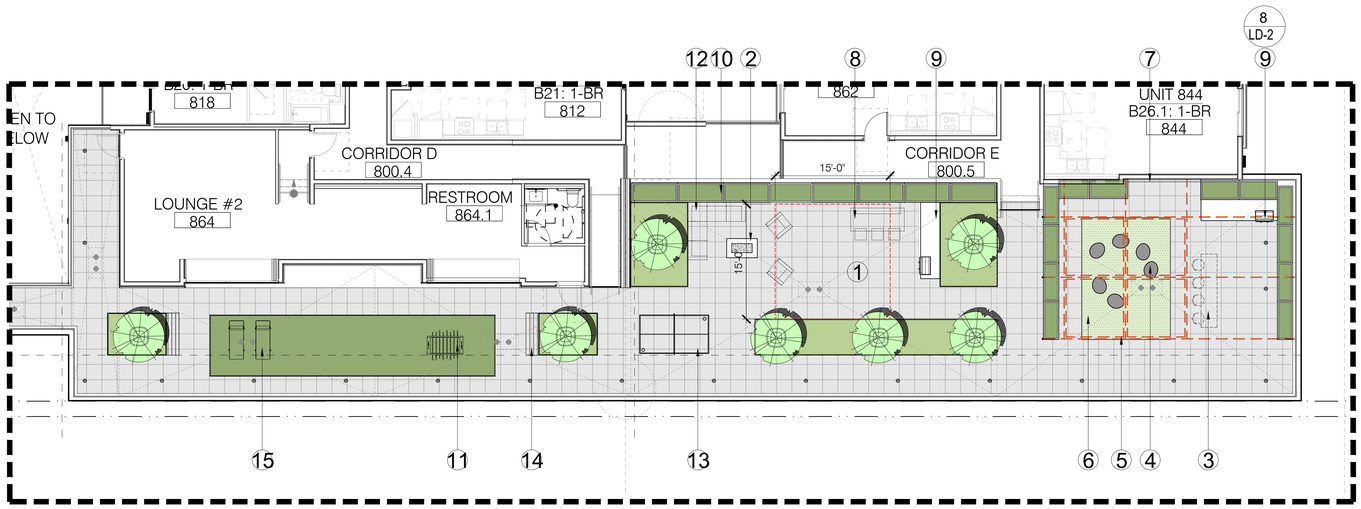
Irvine, CA. 92821 F. 562-905-0888
toll@sqlainc.com www.sqlainc.com

KEY PLAN



1 HARDSCAPE PLAN - 8TH FLOOR DECK 1

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

N

0 4" 8" 16"

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

KEY NOTES

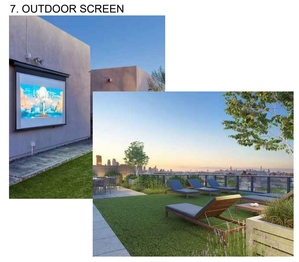
1. PEDESTAL PEVER
   PER ARCH PLAN
2. PALOFORM FIRE PIT - ROBATA
   W/ EMERGENCY SHUT-OFF SWITCH
   MODEL: Robata Concrete Linear Fire Pit
   SIZE: 54" x 24" x 12.5"h

3. BAR TABLE W/ CHAIRS
4. PEBBLE SEATING

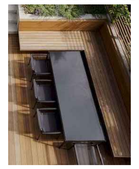
5. FABRIC SHADE

6. SYNTHETIC GRASS BY SMART-TURF

7. OUTDOOR SCREEN

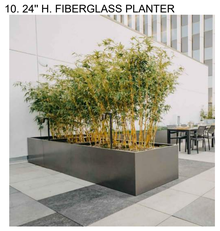


8. DINING TABLE W/
   WOOD BENCH, FF&E



9. SUNSTONE S.S. BBQ CABINET SYSTEM
   Summit ADA Compliant 10' Outdoor
   Kitchen Island Package – SCPSUMMIT10

10. 24" H. FIBERGLASS PLANTER



11. FOOSBALL TABLE

12. OUTDOOR SOFA SET W/ FIRE-PIT, FF&E
13. PINGPONG TABLE
14. BENCH
15. LOUNGE CHAIR

PAVING LEGEND

- PEDESTAL PAVERS
  TILETECH - 24"x24"
  COLOR: CENERE CEMENT
- GREENROOF SYSTEM
  B2G - 20"x20"x 8" DEEP
  W/ ALUMINUM EDGING
- PLANTING AREA
- SYNTHETIC TURF OVER PEDESTAL
  TILETECH - TURF TRAY
  W/ SYNTHETIC TURF

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SANET JOAN KIM
No. 6249
Signature
Date 2-28-2027
Renewal Date 10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

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PLAN CHECK

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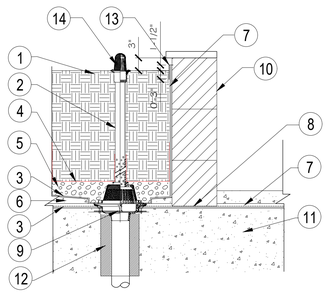
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:
HARDSCAPE PLAN - 8TH FLOOR DECK 1

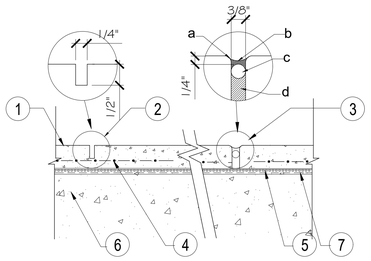
SHEET NO.:
LC-4B



KEYNOTES

1. 10" ROUND GRATE CLEAN OUT COVER
2. 4" DIA PVC STANDPIPE W/ 3/8" HOLES AND THREADED TO DOME & WRAPPED IN FILTER FABRIC.
3. WATERPROOFING
4. FILTER FABRIC
5. DRAIN GRAVEL
6. TOPPING SLAB, SLOPE TO DRAIN
7. DRAINAGE MAT OVER WATERPROOFING.
8. CEMENTITIOUS CONTINUOUS WATERPROOFING UNDER BLOCK WALL & 6" BEYOND EA. SIDE OF WALL
9. SMITH 1905 PLANTING AREA DRAIN, W/ WATERPROOFING OVER THE FLASHING COLLAR
10. PLANTER WALL
11. STRUCTURAL SLAB PER ARCHITECT PLAN
12. CAN OUT FOR DRAIN, SEAL TOP WITH WATER STOP OR EQUAL FILL WITH QUICK SETTING CEMENT
13. 24 GA GSM FLASHING SET IN SAWCUT OR REGLET & SEALANT
14. NDS ATRIUM GRATE COVER

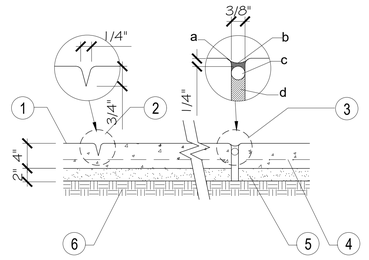
3 PLANTER DRAIN
SCALE: NTS



KEYNOTES

1. CONCRETE PAVING
2. SAW CUT JOINT
3. EXPANSION JOINT
   a. 1/4" TOOLED RADIUS
   b. CAULKING, COLOR TO MATCH CONC. PAVING. CONTRACTOR SWEEP SAND INTO CAULK JOINTS WHILE CALUKING IS STILL PAILABLE.
   c. BACKER ROD
   d. 3/8" FELT STRIP
4. 6" x 6"-10/10 W.W.M.
5. MIRADRAIN 9000
6. STRUCTURAL SLAB
7. WESTERN LM-60 LIQUID APPLIED URETHANE RUBBER MEMBRANE

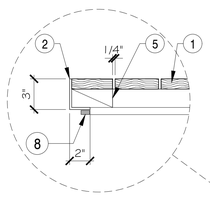
2 CONC. PAVING - OVER STRUCTURE
SCALE: NTS

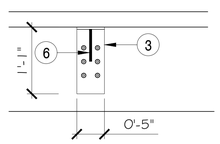


KEYNOTES

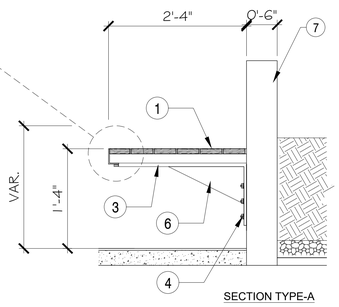
1. CONC. PAVING, COLOR & FINISH PER SITE PLAN
2. SCORE JOINT
   A. 1/4" TOLLED RADIUS
3. EXPANSION JOINT
   A. 1/4" TOLLED RADIUS
   B. CAULKING, COLOR TO MATCH CONC. PAVING. CONTRACTOR SWEEP SAND INTO CAULK JOINTS WHILE CALUKING IS STILL PLIABLE.
   C. BACKER ROD
   D. 3/8" FELT STRIP
4. 6"X6"-10/10 W.W.M.
5. 2" SAND BASE
6. COMPACTED SUBGRADE

1 CONC. PAVING W/ SCORE JOINTS (ON GRADE)
SCALE: NTS





ELEVATION



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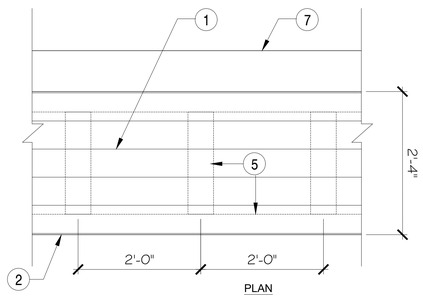
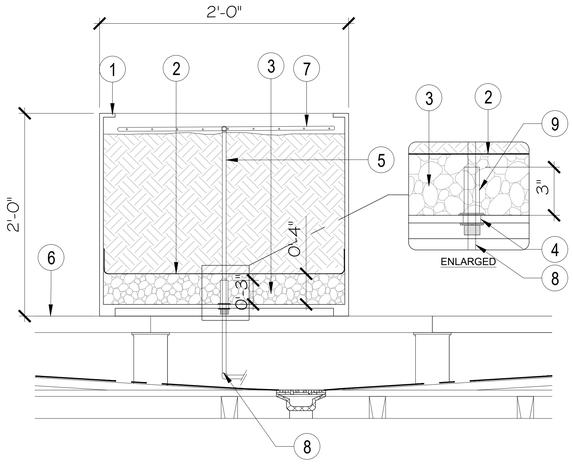


PLAN

KEYNOTES

1. 1" X 5.5" (ACTUAL SIZE) COMPOSITE WOOD TimberTech (Mahogany)
2. 2 X 3 ALUMINUM ANGLE FRAME
3. 1/4" x 6" GALV. ANGLE W/1/4" TRIAGULAR WELDED GUSSET
4. 1/2" DIA CONCRETE WEDGE ANCHOR BOLTS
5. 2 X 4 PTDF BLOCKING AND FRAME
6. 1/2" X 6" GALV. STL ANGLE
7. BUILT-IN PLANTER
8. LED STRIP LIGHT

5 BUILT-IN BENCH
SCALE: 1"=1'-0"



KEY NOTES:

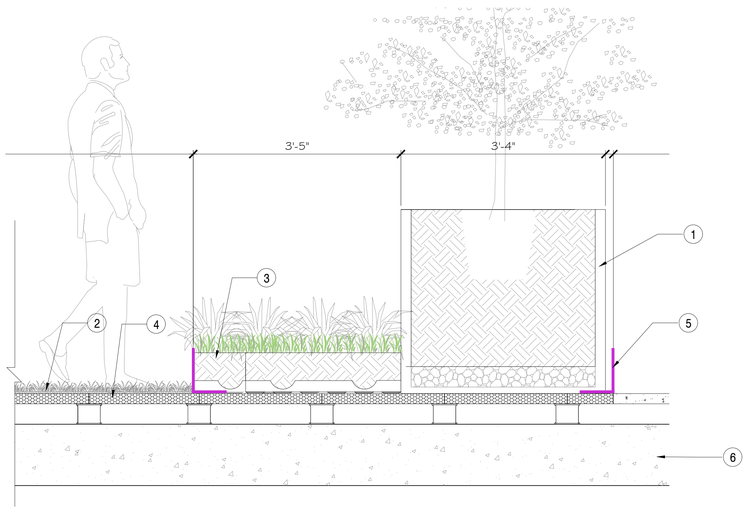
1. B2G FIBERGLASS PLANTER
   MODEL: DIVIDUM SERIES 3045
   COLOR: MATTE GRAY
   FINISH: SMOOTH FINISH
   CONTACT: PAOLA ROGRIGUEZ
   EMAIL : INFO@BACK2GARDEN.COM
2. FILTER FABRIC
3. GRAVEL
4. 1-1/2" BULKHEAD FITTING W/ GASKET

   AVAILABLE FROM www.bulkreefsupply.com
5. 1/2" PVC IRRIGATION SUPPLY LINE
6. PEDESTAL PAVER SYSTEM
7. 1/2" DRIPLINE
8. IRRIGATION SUPPLY LINE
9. 1-1/2" DIA. SCH.40 PVC OVERFLOW PIPE

DIVIDUM SERIES 3045

COLOR GY-01-05

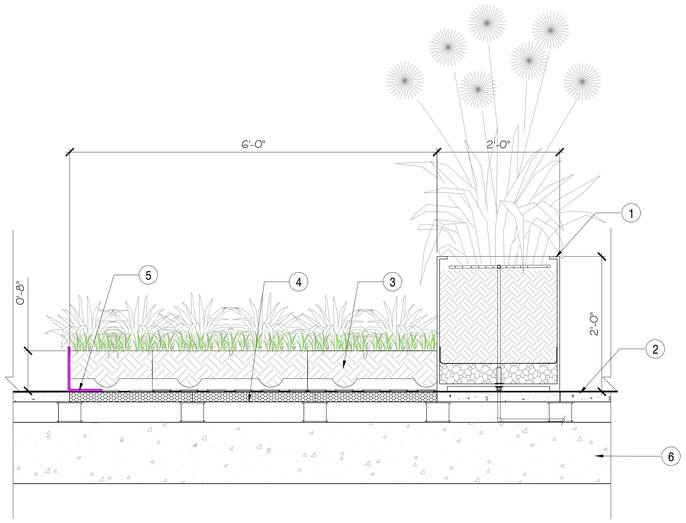
4 B2G PREFAB PLANTER
SCALE : 1-1/2"=1'-0"



KEYNOTES

1. B2G 40"W X 36"H FIBERGLASS PLANTER
2. TILE TECH SYNTHETIC GRASS
3. B3G 8"H. GREEN ROOF TRAY ON TILE TECH TRAY SYSTEM
4. TILE TECH WIND UPLIFT PAVER TRAYS SYSTEM
5. PERMALOC GEOEDGE ALUMINUM EDGING
6. CONCRETE SLAB

7 B2G GREEN ROOF & SYNTHETIC GRASS ON TILE TECH TRAY SYSTEM
SCALE : 1"=1'-0"



KEYNOTES

1. B2G 24"W X 24"H FIBERGLASS PLANTER

2. TILE TECH PEDESTAL PAVING COOL-ROOF™ CONCRETE SERIES COLOR: TERRAZZO COOL GRAY
3. B3G 8"H. GREEN ROOF TRAY ON TILE TECH TRAY SYSTEM
   CONTACT : PAOLA RODRIGUEZ
   EMAIL : INFO@BACK2GARDEN.COM
4. TILE TECH WIND UPLIFT PAVER TRAYS SYSTEM
5. PERMALOC GEOEDGE ALUMINUM EDGING
6. CONCRETE SLAB

6 B2G GREEN ROOF MODULE SYSTEM ON TILE TECH TRAY SYSTEM
SCALE : 1"=1'-0"

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PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

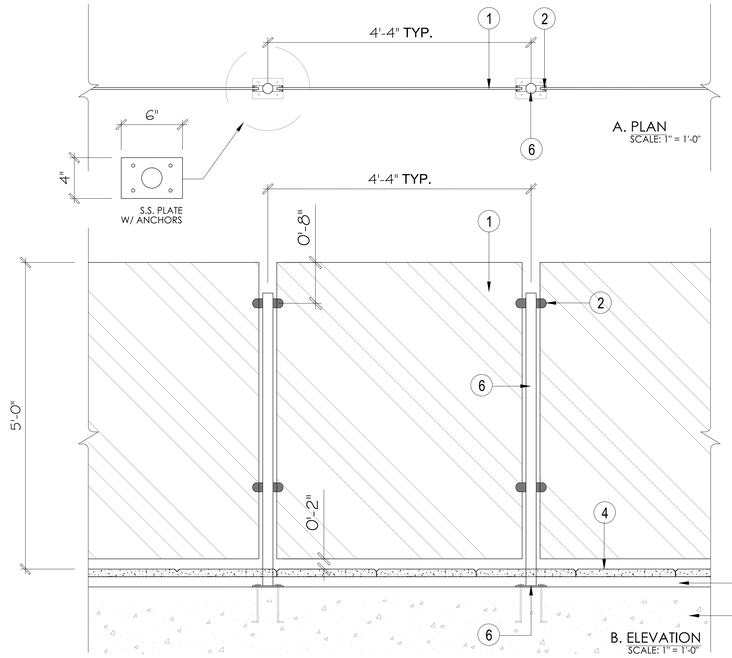
3200 S. LA CIENEGA BLVD.

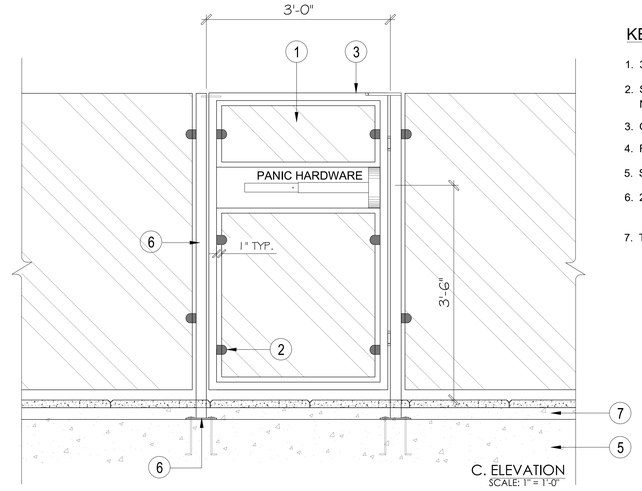
PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

HARDSCAPE DETAILS

SHEET NO.:
LD-1





KEYNOTES

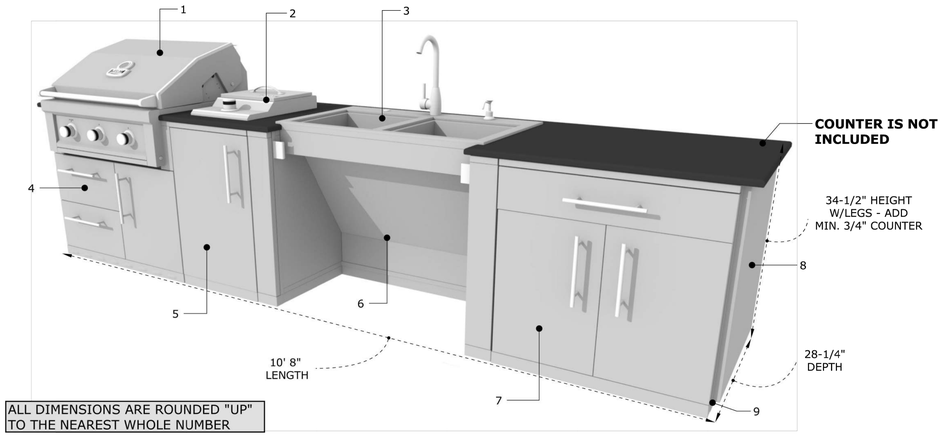
1. 3/8" TEMPERED GLASS
2. STAINLESS STEEL TAB W/ S.S. BOLT,NUT & NEOPRENE WASHER
3. GATE FRAME W/ HINGES / SELF CLOSING DEVICE / PANIC HARDWARE
4. FINISH SURFACE
5. STRUCTURAL SLAB
6. 2" DIA. S.S. POST WITH S.S. PLATE AND ANCHORS TO STRUCTURAL SLAB
7. TOPPING SLAB SLOPE TO DRAIN

7 GLASS POOL ENCLOSURE FENCE

SCALE: 1" = 1' - 0"

SUNSTONE CABINET PACKAGE - THE CABANA

Re-Configure how you like*



ALL DIMENSIONS ARE ROUNDED "UP" TO THE NEAREST WHOLE NUMBER

Equipment List - See individual product Specification Sheets for more info.

ITEM	MODEL	DESCRIPTION	QTY.
1	RUBY3B	30" Ruby Series Gas grill - LP/NG	1
2	SUN13VSB	13" Ruby Series Versa Burner - LP/NG	1
3	ADASK37	37" ADA Compliant Double Sink	1
4	SAC34GLPCD	12" Spice Rack Cabinet	1
5	SBC18FSDL	18" Left Swing Full Height Base Cabinet	1
6	ADA44BC	44" ADA Compliant Sink Base Cabinet	1
7	SBC30CDD	30" Combo Double Door Base Cabinet	1
8	SCC27EP	27" Universal End Panel	2
9	SCC25KP	25" Universal Side Kickplate	2

SUNSTONE METAL PRODUCTS
16004 CENTRAL COMMERCE DR.
PFLUGERVILLE, TEXAS 78660
Tel: 888.934.9449
Bus: 512.487.5116
Fax: 512.487.7016

PRODUCT
THE CABANA

Item No. SCPCABANA

DESCRIPTION

The Cabana is 10 Feet 8 Inches expansive cabinet island configured as all ADA Compliant with commercial grade all 304 Stainless Steel and everything you need to complete your new outdoor kitchen. This configuration with Ruby Pro Sear Grill, Versa Single Burner & large ADA Compliant double sink. There is plenty of storage solutions with the large combo cabinet shelves below and full width drawer above, full height single door cabinet and door drawer combo below grill with space for a propane tank. With the ADA Compliant sink base cabinet you can pull your wheelchair right up into interior space with the included pull handles on either side bringing you right up to the front edge of sink basins for perfect access and within arm's reach to the faucet.

- 30" Gas Grill
- 13" Versa Side Burner
- 37" ADA Double Sink
- 34" Gas Grill Cabinet
- 18" Full Height Cabinet
- 44" ADA Sink Cabinet
- 30" Combo Drawer Cabinet
- All Hardware Included
- Front/Back Kick Plates
- Heavy-Duty Legs
- Counter Top Not Included

Specifications

Package Size

Length measurment is rounded up to the nearest whole number

10' 8" Length (includes 2 x 1" End Panels) **x** 28-1/4"D *(w/Doors)* **x** 34-1/2"H (w/Legs) or 35-3/4"H (w/3/4" Counter)

8 BBQ

SCALE: NTS

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PLAN CHECK

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3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:
HARDSCAPE DETAILS

SHEET NO.:
LD-2

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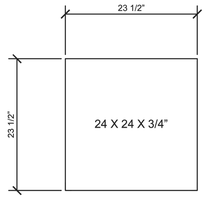
Toll Free: 888-380-5575 Fax: 213-380-5561

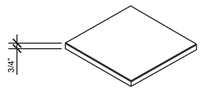
PORCELAIN PAVER DETAILS

24" x 24" x 3/4"

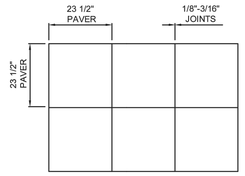


TOP VIEW

SIDE VIEW



ISOMETRIC VIEW



SQUARE LAYOUT

☑ SELECT DESIRED PORCELAIN PAVER STYLE:

- ☐ PORCE-PLANK SERIES
  - ☐ MOCHA-PLANK
  - ☐ NATURAL-PLANK
- ☐ PORCE-RUSTICA SERIES
  - ☐ RUSTIC-MAPLE
  - ☐ RUSTIC-OAK
  - ☐ RUSTIC-GRAY
- ☐ PORCE-STONE SERIES
  - ☐ GLACIER-STONE
  - ☐ SAND-STONE
  - ☐ GRAY-STONE
  - ☐ BLACK-STONE
  - ☐ TRAVERTINE PEARL
  - ☐ TRAVERTINE TAN
  - ☐ SEASHELL COOL
  - ☐ SEASHELL TAN

GENERAL NOTES: APPLY TO ALL OF THE ABOVE PRODUCTS
1. INSTALLATION MUST BE COMPLETED IN ACCORDANCE WITH TILE TECH PRODUCT SPECIFICATIONS.
2. DRAWING NOT TO SCALE.
3. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.TILETECHPAVERS.com

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13 TERRAZO PEDESTAL TILE
SCALE : N.T.S

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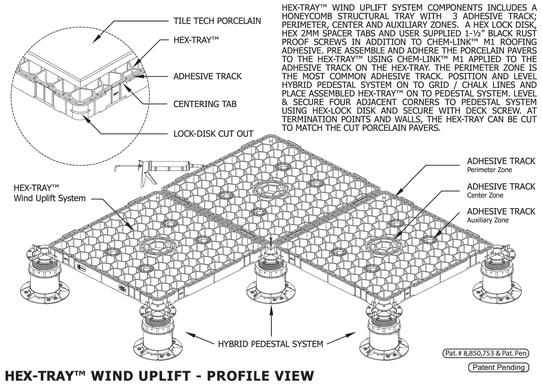
HEX-TRAY™ WIND UPLIFT SYSTEM

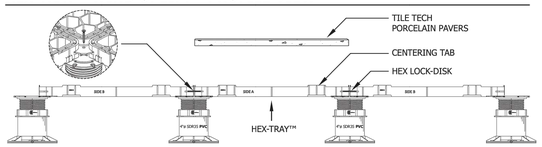
PAVER WIND-UPLIFT SYSTEM DETAILS. PLAN AND PROFILE VIEW



HEX-TRAY™ WIND UPLIFT SYSTEM COMPONENTS INCLUDES A HONEYCOMB STRUCTURAL TRAY WITH 3 ADHESIVE TRACK; PERIMETER, CENTER AND AUXILIARY ZONES. A HEX LOCK DISK, HEX 2MM SPACER TABS AND USER SUPPLIED 1-½" BLACK RUST PROOF SCREWS IN ADDITION TO CHEM-LINK™ M1 ROOFING ADHESIVE. PRE ASSEMBLE AND ADHERE THE PORCELAIN PAVERS TO THE HEX-TRAY™ USING CHEM-LINK™ M1 APPLIED TO THE ADHESIVE TRACK ON THE HEX-TRAY. THE PERIMETER ZONE IS THE MOST COMMON ADHESIVE TRACK. POSITION AND LEVEL HYBRID PEDESTAL SYSTEM ON TO GRID / CHALK LINES AND PLACE ASSEMBLED HEX-TRAY™ ON TO PEDESTAL SYSTEM. LEVEL & SECURE FOUR ADJACENT CORNERS TO PEDESTAL SYSTEM USING HEX-LOCK DISK AND SECURE WITH DECK SCREW. AT TERMINATION POINTS AND WALLS, THE HEX-TRAY CAN BE CUT TO MATCH THE CUT PORCELAIN PAVERS.

Pat. # 8,850,753 & Pat. Pen
Patent Pending

HEX-TRAY™ WIND UPLIFT - PROFILE VIEW



GENERAL NOTES: APPLY TO ALL OF THE ABOVE PRODUCTS
1. INSTALLATION MUST BE COMPLETED IN ACCORDANCE WITH TILE TECH INC PRODUCT SPECIFICATIONS.
2. DRAWING NOT TO SCALE.
3. USE OF BUFFER PADS IS MANDATORY.
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12 TILE TECH WIND LIFT TRAY SYSTEM
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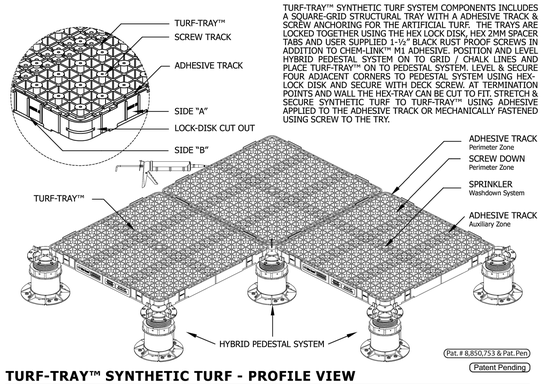
TURF-TRAY™ SYNTHETIC TURF SYSTEM

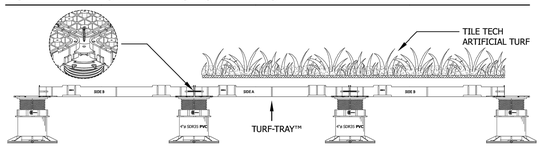
SYNTHETIC TURF SYSTEM DETAILS. PLAN AND PROFILE VIEW



TURF-TRAY™ SYNTHETIC TURF SYSTEM COMPONENTS INCLUDES A SQUARE-GRID STRUCTURAL TRAY WITH A ADHESIVE TRACK & SCREW ANCHORING FOR THE ARTIFICIAL TURF. THE TRAYS ARE LOCKED TOGETHER USING THE HEX LOCK DISK, HEX 2MM SPACER TABS AND USER SUPPLIED 1-½" BLACK RUST PROOF SCREWS IN ADDITION TO CHEM-LINK™ M1 ADHESIVE. POSITION AND LEVEL HYBRID PEDESTAL SYSTEM ON TO GRID / CHALK LINES AND PLACE TURF-TRAY™ ON TO PEDESTAL SYSTEM. LEVEL & SECURE FOUR ADJACENT CORNERS TO PEDESTAL SYSTEM USING HEX-LOCK DISK AND SECURE WITH DECK SCREW. AT TERMINATION POINTS AND WALL THE HEX-TRAY CAN BE CUT TO FIT, STRETCH & SECURE SYNTHETIC TURF TO TURF-TRAY™ USING ADHESIVE APPLIED TO THE ADHESIVE TRACK OR MECHANICALLY FASTENED USING SCREW TO THE TRY.

Pat. # 8,850,753 & Pat. Pen
Patent Pending

TURF-TRAY™ SYNTHETIC TURF - PROFILE VIEW



GENERAL NOTES: APPLY TO ALL OF THE ABOVE PRODUCTS
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2. DRAWING NOT TO SCALE.
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4. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.TILETECHPAVERS.com

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11 TURF TRAY SYNTHETIC TURF
SCALE : N.T.S

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PERMALOC CORPORATION
13505 BARRY ST
HOLLAND, MI 49424
TOLL FREE: 1-800-356-9660
PHONE: (616) 399-9600
FAX: (616) 399-9770

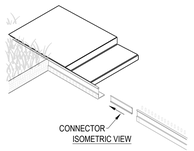
www.permaloc.com

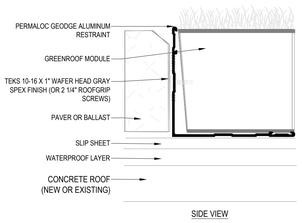
☐ SELECT DESIRED SIZE (IN 8' (2.44 M) LENGTHS WITH .25" (6.35 MM) THICK EXPOSED TOP LIP):

- ☐ 3" X 3.25" (76 MM X 83 MM)
- ☐ 3.5" X 4.5" (89 MM X 114 MM)
- ☐ 4" X 3.25" (102 MM X 83 MM)
- ☐ 4.25" X 3.25" (108 MM X 83 MM)
- ☐ 4.5" X 3.25" (114 MM X 83 MM)
- ☐ 4.5" X 4.5" (114 MM X 114 MM)
- ☐ 5.5" X 6.5" (140 MM X 165 MM)
- ☐ 6.5" X 5.5" (165 MM X 140 MM)
- ☐ 7.5" X 8.5" (191 MM X 216 MM)
- ☑ 8.5" X 7.5" (216 MM X 191 MM)

☐ SELECT DESIRED FINISH:

- ☐ MF - MILL FINISH-NATURAL ALUMINUM
- ☑ BL - BLACK DURAFLEX - ELECTROSTATICALLY APPLIED BAKED ON PAINT, MEETS AAMA 2603





SIDE VIEW

NOTES:
1. INSTALL PER MANUFACTURER'S "INSTALLATION GUIDELINES".
2. 8'-0" (2.44 M) SECTIONS CONNECTED WITH 2 - 2.75" (70 MM) SLIDING CONNECTOR.
3. CORNERS: REMOVE BASE TABS AND FORM A CONTINUOUS CORNER.
4. PERMALOC GEOEDGE AS MANUFACTURED BY PERMALOC CORPORATION.
5. DO NOT SCALE DRAWING.
6. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
7. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
8. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 006-069.

GEOEDGE ALUMINUM GREEN BUILD EDGING

EDGING FOR MODULAR GREEN ROOF SYSTEM CAD FILES GE-3

006-069 REVISION DATE 11/25/2014

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CADdetails.com

15 GREEN ROOF ALUMINUM EDGING
SCALE : N.T.S

Green Roof Trays

SIZE: 20" x 20" x 8"h

MATERIAL: HDPE (HIGH-DENSITY POLYETHYLENE)

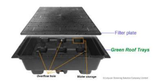
FINISHING: PE COATED

DESCRIPTION: ROOF GREENING PLASTIC FLOWER CONTAINER

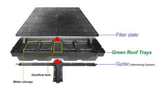
FEATURE: ECO-FRIENDLY

APPLICATION: GREEN ROOF, GARDEN, LANDSCAPE

GF-520



GF-508



FOR SALE INQUIRY PLEASE CONTACT: AMBER URENA EMAIL: info@back2garden.com TEL: (213) 332-8573 B2G, INC.

14 B2G GREEN ROOF
SCALE : N.T.S

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

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K T A

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Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT
STEVEN HOAN KIM
No. 6246
Signature
Date 2-26-2027
Renewal Date 10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

All designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. Written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. Any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

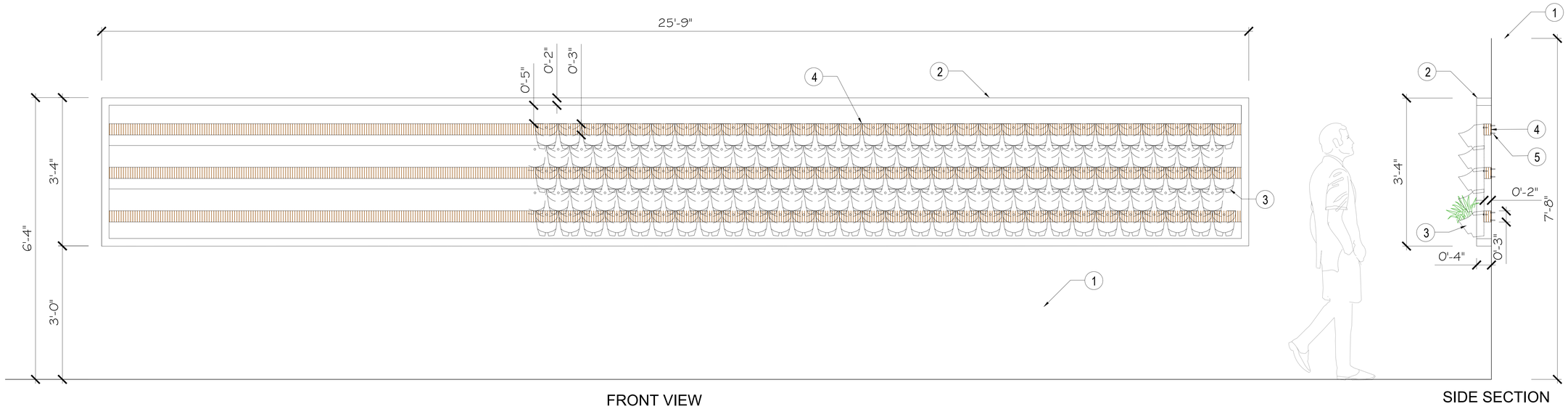
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
HARDSCAPE DETAILS

SHEET NO.:
LD-3



KEYNOTES:

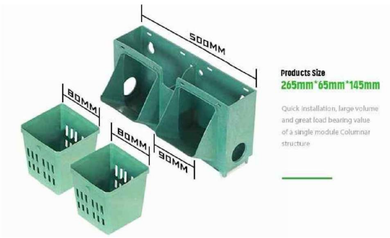
1. EXISTING WALL
2. WOOD FRAME 2" X 4"
3. WORTH HANGING POT
4. WOOD 3" X 2"
5. SCREW

FRONT VIEW

SIDE SECTION

14 GREENWALL @ 2ND FL. CANYON COURTYARD 1

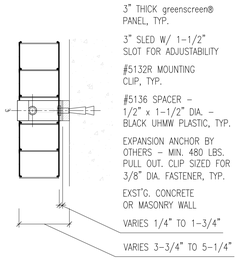
SCALE: 1/2" = 1'-0"



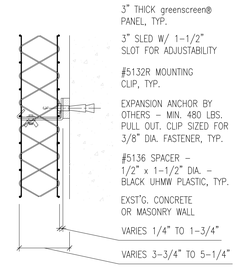
Products Size

265mm*65mm*145mm

Quick installation, large volume and great load bearing value of a single module Columnar structure



WALL MOUNTED - PLAN



WALL MOUNTED - SECTION

15 GREENSCREEN @ ALLEY PARKING STRUCTURE

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SHENG-HUAN KIM 3246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:

3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

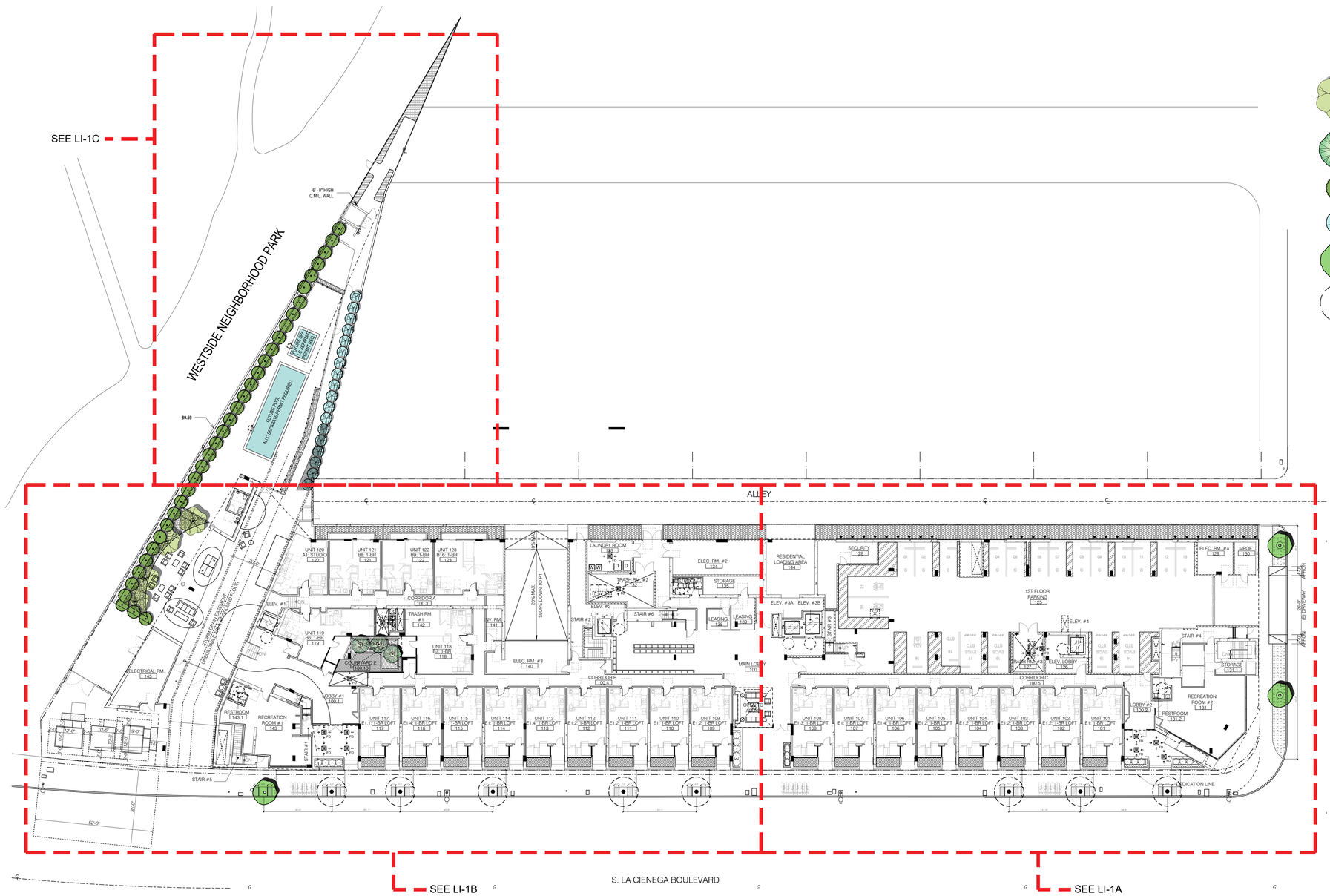
PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

HARDSCAPE DETAILS

SHEET NO.:

LD-4



PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS	REMARKS
GLEDITSIA TRIACANTHOS 'SUNBURST' SUNBURST HONEY LOCUST	24" BOX / 4 EA.	MODERATE	(2)
ACER PALMATUM 'SANGOKAKU' CORAL BARK JAPANESE MAPLE	24" BOX / 3 EA.	MODERATE	
PRUNUS ILLICIFOLIA LYONII HOLLY-LEAF CHERRY	24" BOX / 35 EA.	LOW	(1) (2)
PODOCARPUS GRACILLIOR FERN PINE	15 GAL. / 18 EA.	MODERATE	(2)
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIVISION	3 EA.		
EXISTING STREET TREE TO REMAIN	8 EA.		

SHRUB & GROUNDCOVER	SIZE & QUAN.	WUCOLS	REMARKS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL./ 18 EA.	LOW	(2)
HESPERALOE PARVIFOLIA RED YUCCA	1 GAL.@ 24" O.C./ 176 EA.	LOW	(2)
CARPENTERIA CALIFORNICA BUSH ANEMONE	1 GAL.@ 24" O.C./ 484 EA.	LOW	(1) (2)
FESTUCA MAIREI MAIREI'S FESCUE	1 GAL.@ 24" O.C./ 98 EA.	LOW	(2)
SENECIO MANDRALISCAE KLEINIA	1 GAL.@ 12" O.C./ 30 EA.	LOW	(2)
BACCHARIS PILULARIS 'TWIN PEAKS' DWARF COYOTE BRUSH	FLAT@24" O.C./ 1 EA.	LOW	(1) (2)
LIRIOPE SPICATA CREEPING LIRIOPE	1 GAL.@ 24" O.C./ 70 EA.	MODERATE	
AGROSTIS PALLENS WEST COAST NATIVE BENTGRASS AVAILABLE FROM WEST COAST NATIVE	372 SF.	LOW	(1) (2)
LIPPIA NODIFLORA 'KURAPIA' KURAPIA	161 SF.	LOW	(2)

SHRUB & GROUNDCOVER	SIZE & QUAN.	WUCOLS	REMARKS
LONICERA JAPONICA 'HALLINANA' JAPANESE HONEY SUCKLE	1 GAL./ 25 EA.	LOW	(2)

REMARKS
(1) CA NATIVE PLANT
(2) DROUGHT TOLERANT PLANT

TOTAL LANDSCAPE AREA:	7,117 SF.
-DROUGHT TOLERANT PLANT:	6,756 SF. (95%)
-CA NATIVE:	2,162 SF. (37%)
-MODERATE WATER NEED PLANT:	353 SF. (5%)
-TURF AREA:	0 SF. (0%)

LANDSCAPE ORDINANCE NO. 170,978 WATER MANAGEMENT POINT SYSTEM

LOT SQUARE FOOTAGE	POINTS REQUIRED
LESS THAN 1,501	25
1,501-3,000	50
3,001-7,500	100
7,501-15,000	200
15,001 - 40,000	300
40,001 - 86,000	400
86,001 - 120,000	600
120,001-150,000	800
MORE THAN 150,000	800 PER EACH 150,000 SQUARE FEET OR FRACTION THEREOF.

LOT SQUARE FOOTAGE = 61,568 SF. POINTS REQUIRED = (400)

TECHNIQUES:	POSSIBLE POINTS	CLAIMED POINTS	CALLOUT
AUTOMATIC IRRIGATION CONTROLLER WITH CYCLING CAPACITY, AND WITH WATERING SCHEDULE (MINIMUM SUMMER/ WINTER SCHEDULES) (ANY NUMBER).	5	(5)	(2) LP-1
SOIL MOISTURE SENSOR/ ANEMONETER/ RAIN MEASURING DEVICE OR SENSING SYSTEM/ EVAPOTRANSPIRATION DATA USED WITH AUTOMATIC CONTROLLER.	2 PER DEVICE/ TECHNIQUE: MINIMUM 10 POINTS.	(2)	(3) LP-1
PLANT ON SITE THOSE THAT WILL IN THE DESIGNED LOCATION, AND PROPERLY ESTABLISHED FOR 3 YEARS, REMAIN IN GOOD HEALTH WITH NO MORE THAN MONTHLY WATERING IN SUMMER.			
PLANTS - 2 PER PLANT (AS SPECIFIED IN GALLON OR BOX QUANTITY ON THE DRAWINGS).	-	4,208	LOW LP-1 LP-2 LP-3 LP-4

TOTAL POINTS = 4,215

REGISTRATION STAMP

PLANNING DEPARTMENT STAMP

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

LANDSCAPE POINT SYSTEM

LOT SQUARE FOOTAGE	POINTS REQUIRED
< 7,500	10
7,501 - 15,000	15
15,001- 40,000	20
40,001 - 86,000	30
86,001 - 120,000	50
120,001 -150,000	60
> 150,000 SQ. FT. OF FRACTION THEREOF	60 PER EACH 150,000 SQ. FT. OF FRACTION THEREOF
LOT SQUARE FOOTAGE = 61,568 SF.	POINTS REQUIRED = 30

TECHNIQUES:	DETAIL OF POINTS	CLAIMED POINTS	CALL OUT
1. STREET TREES TO SHADE THE STREET			
- LARGE TREE (PER TREE)	2	22	LP-1
- 30' ON CENTER MAXIMUM, PER TREE (3 EA.)	2	6	LP-1
- 40' ON CENTER MAXIMUM, PER TREE (6 EA.)	1	6	LP-1
- STREET TREES PLANTED LARGER THAN 15 GAL. SIZE (PER TREE IN ADDITION TO POINTS EARNED ABOVE) 24" BOX: 3 POINTS EACH	1	11	LP-1
- CONTINUOUSLY PLANTED PARKWAY (PER LINEAR FOOT OF PARKWAY) (72 LF.)	1	72	LP-1
9. SITE DESIGN			
-USE OF CLASS I OR CLASS II COMPOSTPRODUCED USING CITY ORGANIC MATERIALS (TOPGRO IN A MAJORITY OF LANDSCAPE AREA)	5	5	LP-1

TOTAL POINTS = 122

REGISTRATION STAMP

PLANNING DEPARTMENT STAMP

PROJECT'S GUIDELINE 'O' POINTS REQUIRED: 30 PTS.
10% OR MORE THAN REQUIRED GUIDELINE 'O': 39 PTS. (10% MORE)
PROJECT'S GUIDELINE 'O' POINTS PROVIDED: 122 PTS. (307% MORE)

***LANDSCAPE POINTS FOR THE PROJECT IS MORE THAN OTHERWISE REQUIRED BY LAMC 12.40 AND LANDSCAPE ORDINANCE GUIDELINES 'O'

1 OVERALL PLANTING PLAN - GROUND FL.

SCALE: 1" = 20'-0"

N

0 20' 40'
Scale: 1" = 20'-0"

PODOCARPUS GRACILLIOR FERN PINE | PRUNUS ILLICIFOLIA LYONII HOLLY-LEAF CHERRY | ACER PALMATUM SANGOKAKU CORAL BARK JAPANESE MAPLE | GLEDITSIA TRIACANTHOS 'SUNBURST' SUNBURST HONEY LOCUST

LIPPIA NODIFLORA KURAPIA | AGROSTIS PALLENS WEST COAST NATIVE BENTGRASS CALIFORNIA NATIVE GRASS | BACCHARIS PILULARIS TWIN PEAKS' DWARF COYOTE BUSH | SENECIO MANDRALISCAE KLEINIA | CARPENTERIA CALIFORNICA BUSH ANEMONE | HESPERALOE PARVIFLORA RED YUCCA | AGAVE ATTENUATA FOXTAIL AGAVE | FESTUCA MAIREI MAIRE'S FESCUE

Kevin Tsai Architecture
1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT SHEEL KUMAR PAL No. 6249 Signature Expires: 31-Jan-2027 Renewal: 2029 Signature Expires: 31-Jan-2029 Renewal: 2031 STATE OF CALIFORNIA

consultant

KEY PLAN:

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#	DATE	ISSUE RECORD
	04-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-17-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

OVERALL PANTING PLAN - GROUND FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

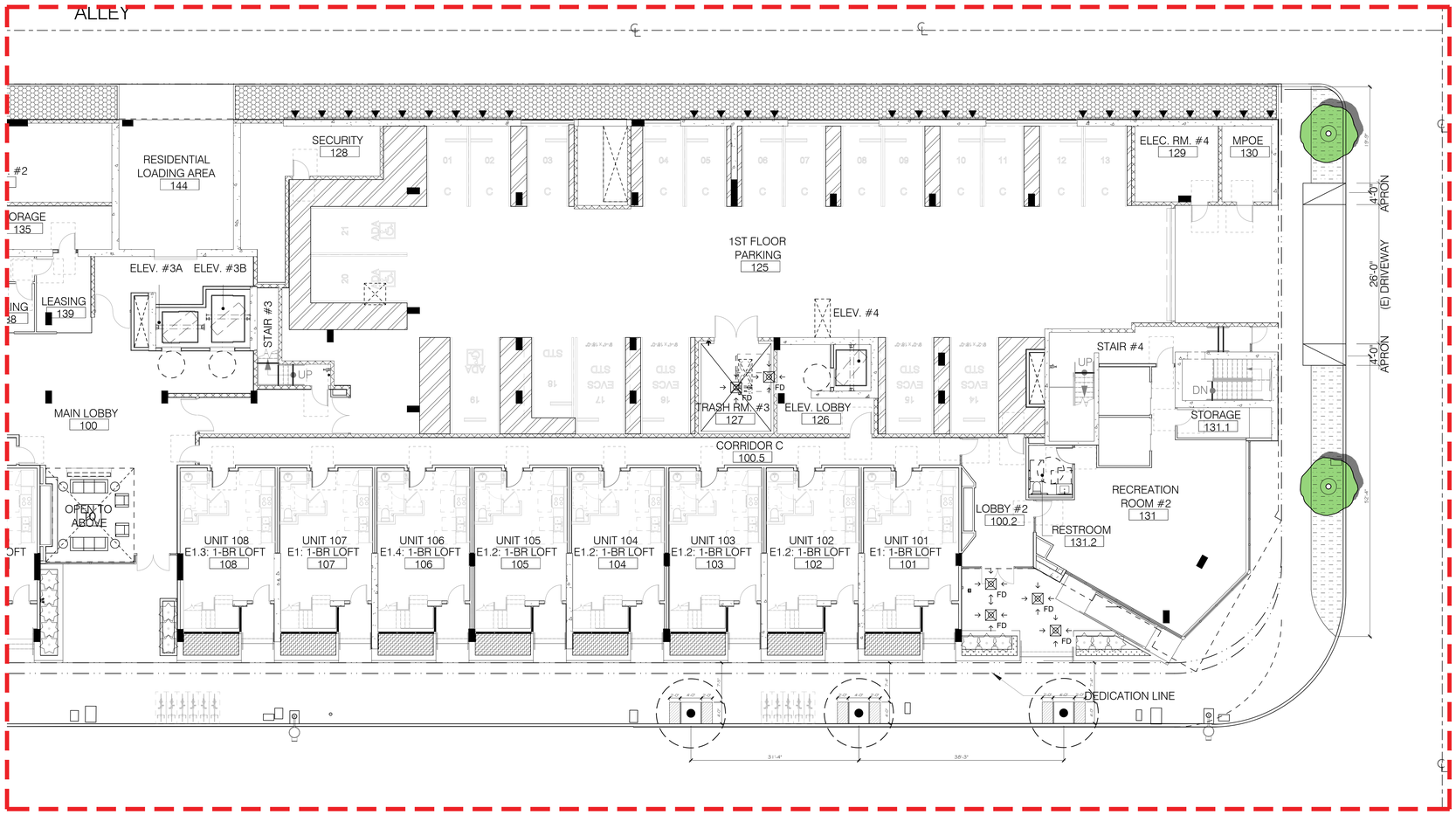
3200 S. LA CIENEGA BLVD.

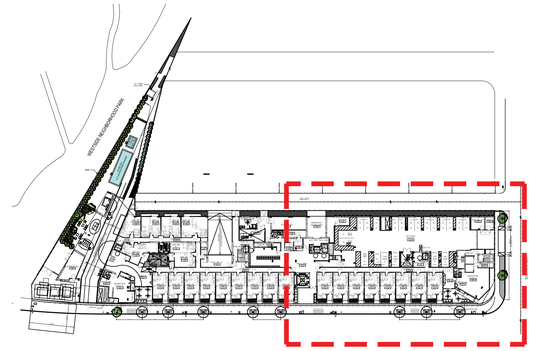
PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SCLA #21905

DRAWING TITLE:

SCLA INC
Landscape Architects
2649 Saturn Street T. 562-905-0800
BREA, CA. 92821 F. 562-905-0880
bill@sclainc.com www.sclainc.com

SHEET NO.:
LP-1





KEY PLAN N

1 ENLARGEMENT PLANTING PLAN - GROUND FL.
SCALE: 1" = 10'-0"

0 10 20
Scale: 1" = 10'-0"

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS	REMARKS
GLEDITSIA TRIACANTHOS 'SUNBURST' SUNBURST HONEY LOCUST	24" BOX / 4 EA.	MODERATE	2
ACER PALMATUM 'SANGOKAKU' CORAL BARK JAPANESE MAPLE	24" BOX / 3 EA.	MODERATE	
PRUNUS ILLICIFOLIA LYONII HOLLY-LEAF CHERRY	24" BOX / 35 EA.	LOW	1 2
PODOCARPUS GRACILLIOR FERN PINE	15 GAL. / 18 EA.	MODERATE	2
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIVISION	3 EA.		
EXISTING STREET TREE TO REMAIN	8 EA.		

SHRUB & GROUNDCOVER	SIZE & QUAN.	WUCOLS	REMARKS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL./ 18 EA.	LOW	2
HESPERALOE PARVIFOLIA RED YUCCA	1 GAL.@ 24" O.C./ 176 EA.	LOW	2
CARPENTERIA CALIFORNICA BUSH ANEMONE	1 GAL.@ 24" O.C./ 484 EA.	LOW	1 2
FESTUCA MAIREI MAIREI'S FESCUE	1 GAL.@ 24" O.C./ 98 EA.	LOW	2
SENECIO MANDRALISCAE KLEINIA	1 GAL.@ 12" O.C./ 30 EA.	LOW	2
BACCHARIS PILULARIS 'TWIN PEAKS' DWARF COYOTE BRUSH	FLAT@24" O.C./ 1 EA.	LOW	1 2
LIRIOPE SPICATA CREEPING LIRIOPE	1 GAL.@ 24" O.C./ 70 EA.	MODERATE	
AGROSTIS PALLENS WEST COAST NATIVE BENTGRASS AVAILABLE FROM WEST COAST NATIVE	372 SF.	LOW	1 2
LIPPIA NODIFLORA 'KURAPIA' KURAPIA	161 SF.	LOW	2

SHRUB & GROUNDCOVER	SIZE & QUAN.	WUCOLS	REMARKS
LONICERA JAPONICA 'HALLINANA' JAPANESE HONEY SUCKLE	1 GAL./ 25 EA.	LOW	2

REMARKS
1 CA NATIVE PLANT
2 DROUGHT TOLERANT PLANT

TOTAL LANDSCAPE AREA:	7,117 SF.
-DROUGHT TOLERANT PLANT:	6,756 SF. (95%)
-CA NATIVE:	2,162 SF. (37%)
-MODERATE WATER NEED PLANT:	353 SF. (5%)
-TURF AREA:	0 SF. (0%)

PODOCARPUS GRACILLIOR
FERN PINE

PRUNUS ILLICIFOLIA LYONII
HOLLY-LEAF CHERRY

ACER PALMATUM
'SANGOKAKU'
CORAL BARK JAPANESE MAPLE

GLEDITSIA TRIACANTHOS
'SUNBURST'
SUNBURST HONEY LOCUST

LIPPIA NODIFLORA
'KURAPIA'
KURAPIA

AGROSTIS PALLENS
WEST COAST NATIVE BENTGRASS
CALIFORNIA NATIVE GRASS

BACCHARIS PILULARIS
'TWIN PEAKS'
DWARF COYOTE BUSH

SENECIO MANDRALISCAE
KLEINIA

CARPENTERIA CALIFORNICA
BUSH ANEMONE

HESPERALOE PARVIFLORA
RED YUCCA

AGAVE ATTENUATA
FOXTAIL AGAVE

FESTUCA MAIREI
MAIREI'S FESCUE

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

K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SHEEL KUMAR KHANNA 4246 Signature 7-31-2027 Renewal Date 10-15-2025 Date Licensed STATE OF CALIFORNIA

consultant

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ENLARGEMENT PLANTING PLAN - GROUND FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

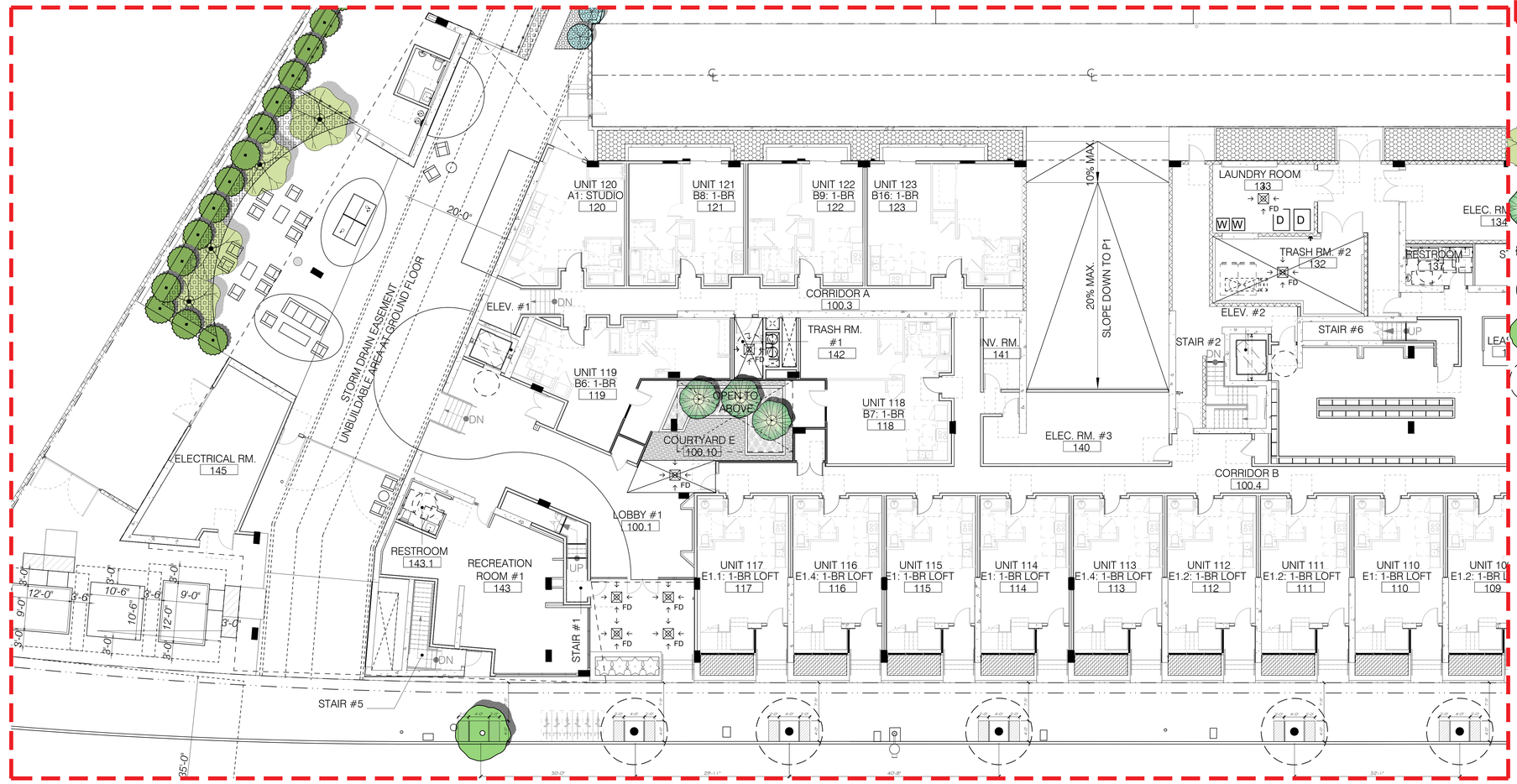
3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

SQLA INC Landscape Architects
3449 Sultan Street T. 562-905-0960
MIRA, CA. 92821 F. 562-905-0980
kit@sqlainc.com www.sqlainc.com

SHEET NO.:
LP-1A



1 ENLARGEMENT PLANTING PLAN - GROUND FL.
SCALE: 1" = 10'-0"

KEY PLAN N

PLANTING LEGEND			
TREES	SIZE & QUAN.	WUCOLS	REMARKS
GLEDITSIA TRIACANTHOS 'SUNBURST' SUNBURST HONEY LOCUST	24" BOX / 4 EA.	MODERATE	(2)
ACER PALMATUM 'SANGOKAKU' CORAL BARK JAPANESE MAPLE	24" BOX / 3 EA.	MODERATE	
PRUNUS ILLICIFOLIA LYONII HOLLY-LEAF CHERRY	24" BOX / 35 EA.	LOW	(1) (2)
PODOCARPUS GRACILLIOR FERN PINE	15 GAL. / 18 EA.	MODERATE	(2)
NEW STREET TREE PER CITY OF L.A. URBAN FORESTRY STREET TREE DIVISION	3 EA.		
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SHRUB & GROUNDCOVER	SIZE & QUAN.	WUCOLS	REMARKS
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL./ 18 EA.	LOW	(2)
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CARPENTERIA CALIFORNICA BUSH ANEMONE	1 GAL.@ 24" O.C./ 484 EA.	LOW	(1) (2)
FESTUCA MAIREI MAIREI'S FESCUE	1 GAL.@ 24" O.C./ 98 EA.	LOW	(2)
SENECIO MANDRALISCAE KLEINIA	1 GAL.@ 12" O.C./ 30 EA.	LOW	(2)
BACCHARIS PILULARIS 'TWIN PEAKS' DWARF COYOTE BRUSH	FLAT@24" O.C./ 1 EA.	LOW	(1) (2)
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LIPPIA NODIFLORA 'KURAPIA' KURAPIA	161 SF.	LOW	(2)
SHRUB & GROUNDCOVER	SIZE & QUAN.	WUCOLS	REMARKS
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REMARKS
(1) CA NATIVE PLANT
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TOTAL LANDSCAPE AREA:	7,117 SF.
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FERN PINE
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ACER PALMATUM
SANGOKAKU
CORAL BARK JAPANESE MAPLE
GLEDITSIA TRIACANTHOS
'SUNBURST'
SUNBURST HONEY LOCUST

LIPPIA NODIFLORA
'KURAPIA'
KURAPIA
AGROSTIS PALLENS
WEST COAST NATIVE BENTGRASS
CALIFORNIA NATIVE GRASS
BACCHARIS PILULARIS
'TWIN PEAKS'
DWARF COYOTE BUSH
SENECIO MANDRALISCAE
KLEINIA
CARPENTERIA CALIFORNICA
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Los Angeles, CA 90007
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architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SHEL KYAN PAK
No. 6249
Signature
Date
Renewal: 2027
10-15-2025
Renewal: 2027
STATE OF CALIFORNIA

consultant

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ENLARGEMENT PLANTING PLAN - GROUND FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

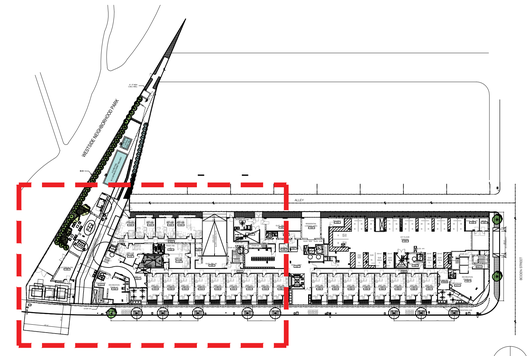
PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

SQLA INC
Landscape Architects
2649 Fortuna Street T. 562-905-0800
Irvine, CA. 92661 F. 562-905-0880
lla@sqlainc.com www.sqlainc.com

SHEET NO.:
LP-1B

1 ENLARGEMENT PLANTING PLAN - GROUND FL.
SCALE: 1" = 10'-0"



KEY PLAN N

PLANTING LEGEND

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Kevin Tsai Architecture
1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT SAMUEL HOANG KIM No. 6245 Signature 7-30-2027 Renewal Date 10-15-2025 Licensed Since 2017 STATE OF CALIFORNIA

consultant

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	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

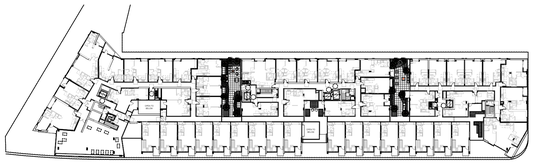
3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

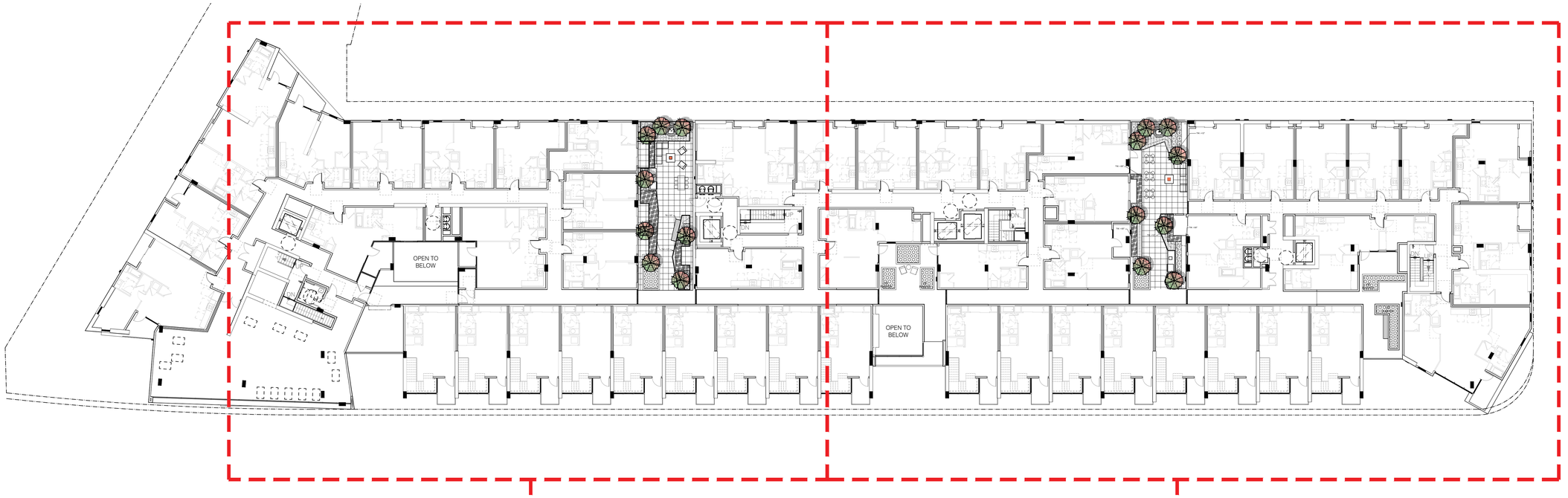
DRAWING TITLE:
ENLARGEMENT PLANTING PLAN - GROUND FL.

SHEET NO.:
LP-1C

SQLA INC Landscape Architects
2649 Saturn Street T. 562-905-0800
Brea, CA. 92821 F. 562-905-0880
sqla@sqlainc.com www.sqlainc.com



KEY PLAN N



SEE LI-2A

SEE LI-2B

1 OVERALL PLANTING PLAN - 2ND FLOOR

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

N

0 8" 1'-0" 3'-0"
Scale: 1/16" = 1'-0"

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS	REMARKS
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE	24" BOX / 16 EA.	MODERATE	

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS	REMARKS
WESTRINGIA FRUTICOSA COAST ROSEMARY	5 GAL.@24" O.C./ 49 EA.	LOW	2
DIETES BICOLOR FORTNIGHT LILY	1 GAL.@24" O.C./ 45 EA.	LOW	2
CHONDROPETALUM TECTORUM 'EL CAMPO' EL CAMPO SMALL CAPE RUSH	1 GAL.@24" O.C./ 77 EA.	LOW	2
LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	1 GAL.@24" O.C./ 65 EA.	LOW	2

REMARKS
1. CA NATIVE PLANT
2. DROUGHT TOLERANT PLANT

LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH | CHONDROPETALUM TECTORUM 'EL CAMPO' EL CAMPO SMALL CAPE RUSH | WESTRINGIA FRUTICOSA COAST ROSEMARY | DIETES BICOLOR FORTNIGHT LILY | ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SUNG KYUN KIM
6249
Signature
2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

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PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

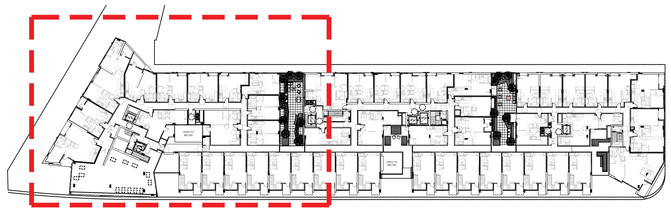
3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
OVERALL PLANTING PLAN - 2ND FL.

SHEET NO.:
LP-2

SQLA INC
Landscape Architects
2669 Saturn Street T. 562-905-0800
Brea, CA. 92821 F. 562-905-0888
talk@sqlainc.com www.sqlainc.com



KEY PLAN N

1 ENLARGEMENT PLANTING PLAN - 2ND FLOOR
SCALE: 1/8" = 1'-0"

N

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

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS	REMARKS
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE	24" BOX / 16 EA.	MODERATE	

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K T A

Kevin Tsai Architecture

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Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT SUNG KOOK KIM 5249 STATE OF CALIFORNIA
Signature
2-28-2027
Renewal Date
10-15-2025
Stamped Date

consultant

KEY PLAN:

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PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

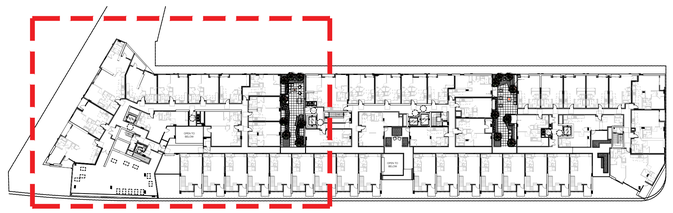
3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
ENLARGEMENT PLANTING PLAN - 2ND FL.

SHEET NO.:
LP-2A

SQLA INC
Landscape Architects
2649 Saturn Street T. 543-905-0800
SMCA, CA, 90401 F. 543-905-0807
kelli@sqlainc.com www.sqlainc.com



KEY PLAN N

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SUNET JOAN KIM 6249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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#	DATE	ISSUE RECORD
	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
ENLARGEMENT PLANTING PLAN - 2ND FL.

SHEET NO.:
LP-2B

SQLA INC Landscape Architects
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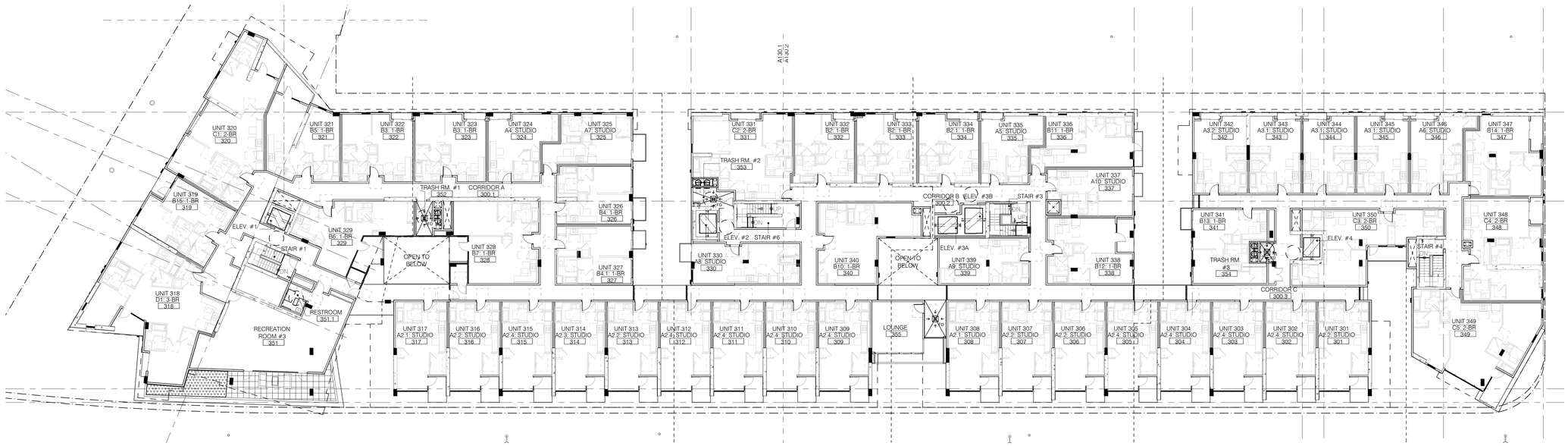
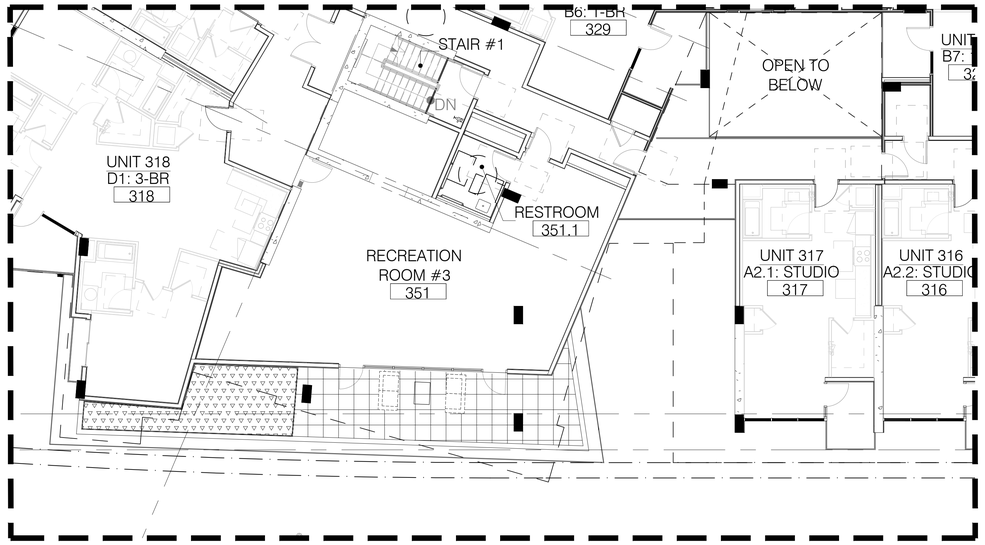
Mira. CA. 90601 F. 562-905-0888
lolling@sqlainc.com www.sqlainc.com



1 OVERALL PLANTING PLAN - 3RD. FL.
SCALE: 1/16" = 1'-0"



2 ENLARGEMENT PLAN
SCALE: 1/8" = 1'-0"

PLANTING LEGEND

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS	REMARKS
JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	1 GAL.@ 24" O.C./ 41 EA.	LOW	(1) (2)

REMARKS
(1) CA NATIVE PLANT
(2) DROUGHT TOLERANT PLANT

SANSEVIERA TRIFASCIATA LAURENTII
STRIPED MOTHER-IN-LAWS TONGUE

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

SOLA INC
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consultant

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	06-15-2023	70% DD LANDSCAPE SET
	07-15-2023	100% DD LANDSCAPE SET
	08-14-2023	25% CD LANDSCAPE SET
	09-15-2023	50% CD LANDSCAPE SET
	10-15-2023	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

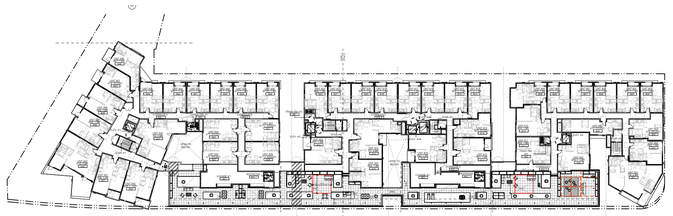
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

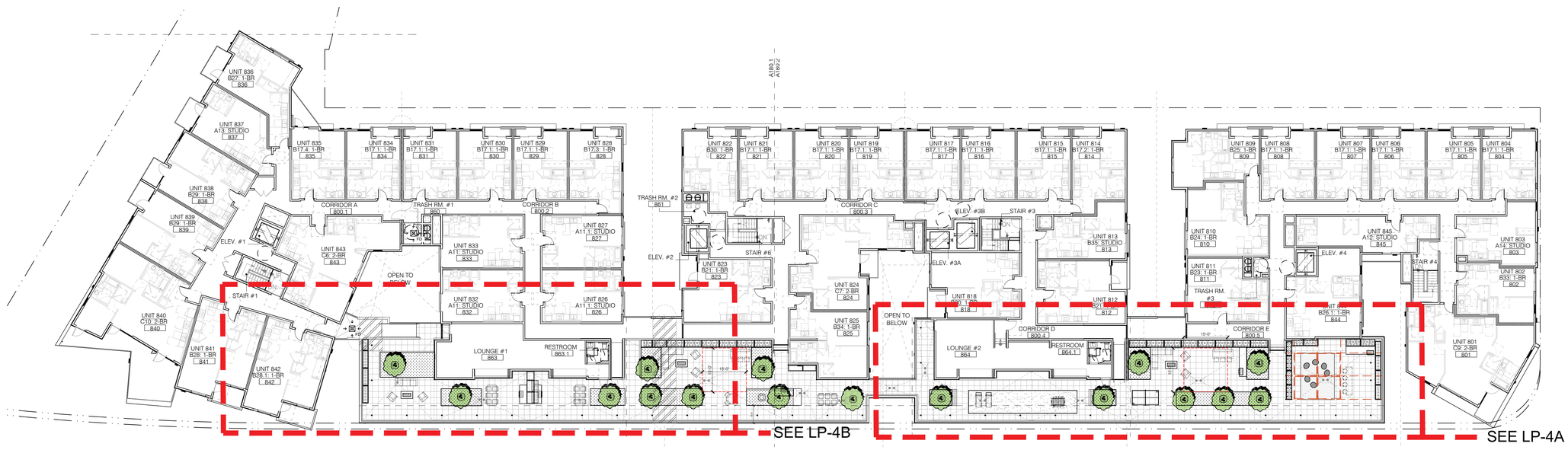
PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SOLA #21905

DRAWING TITLE:
PLANTING PLAN - 3RD. FL.

SHEET NO.:
LP-3



KEY PLAN N



1 OVERALL PLANTING PLAN - 8TH FL.
SCALE: 1/16" = 1'-0"

N

0 8' 16' 32'
Scale: 1/16" = 1'-0"

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS	REMARKS	SIZE @ MATURITY
ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	24" BOX / 16 EA.	LOW	2	6'-8'HT. & 5'-6'W.

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS	REMARKS
DODONAEA VISCOSA HOPBUSH	5 GAL.@24" O.C./ 8 EA.	LOW	2
HESPERALOE PARVIFLORA RED YUCCA	1 GAL.@24" O.C./ 40 EA.	LOW	2
FESTUCA MAIREI MAIREI'S FESCUE	1 GAL.@24" O.C./ 20 EA.	LOW	2
SENECIO MANDRALISCAE BLUE CHALKSTICK	1 GAL.@12" O.C./ 996 EA.	LOW	2
LIPPIA NODIFLORA 'KURAPIA' KURAPIA	SOD./ 298 EA.	LOW	2

REMARKS
1 CA NATIVE PLANT
2 DROUGHT TOLERANT PLANT

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANG KOOK KIM 4249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:
OVERALL PLANTING PLAN - 8TH FL.

SHEET NO.:
LP-4

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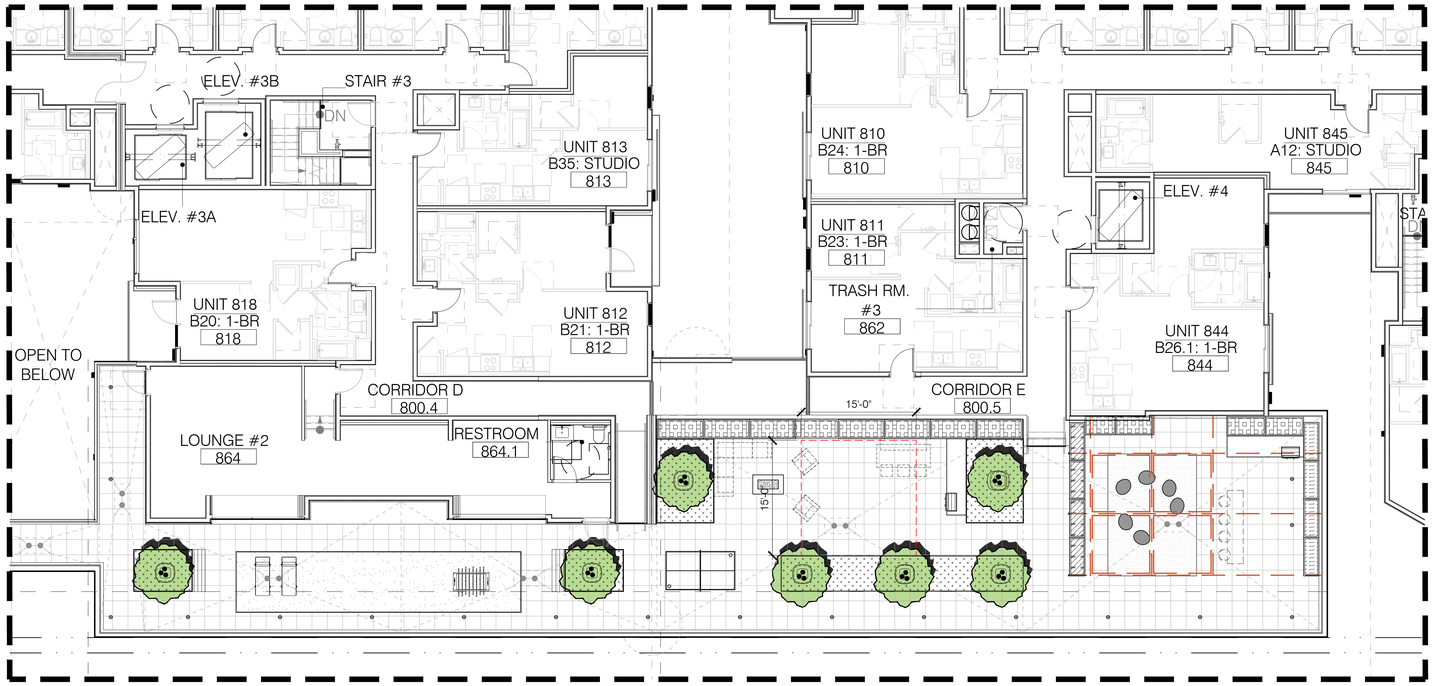
Brea, CA. 92821 F. 562-905-0868
lolita@sqlainc.com www.sqlainc.com

KEY PLAN N



1 PLANTING PLAN - 8TH FLOOR DECK 1

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

N

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

TREES	SIZE & QUAN.	WUCOLS	REMARKS	SIZE @ MATURITY
ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	24" BOX / 16 EA.	LOW	2	6'-8'HT. & 5'-6'W.

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS	REMARKS
DODONAEA VISCOSA HOPBUSH	5 GAL.@24" O.C./ 8 EA.	LOW	2
HESPERALOE PARVIFLORA RED YUCCA	1 GAL.@24" O.C./ 40 EA.	LOW	2
FESTUCA MAIREI MAIREI'S FESCUE	1 GAL.@24" O.C./ 20 EA.	LOW	2
SENECIO MANDRALISCAE BLUE CHALKSTICK	1 GAL.@12" O.C./ 996 EA.	LOW	2
LIPPIA NODIFLORA 'KURAPIA' KURAPIA	SOD./ 298 EA.	LOW	2

REMARKS
1. CA NATIVE PLANT
2. DROUGHT TOLERANT PLANT

LIPPIA NODIFLORA 'KURAPIA' KURAPIA	SENECIO MANDRALISCAE BLUE CHALKSTICK	HESPERALOE PARVIFLORA RED YUCCA	FESTUCA MAIREI MAIRE'S FESCUE	DODONAEA VISCOSA HOPBUSH	ARBUTUS 'MARINA' STRAWBERRY TREE

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REGISTERED LANDSCAPE ARCHITECT SUNET JOAN KIM 6246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

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	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

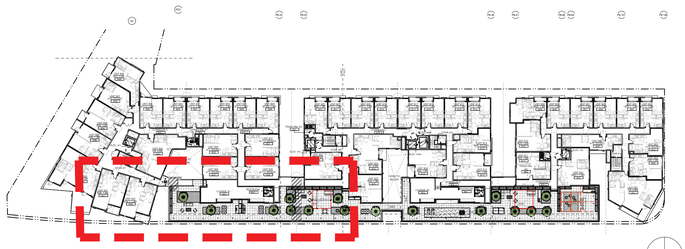
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

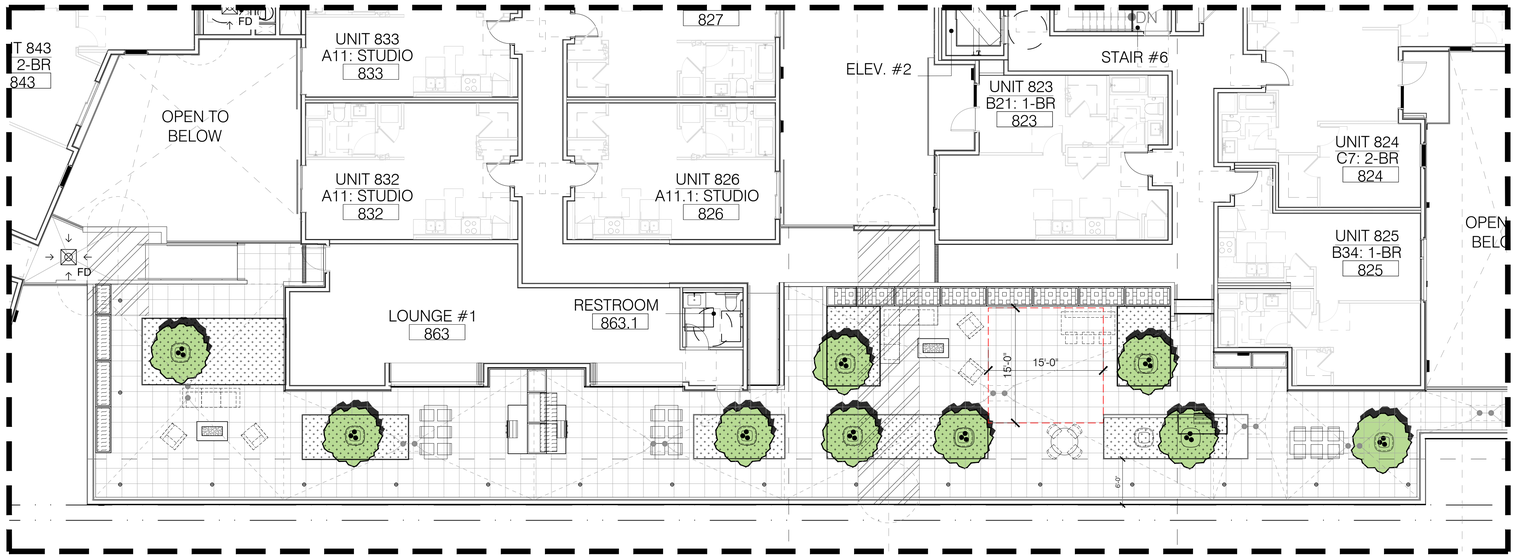
PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:
PLANTING PLAN - 8TH FLOOR DECK 1

SHEET NO.:
LP-4A



KEY PLAN N



1 PLANTING PLAN - 8TH FLOOR DECK 2

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

N

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

TREES	SIZE & QUAN.	WUCOLS	REMARKS	SIZE @ MATURITY
ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	24" BOX / 16 EA.	LOW	2	6'-8'HT. & 5'-6'W.

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS	REMARKS
DODONAEA VISCOSA HOPBUSH	5 GAL.@24" O.C./ 8 EA.	LOW	2
HESPERALOE PARVIFLORA RED YUCCA	1 GAL.@24" O.C./ 40 EA.	LOW	2
FESTUCA MAIREI MAIREI'S FESCUE	1 GAL.@24" O.C./ 20 EA.	LOW	2
SENECIO MANDRALISCAE BLUE CHALKSTICK	1 GAL.@12" O.C./ 996 EA.	LOW	2
LIPPIA NODIFLORA 'KURAPIA' KURAPIA	SOD./ 298 EA.	LOW	2

REMARKS
1. CA NATIVE PLANT
2. DROUGHT TOLERANT PLANT

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

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REGISTERED LANDSCAPE ARCHITECT SUNEE KOUN KIM 6249 Signature 7-/31/2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHEC

PLANTING PLAN - 8TH FLOOR DECK 2

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: E
DRAWN BY: STAF
JOB NO.: SQLA #219

DRAWING TITLE:

SHEET NO.:
LP-4B

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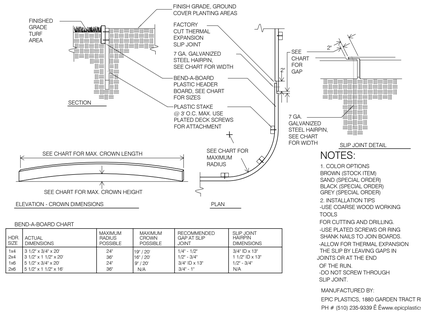
LANDSCAPE PLANTING NOTES

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

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



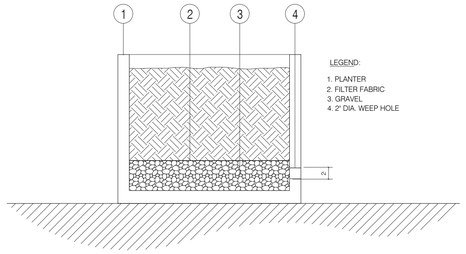
BEND-A-BOARD CHART

HDR SIZE	ACTUAL DIMENSIONS	MAXIMUM RADIUS POSSIBLE	MAXIMUM CROWN POSSIBLE	RECOMMENDED GAP AT SLIP JOINT	SLIP JOINT HARPIN DIMENSIONS
1x4	3 1/2" x 3/4" x 20'	24'	19" / 20'	1/4" - 1/2"	3/4" ID x 18"
2x4	5 1/2" x 1 1/2" x 20'	36'	16" / 20'	1/2" - 3/4"	1 1/2" ID x 13"
1x6	5 1/2" x 3/4" x 20'	24'	9" / 20'	3/4" ID x 13"	1/2" - 3/4"
2x6	5 1/2" x 1 1/2" x 16'	36'	N/A	3/4" - 1"	N/A

NOTES:
1. COLOR OPTIONS BROWN (STOCK ITEM) SAND (SPECIAL ORDER) BLACK (SPECIAL ORDER) GREY (SPECIAL ORDER)
2. INSTALLATION TIPS -USE COARSE WOOD WORKING TOOLS FOR CUTTING AND DRILLING. -USE PLATED SCREWS OR RING SHANK NAILS TO JOIN BOARDS. -ALLOW FOR THERMAL EXPANSION. THE SLIP BY LEAVING GAPS IN JOINTS OR AT THE END OF THE RUN. -DO NOT SCREW THROUGH SLIP JOINT.

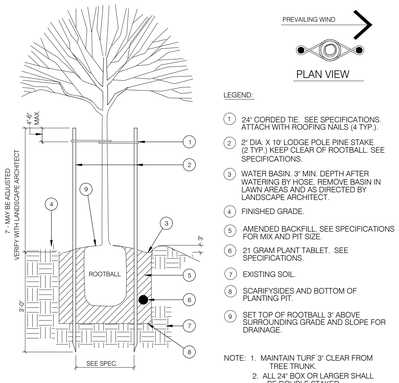
MANUFACTURED BY:
EPIC PLASTICS, 1860 GARDEN TRACT RD., RICHMOND, CA 94801
PH # (510) 235-9339 Ê ẁww.epicplastics.com

PLASTIC EDGING
SCALE: N.T.S. — 4



LEGEND:
1. PLANTER
2. FILTER FABRIC
3. GRAVEL
4. 2" DIA. WEEP HOLE

PLANTER PLANTING
SCALE: N.T.S. — 5



LEGEND:
1. 24" CORDED TIE. SEE SPECIFICATIONS. ATTACH WITH ROOFING NAILS (4 TYP.).
2. 2" DIA. X 10' LODGE POLE PINE STAKE (2 TYP.) KEEP CLEAR OF ROOTBALL. SEE SPECIFICATIONS.
3. WATER BASIN, 3" MIN. DEPTH AFTER WATERING BY HOSE. REMOVE BASIN IN LAWN AREAS AND AS DIRECTED BY LANDSCAPE ARCHITECT.
4. FINISHED GRADE.
5. AMENDED BACKFILL. SEE SPECIFICATIONS FOR MIX AND PIT SIZE.
6. 21 GRAM PLANT TABLET. SEE SPECIFICATIONS.
7. EXISTING SOIL.
8. SCARIFYSIDES AND BOTTOM OF PLANTING PIT.
9. SET TOP OF ROOTBALL 3" ABOVE SURROUNDING GRADE AND SLOPE FOR DRAINAGE.

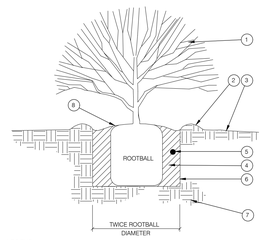
NOTE: 1. MAINTAIN TURF 3" CLEAR FROM TREE TRUNK.
2. ALL 24" BOX OR LARGER SHALL BE DOUBLE STAKED

TREE PLANTING-DOUBLE STAKING
SCALE: N.T.S. — 1

LEGEND:
1. LOCATE PLANTS WITH EQUAL SPACING AS INDICATED IN THE PLANTING LEGEND.
2. 1/2 ON-CENTER SPACING.
3. PAVING, CURB, BUILDING, OR HEADER - SHOWING PLANTING AREA LIMIT.
4. A MINIMUM OF 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED

GRADE AND SLOPE FOR DRAINAGE.

SHRUBS/ GROUNDCOVER PLANTING
SCALE: N.T.S. — 2



LEGEND:
1. SHRUB - CENTER IN PIT.
2. 2" DEEP WATERING BASIN. SEE SPECIFICATIONS.
3. FINISH GRADE.
4. AMENDED BACKFILL. SEE SPECIFICATIONS.
5. PLANTING TABLETS. PLACE IN PIT 2/3 UP FROM PIT BOTTOM. SEE SPECIFICATIONS.
6. SCARIFY SIDES AND BOTTOM OF PLANTING PIT.
7. UNDISTURBED NATIVE SOIL.
8. SET TOP OF ROOTBALL 1" ABOVE SURROUNDING GRADE AND SLOPE FOR DRAINAGE.
9. A MINIMUM OF 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED

SHRUBS PLANTING
SCALE: N.T.S. — 3

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architect's stamp

consultant

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

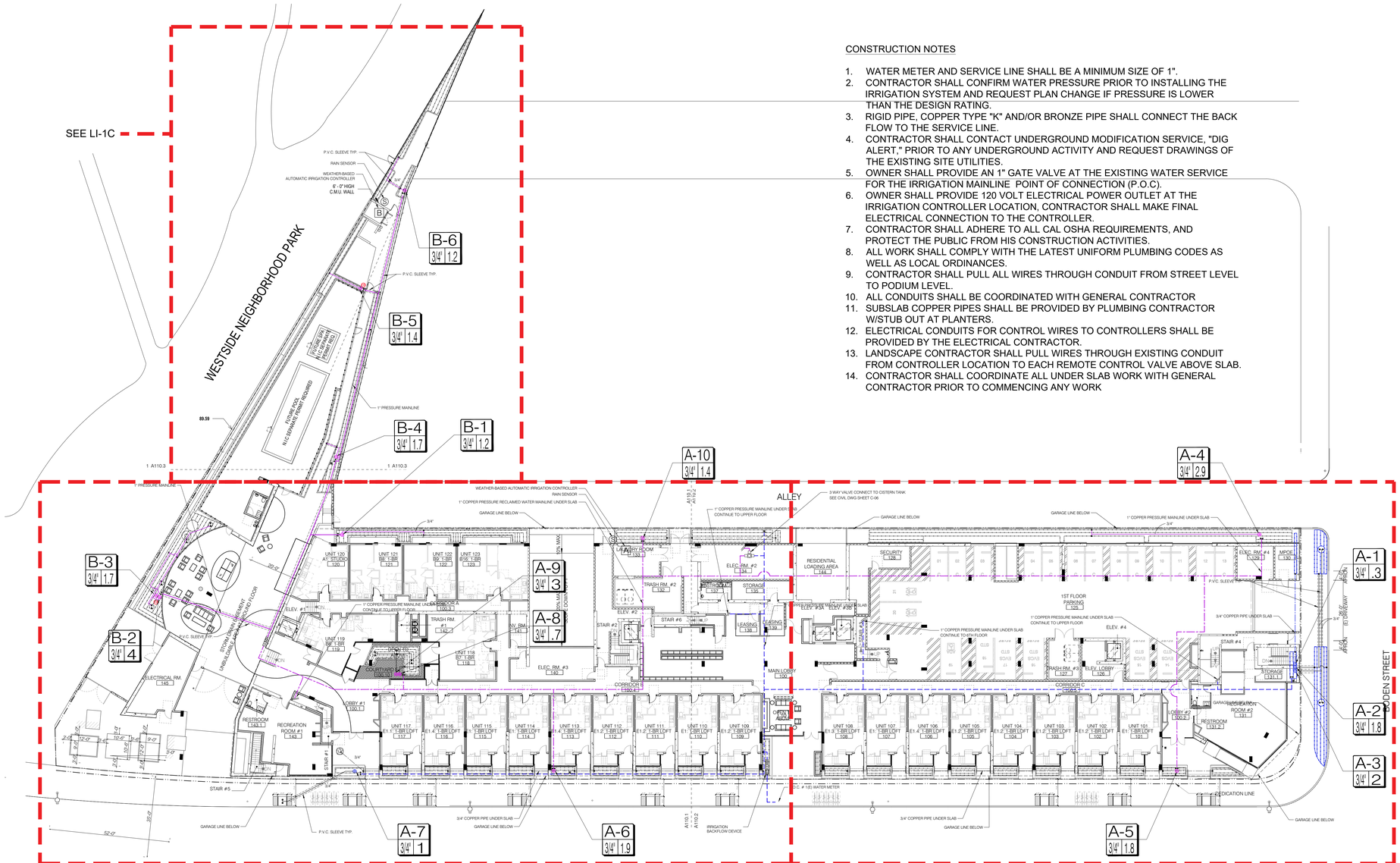
3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

PLANTING DETAILS

SHEET NO.:
LP-5



S. LA CIENEGA BOULEVARD

1 OVERALL IRRIGATION PLAN - GROUND FL.

SCALE: 1" = 20'-0"

N

0 20' 40'
Scale: 1" = 20'-0"

NOTES:

--"A MINIMUM OF 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED"

--"UNLESS CONTRADICTED BY A SOIL TEST, 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."

--"AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICATION MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATION OF INSTALLATION, IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE."

--"FOR PROJECTS THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GRN 12 SHALL BE COMPLETED PRIOR TO FINAL FINAL INSPECTION APPROVAL."

(STATE ASSEMBLY BILL NO. 1881)

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

IRRIGATION NOTES

1. IRRIGATION PLAN IS DIAGRAMATIC. ALL PIPING AND IRRIGATION IMPROVEMENTS SHALL BE LOCATED IN PLANTING AREAS WHEREVER POSSIBLE.
2. DO NOT INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN THE FIELD CONDITIONS ARE OBVIOUS, THAT OBSTRUCTIONS, GRADE DIFFERENCE AND AREA DIMENSIONS ARE NOT ACCURATE. SUCH DIFFERENCES SHALL BE BROUGHT IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
3. VALVE BOXES SHALL BE LOCATED 12" FROM THE EDGE OF CURB, WALKWAYS AND VALVE BOXES SHALL BE A MINIMUM OF 12" APART.
4. PROVIDE MINIMUM 18" COVER FROM FINISH GRADE TO TOP OF PIPE, PRESSURE PIPE (MAINLINE), AND 12" COVER FOR NON PRESSURE PIPE, LATERAL LINE.
5. ADJUST ALL SPRINKLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT OVER SPRAY ON TO WALKS, ROADS, AND/OR BUILDINGS INCLUDING SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS.
6. CONTROL WIRES SHALL BE BUNDLED WITH ELECTRICAL TAPE AT 10 FT. ON CENTER AND BURIED BENEATH THE MAINLINE.
7. WIRE CONNECTIONS, ALL SPLICES SHALL BE MADE WITH PEN-TILE OR EQUAL. WIRE CONNECTORS SHALL BE IN VALVE BOXES ONLY.
8. ROUTE ONE EXTRA WIRE WITH A COLOR DIFFERENT THAN THE CONTROL AND COMMON WIRES. ALL WIRE RUNS ARE TO FOLLOW MAINLINE.
9. TRENCHES SHALL BE COMPACTED TO PREVENT SETTLEMENT.
10. IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE:
    - A: PRESSURE TEST MAINLINE UNDER HYDROSTATIC PRESSURE OF 150 PSI FOR A MINIMUM OF 2 HOURS. CONTRACTOR MAY CENTER-LOAD PIPE WITH BACKFILL TO PREVENT ARCHING OR SLIPPING OF PIPE. ALL JOINTS SHALL REMAIN EXPOSED FOR INSPECTION.
    - B: COVERAGE TEST, SHALL BE PERFORMED TO DETERMINE IF THE COVERAGE IS COMPLETED AND ADEQUATE.
11. CONTRACTOR SHALL GUARANTEE WORK AGAINST DEFECTIVE INSTALLATION AND FAULTY PARTS FOR PERIOD OF 12 MONTHS.

CONSTRUCTION NOTES

1. WATER METER AND SERVICE LINE SHALL BE A MINIMUM SIZE OF 1".
2. CONTRACTOR SHALL CONFIRM WATER PRESSURE PRIOR TO INSTALLING THE IRRIGATION SYSTEM AND REQUEST PLAN CHANGE IF PRESSURE IS LOWER THAN THE DESIGN RATING.
3. RIGID PIPE, COPPER TYPE "K" AND/OR BRONZE PIPE SHALL CONNECT THE BACK FLOW TO THE SERVICE LINE.
4. CONTRACTOR SHALL CONTACT UNDERGROUND MODIFICATION SERVICE, "DIG ALERT," PRIOR TO ANY UNDERGROUND ACTIVITY AND REQUEST DRAWINGS OF THE EXISTING SITE UTILITIES.
5. OWNER SHALL PROVIDE AN 1" GATE VALVE AT THE EXISTING WATER SERVICE FOR THE IRRIGATION MAINLINE POINT OF CONNECTION (P.O.C).
6. OWNER SHALL PROVIDE 120 VOLT ELECTRICAL POWER OUTLET AT THE IRRIGATION CONTROLLER LOCATION, CONTRACTOR SHALL MAKE FINAL ELECTRICAL CONNECTION TO THE CONTROLLER.
7. CONTRACTOR SHALL ADHERE TO ALL CAL OSHA REQUIREMENTS, AND PROTECT THE PUBLIC FROM HIS CONSTRUCTION ACTIVITIES.
8. ALL WORK SHALL COMPLY WITH THE LATEST UNIFORM PLUMBING CODES AS WELL AS LOCAL ORDINANCES.
9. CONTRACTOR SHALL PULL ALL WIRES THROUGH CONDUIT FROM STREET LEVEL TO PODIUM LEVEL.
10. ALL CONDUITS SHALL BE COORDINATED WITH GENERAL CONTRACTOR
11. SUBSLAB COPPER PIPES SHALL BE PROVIDED BY PLUMBING CONTRACTOR W/STUB OUT AT PLANTERS.
12. ELECTRICAL CONDUITS FOR CONTROL WIRES TO CONTROLLERS SHALL BE PROVIDED BY THE ELECTRICAL CONTRACTOR.
13. LANDSCAPE CONTRACTOR SHALL PULL WIRES THROUGH EXISTING CONDUIT FROM CONTROLLER LOCATION TO EACH REMOTE CONTROL VALVE ABOVE SLAB.
14. CONTRACTOR SHALL COORDINATE ALL UNDER SLAB WORK WITH GENERAL CONTRACTOR PRIOR TO COMMENCING ANY WORK

B	WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-ME3 4-22 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) ②	FS
S	RAINBIRD - RSD SERIES RAIN SHUT OFF (PER LAMC. 4.304.1) ③	
VALVE SIZE 1"	A-1 / 10 — VALVE SEQUENCE / G.P.M.	
HB		
Q.C.		
A		

IRRIGATION LEGEND

FS	FLOW SENSOR RAIN BIRD FS100B 1" BRASS TEE FLOW SENSOR
	1" MANUAL SHUT OFF VALVE PROVIDE SIGN CAUTION: NON POTABLE WATER "DO NOT DRINK"
	3 WAY VALVE BY OTHER
	ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)
	LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF W/ VALVE BOX AND GREEN LID
	LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF W/ VALVE BOX AND PURPLE LID PROVIDE SIGN CAUTION: NON POTABLE RAINWATER "DO NOT DRINK"
	MEDIUM FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-100-PRF W/ VALVE BOX AND PURPLE LID PROVIDE SIGN CAUTION: NON POTABLE WATER "DO NOT DRINK"
HB	HOSE BIB (POTABLE WATER)
Q.C.	QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4" W/ VALVE BOX AND GREEN LID
A	WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-ME3 4-22 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) ②
	1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER PROVIDE SIGN CAUTION: NON-POTABLE WATER "DO NOT DRINK", IN YELLOW TAPE WITH BLACK LETTERING
	1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER PROVIDE SIGN CAUTION: NON-POTABLE RAINWATER "DO NOT DRINK" IN PURPLE TAPE WITH BLACK LETTERING
	PURPLE PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN) W/ P.V.C. SLEEVE UNDER IN PAVING PROVIDE SIGN CAUTION: NON POTABLE RAINWATER "DO NOT DRINK"
	COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN) PROVIDE SIGN CAUTION: NON POTABLE RAINWATER "DO NOT DRINK"
	COPPER PIPE UNDER SLAB BY PLUMBER (POTABLE)
	PURPLE NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN) PROVIDE SIGN CAUTION: NON POTABLE RAINWATER "DO NOT DRINK"
	NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
	P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
	PURPLE RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
	RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
BFP	REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"
M	MASTER VALVE RAIN BIRD 1" BRASS VALVE

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K T A

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SAMUEL HOAN KIM 2649 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:
OVERALL IRRIGATION PLAN - GROUND FL.

SHEET NO.:
LI-1

B — WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER
RAINBIRD ESP-ME3 4-22 STATION MODEL W/
PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) ②

S — RAINBIRD - RSD SERIES RAIN SHUT OFF
(PER LAMC. 4.304.1) ③

VALVE SIZE: 1" | A-1 | 10 — VALVE SEQUENCE / G.P.M.

FS — FLOW SENSOR RAIN BIRD FS100B 1" BRASS TEE FLOW SENSOR

1" MANUAL SHUT OFF VALVE
PROVIDE SIGN CAUTION: NON POTABLE WATER
"DO NOT DRINK"

3 WAY VALVE BY OTHER

ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE
RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)

LOW FLOW CONTROL ZONE KITS W/ PR FILTER
RAINBIRD XCZ-075-PRF W/ VALVE BOX AND GREEN LID

LOW FLOW CONTROL ZONE KITS W/ PR FILTER
RAINBIRD XCZ-075-PRF W/ VALVE BOX AND PURPLE LID
PROVIDE SIGN CAUTION: NON POTABLE RAINWATER
"DO NOT DRINK"

MEDIUM FLOW CONTROL ZONE KITS W/ PR FILTER
RAINBIRD XCZ-100-PRF W/ VALVE BOX AND PURPLE LID
PROVIDE SIGN CAUTION: NON POTABLE WATER
"DO NOT DRINK"

HB — HOSE BIB (POTABLE WATER)

Q.C. — QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
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RAINBIRD ESP-ME3 4-22 STATION MODEL W/
PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) ②

IRRIGATION LEGEND

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PROVIDE SIGN CAUTION: NON-POTABLE WATER "DO NOT DRINK",
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PURPLE
PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN)
W/ P.V.C. SLEEVE UNDER IN PAVING
PROVIDE SIGN CAUTION: NON POTABLE RAINWATER
"DO NOT DRINK"

COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
PROVIDE SIGN CAUTION: NON POTABLE RAINWATER
"DO NOT DRINK"

COPPER PIPE UNDER SLAB BY PLUMBER (POTABLE)

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P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE.
INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN)
PLACE WIRES IN MAINLINE SLEEVE

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RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)

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BFP — REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"

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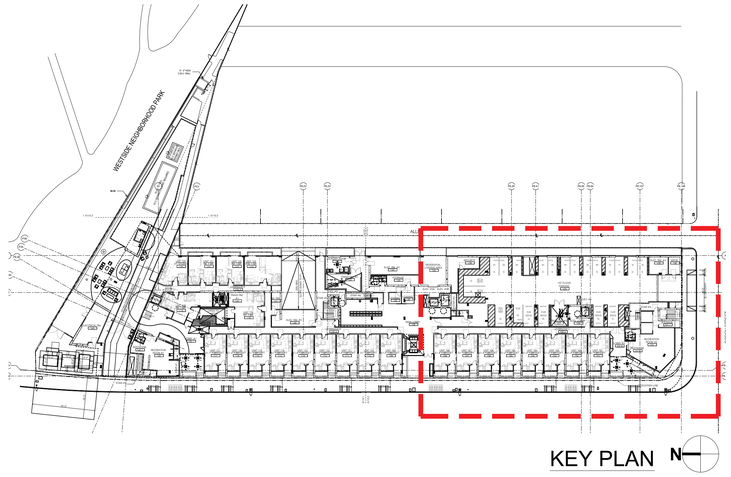

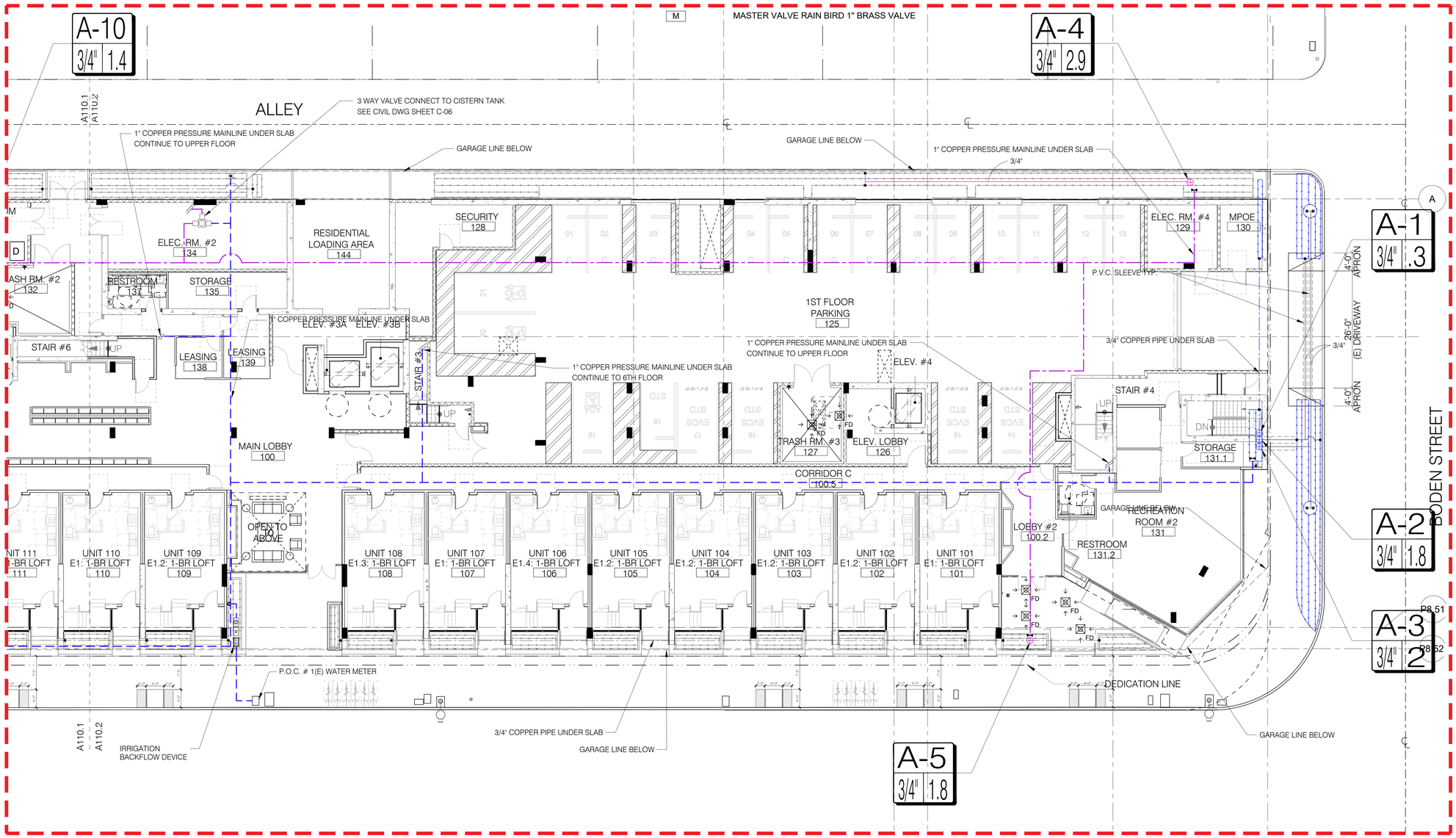

1 IRRIGATION PLAN - GROUND FL.
SCALE: 1" = 10'-0"

N

Scale: 1" = 10'-0"

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

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architect's stamp

consultant

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IRRIGATION PLAN - GROUND FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

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www.sqlainc.com

SHEET NO.:
LI-1A

B — WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER
RAINBIRD ESP-ME3 4-22 STATION MODEL W/
PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) (2)

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VALVE SIZE — A-1 / 1" | 10 — VALVE SEQUENCE / G.P.M.

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W/ P.V.C. SLEEVE UNDER IN PAVING
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COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
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COPPER PIPE UNDER SLAB BY PLUMBER (POTABLE)

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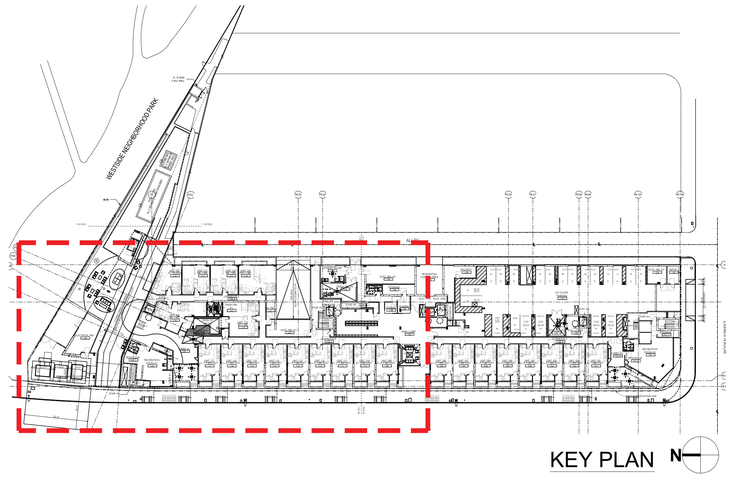

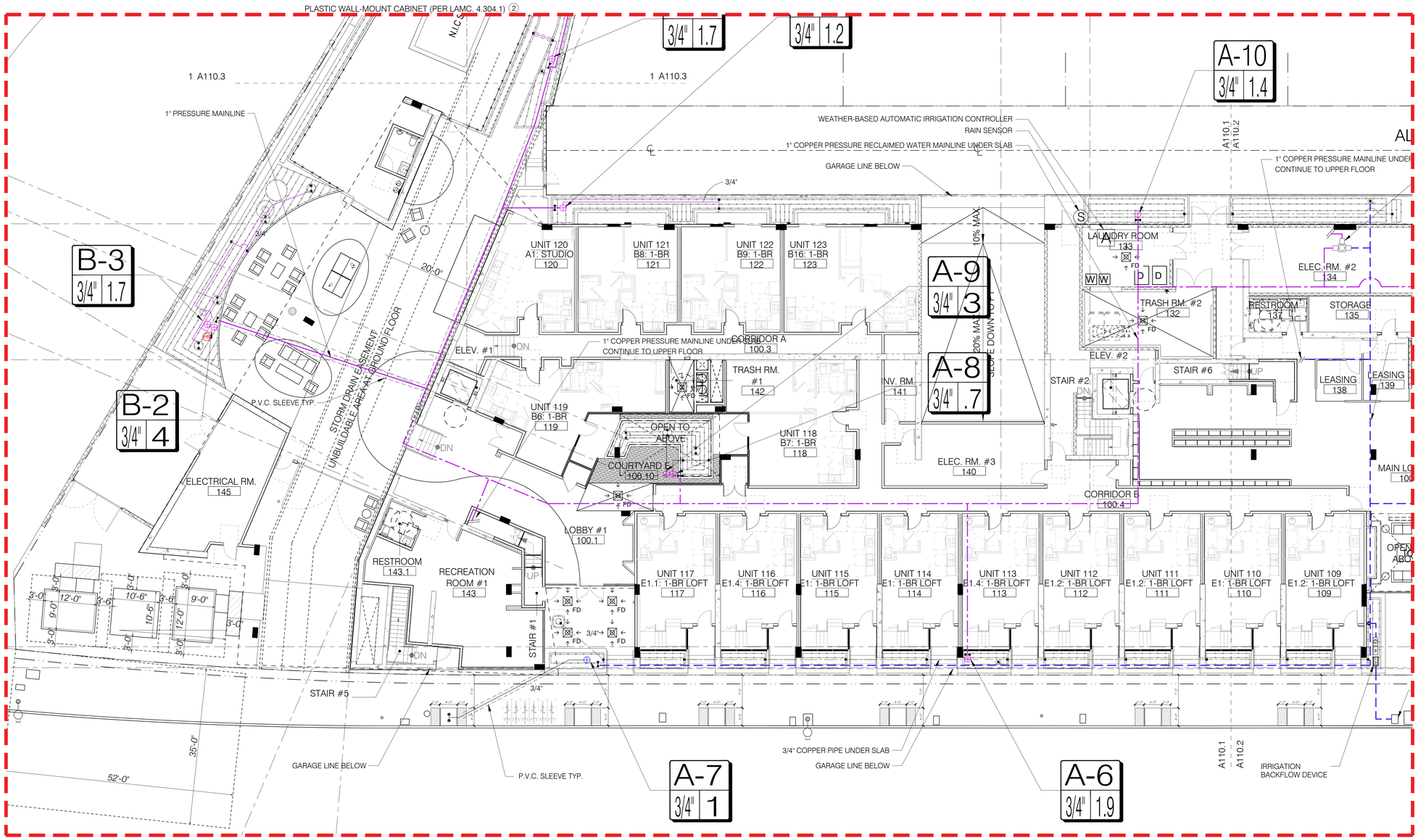

1 IRRIGATION PLAN - GROUND FLOOR
SCALE: 1" = 10'-0"

N

0 10' 20'
Scale: 1" = 10'-0"

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT — SANEY KOAN KIM — 2246 — Signature — 2-28-2027 — Renewal Date 10-15-2025 — Stamped Date — STATE OF CALIFORNIA

consultant

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	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

IRRIGATION PLAN - GROUND FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

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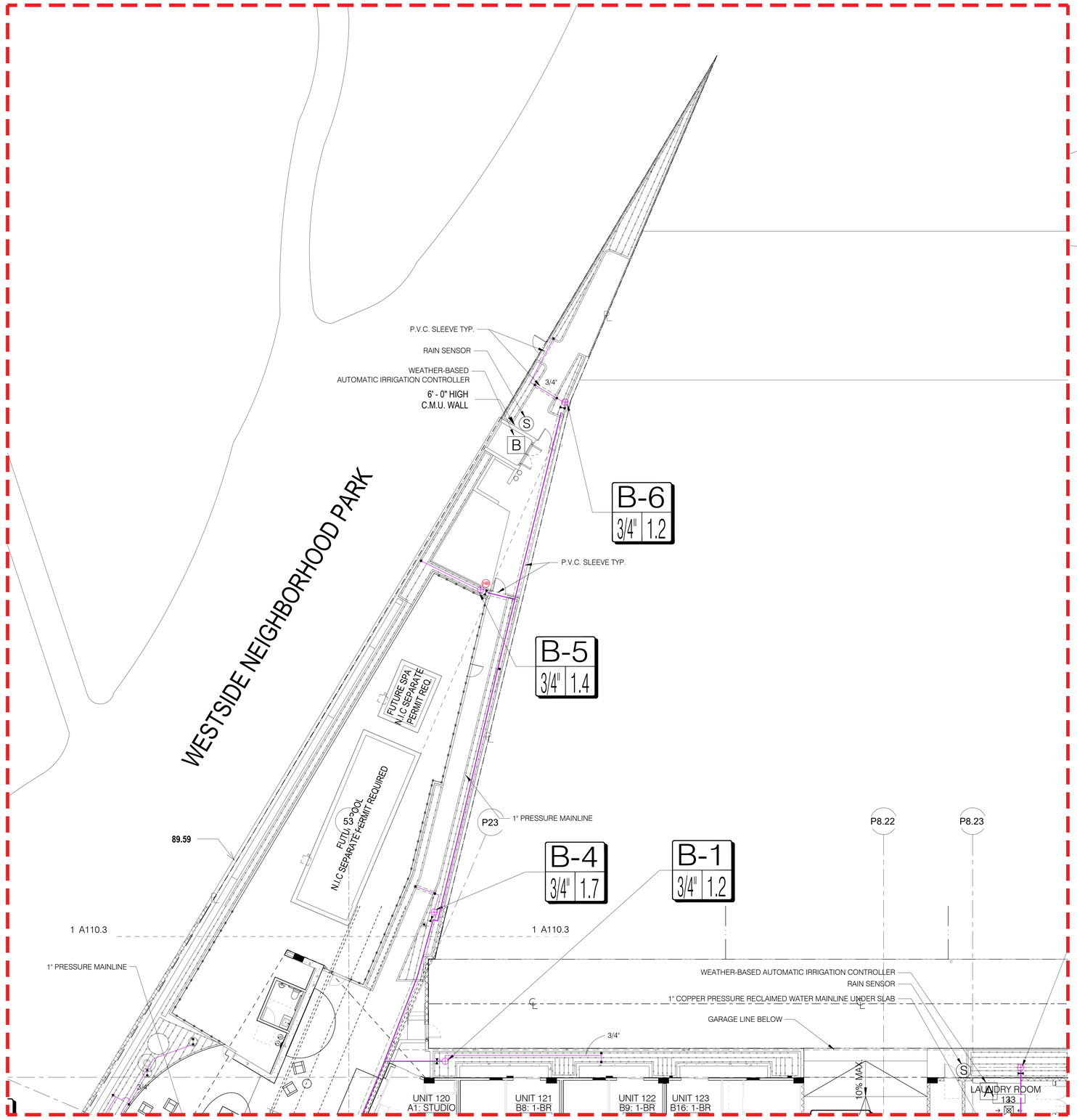
MIRA. CA. 92821 F. 562-905-0880
lo@sqlainc.com www.sqlainc.com

SHEET NO.:
LI-1B



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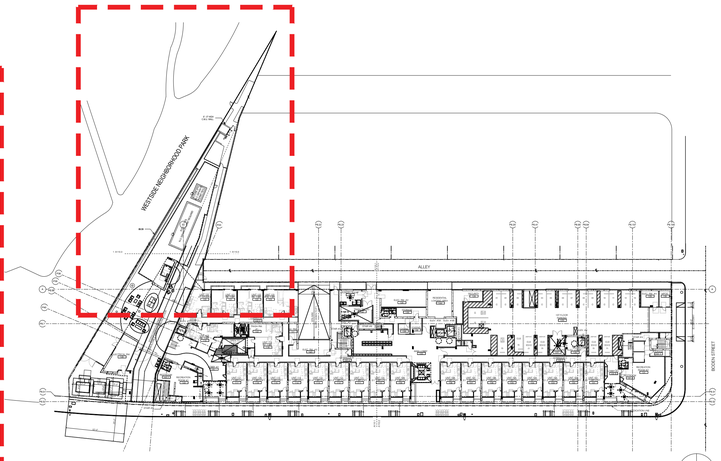

KEY PLAN

N

IRRIGATION LEGEND

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
  PROVIDE SIGN CAUTION: NON-POTABLE WATER "DO NOT DRINK", IN YELLOW TAPE WITH BLACK LETTERING
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- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
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- Q.C. — QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4" W/ VALVE BOX AND GREEN LID
- A — WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER
  RAINBIRD ESP-ME3 4-22 STATION MODEL W/
  PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) (2)
- B — WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER
  RAINBIRD ESP-ME3 4-22 STATION MODEL W/
  PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) (2)
- S — RAINBIRD - RSD SERIES RAIN SHUT OFF (PER LAMC. 4.304.1) (3)

VALVE SIZE: A-1 / 1" | 10 — VALVE SEQUENCE / G.P.M.

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SUNG KWAN KIM
2249
Signature
2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

KEY PLAN:

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	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

IRRIGATION PLAN - GROUND FL. DOG PARK

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SOLA #21905

DRAWING TITLE:

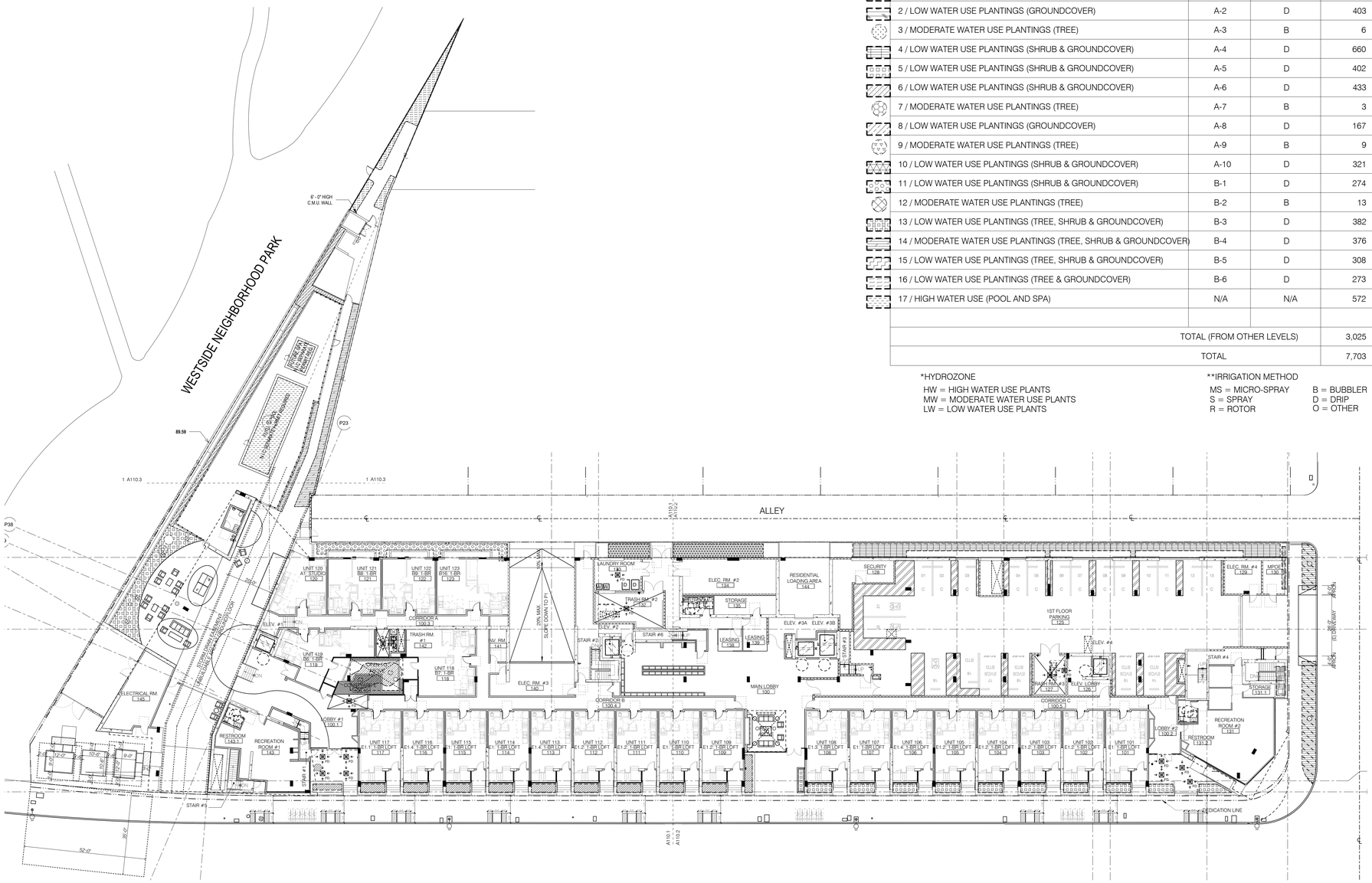
SHEET NO.:
LI-1C

HYDROZONE INFORMATION TABLE (GROUND FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
1 / MODERATE WATER USE PLANTINGS (VINE, SHRUB & GROUNDCOVER)	A-1	D	76	1%
2 / LOW WATER USE PLANTINGS (GROUNDCOVER)	A-2	D	403	5%
3 / MODERATE WATER USE PLANTINGS (TREE)	A-3	B	6	.1%
4 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-4	D	660	9%
5 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-5	D	402	5%
6 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-6	D	433	6%
7 / MODERATE WATER USE PLANTINGS (TREE)	A-7	B	3	.04%
8 / LOW WATER USE PLANTINGS (GROUNDCOVER)	A-8	D	167	2%
9 / MODERATE WATER USE PLANTINGS (TREE)	A-9	B	9	.1%
10 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-10	D	321	4%
11 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	B-1	D	274	4%
12 / MODERATE WATER USE PLANTINGS (TREE)	B-2	B	13	.2%
13 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	B-3	D	382	5%
14 / MODERATE WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	B-4	D	376	5%
15 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	B-5	D	308	4%
16 / LOW WATER USE PLANTINGS (TREE & GROUNDCOVER)	B-6	D	273	4%
17 / HIGH WATER USE (POOL AND SPA)	N/A	N/A	572	7%
TOTAL (FROM OTHER LEVELS)			3,025	39%
TOTAL			7,703	100.0%

*HYDROZONE
HW = HIGH WATER USE PLANTS
MW = MODERATE WATER USE PLANTS
LW = LOW WATER USE PLANTS

**IRRIGATION METHOD
MS = MICRO-SPRAY
S = SPRAY
R = ROTOR
B = BUBBLER
D = DRIP
O = OTHER



1 HYDROZONE PLAN - GROUND FL.
SCALE: 1" = 20'-0"

N

0 20' 40'
Scale: 1" = 20'-0"

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANG KOAN KIM 4246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

HYDROZONE PLAN - GROUND FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:

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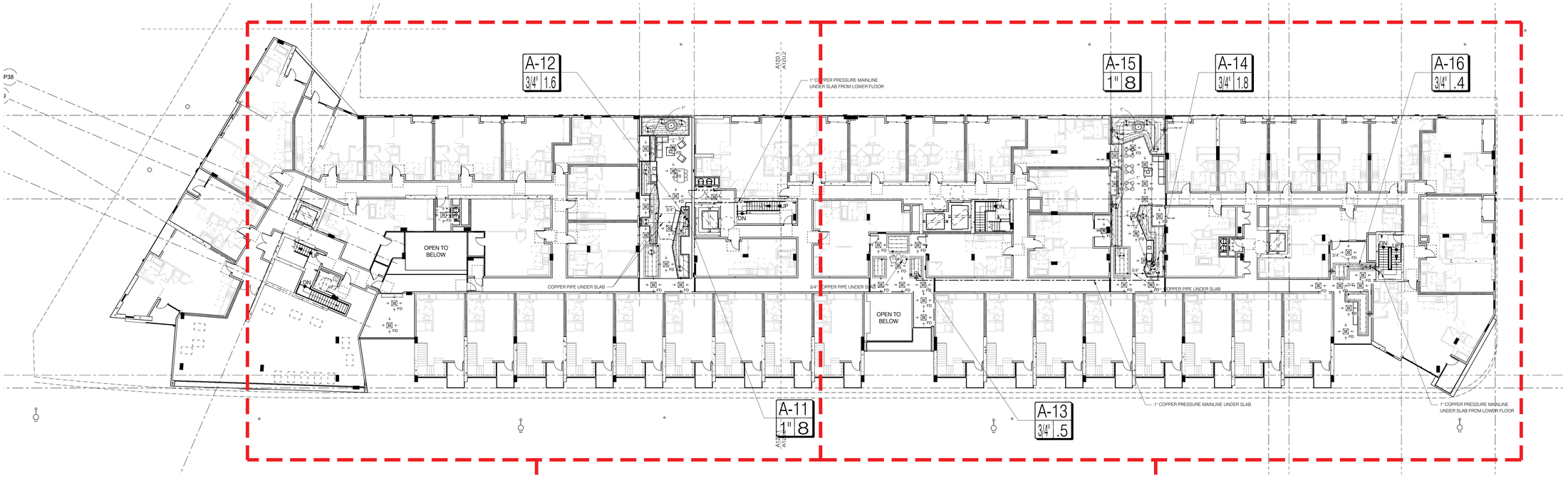
MESA, CA. 92821 F. 562-905-0807
lolita@sqlainc.com www.sqlainc.com

SHEET NO.:
LI-1D



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

N

0 8' 16' 32'
Scale: 1/16" = 1'-0"

IRRIGATION LEGEND

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
- NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- 1" MANUAL SHUT OFF VALVE
- ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE
  RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER
  RAINBIRD XCZ-075-PRF
- MEDIUM FLOW CONTROL ZONE KITS W/ PR FILTER
  RAINBIRD XCZ-100-PRF
- Q.C. QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"

VALVE SIZE — A-1 / 1" | 10 — VALVE SEQUENCE / G.P.M.

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

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architect's stamp

consultant

REGISTERED LANDSCAPE ARCHITECT
SAMEER KHAN
2746
Signature
Date
2-28-2027
Renewal Date
10-15-2025
Planned Date
STATE OF CALIFORNIA

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

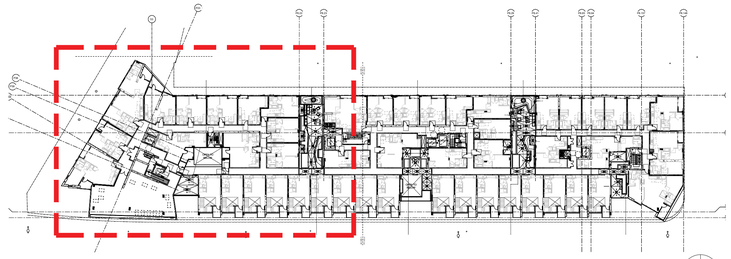
DRAWING TITLE:
OVERALL IRRIGATION PLAN - 2ND FLOOR

SHEET NO.:
LI-2

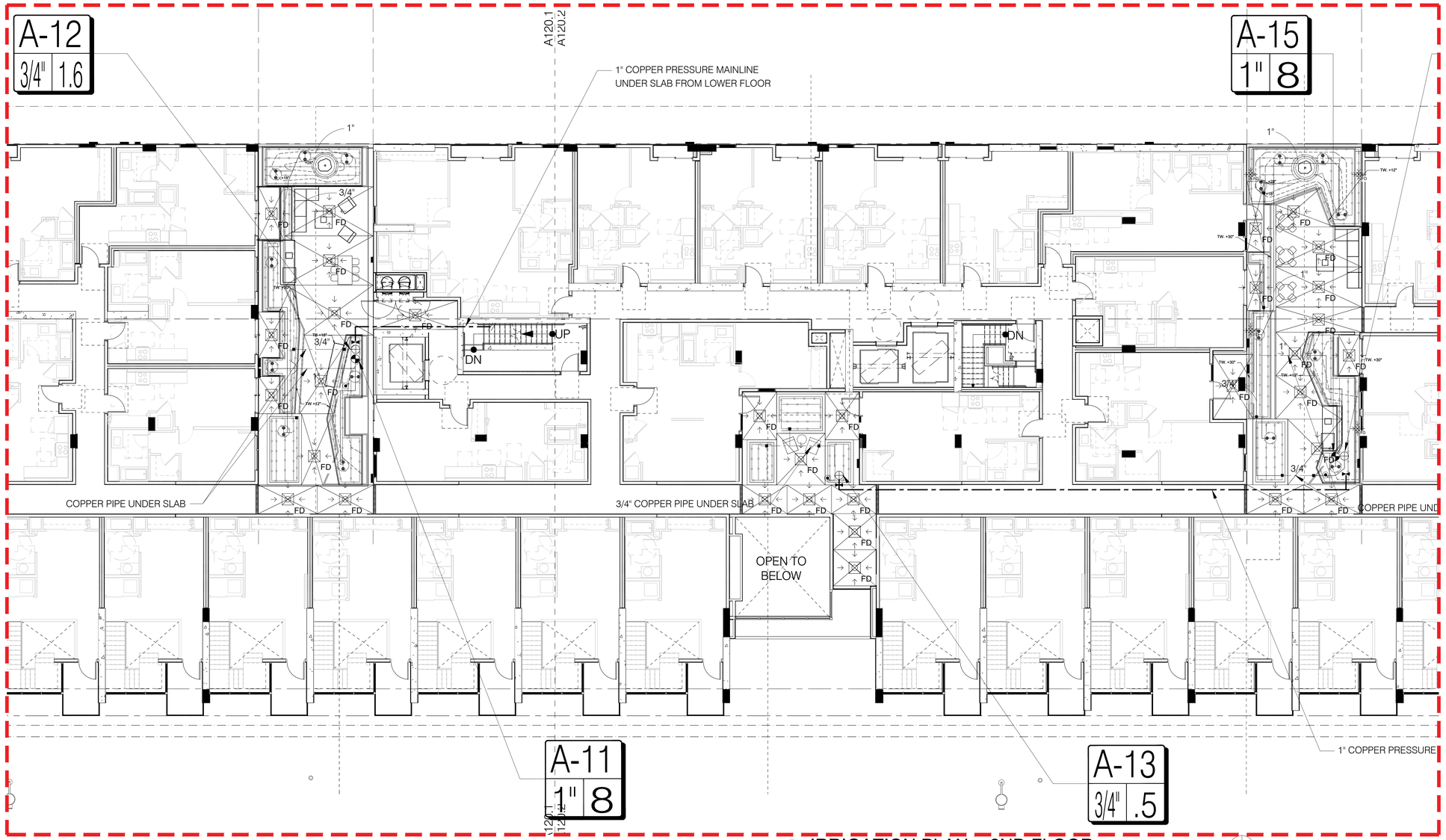
IRRIGATION LEGEND

	1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
	COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
	NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
	RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
	1" MANUAL SHUT OFF VALVE
	ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)
	LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
	MEDIUM FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-100-PRF
Q.C.	QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"

VALVE SIZE | A-1 | 1" | 10 | VALVE SEQUENCE G.P.M.



KEY PLAN N



1 IRRIGATION PLAN - 2ND FLOOR
SCALE: 1/8" = 1'-0"

N

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

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANET KUAN KIM 3249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:

IRRIGATION PLAN - 2ND FLOOR

SHEET NO.:
LI-2A

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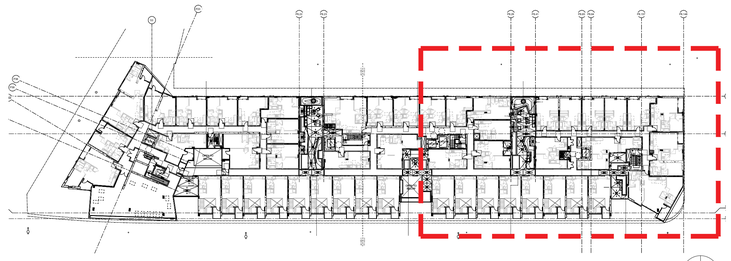
lo@solainc.com www.solainc.com

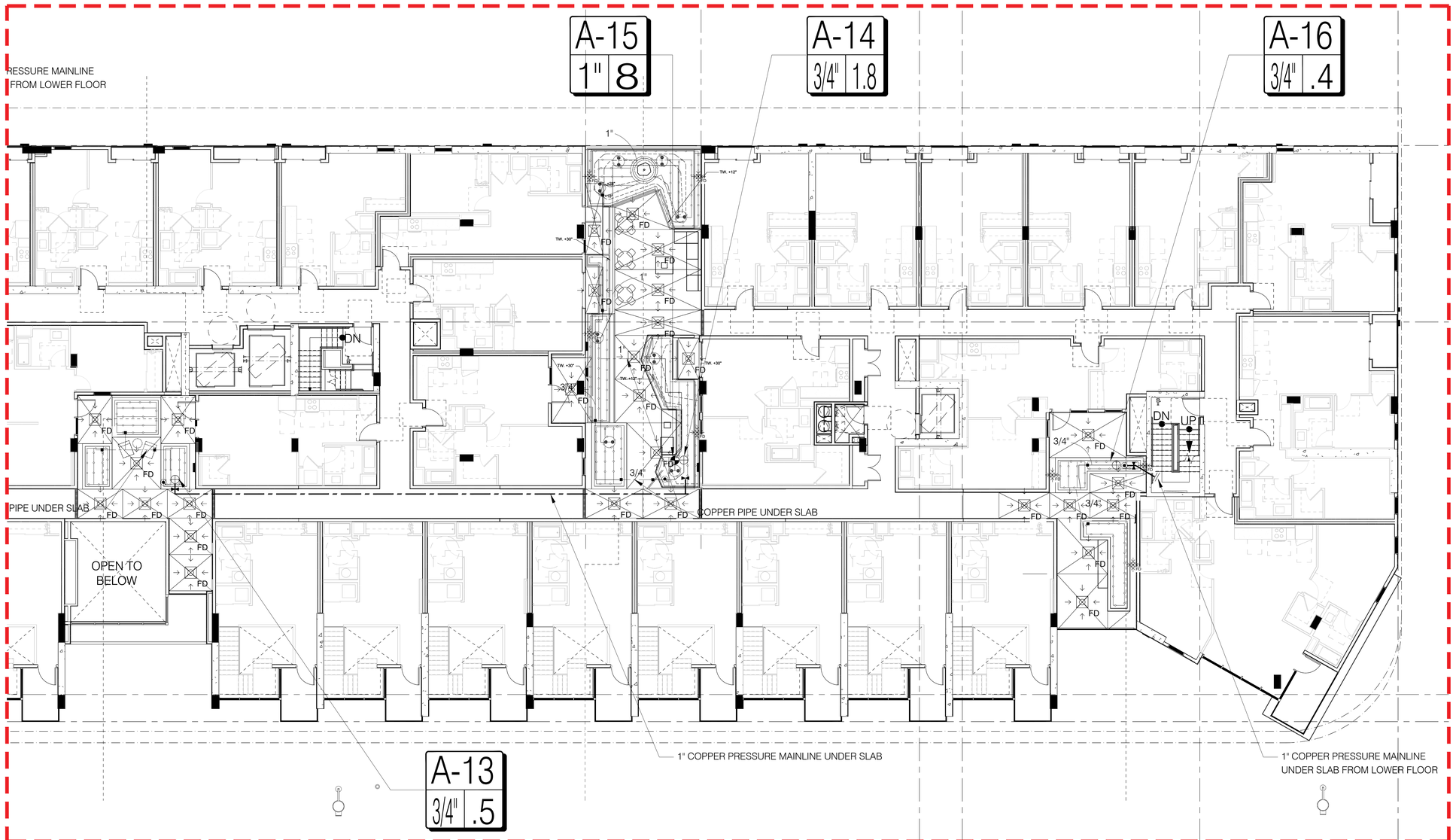
IRRIGATION LEGEND

	1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
	COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
	NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
	RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
	1" MANUAL SHUT OFF VALVE
	ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)
	LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
	MEDIUM FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-100-PRF
Q.C.	QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"

VALVE SIZE — A-1 / 1" | 10 — VALVE SEQUENCE / G.P.M.



KEY PLAN N



1 IRRIGATION PLAN - 2ND FLOOR
SCALE: 1/8" = 1'-0"

N

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

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

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architect's stamp

consultant

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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

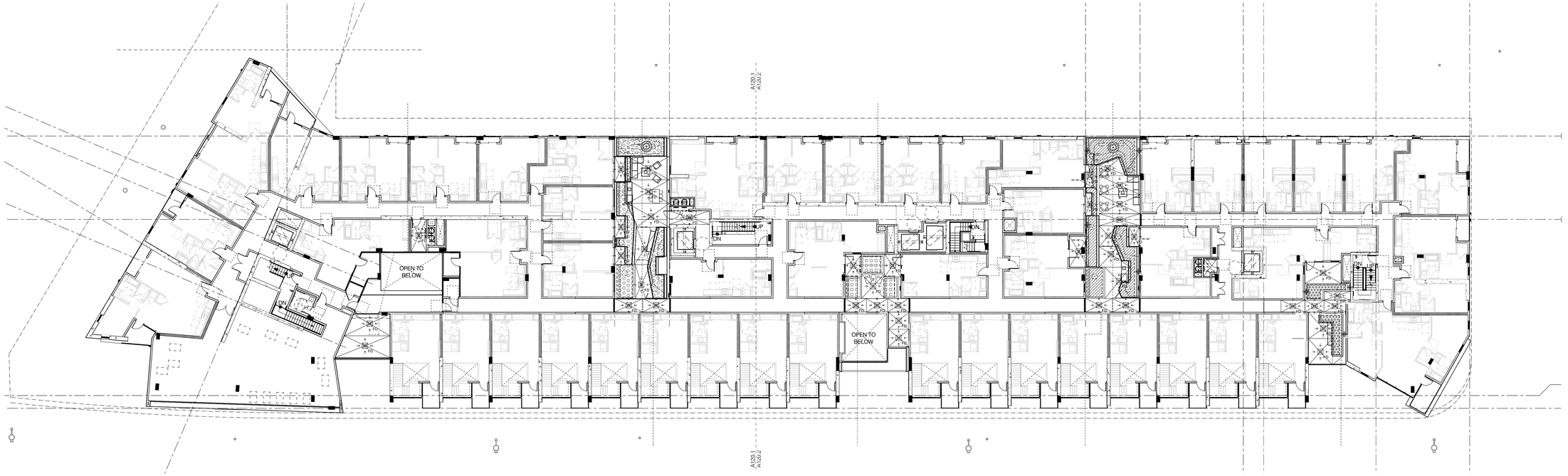
3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

IRRIGATION PLAN - 2ND FLOOR

SHEET NO.:
LI-2B



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

N

0 8" 16" 32"
Scale: 1/16" = 1'-0"

HYDROZONE INFORMATION TABLE (2ND FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
18 / HIGH WATER USE (WATER FEATURE)	N/A	N/A	25	.3%
19 / MODERATE WATER USE PLANTINGS (TREE)	A-11	B	25	.3%
20 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-12	D	362	5%
21 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-13	D	107	1%
22 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-14	D	410	5%
23 / MODERATE WATER USE PLANTINGS (TREE)	A-15	B	25	.3%
24 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-16	D	99	1%
TOTAL (FROM OTHER LEVELS)			6,650	86%
TOTAL			7,703	100.0%

*HYDROZONE
HW = HIGH WATER USE PLANTS
MW = MODERATE WATER USE PLANTS
LW = LOW WATER USE PLANTS

**IRRIGATION METHOD
MS = MICRO-SPRAY
S = SPRAY
R = ROTOR
B = BUBBLER
D = DRIP
O = OTHER

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architect's stamp

consultant

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	08-14-2023	25% CD LANDSCAPE SET
	09-15-2023	50% CD LANDSCAPE SET
	10-15-2023	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

HYDROZOONE PLAN - 2ND FLOOR

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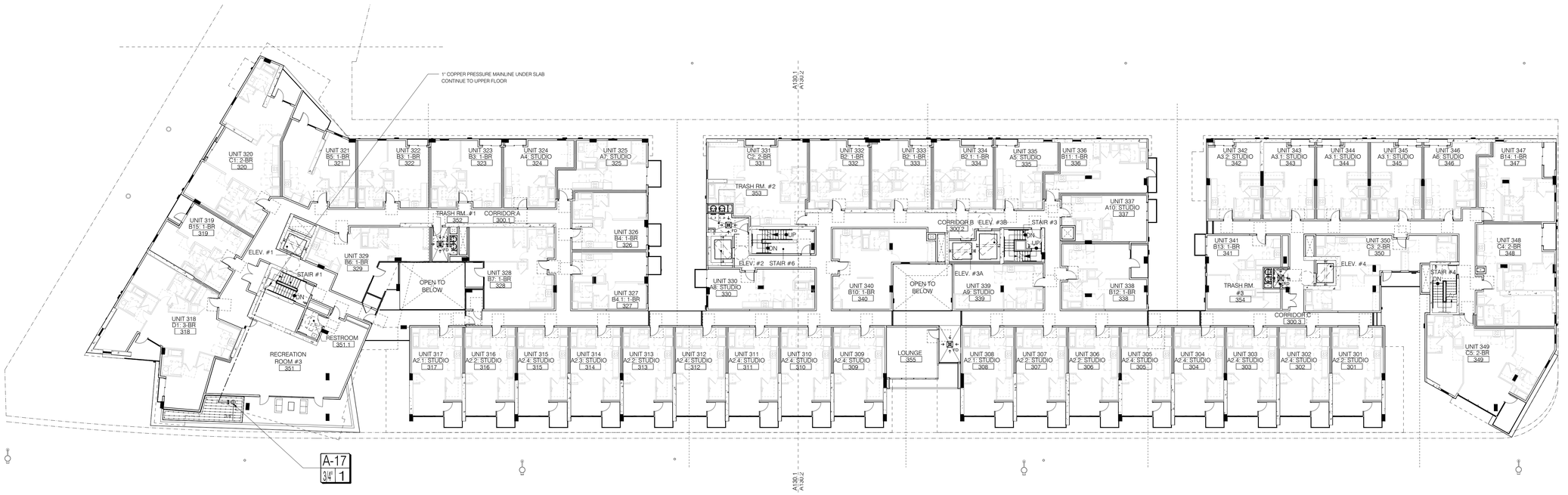
SMEA, CA. 92821 F. 562-905-0880
bill@sqlainc.com www.sqlainc.com

SHEET NO.:
LI-2C



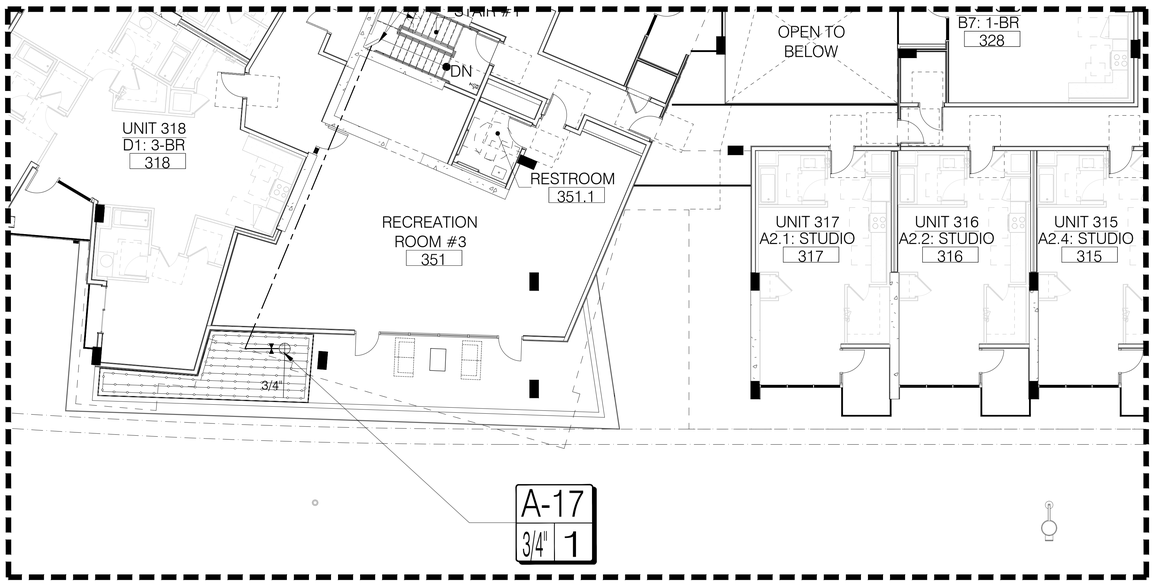
1 OVERALL IRRIGATION PLAN - 3RD. FL.

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

N

0 8' 16' 32'

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



2 ENLARGEMENT PLAN

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

N

0 4' 8' 16'

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

IRRIGATION LEGEND

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- 1" MANUAL SHUT OFF VALVE
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- Q.C. QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
- VALVE SIZE: A-1 / 1" 10 — VALVE SEQUENCE; G.P.M.

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT — SANEE KIM — 6249 — Signature — Date — Renewal Date 10-15-2025 — Stamped Date — STATE OF CALIFORNIA

consultant

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	08-14-2023	25% CD LANDSCAPE SET
	09-15-2023	50% CD LANDSCAPE SET
	10-15-2023	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
OVERALL IRRIGATION PLAN - 8TH FL.

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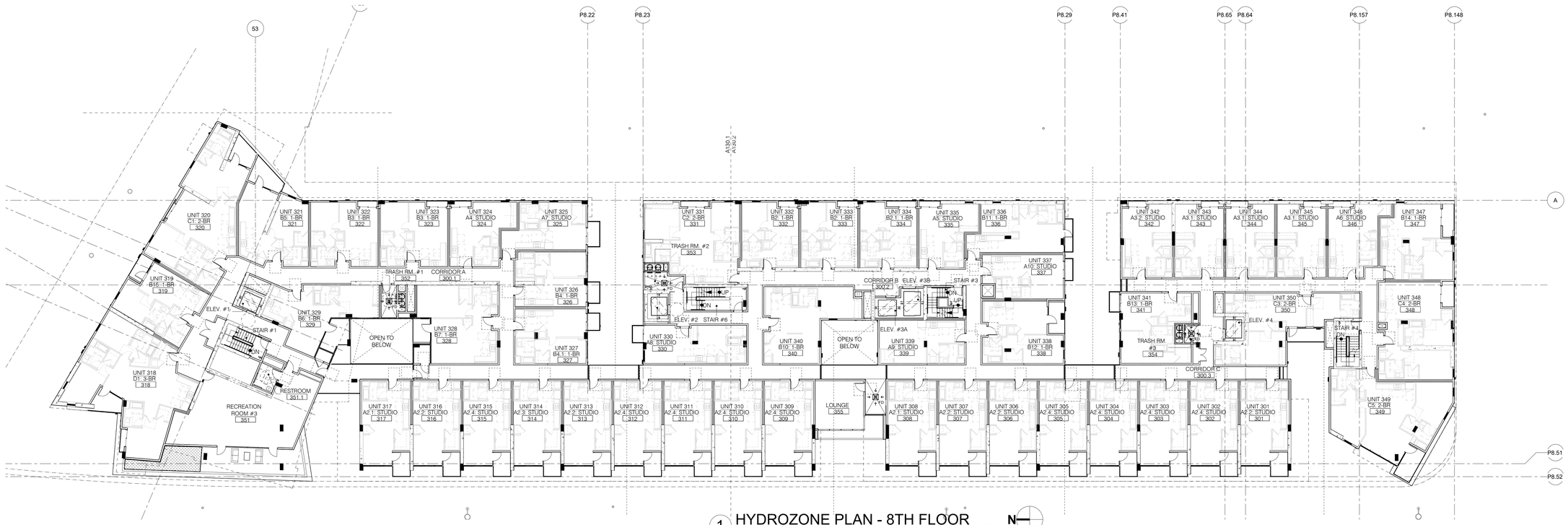
SAN A, CA. 92821 F. 562-905-0880
bill@sqlainc.com www.sqlainc.com

SHEET NO.:
LI-3



1 HYDROZONE PLAN - 8TH FLOOR

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

N

0 8" 16" 32"
Scale: 1/16" = 1'-0"

HYDROZONE INFORMATION TABLE (6TH FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
25 / LOW WATER USE PLANTINGS (SHRUB)	A-17	D	163	2%
TOTAL (FROM OTHER LEVELS)			7,540	98%
TOTAL			7,703	100.0%

*HYDROZONE

HW = HIGH WATER USE PLANTS
MW = MODERATE WATER USE PLANTS
LW = LOW WATER USE PLANTS

**IRRIGATION METHOD

MS = MICRO-SPRAY
S = SPRAY
R = ROTOR
B = BUBBLER
D = DRIP
O = OTHER

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANEL KOVAC 5246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

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#	DATE	ISSUE RECORD
	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:

3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

HYDROZONE PLAN - 8TH FL.

SQLA INC Landscape Architects
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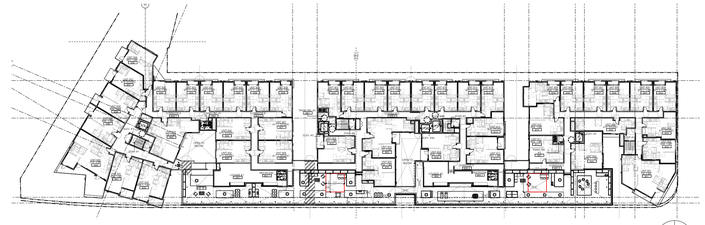
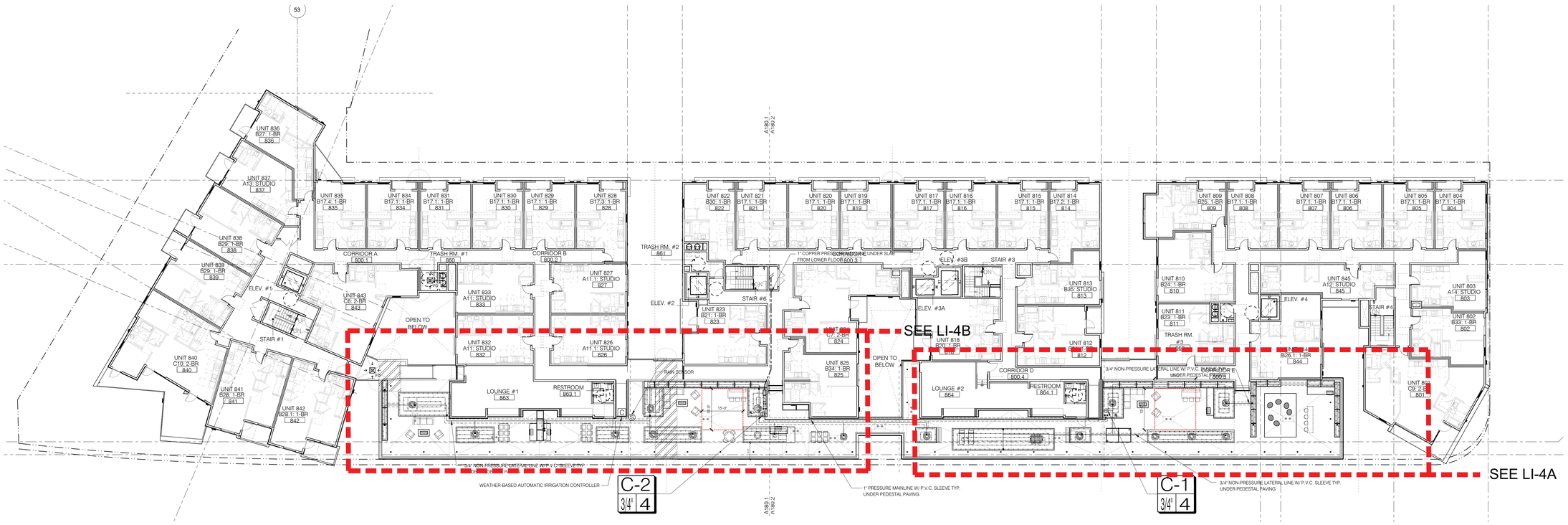
SIGX., CA. 92821 F. 562-905-0960
sqla@sqlainc.com www.sqlainc.com

SHEET NO.:

LI-3A



KEY PLAN N



1 OVERALL IRRIGATION PLAN - 8TH FLOOR
SCALE: 1/16" = 1'-0"

N

0 8' 16' 32'
Scale: 1/16" = 1'-0"

IRRIGATION LEGEND

———	PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN) W/ P.V.C. SLEEVE UNDER IN PAVING
—·—·—	1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
———	NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
— — —	P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
○——○——○	RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
BFP	REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"
M	MASTER VALVE RAIN BIRD 1" BRASS VALVE
FS	FLOW SENSOR RAIN BIRD FS100B 1" BRASS TEE FLOW SENSOR
	1" MANUAL SHUT OFF VALVE
	LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
Q.C.	QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
C	WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-ME3 4-22 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) (2)
S	RAINBIRD - RSD SERIES RAIN SHUT OFF (PER LAMC. 4.304.1) (3)
VALVE SIZE	A-1 / 1" / 10 — VALVE SEQUENCE / G.P.M.

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SUNEE KOAN KIM 4246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

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	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

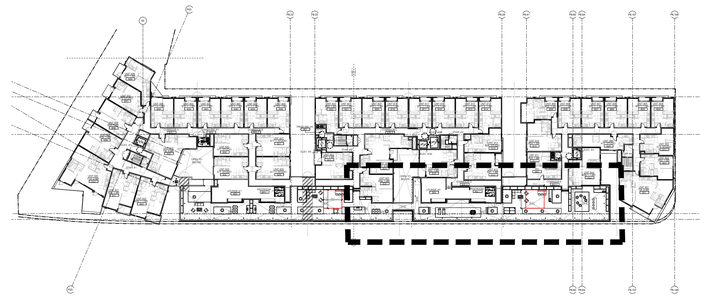
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

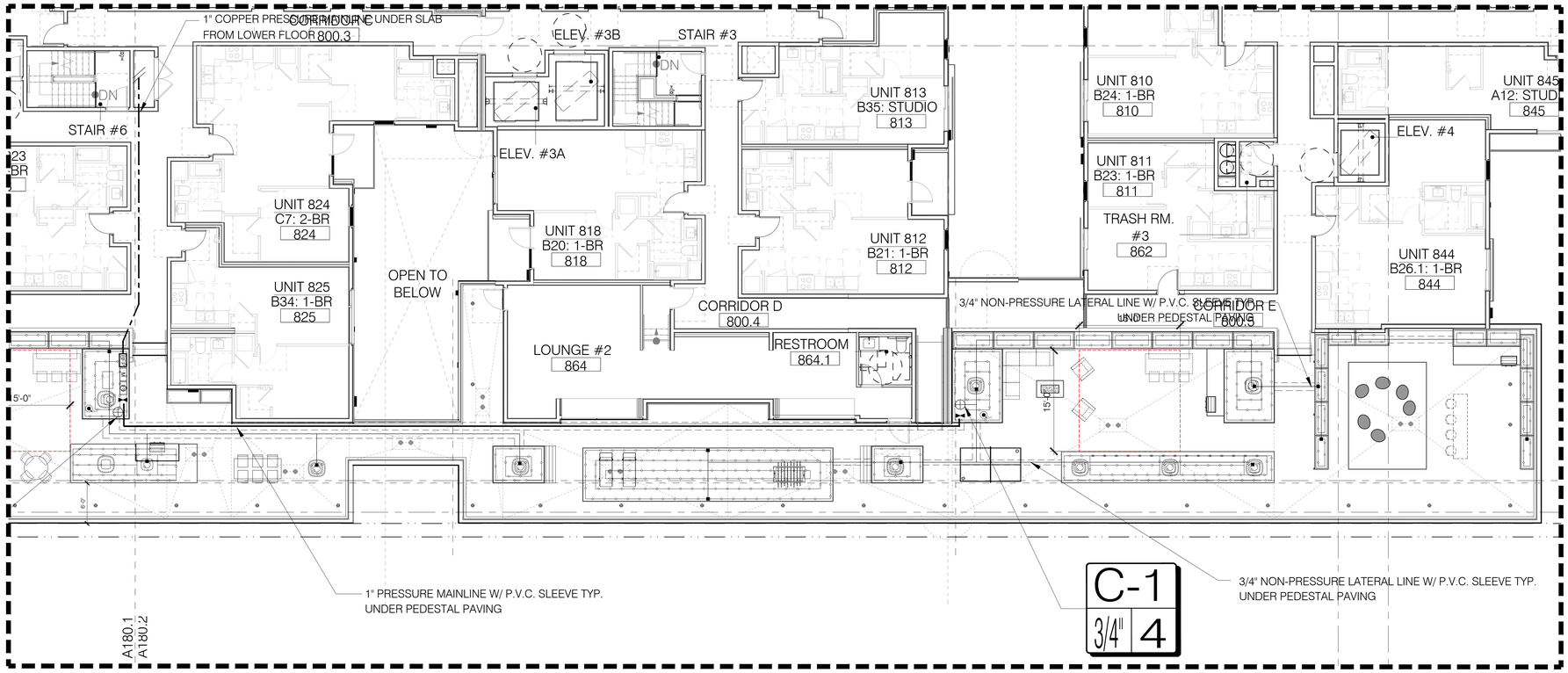
PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:
OVERALL IRRIGATION PLAN - 8TH FL.

SHEET NO.:
LI-4



KEY PLAN N



1 IRRIGATION PLAN - 8TH FLOOR DECK 1

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

N

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

IRRIGATION LEGEND

- PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN) W/ P.V.C. SLEEVE UNDER IN PAVING
- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- BFP — REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"
- M — MASTER VALVE RAIN BIRD 1" BRASS VALVE
- FS — FLOW SENSOR RAIN BIRD FS100B 1" BRASS TEE FLOW SENSOR
- 1" MANUAL SHUT OFF VALVE
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- Q.C. — QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
- C — WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-ME3 4-22 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) (2)
- S — RAINBIRD - RSD SERIES RAIN SHUT OFF (PER LAMC. 4.304.1) (3)
- VALVE SIZE 1" | A-1 | 10 — VALVE SEQUENCE; G.P.M.

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANG KOAN KIM 2246 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

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	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:
IRRIGATION PLAN - 8TH FL. DECK 1

SHEET NO.:
LI-4A

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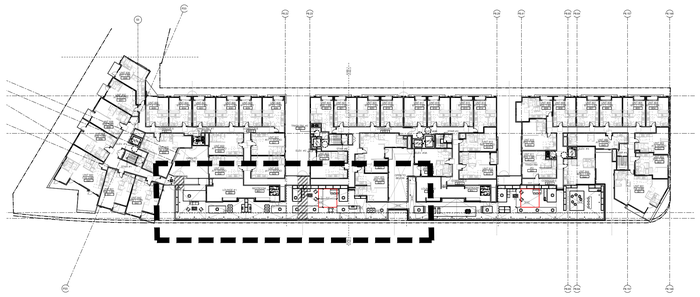
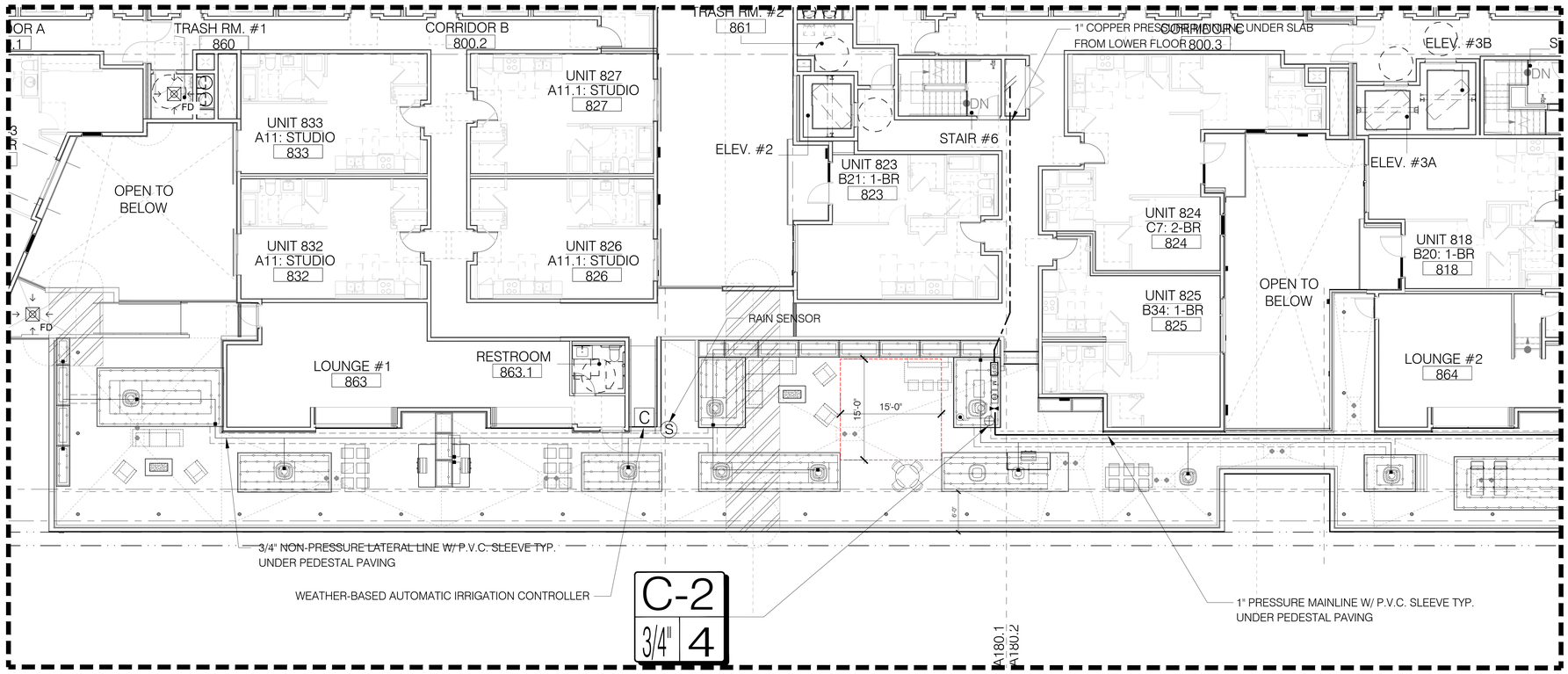
lali@sqlainc.com
www.sqlainc.com



KEY PLAN N



1 IRRIGATION PLAN - 8TH FLOOR DECK 2

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

N

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

IRRIGATION LEGEND

- PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN) W/ P.V.C. SLEEVE UNDER IN PAVING
- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- BFP — REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"
- M — MASTER VALVE RAIN BIRD 1" BRASS VALVE
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- 1" MANUAL SHUT OFF VALVE
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- Q.C. — QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
- C — WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-ME3 4-22 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) (2)
- S — RAINBIRD - RSD SERIES RAIN SHUT OFF (PER LAMC. 4.304.1) (3)
- VALVE SIZE: A-1 / 1" | 10 — VALVE SEQUENCE; G.P.M.

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANET KIM No. 6249 STATE OF CALIFORNIA
Signature
Date: 2-28-2027
Renewal: Date
10-15-2025
Stamped: Date

consultant

KEY PLAN:

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IRRIGATION PLAN - 8TH FL. DECK 2

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:

SOLA INC
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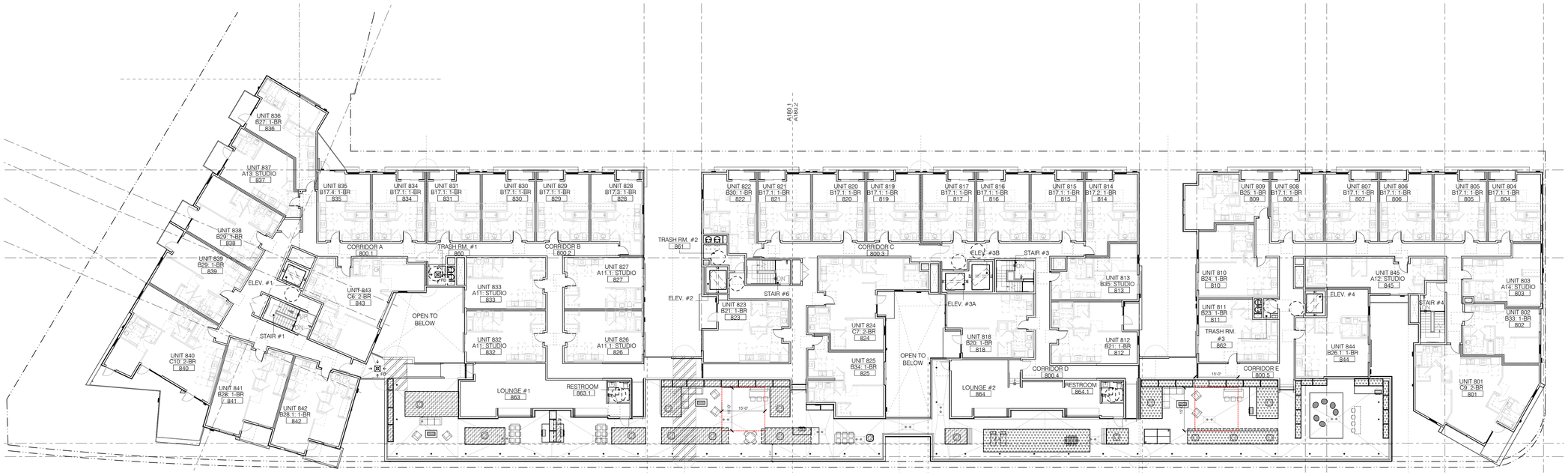
Brea, CA. 92821 F. 562-905-0880
kelly@solainc.com www.solainc.com

SHEET NO.:
LI-4B



1 HYDROZONE PLAN - 8TH FLOOR

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

N

0 8' 16' 32'

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

HYDROZONE INFORMATION TABLE (8TH FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
26 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	C-1	D	908	12%
27 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	C-2	D	901	12%
TOTAL (FROM OTHER LEVELS)			5,894	76%
TOTAL			7,703	100.0%

*HYDROZONE
HW = HIGH WATER USE PLANTS
MW = MODERATE WATER USE PLANTS
LW = LOW WATER USE PLANTS

**IRRIGATION METHOD
MS = MICRO-SPRAY
S = SPRAY
R = ROTOR
B = BUBBLER
D = DRIP
O = OTHER

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT
SHAEL KWAN KIM
5246
Signature
2-28-2027
Renewal Date
10-15-2025
Stamped Date
STATE OF CALIFORNIA

consultant

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	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

HYDROZONE PLAN - 8TH FL.

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SQLA #21905

DRAWING TITLE:

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sqla@sqlainc.com www.sqlainc.com

SHEET NO.:
LI-4C

WATER EFFICIENT LANDSCAPE WORKSHEET

CITY OF LOS ANGELES MAXIMUM APPLIED WATER ALLOWENCE

THE ETo REFERENCE FOR CITY OF LOS ANGELES IS 50.1 (INCHES PER YEAR)

REFERENCE EVAPOTRANSPIRATION (ETo)

HYDROZONE # / PLANTING DESCRIPTION [a]	PLANT FACTOR (PF)	IRRIGATION METHOD [b]	IRRIGATION EFFICIENCY (IE) [c]	ETAF (PF / IE)	LANDSCAPE AREA (SQ-FT)	ETAF x AREA	ESTIMATED TOTAL WATER USED [d] (ETWU)
REGULAR LANDSCAPE AREA							
1 / MODERATE WATER USE PLANTINGS (VINE, SHRUB & GROUNDCOVER)	0.5	DRIP	0.81	0.62	76	47	1,460
2 / LOW WATER USE PLANTINGS (GROUNDCOVER)	0.2	DRIP	0.81	0.25	403	101	3,137
3 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	6	4	124
4 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	660	165	5,125
5 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	402	101	3,137
6 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	433	108	3,355
7 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	3	2	62
8 / LOW WATER USE PLANTINGS (GROUNDCOVER)	0.2	DRIP	0.81	0.25	167	42	1,305
9 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	9	6	186
10 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	321	80	2,485
11 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	274	69	2,143
12 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	13	8	248
13 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	382	96	2,982
14 / MODERATE WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.5	DRIP	0.81	0.62	376	233	7,237
15 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	308	77	2,392
16 / LOW WATER USE PLANTINGS (TREE & GROUNDCOVER)	0.2	DRIP	0.81	0.25	273	68	2,112
17 / HIGH WATER USE (POOL AND SPA)	N/A	N/A	N/A	1.00	572	572	17,767
18 / HIGH WATER USE (WATER FEATURE)	N/A	N/A	N/A	1.00	25	25	777
19 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	25	16	497
20 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	362	91	2,827
21 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	107	27	839
22 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	410	103	3,199
23 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	25	16	497
24 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	99	25	777
25 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	163	41	1,274
26 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	908	227	7,051
27 / LOW WATER USE PLANTINGS (SHRUB)	0.2	DRIP	0.81	0.25	901	225	6,989
			TOTALS		(A) 7,703	(B) 2,575	79,829
SPECIAL LANDSCAPE AREA							
----------				1.0	-----	-----	-----
----------				1.0	-----	-----	-----
----------				1.0	-----	-----	-----
			TOTALS		(C) -----	(D) -----	0
						ETWU TOTAL	79,829
						MAXIMUM ALLOWED WATER ALLOWANCE (MAWA) [e]	131,599

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

[a] HYDROZONE #/ PLANTING DESCRIPTION
E.G.
1.) FRONT LAWN
2.) LOW WATER USE PLANTINGS
3.) MEDIUM WATER USE PLANTINGS

[b] IRRIGATION METHOD
OVERHEAD SPRAY
OR DRIP

[c] IRRIGATION EFFICIENCY
0.75 FOR SPRAY HEAD
0.81 FOR DRIP

[d] ETWU (ANNUAL GALLONS REQUIRED) =
ETo x 0.62 x ETAF x AREA
WHERE 0.62 IS A CONVERSION FACTOR THAT CONVERTS ACRE-INCHES PER ACRE PER YEAR TO GALLONS PER SQUARE FOOT PER YEARS.

[e] MAWA (ANNUAL GALLONS ALLOWED) = (ETo) (0.62) [(ETAF X LA) + ((1-ETAF) x SLA)]
WHERE 0.62 IS A CONVERSION FACTOR THAT CONVERTS ACRE-INCHES PER ACRE PER YEAR TO GALLONS PER SQUARE FOOT PER YEAR, LA IS THE TOTAL LANDSCAPE AREA IN SQUARE FEET, AND ETAF IS .55 FOR RESIDENTIAL AREAS AND 0.45 FOR NON-RESIDENTIAL AREAS.

ETAF CALCULATIONS

REGULAR LANDSCAPE AREA

TOTAL ETAF x AREA	(B)	2,575
TOTAL AREA	(A)	7,703
AVERAGE ETAF	(B/A)	0.33

ALL LANDSCAPE AREA

TOTAL ETAF x AREA	(B+D)	2,575
TOTAL AREA	(A+C)	7,703
SITEWIDE ETAF	(B+D) / (A+C)	0.33

**AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

"I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE"

SAMUEL KYUN KIM
REGISTERED LANDSCAPE ARCHITECT #3249

07-24-2025
DATE

MAINTENANCE SCHEDULES :

A REGULAR MAINTENANCE SCHEDULE SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

LANDSCAPE SHALL BE MAINTAINED TO ENSURE WATER EFFICIENCY. A REGULAR MAINTENANCE SCHEDULE SHALL INCLUDE, BUT NOT BE LIMITED TO, CHECKING, ADJUSTING, AND REPAIRING IRRIGATION EQUIPMENT, RESETTING THE AUTOMATIC CONTROLLER, AERATING AND DETHATCHING TURF AREAS, REPLENISHING MULCH, FERTILIZING, PRUNING, AND WEEDING IN ALL LANDSCAPE AREAS.

WHENEVER POSSIBLE, REPAIR OF IRRIGATION EQUIPMENT SHALL BE DONE WITH THE ORIGINALLY SPECIFIED MATERIALS OR THEIR EQUIVALENTS.

A LANDSCAPE IRRIGATION AUDIT SCHEDULE AS REQUIRED IN CHAPTER 20.09 OF TITLE 20 MAY BE RECOMMENDED. THE MAXIMUM PERIOD BETWEEN AUDITS SHALL BE FIVE YEARS.

IRRIGATION AUDIT SCHEDULES

A SCHEDULE OF LANDSCAPE IRRIGATION AUDITS OF AT LEAST ONCE EVERY FIVE YEARS MUST BE ESTABLISHED, FOR ALL BUT SINGLE-FAMILY RESIDENCES, AND OTHER PROJECTS WITH A LANDSCAPE AREA LESS THAN 1 ACRE (0.405 HA): AS REQUIRED IN CHAPTER 20.09 IN TITLE 20 (UTILITIES CODES), AN AUDIT SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED TO THE COUNTY AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

AT A MINIMUM, AUDITS SHALL BE IN ACCORDANCE WITH THE LATEST STATE OF CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM AS DESCRIBED IN THE LATEST LANDSCAPE IRRIGATION AUDITOR HANDBOOK, PREPARED FOR THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, WATER CONSERVATION OFFICE, THE ENTIRE DOCUMENT, WHICH IS HEREBY INCORPORATED BY REFERENCE.

THE SCHEDULE SHALL PROVIDE FOR LANDSCAPE IRRIGATION AUDITS TO BE CONDUCTED BY A QUALIFIED INDIVIDUAL AS DETERMINED BY THE DIRECTOR AT LEAST ONCE EVERY FIVE YEARS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 20, DIVISION 1 OF THE LOS ANGELES COUNTY CODE.

NOTE:

"AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE."

"USELESS CONTRADICTED BY A SOIL TEST, 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."

"FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6" OF 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."

"A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES."

"A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT."

"AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION."

IRRIGATION AUDIT NOTE:

THE CONTRACTOR WILL CONDUCT AN IRRIGATION AUDIT USING A CERTIFIED IRRIGATION AUDITOR. AFTER THE FINAL FIELD OBSERVATION HAS BEEN COMPLETED AND ALL IRRIGATION COMPONENTS ARE INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND THE IRRIGATION SYSTEM IS ACCEPTED BY THE PROJECT ARCHITECT FOR MAINTENANCE.
THE IRRIGATION AUDIT WILL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE.

1. PLACE FLAGS AT EACH HEAD IN THE ZONE.
2. MEASURE SPACING AND MARK MID POINTS BETWEEN HEADS.
3. PLACE WATER MEASURING RECEPTACLES.
4. TAKE READINGS OF WATER LEVEL IN RECEPTACLES AND RECORD RESULTS.
5. MEASURE HEAD PRESSURE IN EACH ZONE AND RECORD RESULTS.
6. AFTER COMPLETING ZONE ADVANCE TO NEXT ZONE AND REPEAT PROCEDURE.
7. SUBMIT THE RESULTS OF THE AUDIT TO THE PROJECT ARCHITECT.

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

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

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architect's stamp

REGISTERED LANDSCAPE ARCHITECT SAMUEL KYUN KIM 3249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

All designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. Written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. Any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

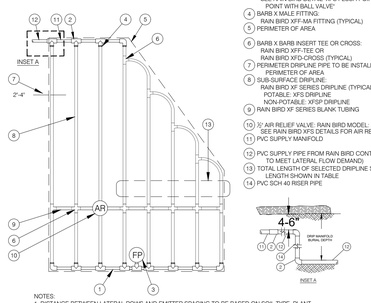
PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM: BG
DRAWN BY: STAFF
JOB NO.: SOLA #21905

DRAWING TITLE:
WATER EFFICIENT LANDSCAPE WORKSHEET

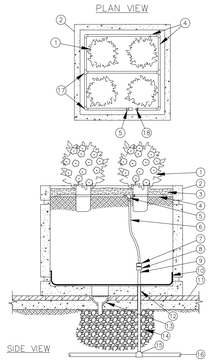
SHEET NO.:
LI-5



1. PVC EXHAUST HEADER
2. PVC SCH 40 TEE OR EL (TYPICAL)
3. FLUSH POINT (TYPICAL)
   SEE RAIN BIRD DETAIL "XFS FLUSH POINT" OR "XFS FLUSH POINT WITH BALL VALVE"
4. BARB X MALE FITTING.
   RAIN BIRD XFF-MA FITTING (TYPICAL)
5. PERIMETER OF AREA
6. BARB X BARB INSERT TEE OR CROSS:
   RAIN BIRD XFD-TEE OR
   RAIN BIRD XFD-CROSS (TYPICAL)
7. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2'-4" FROM PERIMETER OF AREA
8. SUB-SURFACE DRIPLINE:
   RAIN BIRD XF SERIES DRIPLINE (TYPICAL)
   POTABLE: XFS DRIPLINE
   NON-POTABLE: XFSP DRIPLINE
9. RAIN BIRD XF SERIES BLANK TUBING
10. ½" AIR RELIEF VALVE: RAIN BIRD MODEL: ARV050
    SEE RAIN BIRD XFS DETAILS FOR AIR RELIEF INSTALLATION
11. PVC SUPPLY MANIFOLD
12. PVC SUPPLY PIPE FROM RAIN BIRD CONTROL ZONE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
13. TOTAL LENGTH OF SELECTED DRIPLINE SHOULD NOT EXCEED LENGTH SHOWN IN TABLE
14. PVC SCH 40 RISER PIPE

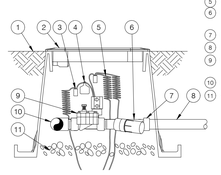
NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE RAIN BIRD XFS DRIPLINE INSTALLATION GUIDE FOR SUGGESTED SPACINGS.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM LENGTH SHOWN IN THE ACCOMPANYING TABLE.
3. AIR RELIEF VALVE TO BE INSTALLED AT HIGH POINT OF AREA.
4. WHEN USING 17MM INSERT FITTINGS WITH DESIGN PRESSURE OVER 50PSI, IT IS RECOMMENDED THAT STAINLESS STEEL CLAMPS BE INSTALLED ON EACH FITTING.

XFS SUB-SURFACE IRREGULAR SHAPED LAYOUT (16)
SCALE: N.T.S.



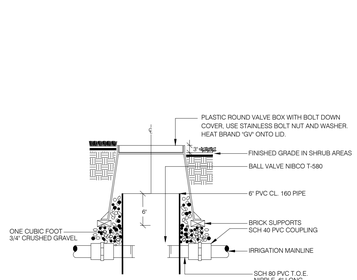
1. PLANT MATERIAL (TYPICAL)
2. 4-FOOT SQUARE RAISED PLANTER
3. MINIMUM 3" DEPTH OF MULCH
4. ON-SURFACE DRIPLINE:
   RAIN BIRD XF SERIES DRIPLINE (TYPICAL)
   POTABLE: XFD DRIPLINE
   NON-POTABLE: XFDP DRIPLINE
5. 1/2-INCH ELL: RAIN BIRD EASY FIT COMPRESSION FITTING MDCFEL
6. 1/2-INCH POLYETHYLENE DISTRIBUTION TUBING:
   RAIN BIRD XF SERIES BLANK TUBING
7. BARB FEMALE ADAPTER: XFD-FA-075
8. PVC MALE ADAPTER
9. 3/4-INCH PVC RISER (LENGTH AS NECESSARY)
10. FILTER FABRIC
11. HARDSCAPE SURFACE
12. 1-INCH DIA. PENETRATION FOR IRRIGATION LATERAL SUPPLY LINE
13. DRAIN
14. DRAINAGE GRAVEL
15. PVC SCH 40 TEE OR ELL
16. PVC LATERAL SUPPLY PIPE
17. 1/2-INCH BARB TEE OR ELL:
    RAIN BIRD XFD-TEE (TYPICAL)
    RAIN BIRD XFD-ELBOW (TYPICAL)
18. REMOVABLE FLUSH CAP: RAIN BIRD MDCFCAP

DRIPLINE RAISED PLANTER (12)
SCALE: N.T.S.

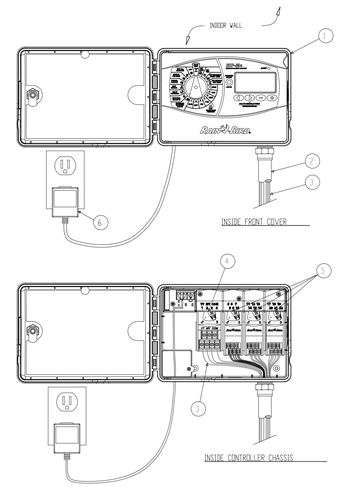


1. FINISH GRADE
2. STANDARD VALVE BOX WITH COVER:
   RAIN BIRD VB-STD
3. WATERPROOF CONNECTION:
   RAIN BIRD DB SERIES
4. VALVE ID TAG
5. 30-INCH LINEAR LENGTH OF WIRE, COILED
6. PRESSURE REGULATING FILTER:
   RAIN BIRD PRF-075-RBY (INCLUDED IN XCZ-075-PRF KIT)
7. PVC SCH 40 FEMALE ADAPTOR
8. LATERAL PIPE
9. REMOTE CONTROL VALVE:
   RAIN BIRD LVF-075 (INCLUDED IN XCZ-075-PRF KIT)
10. PVC SCH 40 TEE OR ELL TO MANIFOLD
11. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

CONTROL ZONE KIT: XCZ-LF-075-PRF 3/4" (8)
SCALE: N.T.S.

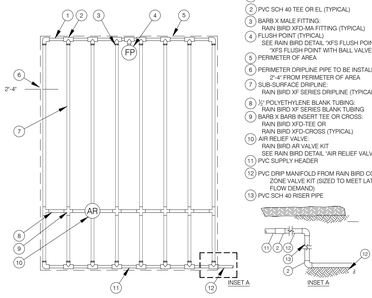


BALL VALVE NIBCO T-580
SCALE: N.T.S.



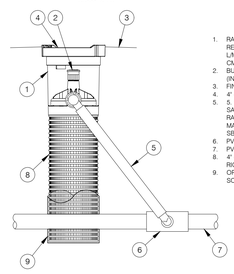
GENERAL NOTES:
1. MODULAR HYBRID CONTROLLER:
   RAIN BIRD ESP4MEI
   INSIDE WALL MOUNT
2. 1-INCH PVC SCH 40 CONDUIT AND FITTINGS
3. WIRES TO REMOTE CONTROL VALVES
4. STANDARD MODULE FOR 4-STATION CONTROLLER
5. OPTIONAL MODULES FOR 22-STATION CONTROLLER
6. 120 VAC, 60 HZ EXTERNAL PLUG-IN TRANSFORMER

ESP-ME SMART CONTROL SYSTEM
SCALE: N.T.S.



1. PVC EXHAUST HEADER
2. PVC SCH 40 TEE OR EL (TYPICAL)
3. BARB X MALE FITTING:
   RAIN BIRD XFD-MA FITTING (TYPICAL)
4. FLUSH POINT (TYPICAL)
   SEE RAIN BIRD DETAIL "XFS FLUSH POINT" OR "XFS FLUSH POINT WITH BALL VALVE"
5. PERIMETER OF AREA
6. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2'-4" FROM PERIMETER OF AREA
7. SUB-SURFACE DRIPLINE:
   RAIN BIRD XF SERIES DRIPLINE (TYPICAL)
8. ½" POLYETHYLENE BLANK TUBING:
   RAIN BIRD XF SERIES BLANK TUBING
9. BARB X BARB INSERT TEE OR CROSS:
   RAIN BIRD XFD-TEE OR
   RAIN BIRD XFD-CROSS (TYPICAL)
10. AIR RELIEF VALVE:
    RAIN BIRD AR VALVE KIT
    SEE RAIN BIRD DETAIL "AIR RELIEF VALVE KIT"
11. PVC SUPPLY HEADER
12. PVC DRIP MANIFOLD FROM RAIN BIRD CONTROL ZONE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
13. PVC SCH 40 RISER PIPE

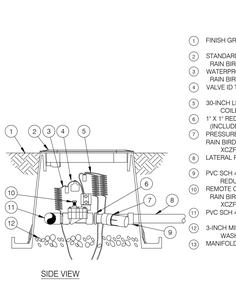
RAINBIRD XFS SUBSURFACE DRIPLINE
SCALE: N.T.S.



1. RAIN BIRD RWS-M-B-1402 (INCLUDES RETAINER, 18" (45.7 CM) TUBE, 0.5 GPM (1.9 LIM) BUBBLER, 4" (10.2 CM) GRATE, 1/2" (1.3 CM) M NPT INLET SPIRAL BARB ELBOW)
2. BUBBLER: RAIN BIRD 1402 0.5 GPM (1.9 L/M) (INCLUDED)
3. FINISH GRADE/TOP OF MULCH
4. 4" (10.2 CM) LOCKING GRATE (INCLUDED)
5. 5. 1/2" (1.3 CM) SWING ASSEMBLY: RAIN BIRD SA-125650 OR 1/2" (1.3 CM) SWING PIPE; RAIN BIRD SP SERIES WITH 1/2" (1.3 CM) MALE NPT X 0.490" BARB ELBOW: RAIN BIRD SBE-050
6. PVC SCH 40 TEE OR EL
7. PVC OR POLYETHYLENE LATERAL PIPE
8. 4" (10.2 CM) WIDE X 18" (45.7 CM) LONG RIGID BASKET WEAVE CANISTER (INCLUDED)
9. OPTIONAL SOCK (RWS-SOCK) FOR SANDY SOILS

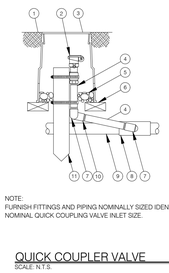
NOTES:
1. 4" (10.2 CM) GRATE IS ALSO AVAILABLE IN PURPLE (RWS-GRATE-P).
2. INSTALL PRODUCT SO THAT THE GRATE IS EVEN WITH FINISH GRADE OR TOP OF MULCH.
3. OPTIONAL SAND SOCK (RWS-SOCK) IS 34" (86.4 CM) IN LENGTH. CUT TO LENGTH NEEDED TO COVER MESH BASKET AREA.
4. WHEN INSTALLING IN EXTREMELY HARD OR CLAY SOILS, ADD 3/4" (1.9 CM) GRAVEL UNDER AND AROUND THE UNIT TO ALLOW FASTER WATER INFILTRATION AND ROOT PENETRATION.
5. ONCE RWS-M HAS BEEN INSTALLED FILL THE BASKET WITH PEA GRAVEL BEFORE LOCKING LID.

ROOT WATERING SYSTEM RWS SERIES (13)
SCALE: N.T.S.



1. FINISH GRADE
2. STANDARD VALVE BOX WITH COVER:
   RAIN BIRD VB-STD
3. WATERPROOF CONNECTION:
   RAIN BIRD DB SERIES
4. VALVE ID TAG
5. 30-INCH LINEAR LENGTH OF WIRE, COILED
6. 1" X 1" REDUCING COUPLING (INCLUDED IN XCZF-100-PRF KIT)
7. PRESSURE REGULATING FILTER:
   RAIN BIRD PRF-100-RBY (INCLUDED IN XCZF-100-PRF KIT)
8. LATERAL PIPE
9. PVC SCH 40 FEMALE ADAPTOR OR REDUCER
10. REMOTE CONTROL VALVE:
    RAIN BIRD LFV-100 (INCLUDED IN XCZF-100-PRF KIT)
11. PVC SCH 40 TEE OR ELL TO MANIFOLD
12. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
13. MANIFOLD PIPE AND FITTINGS

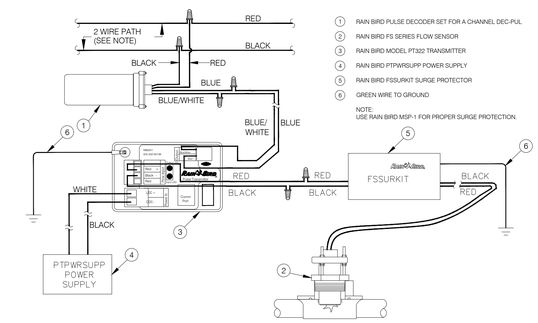
CONTROL ZONE KIT: XCZF-100-PRF 1" (9)
SCALE: N.T.S.



NOTE:
FURNISH FITTINGS AND PIPING NOMINALLY SIZED IDENTICAL TO NOMINAL QUICK COUPLING VALVE INLET SIZE.

1. FINISH GRADE/TOP OF MULCH
2. QUICK-COUPLING VALVE:
   RAIN BIRD MODEL 33DNP
3. VALVE BOX WITH COVER:
   RAIN BIRD VB-6RND
4. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
5. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
6. BRICK (1 OF 2)
7. PVC SCH 40 STREET ELL
8. PVC SCH 40 TEE OR ELL
9. PVC MAINLINE PIPE
10. PVC SCH 40 ELL
11. 2" x 2" REDWOOD STAKE WITH STAINLESS STEEL GEAR CLAMPS OR EQUIVALENT SUPPORT SYSTEM

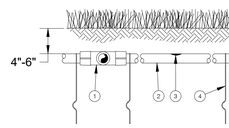
QUICK COUPLER VALVE
SCALE: N.T.S.



1. RAIN BIRD PULSE DECODER SET FOR A CHANNEL DEC-PUL
2. RAIN BIRD FS SERIES FLOW SENSOR
3. RAIN BIRD MODEL PT322 TRANSMITTER
4. RAIN BIRD PTPWRSUPP POWER SUPPLY
5. RAIN BIRD FSSURKIT SURGE PROTECTOR
6. GREEN WIRE TO GROUND

NOTE:
USE RAIN BIRD MSP-1 FOR PROPER SURGE PROTECTION.

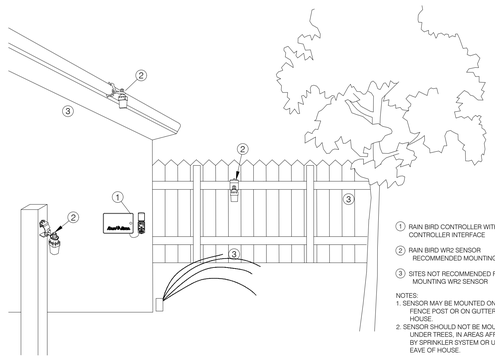
FLOW SENSOR TWO-WIRE COMMUNICATION (2)
SCALE: N.T.S.



1. EASY FIT COMPRESSION TEE:
   RAIN BIRD MDCFTEE
2. SUB-SURFACE DRIPLINE:
   RAIN BIRD XF SERIES DRIPLINE
   POTABLE: XFS DRIPLINE
   NON-POTABLE: XFSP DRIPLINE
3. INLINE DRIP EMITTER
4. TIE DOWN STAKE: RAIN BIRD TDS-050 WITH BEND (TYPICAL)
5. TURF/FINISH GRADE OR SHRUB BED WITH MULCH

NOTES:
1. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
2. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.
3. INSERTION PLOW AND TRENCHED INSTALLATIONS DO NOT REQUIRE TIE DOWN STAKES.

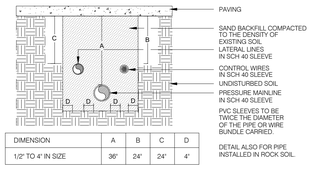
XFS SUB-SURFACE DRIPLINE BURIAL
SCALE: N.T.S.



1. RAIN BIRD CONTROLLER WITH WR2 CONTROLLER INTERFACE
2. RAIN BIRD WR2 SENSOR
   RECOMMENDED MOUNTING SITE
3. SITES NOT RECOMMENDED FOR MOUNTING WR2 SENSOR

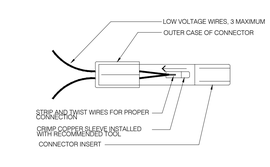
NOTES:
1. SENSOR MAY BE MOUNTED ON FENCE, FENCE POST OR ON GUTTER OF HOUSE.
2. SENSOR SHOULD NOT BE MOUNTED UNDER TREES, IN AREAS AFFECTED BY SPRINKLER SYSTEM OR UNDER EAVE OF HOUSE.

WR2 WIRELESS RAIN SENSOR LOCATION
SCALE: N.T.S.



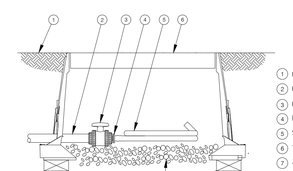
DIMENSION	A	B	C	D
1/2" TO 4" IN SIZE	36"	24"	24"	4"

SLEEVE / TRENCHING INSTALLATION
SCALE: N.T.S.



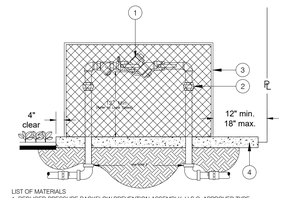
NOTE:
FILL OUTER CASE WITH SEALER PRIOR TO FINAL ASSEMBLY.

WIRE CONNECTION
SCALE: N.T.S.



1. FINISH GRADE
2. PVC DRIP MANIFOLD PIPE
3. PVC 1" X ½" TRUE UNION BALL VALVE
4. EASY FIT MALE X BARB ADAPTER:
   RAIN BIRD XFF-MA-075
5. SUB-SURFACE DRIPLINE:
   RAIN BIRD XF SERIES BLANK TUBING
6. 12-INCH VALVE BOX WITH COVER:
   RAIN BIRD VB-STD
7. 3-INCH MINIMUM DEPTH OF ¾" WASHED GRAVEL
8. BRICK (1 OF 2)

SUB-SURFACE FLUSH POINT WITH BALL VALVE
SCALE: N.T.S.



LIST OF MATERIALS
1. REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY, U.S.C. APPROVED TYPE.
2. BRASS UNION REQUIRED IF THREADED FITTINGS (ELBOWS) ARE USED.
3. BACKFLOW PREVENTION ASSEMBLY ENCLOSURE PER MANUFACTURER'S RECOMMENDATIONS (SEE NOTES 1 AND 2). LIST OF APPROVED ENCLOSURES WILL BE PROVIDED BY THE CITY.
4. CONCRETE PAD, CLASS 520-C-2500. MUST BE CONSTRUCTED TO ENSURE 4" CLEARANCE AROUND THE BACKFLOW ENCLOSURE.

NOTES:
1. See Section 3 of these Specifications for approved backflow assemblies, backflow enclosure, testing requirements, placement of backflow assemblies and other requirements.
2. Purchase and install backflow assembly and backflow enclosure and all parts must be approved by the Engineer prior to installation. Failure to comply may result in project delays to correct all unacceptable/uncompleted work.
3. All fittings and pipe shall be brass or copper with either IPT or soldered connections, respectively.
4. A wye strainer or hose bib is not allowed to be installed on backflow assembly piping.
5. A pressure reducer, if required, is only permitted at the building and not on the backflow assembly.
6. The backflow prevention enclosure must be installed at least 12" above grade.
7. Final placement of the backflow prevention enclosure must be at least 12" behind the public right-of-way.
8. If a new meter installed, pipe shall be copper from meter to backflow. If there is existing piping meter, it may remain per plumbing code.
9. New backflow must be tested by a Orange County Certified backflow tester.

3/4" THROUGH 2 1/2" REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY
SCALE: N.T.S.

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

K T A

Kevin Tsai Architecture

1439 W. Jefferson Blvd
Los Angeles, CA 90007
T.310.486.9328 www.kevin-tsai.com

architect's stamp

REGISTERED LANDSCAPE ARCHITECT SANEE KIM 4249 Signature 2-28-2027 Renewal Date 10-15-2025 Stamped Date STATE OF CALIFORNIA

consultant

KEY PLAN:

All designs, ideas, arrangements and plans indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. Written dimensions shall take precedence over scaled dimensions and shall be verified at the job site. Any dimensional discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

#	DATE	ISSUE RECORD
	06-15-2025	70% DD LANDSCAPE SET
	07-15-2025	100% DD LANDSCAPE SET
	08-14-2025	25% CD LANDSCAPE SET
	09-15-2025	50% CD LANDSCAPE SET
	10-15-2025	75% CD LANDSCAPE PLAN CHECK SET

PLAN CHECK

PROJECT TITLE:
3200 S. LA CIENEGA BLVD.

3200 S. LA CIENEGA BLVD.

PC/PM:	BG
DRAWN BY:	STAFF
JOB NO.:	SQLA #21905

DRAWING TITLE:
IRRIGATION DETAILS

SHEET NO.:
LI-6

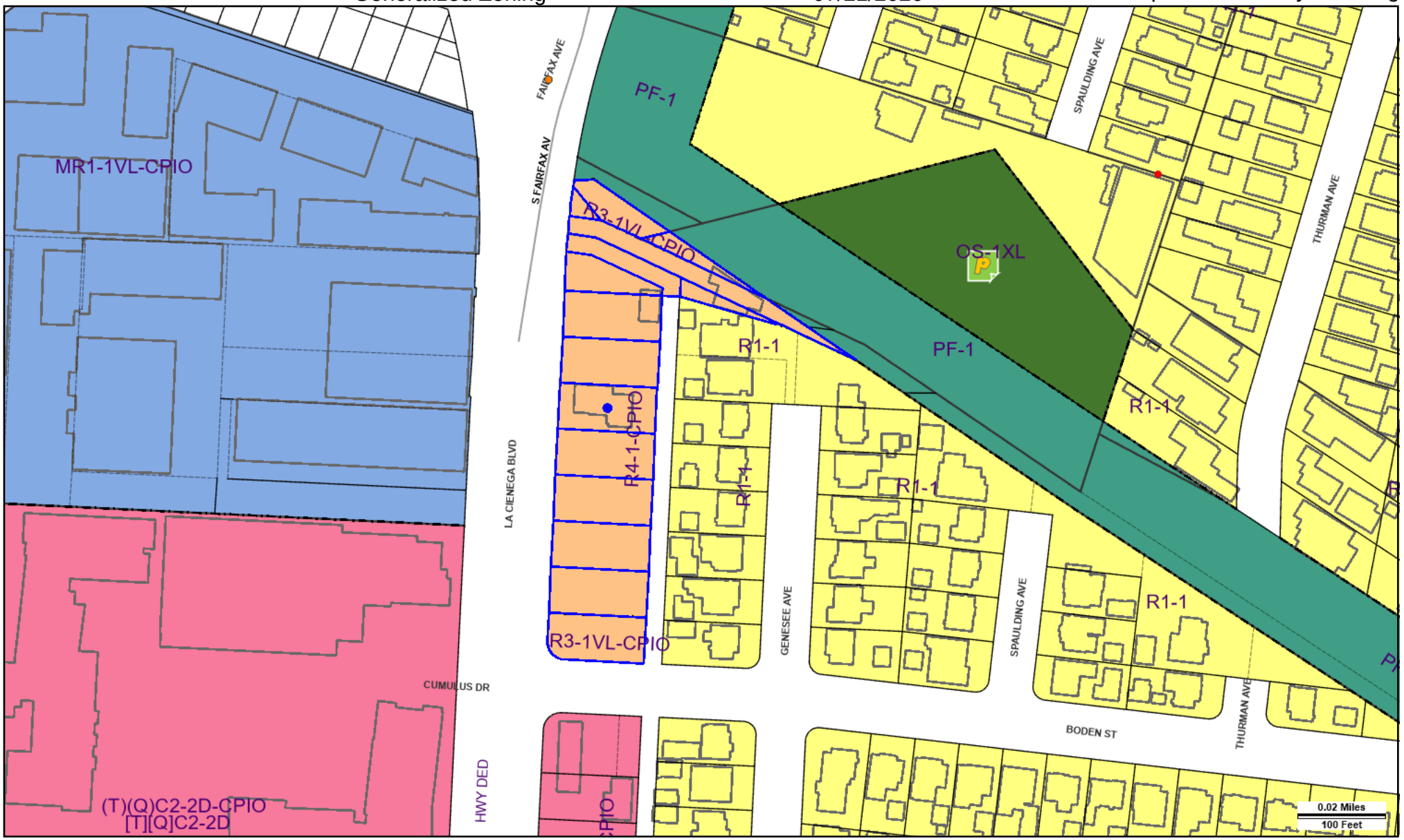
SQLA INC Landscape Architects
2649 Saturn Street M.I.A. CA. 90821
kathy@sqlainc.com
T. 562-905-0800 F. 562-905-0866
www.sqlainc.com

ZIMAS PUBLIC

Generalized Zoning

07/21/2026

City of Los Angeles
Department of City Planning



Address: 3210 S LA CIENEGA BLVD
APN: 5048014067
PIN #: 120B173 30

Tract: TR 12183
Block: None
Lot: FR 122
Arb: None

Zoning: R4-1-CPIO
General Plan: Community Commercial

N
W
E
S

C.D. 10
C.T. 2199.02
P.A. WEST ADAMS
N.C. WEST ADAMS

N

1.440 NET AC.

OFF- MENU DENSITY BONUS & PROJECT REVIEW MIIP-TOIA

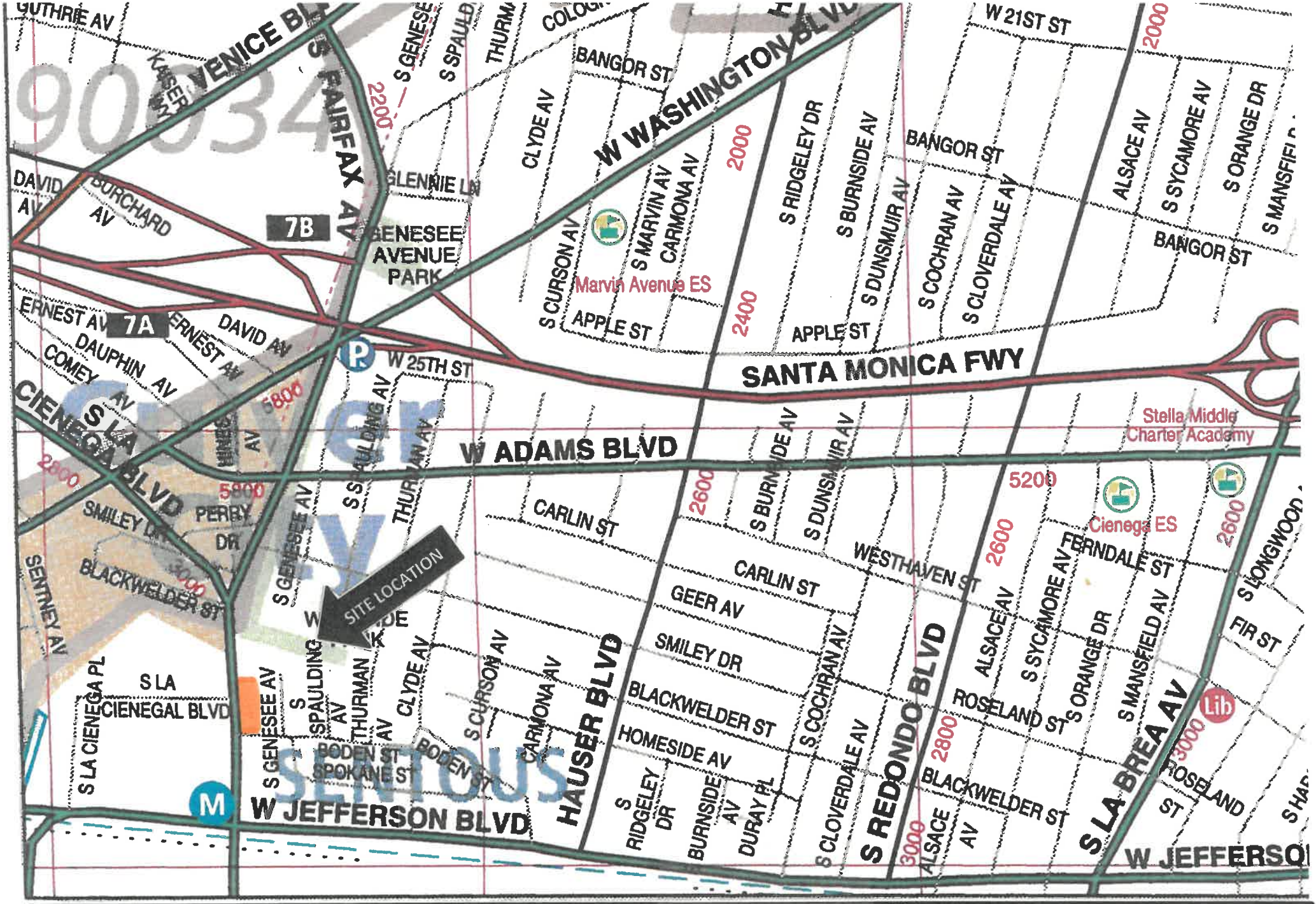
RADIUS MAPS ETC
3544 PORTOLA AVENUE
LOS ANGELES CA 90032
OFFICE: (323) 221-4555
radiusmapsetc@yahoo.com

SITE LOCATION:
3200 S. LA CIENEGA BOULEVARD
LOS ANGELES, CA 90016

LEGAL DESCRIPTION:
LOTS 117 THRU 124 AND POR. LOT 125 (ARB 2,5,6,7), TRACT NO. 12183, M.B. 233-8\9; POR. LOT A (ARB 3), TRACT NO. 9786, M.B. 137-39\49; POR. (ARB'S 9,49) OF RANCHO CIENEGA O'PASO DE LA TIJERA, R.F. 532 P.1-259. (SEE APPLICATION)

CASE NO.:

REV: 12 - 08 - 2025
DATE: ~~11 - 20 - 2024~~
SCALE: 1" = 100'
USES FIELD
D.M.: 123 B 173, 120 B 173
T.B. PAGE: 633 GRID: A-7
A.P.N.: 5048-014-067



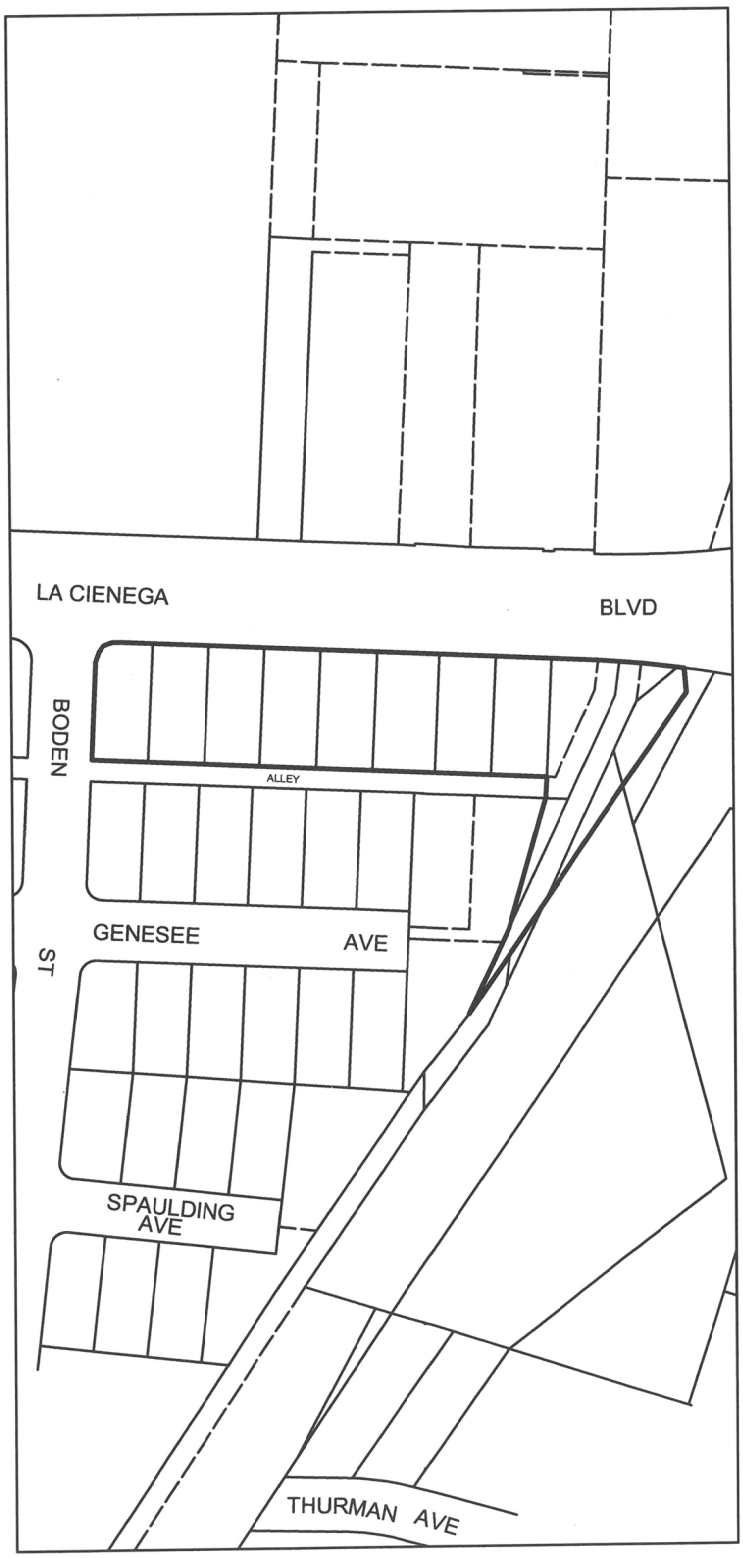
VICINITY MAP

SITE LOCATION:
3200 S. LA CIENEGA BOULEVARD
LOS ANGELES, CA 90016

CASE NO:

T.B. PAGE: 633 GRID: A-7

N


LA CIENEGA
BLVD
BODEN
ST
ALLEY
GENESEE
AVE
SPAULDING
AVE
THURMAN AVE

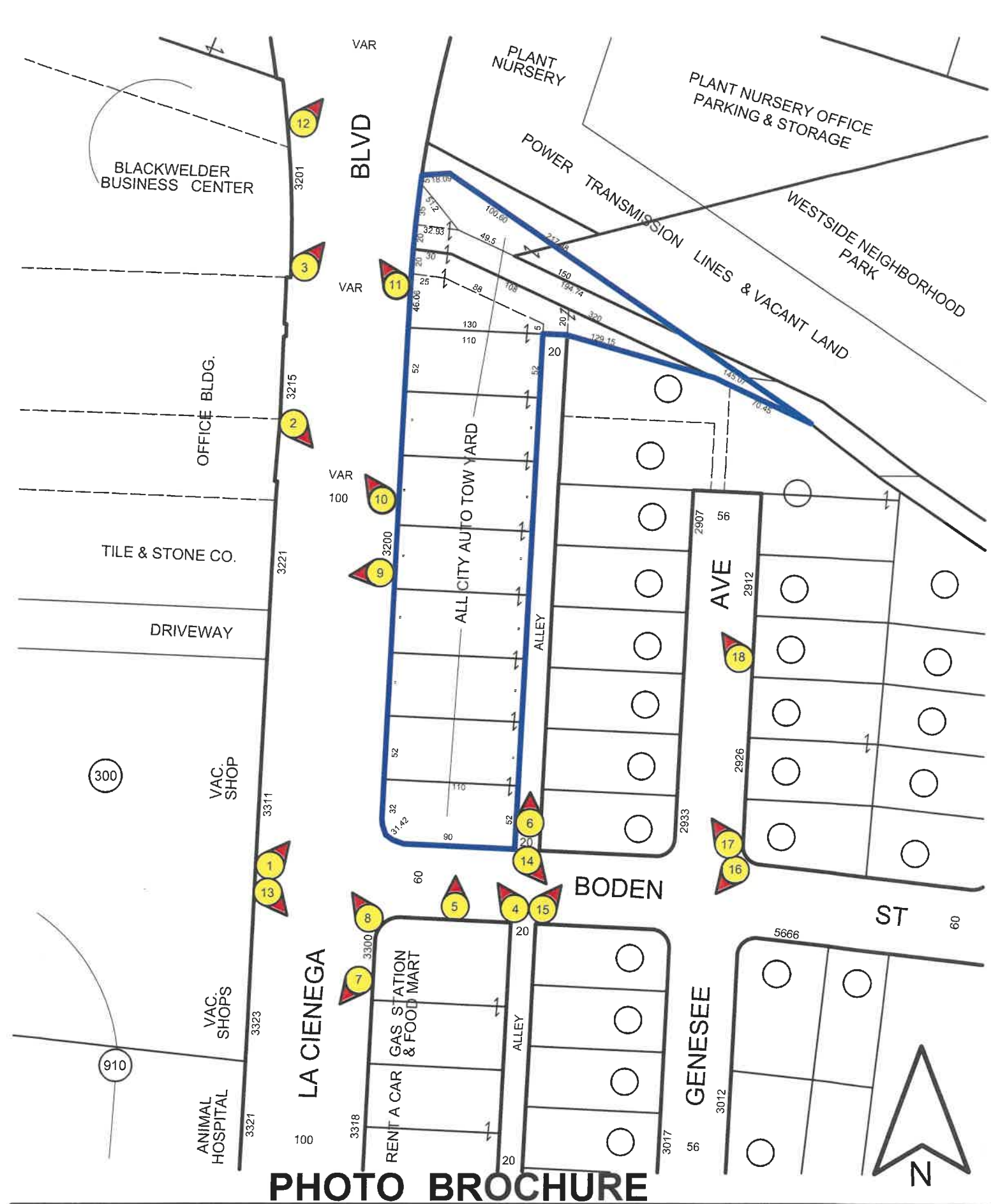


PHOTO BROCHURE

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

SITE LOCATION:
3200 S. LA CIENEGA BOULEVARD
LOS ANGELES, CA 90016

CASE NO.:

DATE: 11 - 21 - 2024
D.M.: 123 B 173, 120 B 173
T.B. PAGE: 633 GRID: A-7
APN: 5048-014-067

Google Maps

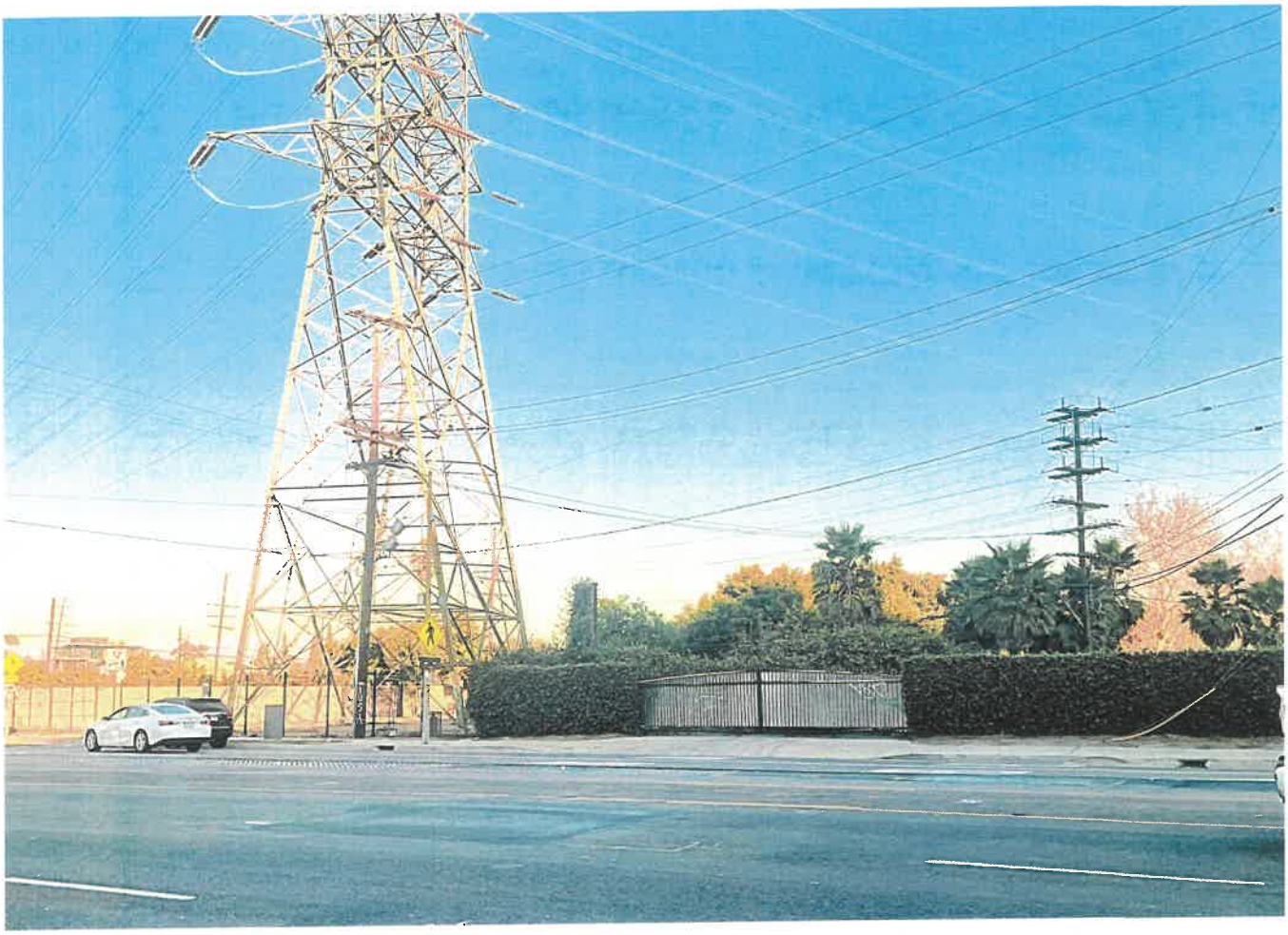
3200 S La Cienega Blvd

Los Angeles, CA 90016

1.

2.

3.



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18

BOARD OF PUBLIC WORKS MEMBERS
AURA GARCIA
PRESIDENT
M. TERESA VILLEGAS
VICE PRESIDENT
DR. MICHAEL R. DAVIS
PRESIDENT PRO TEMPORE
VAHID KHORSAND
COMMISSIONER
SUSANA REYES
COMMISSIONER
DR. FERNANDO CAMPOS
EXECUTIVE OFFICER

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

TED ALLEN, PE
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

August 25, 2022

Phil Roberts
7810 Nardian Way
Los Angeles, CA 90045

PCIS: **20010-10000-04583**
Address: **3200 S LA CIENEGA BLVD**
Highway Dedication Reference No.: **202200371**
R/W NO.: **53000-15922R**

Greetings:

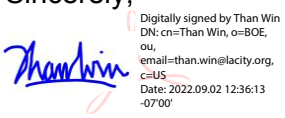
Your building permit application has been referred to my office for review as required under Section 12.37 of the Los Angeles Municipal Code. Since the building site adjoins **La Cienega Blvd** , designated as a **Modified Boulevard II** and **Boden St** designated as a **Local Street - Standard** on the City's General Plan, it is subject to the provisions of this section. Per Los Angeles Municipal Code Section 91.109.3, your Certificate of Occupancy will not be cleared by the City Engineer until the following public improvements and/or dedications are completed, and all the required fees are paid. Any improvements to be done are listed below and to be performed as described in the public right-of-way fronting your property. If you have already complied with the following requirements, please accept this letter for your record.

1. Obtain an A-permit to complete the improvements:
2. Remove and replace non-ADA compliant sidewalk along La Cienega Blvd and Boden St with new sidewalk to achieve ADA compliance.
3. Remove any unused, non-standard driveway approaches and replace with full height curb, gutter, and sidewalk.
4. Remove existing non-standard driveway approach along Boden St and replace with a new city standard driveway approach per Standard Plan S-440-4.
5. Construct curb ramp at the alley intersection per latest Bureau of Engineering (BOE) Standard Plan S-442-6.
6. Proceed with the dedication process of 2' along La Cienega Blvd by fill in newly dedicated area with concrete sidewalk.
7. Proceed with the dedication process of a 20' radius corner cut at intersection of La Cienega Blvd and Boden St by fill in newly dedicated area with concrete sidewalk.

Enclosed is information pertaining to dedication and improvements. If you have any questions you may contact **Trevor Quan** of the Highway Dedication Section at **trevor.quan@lacity.org** .

Section 12.37 L.A.M.C., provides for minimum dedication and improvement requirements which do not preclude conditions established by the City Planning actions.

Sincerely,



Than Win
Civil Engineer

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: December 16, 2025

To: Vincent P. Bertoni, Director
Department of City Planning
Attn: Isaiah Ross (City Planning Associate)

Michael Soto Digitally signed by Michael Soto Date: 2025.12.16 10:00:53-08'00'

From: Hui M. Huang, Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering (BOE)

Subject: **Case No. CPC-2025-4639-CU3-DB-VHCA (3200 South La Cienega Boulevard)**

The following recommendations identify the infrastructure deficiencies adjacent to the above-referenced site. The recommendations are respectfully submitted for your consideration in the approval of Class 3 Conditional Use Permit, Density Bonus and Vesting Housing Crisis Act application:

1. Dedication Required:

   La Cienega Boulevard (Modified Boulevard II) – A 2-foot wide strip of land along the property frontage to complete a 52-foot wide half right-of-way in accordance with Modified Boulevard II standard and a 20-foot radius property line return at the intersection with Boden Street.

   Boden Street (Local Street) – None.

   Alley (East of La Cienega Boulevard) – None.

2. Improvements Required:

   La Cienega Boulevard – Construct a new 12-foot wide concrete sidewalk with tree wells. Repair and/or replace any damaged, cracked, broken or off-grade concrete curb, gutter, and roadway pavement. Reconstruct the curb ramp at the intersection with Boden Street to comply with ADA requirements and BOE Special Order 04-0222. Close all unused driveways with full-height curb, gutter and concrete sidewalk.

   Boden Street – Construct a new integral concrete curb and 2-foot gutter. Repair and/or replace any broken, damaged, or off-grade sidewalk and roadway pavement. Landscape the parkway and close all unused driveways.

   Alley – Construct a 2-foot wide longitudinal concrete gutter and repair and/or replace any broken or off-grade alley pavement. Reconstruct the alley at the

intersection with Boden Street, including any necessary removal and reconstruction of existing improvements satisfactory to the BOE B-Permit Group.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Upgrade all existing curb ramps to comply with ADA requirements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information at https://engpermits.lacity.org/public or via https://appointments.lacity.org/apptsys/Public/Account.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting at https://lalights.lacity.org or via https://appointments.lacity.org/apptsys/Public/Account.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment at (213) 485-1062 or via https://appointments.lacity.org/apptsys/Public/Account.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-0562 or via https://appointments.lacity.org/apptsys/Public/Account.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants at (213) 482-6543 or via https://appointments.lacity.org/apptsys/Public/Account.

3. Provide proper drainage for street being improved and for the site being developed.

4. There is a 20-foot wide and variable width storm drain easement on the north end of the property. No structure shall be constructed over this easement without prior approval from the BOE-B-Permit Group.

5. Sewer lines exist in La Cienega Boulevard and Boden Street. Extension of house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

6. Submit a request to the Central District Office Sewer Counter to determine the capacity of the existing public sewer to accommodate the proposed development at https://engpermits.lacity.org/public or via https://appointments.lacity.org/apptsys/Public/Account.

7. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to the Bureau of Engineering Permit Case Management Division - Land Development Group, via the Customer Service Request system at https://dscsr.lacity.org/.

Reference Number: 202500386

ENGINEERING
CITY OF LOS ANGELES

PRELIMINARY LAND USE REPORT

(PLANNING CASE REFERRAL FORM (PCRF))

The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

Part I: To be completed by Applicant

DCP Case Number (If Available): CPC-2025-4939-CU3-TOIA-VHCA

Applicant: Gary Benjamin

Address: 1110 N Virgil Ave, #187
Los Angeles, CA 90029

Phone: 213-479-7521

Email: gary@alchemyplanning.com

Owner: Mesa Rim LLC

Address: P.O. Box 7200
Beverly Hills, CA 90212

Project Address: 3200 S La Cienega Blvd

APN: 5048-014-067

Engineering District: CENTRAL

Project Description (attach ZIMAS Map with highlighted Parcel(s)):
New construction of a 379-unit apartment building.

Is there a Tract or Parcel Map being filed in conjunction with this:	NO
If yes; provide Map No. _____	
Has the Tract / Parcel report been prepared and submitted to DCP by BOE:	NO
Will new building(s)/structure(s) be constructed as part of this project:	YES

The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.

Part II: To be Completed by BOE Staff:

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21 C10 of LAMC)?:	NO
Is the property subject to Section 12.37 of the LAMC? :	YES
Is the project in the Historic Overlay Preservation Zone? :	NO
Does the project adjoin a State Highway?	NO
Is the project within 100’ of corner of intersections? (Per Section 91.106.4.7.1 of LAMC)	YES
Is the project within a streetscape area?	NO

The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)

DEDICATIONS

Street/Alley	Classification	Ex Full R/W	Req Full R/W	Ex Adj.Half R/W	Req Adj. Half R/W	Adjacent Dedication Required	Required under 12.37	Required under a DCP Referred Planning Action
La Cienega Blvd	Modified Blvd II	100-ft	104-ft	50-ft	52-ft	2-ft*	YES	YES
Boden St	Local Street - Standard	60-ft	60-ft	30-ft	30-ft	-	NO	NO
Alley	Alley	20-ft	20-ft	10-ft	10-ft	-	NO	NO
							SELECT	SELECT
							SELECT	SELECT

Corner	Classification	Dimensions	Required under 12.37	Required under a DCP Referred Planning Action
La Cienega Blvd and Boden St	Corner Ramp Intersection	15'x15' or 20'R	YES	YES
			SELECT	SELECT
			SELECT	SELECT
			SELECT	SELECT

ADDITIONAL NOTES:

*Dedication under a DCP referred planning action will be in accordance with CF 22-1426, and if applicable, also with AB-3177, remain 2-ft to provide a 12-ft border width from the prevailing curb line along La Cienega Blvd. For 12.37, if the project is subject to AB-3177, dedication will remain 2-ft to provide a 12-ft border width from the prevailing curb line along La Cienega Blvd.

IMPROVEMENTS

Street/Alley	Classification	Ex Full Roadway	Req Full Roadway	Ex adjacent half Roadway	Required adjacent Half Roadway	Missing Improvements	Trees	CB	Potential Widening	Required under 12.37	Required under a DCP Referred Planning Action
La Cienega Blvd	Modified Blvd II	80-ft	80-ft	40-ft	40-ft	-	8	2	-	NO	NO
Boden St	Local St - Standard	36-ft	36-ft	18-ft	18-ft	-	-	-	-	NO	NO
Alley	Alley	20-ft	20-ft	10-ft	10-ft	No Gutter	-	1	-	NO	NO
										SELECT	SELECT
										SELECT	SELECT

Corner	Classification	Provide/ Upgrade Corner Ramp	Required under 12.37	Required under a DCP Referred Planning Action
La Cienega Blvd and Boden St	Corner Ramp Intersection	YES	YES	YES
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT

ADDITIONAL NOTES:

The only improvements required are in regards to the missing gutter in the alley directly behind the project lot(s) for a DCP referred planning action.

Street Trees: If the recommendation for Street Widening is marked "Yes", street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application.

Repairs: In all cases, applicants may be required to close any unused driveways; repair any sidewalks not compliant with ADA requirements, and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants will also be required to remove and reconstruct broken, off-grade, or bad order concrete curb, gutter, driveways or sidewalks.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

Other Public Improvements: Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

Reference Number: 202500386

SEWERS

Does the lot have a legal connection to the sewer? YES

Distance from subject lot to the nearest mainline sewer? _____ Ft.

Sewers Exist in the following Rights-of-Way	Street/R/W	Street/R/W	Street/R/W	Street/R/W
Enter street names (select from options provided above)	La Cienega Blvd	Boden St		

Sewer easement within the project site? NO

Sewer facilities within easements? NO

ADDITIONAL NOTES:

_____
_____
_____
_____
_____

STORM DRAINS

Are there storm drain catch basins existing in the right-of-way adjacent to the project site? 3 (Number)

Storm Drain easement within the project site? YES

Storm Drain facilities within easements? YES

ADDITIONAL NOTES:

Within the actual project site there is a storm drain easement containing 3 catch basins, in addition to the 3 catch basins existing in the right-of-way adjacent to the project site.

Reference Number: 202500386

ADDITIONAL NOTES (cont.):

_____

_____

_____

NOTE: This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication ("R3") letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication ("R3") letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: Jermaine Baylark

Date: 10/27/25

ZIMAS PUBLIC LARIAC6 2020 Color-Ortho 11/15/2024

City of Los Angeles
Department of City Planning

Address: undefined

APN: 5048014067

PIN #: 123B173 1646

Tract: RANCHO CIENEGA O'PASO DE LA TIJERA

Block: None

Lot: PT RITA BOTILLER DE AGUILAR 444 ACS

Arb: None

Zoning: R3-1VL-CPIO

General Plan: Community Commercial

N W E S

CITY OF LOS ANGELES FOUNDED 1781

Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: August 19, 2020

TO: Mesa Rim, LLC, a Delaware limited liability company, Owner

FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing and Community Investment Department

SUBJECT: **Housing Crisis Act of 2019 (SB 330)**
Replacement Unit Determination
RE: 3190-3240 South La Cienega Boulevard, Los Angeles, CA 90016

Based on the Application for a Replacement Unit Determination (RUD) submitted by Mesa Rim, LLC, a Delaware limited liability company (Owner) for the above referenced property located at 3190-3240 South La Cienega Boulevard, (APN # 5048-014-067) (Property), the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

PROJECT SITE REQUIREMENTS:

SB 330 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units as specified below. The replacement requirements below are applicable only to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

Replacement of Existing Residential Dwelling Units.
The proposed housing development project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the past 5 years.

Replacement of Existing or Demolished Protected Units.
The proposed housing development project must also replace all existing or demolished "Protected Units." Protected Units are those residential dwelling units that are or were within the 5 years prior to the owner's application for a Replacement Unit Determination: **(1)** subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the **5** past years, **(3) occupied by lower or very low income households** (**an affordable Protected Unit**), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past **10** years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the income level of the occupants (i.e. W-2 forms, tax return, pay stubs etc.). In the absence of occupant income documentation, affordability will default to the percentage of extremely low, very low, and low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which is presently at 32% extremely low income, 19% very low income and 19% low income for Transit Oriented communities (TOC) projects and 51% very low income an 19% low income for Density Bonus projects. The remaining 30% of the units are presumed above-low income and if subject to the Rent Stabilization Ordinance ("RSO"), must be replaced in accordance with the RSO. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Relocation, Right of Return, Right to Remain for Occupants of Protected Units.

SB 330 also provides the right of first refusal for comparable units (i.e. same bedroom type) in the owner's proposed new housing development to occupants of Protected Units. Therefore, for occupied units, the replacement units must be of the same bedroom type of the units demolished. The comparable replacement units must be provided at a rent or sales price affordable to the same or lower income category. Occupants of Protected Units also are entitled to receive relocation to state or local law, whichever provides greater assistance and the right to remain in their unit until 6 months before the start of construction.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by HCIDLA on July 22, 2020, the Owner plans to construct a two hundred and fifty-four (254) unit apartment building on the Property.

STATUS OF PROJECT SITE/PROPERTY:

Owner submitted an Application for a RUD for the Property 3190-3240 S La Cienega on July 22, 2020. In order to comply with the required **10** year look back period, HCIDLA collected and reviewed data from July 2010 – July 2020.

Review of Documents:

Pursuant to the Owner's Grant Deed, the Property was acquired on June 2, 2017.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database indicate a use code of "3910-Industrial-Open Storage-Trucking Company, Terminal-One Story". Google Earth, Google Street View, and an internet search on the Property all show commercial use. Per the Rent Stabilization Ordinance (RSO) Unit, the Property has been a commercial parking lot since at least 2001, with an office building.

The Los Angeles Department of Building and Safety database indicates that the Owner has not applied for a new Building Permit nor a new Demolition Permit.

REPLACEMENT UNIT DETERMINATION:

HCIDLA has determined that since July 22, 2010, the Property is and continues to be used commercially. Therefore, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the provisions of SB330 do not apply to commercial properties, therefore no SB330 replacement affordable units are required.

If you have any questions about this RUD, please contact Louie Miller at (213) 808-8847, or louie.miller@lacity.org.

NOTE: This determination is provisional and is subject to verification by HCIDLA's Rent Division.

cc: Los Angeles Housing and Community Investment Department File
Mesa Rim, LLC, a Delaware limited liability company, Owner
Planning.PARP@lacity.org, Department of City Planning

MAC:lm

3200 S. La Cienega Boulevard

CLASS 32 CE FINDINGS

The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote development within urbanized areas. Class 32 applies to infill projects meeting the following conditions:

a. The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations:

The project is located within the boundaries of the West Adams – Baldwin Hills – Leimert Community Plan. The Community Plan identifies the following "Overarching themes" issues for Residential land uses, which the project serves to address:

- "Foster a Healthy Community": The project will provide 379 new, high-quality apartments with ample outdoor areas and within walking distance of multiple outdoor parks and the La Cienega/Jefferson Metro E Line.
- "Promote Sustainable Development": The new project will be built to all the green building code specifications, will include 90 on-site trees, and will be set within a walkable neighborhood with access to bike and public transit facilities.

The project also supports the following Goals and Policies that the Community Plan identifies for Multi-Family Residential development:

- Goal LU7: A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.
- Policy LU7-1: Address Diverse Resident Needs.
- Policy LU7-2: Context Sensitive Housing.
- Policy LU7-3: Compliance with Design Guidelines.
- Policy LU8-2: Transitional Height. Seek to mitigate the potential negative impact of the height of new multi-family construction located directly adjacent to the rear and sides of single-family and low-density residential properties. (P66, P77)
- Goal LU9: A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.
- LU9-2: Mixed-income Neighborhoods.
- Goal LU10. A community that supports cohesive neighborhoods and lifecycle housing to promote health, well-being and safety.
- LU10-4: Individual Choice.
- LU10-5: Minimize Displacement.
- Goal LU11: A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.
- LU11-1: Higher Density Residential Near Transit.

The project proposes the new construction of a residential building comprising 379 new dwelling units on a site that is currently improved with an office building and will not

displace existing residential tenants. The project is consistent with the underlying R3 and R4 zoning, which is itself consistent with the Community Commercial General Plan Land Use designation identified by the Community Plan. The project proposes 80 studios, 264 one-bedroom units, 30 two-bedroom units, and five three-bedroom units, providing a variety of housing products for the neighborhood.

The project provides additional dwelling units near the transit-rich corridor of La Cienega Boulevard, close to the intersections of Venice, Washington, and Jefferson Boulevards. The new housing will be served by high-interval bus transit along these arterials, as well as the Metro E Line, providing access to Santa Monica to the west and Downtown Los Angeles to the east. The Metro 38 and 217 run on Jefferson Boulevard to the south, as well as the Metro E Lines. The Metro 14, 37, 38, 105, 217 and the Culver City 4 each have a stop at Adams Boulevard and Fairfax Avenue, two blocks north. The site also provides direct vehicular circulation to major arterials and the Interstate 10 Freeway. Locating the project near transit, arterials, and a major highway will minimize vehicular overflow into surrounding residential neighborhoods.

The multiple access points of the building are considered with various transportation modes in mind and gives preference to non-vehicular access on La Cienega, resulting in an improved experience of the built environment for the pedestrian. The project is adjacent to the Westside Neighborhood Park to the north, and is a couple blocks away from the Syd Kronenthal Park and the Ballona Creek Bike Path for active, outdoor play and exploration. It will also comply with the adopted Citywide Design Guidelines. Therefore, the project is in substantial conformance with the West Adams - Baldwin Park - Leimert Community Plan.

Housing Element

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to create housing opportunities that enhance affordability, equity, livability, and sustainability, as well as remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services.

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

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

1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

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

The City faces a well-documented housing shortage. The Project would facilitate the development of 379 multifamily residential units, including 42 Extremely Low Income affordable units. Consistent with Goal 1 of the Housing Element, the Project would encourage production of additional quality housing units of various sizes, types and rental prices in the Community Plan area in close proximity to transit services that would help support the diverse housing needs of members of the Hollywood community at various income levels. Therefore, the project is in substantial conformance with the Housing Element of the General Plan.

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

The subject property is located at 3190-3240 S. La Cienega Boulevard on 11 legal parcels totaling 64,266.1 square feet of land, or 1.48 acres, and is within the boundaries of the City of Los Angeles. The site zoned R3 and R4 is surrounded by PF, R1, C2, and MR1-zoned properties that are improved with residential and commercial uses.

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

The project is situated in an established, fully developed, commercial corridor adjacent to a high-density residential neighborhood, an urban freeway, and other commercial corridors. The project site has no value as a habitat for endangered, rare or threatened species.

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

Traffic. The traffic study provided by Raju Associates, Inc., determined that the project will generate 5.8 VMT per capita, which is below the threshold of significance. Therefore, the project will not result in any significant effects that would disqualify the project from a Class 32 Categorical Exemption.

Noise. The construction of 379 residential units on the subject property qualifies as an urban infill project. The project is anticipated to have <u>less than significant impacts</u> in the following thresholds:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project; and
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project

Furthermore, the project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. As a result of the project being required to comply with said ordinances, it can be found that the project would not result in any significant noise impacts.

Air Quality. The proposed project involving the new construction of 379 residential dwelling units is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under an applicable federal or state ambient air quality standard. The modest scale of this urban infill project is anticipated to have less than significant impacts in the following thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and
- Create objectionable odors affecting a substantial number of people.

The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emission impacts will be at a less-than-significant level. Construction impacts will also be at less-than-significant levels, since Best Available Control Measures must be used where feasible.

Water Quality. The project is not adjacent to any water sources and the construction of said project where it is surrounded by very similar and more dense projects will not create any impact to water quality.

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

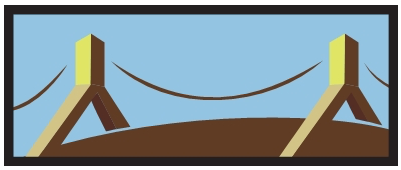
The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles

Police Department, the Los Angeles Fire Department, and others public services. The utilities and public services have been servicing the neighborhood continuously for many years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes that are required of all projects, it can be anticipated that the project will not create any impact on existing utilities and public services through the net addition of 379 apartment units.

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

3200 SOUTH LA CIENEGA BOULEVARD PROJECT

Air Quality Technical Report



Prepared by DKA Planning
October 2025

AIR QUALITY TECHNICAL REPORT

Introduction

This technical report addresses the air quality impacts generated by construction and operation of a Proposed Project at 3200 South La Cienega Boulevard in the City of Los Angeles. The analysis evaluates the consistency of the Project with air quality policies set forth in the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

Regulatory Framework

Federal

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The CAA requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

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

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

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

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_X and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_X be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

The current Trump administration has promulgated several changes to air quality regulations, including suspending State-level emission waivers for automobiles, eliminating federal tailpipe emission standards, and pausing incentives for electric vehicles and charging infrastructure. The state's regulatory power could be substantially curtailed pending court outcomes and the durability of federal-state legal dynamics. These could affect California's ability to meet its zero emission vehicle mandates and its attainment strategies.

State

California Clean Air Act. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in

March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers were to gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. Trucking companies were also to gradually convert their existing fleets to zero emission vehicles. However, the second Trump Administration revoked California's ability to set its own vehicle emission standards on June 12, 2025. This halted efforts to implement California's Clean Cars II regulation, Advanced Clean Trucks regulation, and its Omnibus Low NO_x regulations. While these were challenged by eleven states, these programs are on hold pending further resolution.

Toxic Air Contaminant Identification and Control Act. The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. CARB approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H_2S at levels above the State standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[1] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[2] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

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

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

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

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

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

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

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

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations. The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Applicable requirements for the Proposed Project would include Section 2485 in Title 13 of the CCR, where the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location. Pursuant to Section 93115 in Title 17 of the CCR, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Regional (South Coast Air Quality Management District)

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. However, SCAQMD has primary authority over about 20 percent of NO_x emissions, a precursor to ozone formation. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

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

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

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

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

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

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

Air Quality Management Plan. SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO_x emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Multiple Air Toxics Exposure Study V. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.[4] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

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

Regional (Southern California Association of Governments)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with air quality and transportation stakeholders in Southern California to ensure compliance with federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2020-2045 RTP/SCS on September 23, 2020. The RTP/SCS addresses the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for $639 billion in transportation investments and reducing vehicle miles traveled (VMT) by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

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

SCAG adopted the 2024-2050 RTP/SCS on April 4, 2024. The RTP/SCS addresses the transportation and air quality impacts of two million additional residents, 1.6 additional households, and 1.3 million additional jobs by 2050. The Plan calls for $751.7 billion in transportation investments and reducing VMT and is the latest long-range plan, continuing to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledging how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. To this end, the 2024-2050 RTP/SCS land use pattern continues the trend of focusing 66 percent of new households and 54 percent of new jobs in Priority Development Areas and the region's High Quality Transit Corridors (HQTCs) and aims to enhance and build out the region's transit network. HQTCs are a cornerstone of land use planning best practice in the SCAG region, and studies have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

Local (City of Los Angeles)

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

The Air Quality Element includes six key goals:

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

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

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

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

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Clean Up Green Up Ordinance. The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Numbers 184245 and 184246) on April 13, 2016, which includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

All-Electric Ordinance. On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.[5] However, on May 20, 2025, the City passed Motion 22-0151, repealing this ordinance, and finding that it was preempted by the federal Energy Policy and Conservation Act.

California Environmental Quality Act. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such

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

mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

Land Use Compatibility. In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is 5,100 feet north of the westbound mainline of the Santa Monica Freeway (I-10).

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

Existing Conditions

Pollutants and Effects

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

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

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

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

severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

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

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

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

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

State-Only Criteria Pollutants

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

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the

atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

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

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

Toxic Air Contaminants (TACs)

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

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health

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

effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[8,9]

Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, $PM_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

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

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

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2022 through 2024. The one-hour State standard for O_3 was exceeded once during this three-year period. The federal standard was not exceeded in that same period. There was incomplete data for PM_{10}, $PM_{2.5}$, CO, SO_2, and NO_2.

8 California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

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

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2022	2023	2024
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.081	0.109	0.093
Days > 0.09 ppm (State 1-hour standard)	0	1	0
Days > 0.070 ppm (Federal 8-hour standard)	0	0	0
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	N/A	N/A	N/A
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	N/A	N/A	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0514	0.0439	0.0800
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
Days > 50 µg/m^3 (State 24-hour standard)	N/A	N/A	N/A
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
Days > 35 µg/m^3 (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide (SO_2)			
Maximum 1-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.25 ppm (State 1-hour standard)	N/A	N/A	N/A

ppm = parts by volume per million of air.
µg/m^3 = micrograms per cubic meter.
N/A = not available at this monitoring station.
Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed October 7, 2025.

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90016) is approximately 498 in a million.[10] The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Monica Freeway 2,000 feet to the north). In general, the risk at the Project Site is higher than 64 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037219902) is located in the 99th percentile, which

[10] South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed October 24, 2025.

means the Project Site has an overall environmental pollution burden higher than at least 99 percent of other communities within California.[11]

Sensitive Receptors. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified several groups that are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located on a commercial and residential section of the La Cienega Boulevard corridor. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Westside Neighborhood Park; directly north of the Project Site.
- Residences, 2903 Genesee Avenue; as close as ten feet. south of the Project Site.
- Residences, Genesee Avenue; as close as 25 feet east of the Project Site.
- Residences, 3311 La Cienega Boulevard; 120 feet west of the Project Site.
- Residence, 3001 Genesee Avenue; 80 feet southeast of the Project Site.

Existing Project Site Emissions. The Project Site is improved with a surface parking lot and a small commercial structure.[12] This analysis conservatively does not "credit" any air quality emissions that would be removed by the redevelopment of the Project Site.

Project Impacts

Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential emissions from construction and operation of the Project. Methodologies used to evaluate these emissions are discussed below.

Construction. Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Where available, project-specific information was provided on the schedule of construction activities and the anticipated equipment inventory. Otherwise, model default values were used for equipment usage rates, worker trip lengths, emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by CARB. Maximum daily emissions were quantified for each construction activity

[11] Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed October 24, 2025.

[12] City of Los Angeles, Updated (Second) Transportation Assessment for the Proposed Residential Project Located at 3200 South La Cienega Boulevard; July 24, 2025.

based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[13] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[14] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site, a conservative assumption given the 1.47-acre site that would likely overstate the localized air quality impact of the Project. This analysis also assumes the location of sensitive receptors within 25 meters (82 feet).[15] This is appropriate given the immediate proximity of sensitive receptors north of the Project Site.

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

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

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

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

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[16] The LSTs for $PM_{2.5}$ were established in October 2006 and updated on October 21, 2009.[17] [18] Table 3 presents the significance criteria for both construction and operational emissions. Emissions estimates from the CalEEMod model reflect the highest levels for the summer or winter season.

Table 3
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	103	55	103
Carbon Monoxide (CO)	550	562	550	562
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	4	150	1
Fine Particulates ($PM_{2.5}$)	55	3	55	1

/a/ Localized significance thresholds for the Northwest Coastal LA County source receptor area assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the applicable thresholds for a 1.47-acre site with adjacent receptors. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008). The SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD.

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

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.[19] To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions

16 Ibid.

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

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

19 Energy consumption estimates with CalEEMod 2022.1.1.30 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

generated by the Project was compared against SCAQMD's significance thresholds.[20] [21] Details describing the operational emissions of the Project can be found in in the Technical Appendix.

Toxic Air Contaminants Impacts (Construction and Operations). Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

Thresholds of Significance

State CEQA Guidelines Appendix G

Would the Project:

a) *Conflict with or obstruct implementation of the applicable air quality plan;*

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*

c) *Expose sensitive receptors to substantial pollutant concentrations; or*

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

City and SCAQMD Thresholds

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

(a) Construction

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

(i) Combustion Emissions from Construction Equipment

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20 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

21 As the operational thresholds of significance are based on aggregate of area, energy, and mobile source emissions, a total that represents a mix of different seasonal scenarios would not accurately reflect a project's impact on ozone-season exceedances (this differs from the construction thresholds of significance, where any daily exceedance regardless of season can trigger a significant impact). The SCAQMD's CEQA Air Quality Handbook noted that it "…established these operational thresholds, in part, on Section 182(e) of the federal Clean Air Act, which identifies ten tons a year of volatile organic gases as the significance level for stationary sources of emissions in extreme non-attainment areas for ozone." Since ozone exceedances are a summer season phenomenon, the summer season emissions are appropriate for determining the potential to contribute to seasonal ozone exceedances.

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

(ii) Fugitive Dust—Grading, Excavation and Hauling

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

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

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

(iv) Other Mobile Source Emissions

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

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[22]

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

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

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

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

(b) Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[23] As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[24] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[25]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[26]

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

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

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

(c) Toxic Air Contaminants

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

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

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA*

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

24 For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

25 South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

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

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

Air Quality Handbook serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[28]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[29] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:[30]

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

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

Project Design Features. The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),[31] which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).[32] Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards. Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub

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28 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

29 Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

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

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

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

metering for water use, leak detection systems, and electric vehicle charging capacity.

The Project's lower off-street parking supply will reduce car ownership rates and resulting vehicle use that will reduce energy and air quality emissions. The Project's infill location is a design feature that would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) for residents and visitors who want options to driving cars.

Analysis of Project Impacts

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project's air quality emissions would not exceed any State or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any State and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends.[33] Determining whether a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS, which accommodates 4,315,900 persons; 1,828,201 households; and 2,137,732 jobs in the City of Los Angeles by 2050. Once the 2022 AQMP is

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

updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Community Commercial" in the General Plan Framework and zoned R4 (Multiple Dwelling Zone), which permits residential uses. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population and housing on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP

The Project would add a residential population of approximately 821 people to the Project Site based on the 344 dwelling units proposed.[34] The Project's residential population would represent approximately 0.098 percent of the forecast population growth between 2016 and 2045 and be consistent with the local growth assumptions that formed the basis of the region's AQMP. As a result, the Project would be consistent with the growth projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

[34] City of Los Angeles VMT Calculator, v1.5.

City of Los Angeles Policies

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

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[35]
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 20 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and qualified Major Transit Stops.[36]
- Because of its location and TOC status, the Project will reduce on-site parking supply (345 spaces for 344 residences) that will by definition reduce car ownership and resulting vehicle travel.
- There is substantial public transit service in the area, including:
    - Metro E Line (Expo) - E Line is an east/west light-rail line that provides service from Santa Monica to Downtown Los Angeles. There is one station serving the study area – La Cienega / Jefferson station.
    - Metro Line 37 – Line 37 is a local east/west bus line that provides service from West Adams to Downtown Los Angeles, and travels along Adams Boulevard and Washington Boulevard within the study area.
    - Metro Line 38 – Line 38 is a local east/west bus line that provides service from West Adams to Downtown Los Angeles, and travels along Jefferson Boulevard, La Cienega Boulevard, and Fairfax Avenue within the study area.
    - Metro Line 105 – Line 105 is a local north/south bus line that provides service from West Hollywood to Vernon, and travels along La Cienega Boulevard and Fairfax Avenue within the study area.
    - Metro Line 217 – Line 217 is a local north/south bus line that provides service from Hollywood to West Adams, and travels along La Cienega Boulevard and Fairfax Avenue within the study area.
    - CC Line 1 – Line 1 is a local east / west bus line that provides service from Venice to Culver City and travels primarily along Washington Boulevard within the study area.
    - CC Line 1C1 – Line 1C1 is an east / west circulator route that provides service within Culver City and travels primarily along Washington Boulevard within the study area.

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

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

    - CC Line 4 - Line 4 is a local east/west bus line that provides service from Playa Vista to Culver City, and travels along La Cienega Boulevard and Fairfax Avenue within the study area.
    - Los Angeles County Link - Baldwin Hills Parklands – Link Baldwin Hill Parklands Line is a local circulator route that provides service within Baldwin Hills. The line commences clockwise service at Kenneth Hahn State Recreation Area, and connects with Baldwin Hills Scenic Overlook, La Cienega / Jefferson Metro E Line station, and concludes service at Stoneview Nature Center. The line travels along Jefferson Boulevard and La Cienega Boulevard within the study area.
- Bicyclists can use substantial infrastructure to access the Project Site, including:
    - Class I shared-use Exposition Corridor Bike Path adjacent to the Metro E Line right-of-way provides north-south access to the Project Site.
    - Class II bicycle lanes on Jefferson Boulevard between La Cienega Boulevard and Harcourt Avenue and between National Boulevard and Duquesne Avenue. Bicycle Routes (Class III) with Sharrows are provided along Jefferson Boulevard between National Boulevard and La Cienega Boulevard.
    - Class II protected bicycle lanes on Adams boulevard between Fairfax and Crenshaw Boulevard provide north-south access to the Project Site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in Table 4, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**Consistent.** The Project's infill location will reduce vehicle travel and associated criteria pollutants over development on greenfield sites outside the urban core and be consistent with the region's AQMP attainment plan.
Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent.** The Project's infill location and limited off-street parking will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips.
Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Project addresses the relationship between land use, transportation, and air quality with its infill location in proximity to numerous rail and bus transit alternatives to driving alone. This reduces mobile source emissions and contributes to the region's AQMP attainment plan by limiting the impacts of development and resulting vehicle emissions.
Goal 5. Energy efficiency through land use and transportation planning, the use of renewable	**Consistent.** The Project's infill location and mixed-use profile will reduce car ownership and resulting single-

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	occupant vehicle trips for commute and non-work trips. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Objective 1.1. It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent.** The Project is consistent with the growth forecasts that underly the attainment demonstration in the 2022 AQMP. As such, the Project reduces air pollutants consistent with the AQMP.
Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**Consistent.** The Project would reduce particulate emissions during construction activities through compliance with SCAQMD Rule 403 (Fugitive Dust) that will reduce PM_{10} and $PM_{2.5}$ emissions from unpaved areas.
Objective 2.1. It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** The Project's infill location and proximity to major rail and bus transit will reduce work trips, as the high transit mode split for commuting will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** The Project's infill location and proximity to major rail and bus transit will reduce all trips, as the high transit mode split and active transportation options will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 5.1. It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	**Consistent.** The Project would advance the City's energy efficiency objectives. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable.** The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including eight bus lines managed by three municipal operators, as well as Metro E-Line light rail service.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both	**Consistent.** Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
the public and private sectors, in order to reduce work trips.	Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Proposed Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking (345 spaces) for the 344 residences, who can use substantial public transit, including eight bus lines managed by three municipal operators, as well as Metro E-Line light rail service. A substantial network of Class I bike paths, as well as Class II and III bike lanes and routes provide viable alternatives for bicyclists looking to access the site.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** As noted above, the Project Site's TOC Tier 3 status allows the garage to be limited to parking for 345 vehicles. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking (345 spaces) for the 344 residences, who can use substantial public transit, including eight bus lines managed by three municipal operators, as well as Metro E-Line light rail service. A substantial network of Class I bike paths, as well as Class II and III bike lanes and routes provide viable alternatives for bicyclists looking to access the site.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Not Applicable.** This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including eight bus lines managed by three municipal operators, as well as Metro E-Line light rail service. A substantial network of Class I bike paths, as well as Class II and III bike lanes and routes provide viable alternatives for bicyclists looking to access the site. The Project would also include 35 electric vehicle charging stations and 138 more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including eight bus lines managed by three municipal operators, as well as Metro E-Line light rail service. A substantial network of Class I bike paths, as well as Class II and III bike lanes and routes provide viable alternatives for bicyclists looking to access the site.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy and would promote a shift from combustion of fossil fuels by using electric power for its operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include 35 electric vehicle charging stations and 138 more spaces with conduits and supplies for future charging stations.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2025.	

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.[37]

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.30 model and a projected construction schedule of at least 24 months. Table 5 summarizes the potential construction schedule that was modeled for air quality impacts.

Table 5
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 2,500 square feet of building floor area and 64,266 square feet of asphalt/concrete parking lot hauled 40 miles to landfill in 16-cubic yard capacity trucks.
Grading	Months 2-4	Approximately 77,038 cubic yards of soil (including 25 percent swell factor)[38] hauled 40 miles to landfill in 16-cubic yard capacity trucks. Includes shoring of excavated site.
Trenching	Month 5	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-24	Footings and foundation work;, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 19-24	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2025.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

[37] South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

[38] City of Los Angeles, Environmental Assessment Form

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

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

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

Regional Emissions

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

Fugitive dust emissions would peak during grading activities, where approximately 77,038 cubic yards of soil (including swell factors) would be exported from the Project Site to accommodate a three-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

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

As shown in Table 6, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

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

determine localized construction emissions thresholds for the Project.[39] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2022-2024) for the Project area.

Table 6
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2026	1.7	35.1	22.7	0.2	9.3	3.7
2027	1.9	10.4	25.6	<0.1	3.9	1.1
2028	16.2	11.1	28.6	<0.1	4.5	1.2
Maximum Regional Total	16.2	35.1	28.6	0.2	9.3	3.7
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	15.1	12.9	14.0	<0.1	3.3	1.9
Localized Threshold	N/A	103	562	N/A	4	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

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

Source: DKA Planning, 2025 based on CalEEMod 2022.1.1.30 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which is the park immediately north of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 6, above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and

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

minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.[40] Energy sources include electricity and natural gas use for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add approximately 1,460 vehicle trips and 9,917 vehicle miles traveled to local roadways and the region's air quality airshed on a weekday at the start of operations in 2028.[41]

As shown in Table 7, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	8.5	0.2	19.9	<0.1	<0.1	<0.1
Energy Sources	0.1	0.9	0.4	<0.1	0.1	0.1
Mobile Sources	4.2	2.7	31.2	0.1	7.1	1.8
Regional Total	12.8	3.7	51.4	0.1	7.2	1.9
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	8.6	1.1	20.3	0.1	0.1	0.1
Localized Significance Threshold	N/A	103	562	N/A	2	1
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA
Source: DKA Planning, 2025 based on CalEEMod 2022.1.1.30 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

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

[41] City of Los Angeles VMT Calculator, version 1.5 screening analysis.

c. Expose sensitive receptors to substantial pollutant concentrations?

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

- Westside Neighborhood Park; directly north of the Project Site.
- Residences, 2903 Genesee Avenue; as close as ten feet. south of the Project Site.
- Residences, Genesee Avenue; as close as 25 feet east of the Project Site.
- Residences, 3311 La Cienega Boulevard; 120 feet west of the Project Site.
- Residence, 3001 Genesee Avenue; 80 feet southeast of the Project Site.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 3, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 6, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

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

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 24 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Operation

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

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[42] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[43] Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[44] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors.

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

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

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

While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 1,460 vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2028.[45] The majority of vehicle-related impacts at the Project Site would come from 124 and 124 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.[46] This would represent a small addition to traffic volumes on local roadways. For example, it would represent 3.2 percent of the 3,922 vehicles currently using La Cienega Boulevard and Cumulus Drive/Boden Street in the A.M. peak hour, an intersection that would be used for the haul route as trucks travel to and from off-site landfills.[47] Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 39,220 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.[48]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[49] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[50] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

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45 Raju Associates; Technical Memorandum, 3200 La Cienega Boulevard Residential Project; June 19, 2025.

46 Ibid.

47 Ibid.

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

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

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

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any intermittent odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

Cumulative Impacts

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

There are five potential related projects identified by the City of Los Angeles within 1,500 of the Proposed Project (Table 8), illustrated in Figure 1.[51] Any potential development closer to the Project Site and/or sensitive receptors could contribute to localized air quality impacts. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "…concentrations generally decrease to background levels within 500-600 feet."[52] CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.[53]

Table 8
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	3221 La Cienega Bl.	260 ft.	Apartments Commercial	1,218 units	In entitlement phase
2	5775 Adams Bl.	1,500 ft.	Apartments Retail	65 units 2,500	In entitlement phase
3	3401 La Cienega Bl.	1,050 ft.	Apartments Office Retail	260 units 263,000 sf 5,000 sf	Construction complete
4	5741 Jefferson Bl.	1,100 ft.	Mini-warehouse Retail	307,968 sf 6,720 sf	Construction complete
5	5785 Corbett St.	1,350 ft.	Apartments	80 units	In entitlement phase

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, November 18, 2024.

51 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, November 2024.
52 U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.
53 South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

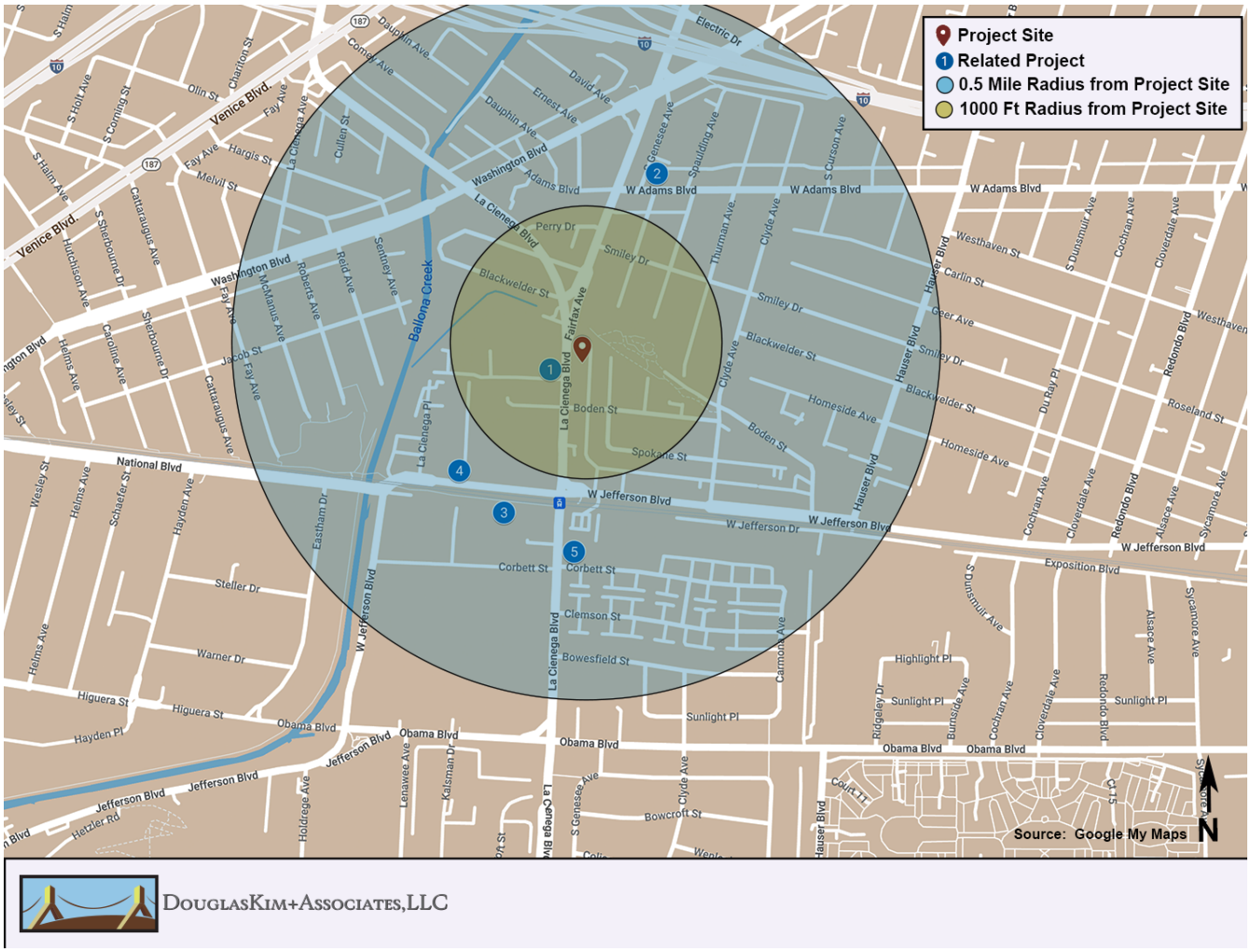

Figure 1
Related Projects

Based on the status of potential related projects in Table 8, most of these potential projects will not contribute to cumulative air quality impacts from any concurrent construction. Only one potential project within 1,000 feet of the Project Site is assumed to potentially undergo concurrent construction with the Proposed Project (i.e., Related Project #1). The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency

with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[54] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 6, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

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

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

Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then

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

the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

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

TECHNICAL APPENDIX

DouglasKim+Associates,LLC

FUTURE EMISSIONS

3200 La Cienega Boulevard (Project) Detailed Report

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5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated
5.15. Operational Off-Road Equipment
5.15.1. Unmitigated
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. Biomass Cover Type
5.18.1.1. Unmitigated
5.18.2. Sequestration
5.18.2.1. Unmitigated
6. Climate Risk Detailed Report
6.1. Climate Risk Summary
6.2. Initial Climate Risk Scores
6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	3200 La Cienega Boulevard (Project)
Construction Start Date	7/1/2026
Operational Year	2028
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	8.20
Location	3200 S La Cienega Blvd, Los Angeles, CA 90016, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4451
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.30

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 High Rise	344	Dwelling Unit	1.47	293,473	7,208	—	821	—

Enclosed Parking with Elevator	7.77	1000sqft	0.00	7,766	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	16.2	35.1	28.6	0.16	0.84	8.41	9.25	0.79	2.87	3.67
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	16.2	36.0	26.0	0.16	0.84	8.41	9.25	0.79	2.87	3.67
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	5.77	8.21	17.1	0.03	0.21	2.56	2.75	0.19	0.61	0.79
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.05	1.50	3.12	0.01	0.04	0.47	0.50	0.04	0.11	0.14

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2026	1.69	35.1	22.7	0.16	0.84	8.41	9.25	0.79	2.87	3.67
2027	1.90	10.4	25.6	0.03	0.27	3.61	3.88	0.25	0.86	1.11

2028	16.2	10.9	28.6	0.03	0.25	4.26	4.52	0.24	1.01	1.25
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	1.97	36.0	24.4	0.16	0.84	8.41	9.25	0.79	2.87	3.67
2027	1.88	10.6	23.3	0.03	0.27	3.61	3.88	0.25	0.86	1.11
2028	16.2	11.1	26.0	0.03	0.25	4.26	4.52	0.24	1.01	1.25
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	0.52	8.21	6.66	0.03	0.21	1.83	2.03	0.19	0.59	0.78
2027	1.34	7.60	17.1	0.02	0.19	2.56	2.75	0.18	0.61	0.79
2028	5.77	3.96	9.50	0.01	0.09	1.51	1.60	0.08	0.36	0.44
Annual	—	—	—	—	—	—	—	—	—	—
2026	0.10	1.50	1.22	0.01	0.04	0.33	0.37	0.04	0.11	0.14
2027	0.25	1.39	3.12	< 0.005	0.04	0.47	0.50	0.03	0.11	0.14
2028	1.05	0.72	1.73	< 0.005	0.02	0.28	0.29	0.02	0.07	0.08

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	12.8	3.73	51.4	0.08	0.12	7.03	7.16	0.12	1.79	1.91
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	11.0	3.79	29.5	0.08	0.11	7.03	7.15	0.11	1.79	1.90
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	12.2	3.94	43.8	0.08	0.12	7.00	7.12	0.12	1.78	1.89
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.22	0.72	7.99	0.01	0.02	1.28	1.30	0.02	0.32	0.35

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	4.22	2.68	31.2	0.07	0.05	7.03	7.08	0.04	1.79	1.83
Area	8.54	0.19	19.9	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	12.8	3.73	51.4	0.08	0.12	7.03	7.16	0.12	1.79	1.91
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	4.17	2.92	29.2	0.07	0.05	7.03	7.08	0.04	1.79	1.83
Area	6.78	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	11.0	3.79	29.5	0.08	0.11	7.03	7.15	0.11	1.79	1.90
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	4.13	2.94	29.8	0.07	0.05	7.00	7.04	0.04	1.78	1.82
Area	7.99	0.13	13.6	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	12.2	3.94	43.8	0.08	0.12	7.00	7.12	0.12	1.78	1.89
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.75	0.54	5.44	0.01	0.01	1.28	1.29	0.01	0.32	0.33
Area	1.46	0.02	2.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.16	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.22	0.72	7.99	0.01	0.02	1.28	1.30	0.02	0.32	0.35

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.39	12.9	14.6	0.02	0.51	—	0.51	0.47	—	0.47
Demolition	—	—	—	—	—	0.97	0.97	—	0.15	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.82	0.92	< 0.005	0.03	—	0.03	0.03	—	0.03
Demolition	—	—	—	—	—	0.06	0.06	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.81	0.00	0.00	0.16	0.16	0.00	0.04	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.62	0.94	0.02	0.03	0.65	0.68	0.03	0.18	0.21
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.17	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.42	12.9	14.0	0.02	0.58	—	0.58	0.53	—	0.53

Dust From Material Movement	—	—	—	—	—	2.79	2.79	—	1.34	1.34
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.42	12.9	14.0	0.02	0.58	—	0.58	0.53	—	0.53
Dust From Material Movement	—	—	—	—	—	2.79	2.79	—	1.34	1.34
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	2.29	2.50	< 0.005	0.10	—	0.10	0.09	—	0.09
Dust From Material Movement	—	—	—	—	—	0.50	0.50	—	0.24	0.24
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.42	0.46	< 0.005	0.02	—	0.02	0.02	—	0.02
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.65	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.23	22.2	7.97	0.13	0.26	5.49	5.75	0.26	1.50	1.77
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.22	23.1	8.02	0.13	0.26	5.49	5.75	0.26	1.50	1.77
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	4.17	1.42	0.02	0.05	0.97	1.02	0.05	0.27	0.31
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.76	0.26	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.52	0.60	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.92	1.09	13.8	0.00	0.00	3.28	3.28	0.00	0.77	0.77
Vendor	0.03	1.37	0.65	0.01	0.02	0.33	0.34	0.01	0.09	0.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	5.90	7.08	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.08	1.29	< 0.005	0.03	—	0.03	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.89	0.87	15.1	0.00	0.00	3.28	3.28	0.00	0.77	0.77
Vendor	0.04	1.25	0.60	0.01	0.01	0.33	0.33	0.01	0.09	0.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.87	1.08	12.8	0.00	0.00	3.28	3.28	0.00	0.77	0.77
Vendor	0.03	1.30	0.61	0.01	0.01	0.33	0.33	0.01	0.09	0.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.77	9.59	0.00	0.00	2.33	2.33	0.00	0.55	0.55
Vendor	0.02	0.94	0.43	0.01	0.01	0.23	0.24	0.01	0.06	0.07
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.14	1.75	0.00	0.00	0.43	0.43	0.00	0.10	0.10
Vendor	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.81	3.52	0.01	0.08	—	0.08	0.08	—	0.08
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.51	0.64	< 0.005	0.02	—	0.02	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.86	0.85	14.2	0.00	0.00	3.28	3.28	0.00	0.77	0.77
Vendor	0.03	1.20	0.58	0.01	0.01	0.33	0.33	0.01	0.09	0.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.85	0.97	12.0	0.00	0.00	3.28	3.28	0.00	0.77	0.77

Vendor	0.03	1.25	0.58	0.01	0.01	0.33	0.33	0.01	0.09	0.10
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.34	4.48	0.00	0.00	1.16	1.16	0.00	0.27	0.27
Vendor	0.01	0.45	0.20	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.82	0.00	0.00	0.21	0.21	0.00	0.05	0.05
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01
Architectural Coatings	14.1	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01
Architectural Coatings	14.1	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.29	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	5.03	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.92	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	2.83	0.00	0.00	0.66	0.66	0.00	0.15	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.19	2.41	0.00	0.00	0.66	0.66	0.00	0.15	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.90	0.00	0.00	0.23	0.23	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Trenching (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.05	0.86	0.37	0.01	0.07	—	0.07	0.07	—	0.07
Annual	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	0.01	0.16	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.16	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	6.28	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.50	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.76	0.19	19.9	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	8.54	0.19	19.9	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	6.28	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.50	—	—	—	—	—	—	—	—	—
Total	6.78	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Consumer Products	1.15	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.02	2.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	1.46	0.02	2.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2026	7/31/2026	5.00	23.0	—
Grading	Grading	8/1/2026	10/31/2026	5.00	65.0	—
Building Construction	Building Construction	12/1/2026	6/30/2028	5.00	414	—
Architectural Coating	Architectural Coating	1/1/2028	6/30/2028	5.00	130	—
Trenching	Trenching	11/1/2026	11/30/2026	5.00	21.0	—

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	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	17.5	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	148	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	251	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	38.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	50.2	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT

Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	594,283	198,094	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	1,611	—
Grading	—	77,038	65.0	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 High Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01
2028	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	1,460	1,460	1,460	532,900	9,917	9,917	9,917	3,619,705

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	344
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
594282.825	198,094	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	1,129,522	690	0.0489	0.0069	3,414,323
Enclosed Parking with Elevator	28,668	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 High Rise	12,822,187	123,553
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	205	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments High 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 High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	5.47	annual days of extreme heat
Extreme Precipitation	5.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	45.0
AQ-PM	71.2
AQ-DPM	81.8
Drinking Water	92.5
Lead Risk Housing	89.2
Pesticides	28.3
Toxic Releases	79.8

Traffic	90.2
Effect Indicators	—
CleanUp Sites	50.6
Groundwater	79.7
Haz Waste Facilities/Generators	85.6
Impaired Water Bodies	66.7
Solid Waste	59.2
Sensitive Population	—
Asthma	89.1
Cardio-vascular	67.8
Low Birth Weights	97.7
Socioeconomic Factor Indicators	—
Education	82.5
Housing	92.7
Linguistic	73.4
Poverty	77.6
Unemployment	59.4

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	21.31399974
Employed	55.84498909
Median HI	20.21044527
Education	—
Bachelor's or higher	26.08751444
High school enrollment	100

Preschool enrollment	53.27858334
Transportation	—
Auto Access	44.50147568
Active commuting	81.18824586
Social	—
2-parent households	46.27229565
Voting	36.22481714
Neighborhood	—
Alcohol availability	34.67214167
Park access	38.70139869
Retail density	76.82535609
Supermarket access	85.96176055
Tree canopy	24.39368664
Housing	—
Homeownership	33.7482356
Housing habitability	32.2340562
Low-inc homeowner severe housing cost burden	22.93083537
Low-inc renter severe housing cost burden	47.68381881
Uncrowded housing	23.61093289
Health Outcomes	—
Insured adults	6.326190171
Arthritis	53.0
Asthma ER Admissions	13.1
High Blood Pressure	46.3
Cancer (excluding skin)	71.8
Asthma	30.0
Coronary Heart Disease	37.1
Chronic Obstructive Pulmonary Disease	42.5

Diagnosed Diabetes	14.5
Life Expectancy at Birth	59.5
Cognitively Disabled	35.0
Physically Disabled	38.4
Heart Attack ER Admissions	42.4
Mental Health Not Good	26.2
Chronic Kidney Disease	20.1
Obesity	15.0
Pedestrian Injuries	62.4
Physical Health Not Good	23.1
Stroke	17.3
Health Risk Behaviors	—
Binge Drinking	54.2
Current Smoker	32.2
No Leisure Time for Physical Activity	27.9
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	83.0
Elderly	73.1
English Speaking	36.5
Foreign-born	86.8
Outdoor Workers	6.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.7
Traffic Density	91.8
Traffic Access	87.4
Other Indices	—

Hardship	73.2
Other Decision Support	—
2016 Voting	17.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	99.0
Healthy Places Index Score for Project Location (b)	34.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

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

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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites

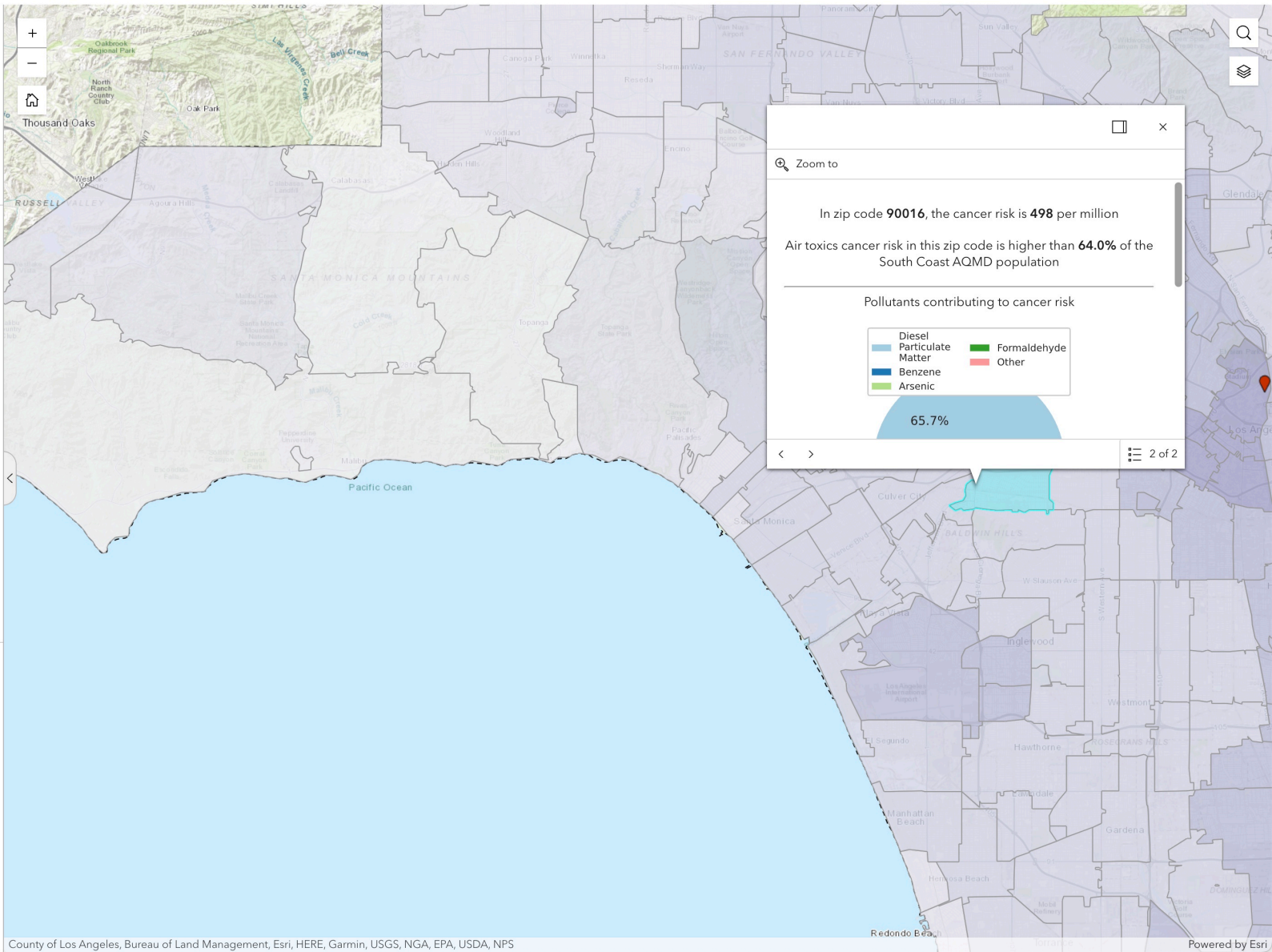
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

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

South Coast AQMD Boundary

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



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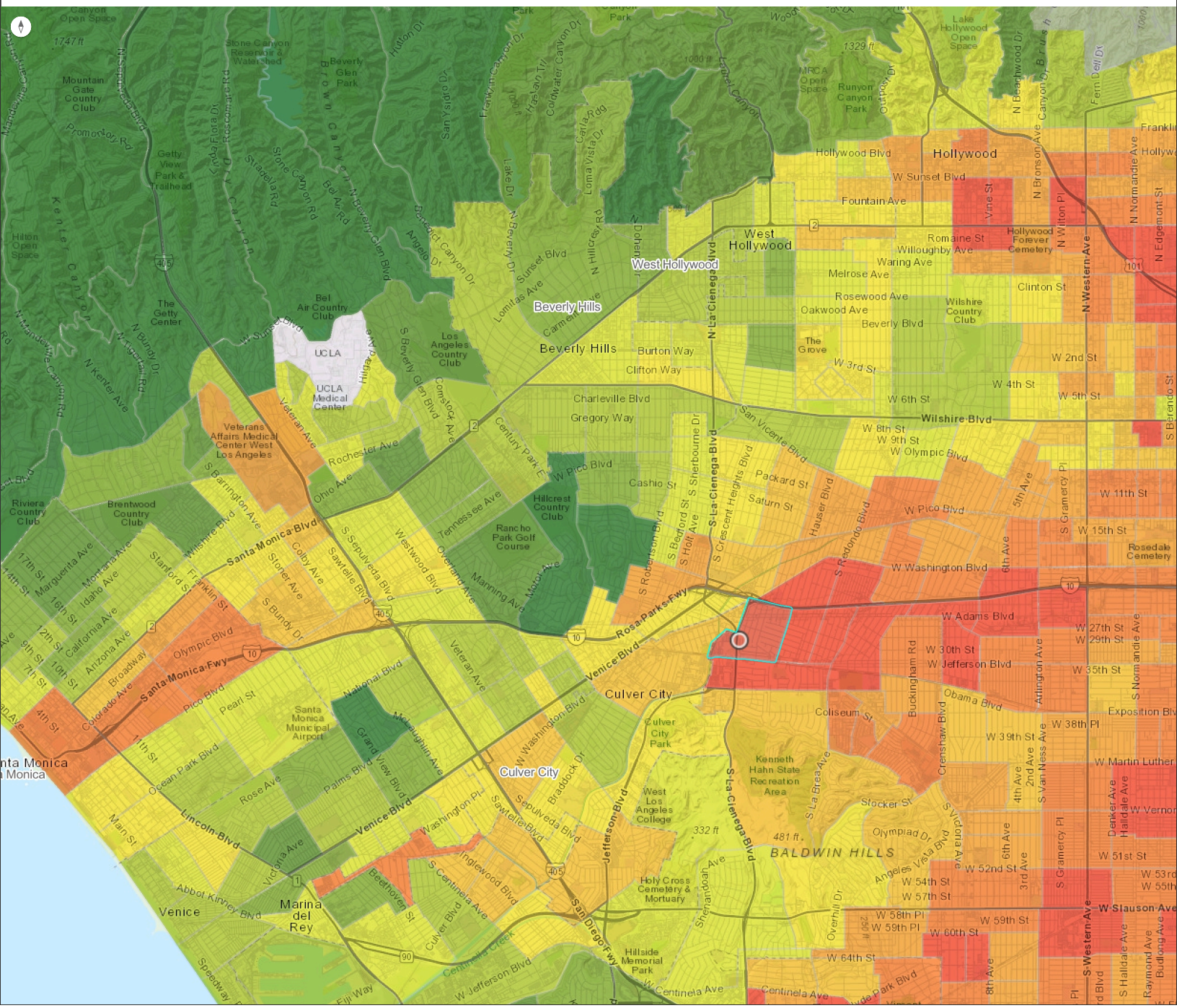
CALENVIROSCREEN 4.0 OUTPUT

CalEnviroScreen Results App



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Legend

CalEnviroScreen 4.0 Results

> 90 – 100 (Highest Scores)	> 80 – 90	> 70 – 80	> 60 – 70	> 50 – 60	> 40 – 50	> 30 – 40	> 20 – 30	> 10 – 20	0 – 10 (Lowest Scores)

CalEnviroScreen 4.0 High Pollution, Low Population

Census Tract: 6037219902 (Population: 3,809)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037219902 relative to other census tracts.

Overall Percentiles	
CalEnviroScreen 4.0 Percentile	99
Pollution Burden Percentile	99
Population Characteristics Percentile	93

Exposures	
Ozone	45
Particulate Matter 2.5	71
Diesel Particulate Matter	82
Toxic Releases	80
Traffic	90
Pesticides	28
Drinking Water	93
Lead from Housing	89

Environmental Effects	
Cleanup Sites	51
Groundwater Threats	80
Hazardous Waste	86
Impaired Waters	67
Solid Waste	59

Sensitive Populations	
Asthma	89
Low Birth Weight	98
Cardiovascular Disease	68

Socioeconomic Factors	
Education	82
Linguistic Isolation	73
Poverty	78
Unemployment	59
Housing Burden	93

Race/Ethnicity Profiles

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

Age Profiles

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

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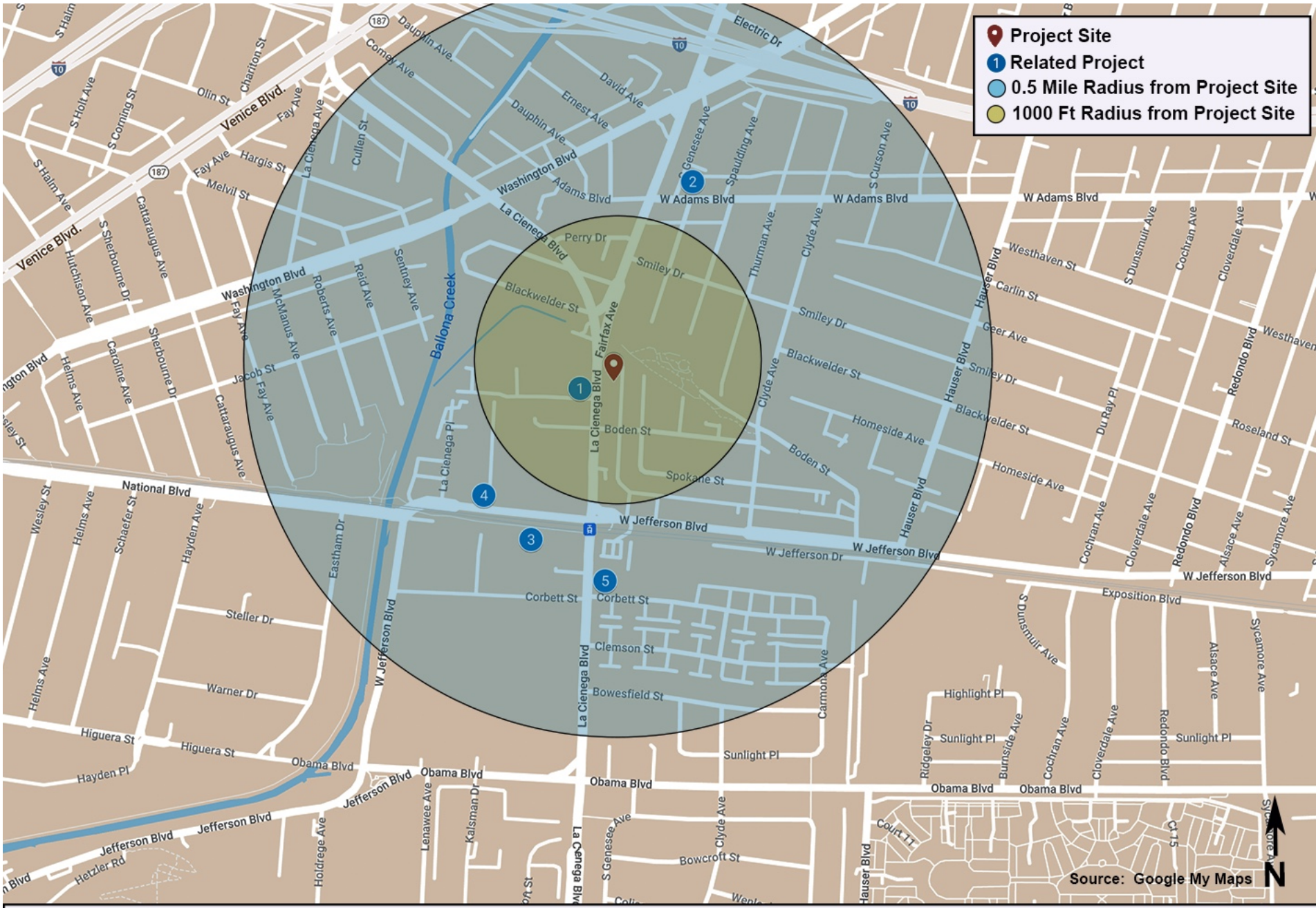
CUMULATIVE PROJECTS


Project Site
1 Related Project
0.5 Mile Radius from Project Site
1000 Ft Radius from Project Site
Source: Google My Maps
N
Venice Blvd.
Washington Blvd
La Cienega Blvd
Ballona Creek
W Adams Blvd
W Jefferson Blvd
National Blvd
Obama Blvd
Jefferson Blvd
Corbett St
Clemson St
Bowesfield St
Boden St
Spokane St
Blackwelder St
Smiley Dr
Perry Dr
Homeside Ave
Sunlight Pl
Highlight Pl
Exposition Blvd
Bowcroft St
Fairfax Ave
Hauser Blvd
Clyde Ave
Thurman Ave
Spaulding Ave
S Genesee Ave
S Curson Ave
Cochran Ave
Cloverdale Ave
Redondo Blvd
Westhaven St
Carlin St
Geer Ave
Du Ray Pl
Roseland St
Alsace Ave
Sycamore Ave
S Dunsmuir Ave
Eastham Dr
Stefler Dr
Warner Dr
Higuera St
Hayden Pl
Holdrege Ave
Lenawee Ave
Kalsman Dr
Hetzler Rd
Ridgeley Dr
Burnside Ave
Carmona Ave
Court 11
Ct 15
Fay Ave
Hargis St
Melvil St
Olin St
Chariton St
Dauphin Ave
Comey Ave
David Ave
Ernest Ave
Cullen St
Reid Ave
Sentney Ave
Roberts Ave
McManus Ave
Jacob St
Cattaraugus Ave
Sherbourne Dr
Caroline Ave
Helms Ave
Hutchison Ave
S Sherbourne Dr
S Coning St
S Holt Ave
S Halm Ave
Wesley St
Schaefer St
Hayden Ave
La Cienega Pl
Electric Dr
Douglas Kim+Associates, LLC

RELATED PROJECTS

Centroid Info:
PROJ ID: 58291
Address: 3200 S La Cienega Blvd
Los Angeles, CA 90016
Lat/Long: 34.0291, -118.372

Buffer Radius: 1500 feet

Search

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

Column

Record Count: 6 | Record Per Page: All Records

Results generated since: (11/18/2024 11:52:56 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Inactive	Do not show in Related Project	Distance (feet)	Trip Info
50485	Westchester	MTR	10	2020	Apartments, 254-Units TOC3	new 7-Story 254-Unit Mid-Rise Apt bldg incl 28-DU affordable Housing	3200 S La Cienega Blvd	02/16/2021	☐	☐	47.0	
42914	Westchester	WLA	10	2015	Jefferson/La Cienega (Cumulus) Mixed-Use Project	ABC lot to 1218 unit Apt, grocery, retail, restaurant	3221 S La Cienega Bl	04/29/2015	☐	☐	260.3	
48812	Metro	MTR	10	2019	Mixed Use	7 story MU. 55 market rate, 10 affordable. 2500sf retail, subter park.	5775 W Adams Boulevard	12/26/2019	☐	☐	1479.3	
50870	Metro	MTR	10	2021	Mixed-Use	260 Apartments (incl. 22 affordable), 263 KSF Office, 5 KSF Retail	3401 S La Cienega bl	10/14/2021	☐	☐	1069.2	
55859	Metro	MTR	10	2023	Self-Storage	307,968 SF Mini-Warehouse	5741 W JEFFERSON BLVD	08/01/2023	☐	☐	1104.2	

Trip Info — 50485

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	254	77	95	1253	20	57	58	37
			77	**95**	**1253**		**20**	**57**	**58**

Trip Info — 42914

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Mixed Use	Other		737	849	10136	319	419	467	382
			737	**849**	**10136**		**319**	**419**	**467**

Trip Info — 48812

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	55	37	32	452	15	22	20	12
Retail	S.F. Gross Area	2500							
Apartments	Total Units	10							
			37	**32**	**452**		**15**	**22**	**20**

Trip Info — 50870

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other		275	272	286	2748	197	75	81	205
Office	S.F. Gross Area	263000							
Retail	S.F. Gross Area	5000							
			272	**286**	**2748**		**197**	**75**	**81**

Trip Info — 55859

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross	307968	22	36	283	13	9	17	19

					& 6720 SF Retail							

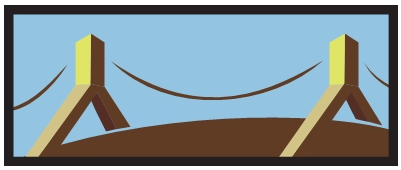
	Area											
Retail	S.F. Gross Area	6720										
			22	**36**	**283**		**13**	**9**	**17**			

56438	Metro	MTR	10	2023	5785 Corbett St Residental	67 apts & 13 affordable apts	5785 W Corbett St	05/01/2024	☐	☐	1356.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	67	27	24	397	14	13	11	13
Other	Total Units	13							
			27	**24**	**397**		**14**	**13**	**11**

3200 SOUTH LA CIENEGA BOULEVARD PROJECT

Noise Technical Report



Prepared by DKA Planning
October 2025

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 3200 South La Cienega Boulevard in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

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

Table 1
A-Weighted Decibel Scale

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

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

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

- Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.

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

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

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

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

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

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

3 Ibid.

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

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

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

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

Regulatory Framework

Noise

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

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

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

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms.

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

The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.[7] However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Proposed Project:

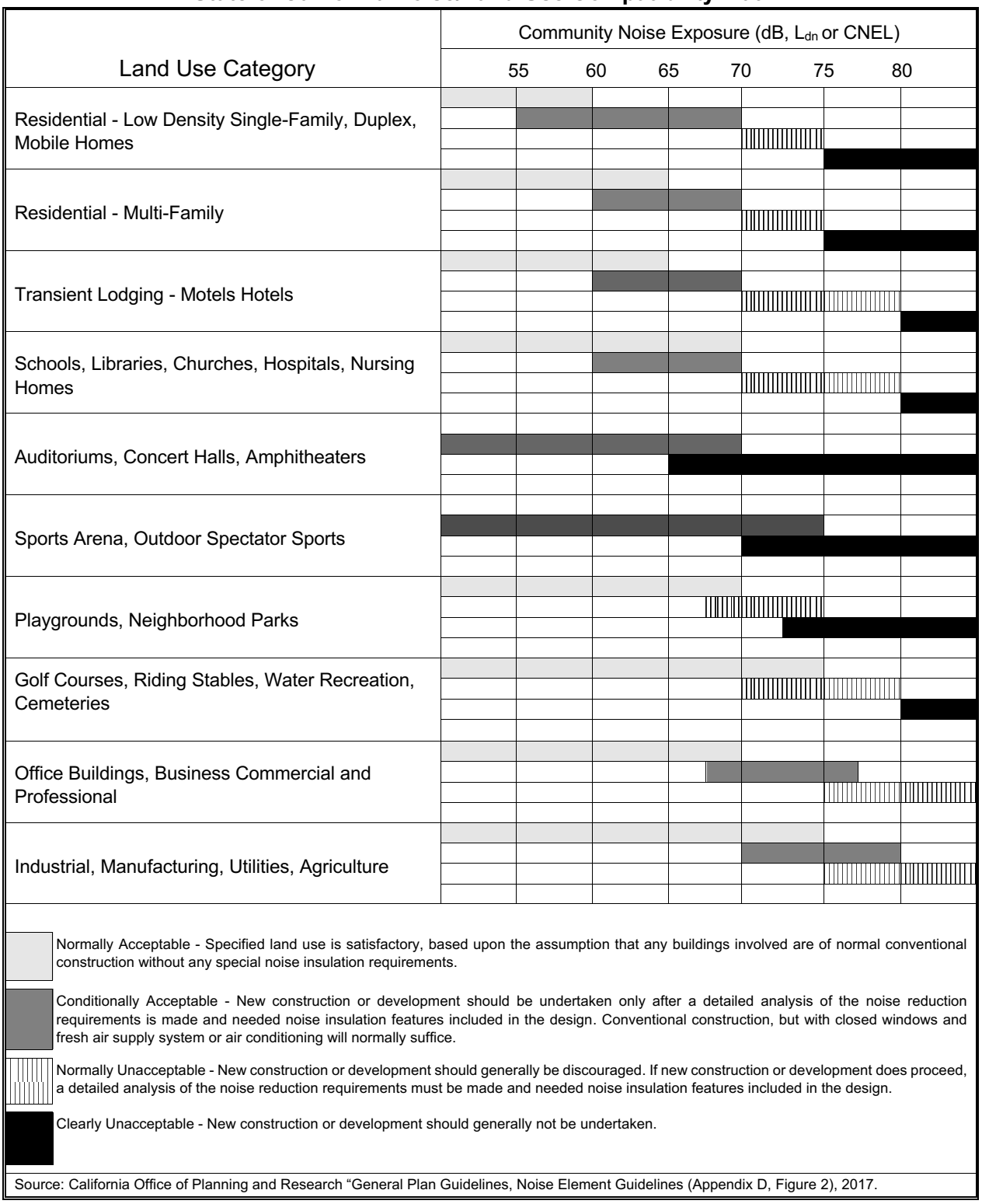
> **Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
>
> **Objective 3** (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

> **Program 11:** For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

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

Table 2
State of California Noise/Land Use Compatibility Matrix



Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

Program 12: When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

City of Los Angeles Municipal Code. The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 112.04 of the LAMC bans the use of gas-powered leaf blowers within 500 feet of a residence between 10:00 P.M. and 7:00 A.M. This also includes lawn mowers, lawn edgers, riding tractors, or other equipment that makes loud sounds.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as

measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
>
> *(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

In addition, the LAMC regulates long-term operations of land uses. This includes Section 111.02, which discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC prohibits any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 prevents Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

The LAMC also regulates vehicle-related noise. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to elevate ambient noise levels by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

City of Los Angeles 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies. The City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance call on projects to incorporate noise-related Environmental Protection Measures (EPMs) from the Environmental Impact Reports associated with adopted Community Plan updates. The Proposed Project is located in the West Adams-Baldwin Hills-Leimert Community Plan area, where an update was adopted on June 29, 2016 that did not include EPMs from the CEQA clearance documentation. Nevertheless, the City requires EPMs

be implemented as part of development projects as standard conditions of approval. These are summarized in Table 3, along with the applicability of each EPM.

Table 3
Applicability of City of Los Angeles Environmental Protection Measures

EPM	Applicability Threshold	Standard	Applicability to Project
NV1-1: Noise Shielding and Muffling	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from the Los Angeles Department of Building and Safety (LADBS).	Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	**Applicable.** The Project would use quieter equipment or advanced mufflers, in accordance with EPM NV1-1 (Noise Shielding and Muffling).
NV1-2: Use of Driven Pile Systems	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.	Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.	**Not Applicable.** The Project would not include driven (impact) pile systems; therefore, EPM NV1-2 (Use of Driven Pile Systems) is not applicable.
NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.	**Applicable.** The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between the equipment and any off-site noise-sensitive uses, in accordance with EPM NV1-3 (Enclosure or Screening of Outdoor Mechanical Equipment).
NV1-4: Location of Construction Staging Areas	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.	**Applicable.** The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with EPM NV1-4 (Location of Construction Staging Areas).
NV1-5: Temporary Walls	Any Project whose earthwork and construction activities	Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets	**Applicable.** The Project assumes the use of best practices

	involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.	(minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.	techniques required by the City's Building and Safety code to meet these requirements, such as temporary sound barriers along the property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq} in accordance with EPM NV1-5 (Temporary Walls).
NV1-6: Noise Study	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics: · Two or more subterranean levels; · 20,000 cubic yards or more of excavated material · Simultaneous use of five or more pieces of construction equipment; or · Construction duration (excluding architectural coatings) of 18 months or more. Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.	A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.	**Applicable.** The Project has conducted a noise study in accordance with EPM NV1-6 (Noise Study) since it would have the following characteristics that exceed the applicability threshold: possible simultaneous use of five or more pieces of construction equipment, and a building construction duration of 24 months (threshold is 18 months). The Project includes 77,038 cubic yards of export, which is above the threshold of 20,000 cubic yards.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located on a commercial and residential section of the La Cienega Boulevard corridor. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Westside Neighborhood Park; directly north of the Project Site.
- Residences, 2903 Genesee Avenue; as close as ten feet. south of the Project Site.
- Residences, Genesee Avenue; as close as 25 feet east of the Project Site.
- Residences, 3311 La Cienega Boulevard; 120 feet west of the Project Site.
- Residence, 3001 Genesee Avenue; 80 feet southeast of the Project Site.

Existing Ambient Noise Levels

The Project Site is improved with a small commercial structure and a surface parking lot used to store cars. There also intermittent noise from the movement and storage of vehicles on the lot, including occasional tow trucks that transport vehicles to and from the Project Site. These noises include tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities.

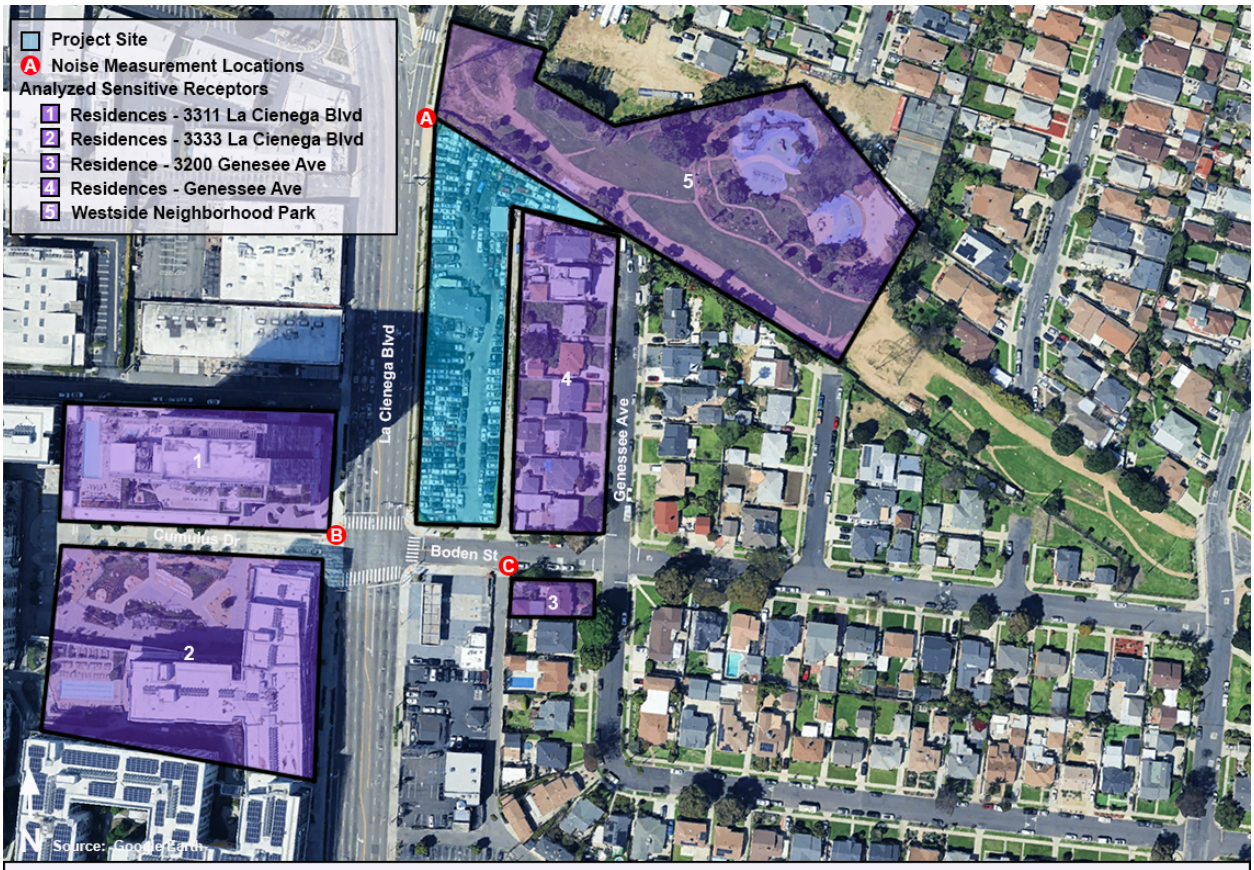
Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[8] This includes traffic on La Cienega Boulevard, which carries about 3,922 vehicles at Cumulus Drive/Boden Street in the A.M. peak hour.[9]

In December 2024, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[10] As shown in Table 3, noise levels along roadways near the Project Site ranged from 63.5 to 74.9 dBA L_{eq}, which generally reflects the influence of traffic volume from La Cienega Boulevard. Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Conditionally Acceptable” and “Normally Unacceptable” for the types of land uses near the Project Site.

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

9 Raju Associates; Technical Memorandum, 3200 La Cienega Boulevard Residential Project; June 19, 2025.

10 Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day’s measurements, and set at approximately five feet above the ground.



DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Table 3
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. Westside Neighborhood Park	Traffic on La Cienega Bl.	74.9	72.9	Westside Neighborhood Park	Normally Unacceptable
B. 3311 La Cienega Bl.	Traffic on La Cienega Bl.	64.5	62.5	Residences – 3311, 3333 La Cienega Bl.	Conditionally Acceptable
C. 2927 Genesee Ave.	Traffic on La Cienega Bl.	63.5	61.5	Residences – 3200 Genesee Ave. and Genesee Ave.	Conditionally Acceptable

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Source: DKA Planning, 2025

Project Impacts

Methodology

On-Site Construction Activities. Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, maximum allowable noise levels allowed by the LAMC, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

Off-Site Construction Noise Activities. The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[11] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.[12] Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[13] For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.[14] It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

On-Site Operational Noise Activities. The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

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

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

13 Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

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

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

Thresholds of Significance

Construction Noise Thresholds. Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:[15]

- On- and off-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M to 6:00 P.M. on Saturdays) exceed 80 dBA $L_{eq(8\text{-}hour)}$ at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.
- For construction activities that occur between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor.[16]

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.[17]

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15 City of Los Angeles. Construction Noise and Vibration Updates to Thresholds and Methodologies; August 2024.

16 Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, mat pour activities (and other types of concrete pour that require an extended continuous pour beyond allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

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

Analysis of Project Impacts

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

On-Site Construction Activities

Construction would generate noise during the construction process that would span 24 months of demolition, grading, utilities trenching, building construction, and application of architectural coatings, as shown in Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 7:00 P.M. Monday through Friday. On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 2,500 square feet of building floor area and 64,266 square feet of asphalt/concrete parking lot hauled 40 miles to landfill in 16-cubic yard capacity trucks.
Grading	Months 2-4	Approximately 77,038 cubic yards of soil (including 25 percent swell factor)[18] hauled 40 miles to landfill in 16-cubic yard capacity trucks. Includes shoring of excavated site.
Trenching	Month 5	Trenching for utilities (e.g., gas, water, electricity, telecommunications)
Building Construction	Months 6-24	Footings and foundation work;, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 19-24	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2025.		

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

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with

[18] City of Los Angeles, Environmental Assessment Form

internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. Figure 2 illustrates how noise would propagate from the construction site during the demolition and grading phase.

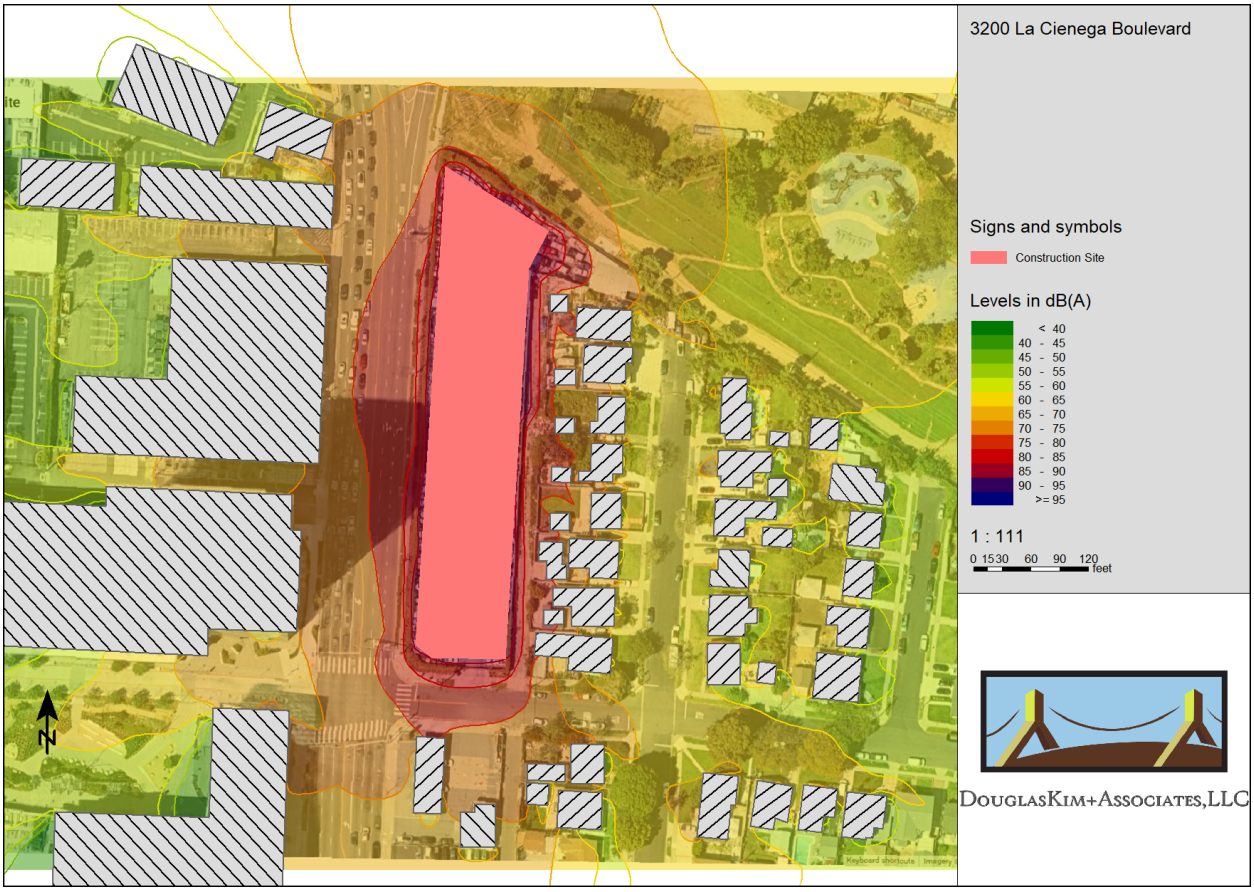

Figure 2
Construction Noise Contours

Because the Project's construction activity would occur between 7:00 A.M. and 7:00 P.M. Monday through Friday, noise from these activities would not be considered significant under the City's guidance, as there is no numerical threshold above ambient levels for construction during these hours.

As illustrated in Table 5, on-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M to 6:00 P.M. on Saturdays) would not exceed 80 dBA $L_{eq(8\text{-}hour)}$ at analyzed sensitive uses near the Project Site. [19]

[19] Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, noise exposure is estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency. This does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

Table 5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA $L_{eq(8\text{-}hour)}$)	Potentially Significant?
1. Residences – 3311 La Cienega Bl.	71.8	No
2. Residences – 3333 La Cienega Bl.	70.6	No
3. Residence – 3200 Genesee Ave.	70.2	No
4. Residences – Genesee Ave.	77.0	No
5. Westside Neighborhood Park	72.6	No
Source: DKA Planning, 2025. Using SoundPLAN Essential, estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency, as applicable. Does not include private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.		

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate an estimated 409 peak hourly PCE trips, as summarized in Table 6, during the grading phase.[20] This would represent about 10.4 percent of traffic volumes on La Cienega Boulevard, which carries about 3,922 vehicles at Cumulus Drive/Boden Street in the morning peak hour of traffic.[21] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Table 6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on La Cienega Bl.[e]
Demolition	6	0	23[b]	29	0.7
Grading	5	0	404[c]	409	10.4
Trenching	1	0	0	1	0.1
Building Construction	126	38[d]	0	164	4.2
Architectural Coating	25	0	0	25	0.6

[a] Assumes all worker trips occur in the peak hour of construction activity.

[b] The project would generate 195 haul trips over a 23-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent

20 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

21 Raju Associates; Technical Memorandum, 3200 La Cienega Boulevard Residential Project; June 19, 2025.

[c] The project would generate 9,630 haul trips over a 65-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] This phase would generate about 10.2 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
[e] Percent of existing traffic volumes on La Cienega Boulevard at Cumulus Drive/Boden Street.

Source: DKA Planning, 2025

Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on La Cienega Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, and would not exceed 80 dBA $L_{eq(8\text{-hour})}$ at analyzed sensitive uses near the Project Site. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Operation

On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof 85 feet above grade that would generate incremental long-term noise impacts. This would include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,[22] while other HVAC units could have a sound power of up to 76 dBA. Equipment would be designed to not elevate ambient noise levels by 5 dBA in accordance with City regulations.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the residences adjacent to the Project Site are one- to two-stories in height, approximately 60 to 70 feet lower than the roof of the Proposed Project. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.[23] Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.[24] A 2'6" parapet would further shield sensitive receptors near the Project Site. These

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

23 Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.

24 Ibid.

design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

A pad-mounted oil transformer that lowers high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary. Booster (supply and exhaust) fans that ventilate the three subterranean garage levels would be located on the first level of the development.[25]

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, landscape maintenance, and residential loading activities. These are discussed below:

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:

    - Second floor courtyards. Four open-air courtyards would be located on the second floor that would be shared use spaces for socializing or passive recreation, with intermittent use largely during day or evening hours. This would include two courtyards facing the rear alley to the east. Smaller courtyards are proposed in the center of the development and facing La Cienega Boulevard to the west.

    - Third floor deck. An outdoor deck is planned on the seventh floor facing La Cienega Boulevard to the west. No powered speakers are proposed that would amplify either speech or music.

[25] The International Mechanical Code (Section 404.1) and the American Society of Heating Refrigeration, and Air Conditioning (ASHRAE) Standard 62 require mechanical ventilation systems for enclosed parking garages that cycle clean air into the garage and ventilate harmful air pollutants.

- Eighth floor decks. Two outdoor decks facing La Cienega Boulevard to the west is planned on the seventh floor. No powered speakers are proposed that would amplify either speech or music.

- Private balconies on all floors on all elevations. These would be private spaces for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.

The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.[26] For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq}. Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet.[27]

These relatively low levels of noise from the outdoor spaces facing La Cienega Boulevard negligibly impact sensitive receptors to the north and west, given the high ambient noise levels along La Cienega Boulevard (i.e., 64.5 to 74.9 dBA L_{eq}). For residences on Genesee Avenue to the east, noise impacts would also be minimal, as there would be no direct line-of-sight from any roof deck noise to adjacent sensitive receptors, which would be up to 70 feet lower in height than the roof deck. Blocking the line of sight to a noise source generally results in a 5 decibel reduction.[28] The presence of the roof edge, parapet, and setback of decks from the roof's edge would shield any rooftop noise from the sensitive receptors near the Project Site to the east along Genesee Avenue.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Dumpsters would be moved to the alley manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would likely access solid waste from the rear alley flanking the east side of the Project Site, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[29] Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a

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

[27] Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

[28] Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers.

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

few minutes of trash collection activities during daytime hours would negligibly affect CNEL sound levels.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[30] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.
- Resident loading. On-site loading and unloading activities for residents would be managed in a loading area off the rear alley. Intermittent use of this area for deliveries would involve minor noise from auto0 or truck-related maneuvering (e.g., idling, air brakes, back-up alarms, hydraulic lift gates) that generate brief noise. Handling of goods can involve hydraulically-powered equipment or use of rolling carts. However, these intermittent noise events would not substantially elevate daytime noise levels. Further, any loading and unloading activities between 10:00 P.M. and 7:00 A.M. would be prohibited under LAMC Section 114.03, further ensuring that 24-hour CNEL noise levels are not substantially elevated.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant,

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 1,460 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2028. During the peak P.M. hour, up to 124 vehicles would generate noise in and out of the garage off the rear alley via Boden Street, with up to 124 net vehicles using the garage in the peak A.M. hour.[31] This would represent about 0.8 percent of traffic volumes on La Cienega Boulevard, which carries about 3,922 vehicles at Cumulus Drive/Boden Street in the A.M. peak hour.[32]

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be

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

31 Raju Associates; Technical Memorandum, 3200 La Cienega Boulevard Residential Project; June 19, 2025.

32 Ibid.

minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. Table 7 summarizes the Proposed Project's consistency with these.

Table 7
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	**Consistent.** The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	**Consistent.** The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	**Consistent.** The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	**Consistent.** The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2025.	

b. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact.

The Project Site is located about 4.3 miles east of the Santa Monica Airport and 5.4 miles north of Los Angeles International Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

Cumulative Impacts

Construction

On-Site Construction Noise

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between.

There are five potential related projects identified by the City of Los Angeles within 1,500 of the Proposed Project (Table 8), illustrated in Figure 3.[33]

Table 8
Related Projects Within 1,500 Feet of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	3221 La Cienega Bl.	260 ft.	Apartments Commercial	1,218 units	In entitlement phase
2	5775 Adams Bl.	1,500 ft.	Apartments Retail	65 units 2,500	In entitlement phase
3	3401 La Cienega Bl.	1,050 ft.	Apartments Office Retail	260 units 263,000 sf 5,000 sf	Construction complete
4	5741 Jefferson Bl.	1,100 ft.	Mini-warehouse Retail	307,968 sf 6,720 sf	Construction complete
5	5785 Corbett St.	1,350 ft.	Apartments	80 units	In entitlement phase

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, November 18, 2024.

[33] City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, November 2024.

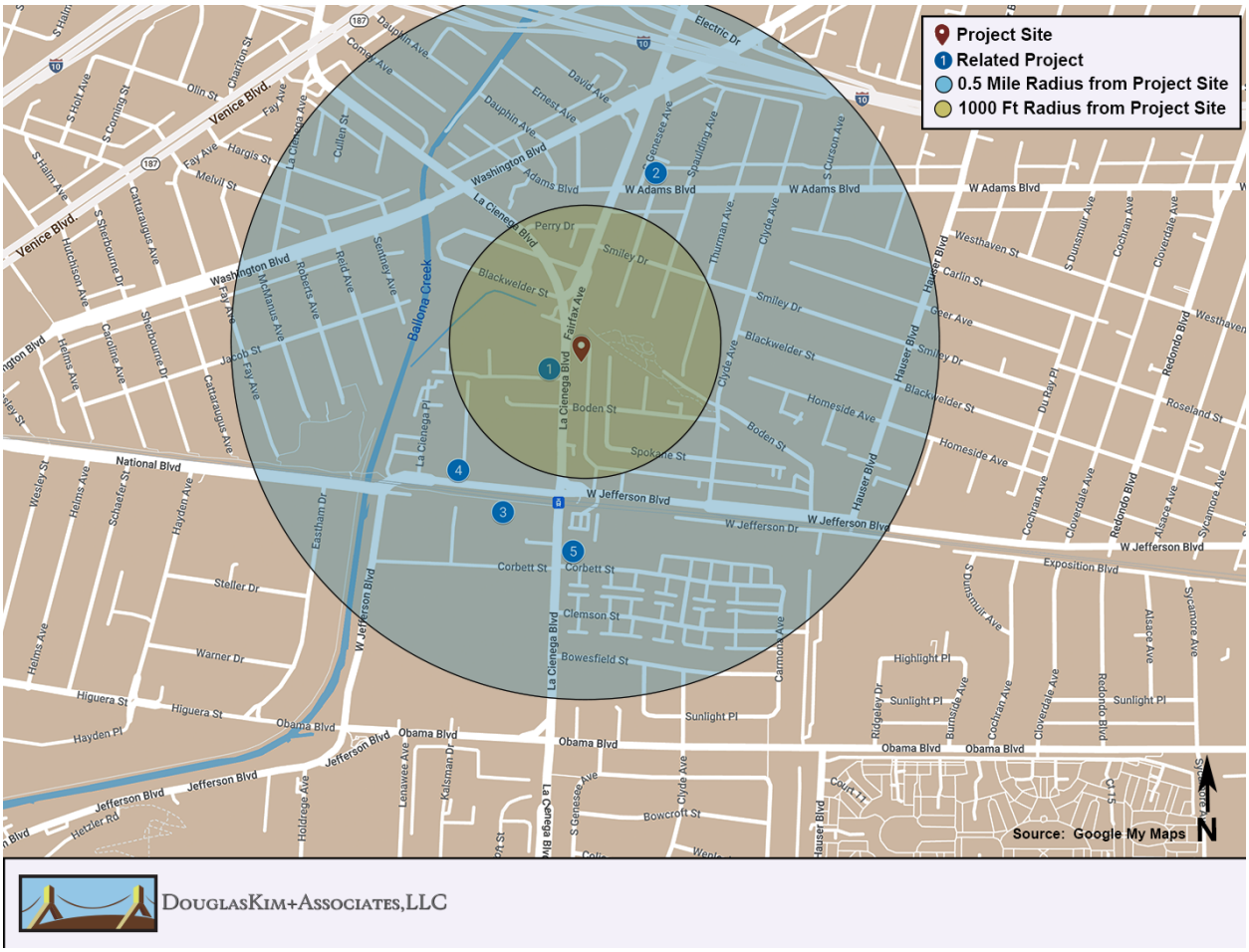

Figure 3
Location of Related Projects

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

Any concurrent construction from related projects that occur between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have individually significant impacts on noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative noise from concurrent construction projects would not be considered significant.

Any related project that involves nighttime construction activities could elevate ambient noise levels by 5 dBA or more at sensitive receptors and produce significant noise impacts during off-hours, pursuant to the City's guidance. However, the Proposed Project would not contribute to any cumulative construction noise impacts after hours, as it would not involve nighttime construction activities (i.e., between 7:00 P.M. and 7:00 A.M. Monday through Friday and between

6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Therefore, the Proposed Project would not contribute to any significant cumulative noise impacts from on-site construction activities.

Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would contribute 409 peak hourly PCE trips during the grading phase.[34] This would represent about 10.4 percent of traffic volumes on La Cienega Boulevard, which carries about 3,922 vehicles at Cumulus Drive/Boden Street in the morning peak hour of traffic.[35]

Any concurrent construction from related projects that occurs between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have significant impacts on off-site noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative daytime noise from off-site traffic from concurrent construction projects would not be considered significant. In terms of absolute noise impacts, cumulative traffic noise from multiple construction projects would not exceed 80 dBA $L_{eq(8\text{-}hour)}$ at sensitive uses along project roadways. As noted earlier, a doubling of traffic volumes on local roads would be necessary to generate noise levels equivalent to existing noise levels and elevate noise by 3 dBA L_{eq}. Instead, the marginal increase in traffic volumes from cumulative construction traffic would represent less than 60 dBA L_{eq} at sensitive receptors along local roads.

Any related project could involve nighttime construction activities that elevate ambient noise levels by 5 dBA at sensitive receptors and produce significant noise impacts during off-hours. However, the Proposed Project would not contribute to any cumulative construction noise impacts after hours, as it would not involve nighttime construction activities (i.e., between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Therefore, the Proposed Project would not contribute to any significant cumulative noise impacts from construction activities.

Any related project that involves nighttime construction activities could elevate ambient noise levels by 5 dBA or more at sensitive receptors and produce significant noise impacts during off-hours, pursuant to the City's guidance. Therefore, cumulative noise impacts from off-site construction would be less than significant.

[34] This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

[35] Raju Associates; Technical Memorandum, 3200 La Cienega Boulevard Residential Project; June 19, 2025.

Operation

The Project Site and La Cienega Boulevard corridor has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The related projects in the vicinity of the Project Site are residential or mixed-use in nature and would also generate noise from ongoing day-to-day operations. These uses do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The presence of intervening multi-story buildings along La Cienega Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

The Project would add 1,460 vehicle trips to the local roadway network on weekdays when the development could be operational in 2028.[36] The majority of vehicle-related impacts at the Project Site would come from 124 and 124 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively. This would represent a small addition to traffic volumes on local roadways. For example, it would represent 3.2 percent of the 3,922 vehicles currently using La Cienega Boulevard and Cumulus Drive/Boden Street in the A.M. peak hour.

The slate of related projects could add about 226 A.M. peak hour trips on La Cienega Boulevard and 179 P.M. peak hour trips.[37] As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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[36] Raju Associates; Technical Memorandum, 3200 La Cienega Boulevard Residential Project; June 19, 2025.

[37] Ibid.

TECHNICAL APPENDIX

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

12/13/2024

Information Panel

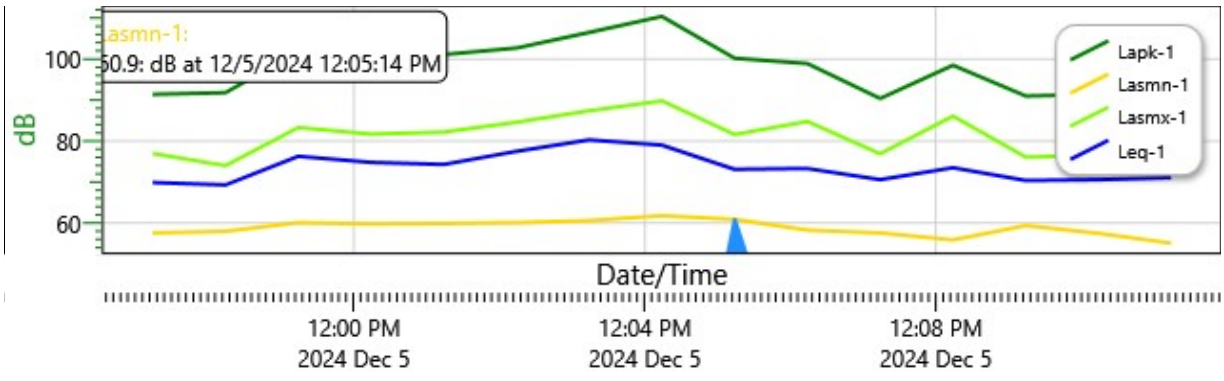
Name	Westside Neighborhood Park (La Cienega frontage)
Comments	
Start Time	12/5/2024 11:56:14 AM
Stop Time	12/5/2024 12:11:20 PM
Run Time	00:15:06
Serial Number	SE40214325
Device Name	SE40214325
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	74.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Westside Neighborhood Park (La Cienega frontage): Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/5/2024 11:57:14 AM	91.4	57.6	77	69.9
11:58:14 AM	91.8	58	74	69.3
11:59:14 AM	101.8	60.1	83.3	76.3
12:00:14 PM	100.6	59.8	81.7	74.8
12:01:14 PM	101.1	59.9	82.2	74.3
12:02:14 PM	102.7	60.1	84.6	77.5
12:03:14 PM	106.5	60.6	87.4	80.3
12:04:14 PM	110.4	61.8	89.8	79
12:05:14 PM	100.2	60.9	81.6	73.1
12:06:14 PM	98.9	58.3	84.8	73.3
12:07:14 PM	90.4	57.6	76.9	70.6
12:08:14 PM	98.5	55.9	86.1	73.5
12:09:14 PM	91	59.4	76.1	70.4
12:10:14 PM	91.4	57.5	76.6	70.6
12:11:14 PM	96	55.1	80.8	71.1

Session Report

12/13/2024

Information Panel

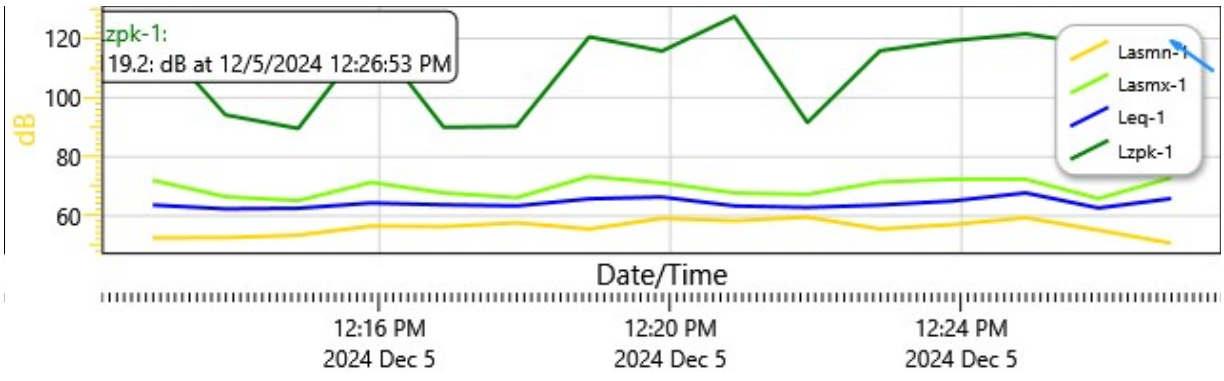
Name	3311 La Cienega Boulevard (Cumulus)
Comments	
Start Time	12/5/2024 12:11:53 PM
Stop Time	12/5/2024 12:26:54 PM
Run Time	00:15:01
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

3311 La Cienega Boulevard (Cumulus): Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
12/5/2024 12:12:53 PM	121.5	52.6	72.1	63.7
12:13:53 PM	94.2	52.7	66.5	62.4
12:14:53 PM	89.6	53.5	65.2	62.6
12:15:53 PM	121.5	56.6	71.4	64.4
12:16:53 PM	90	56.4	67.8	63.8
12:17:53 PM	90.3	57.7	66.2	63.4
12:18:53 PM	120.6	55.6	73.4	65.8
12:19:53 PM	115.8	59.2	71.2	66.4
12:20:53 PM	127.5	58.4	67.8	63.4
12:21:53 PM	91.6	59.6	67.3	62.9
12:22:53 PM	115.9	55.6	71.5	63.7
12:23:53 PM	119.3	57.1	72.4	65.1
12:24:53 PM	121.6	59.4	72.4	67.8
12:25:53 PM	117.9	55.2	65.9	62.7
12:26:53 PM	119.2	50.8	72.9	65.9

Session Report

12/13/2024

Information Panel

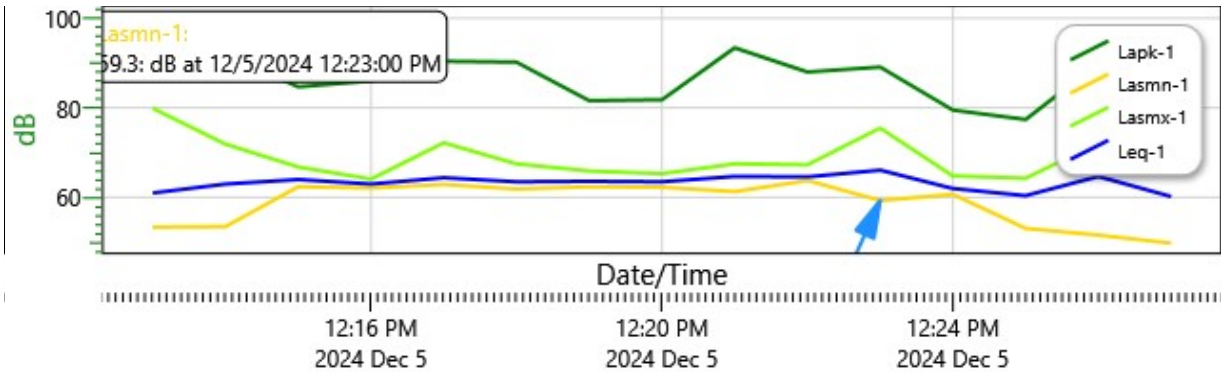
Name	2927 Genesee Avenue (rear alley)
Comments	
Start Time	12/5/2024 12:12:00 PM
Stop Time	12/5/2024 12:27:03 PM
Run Time	00:15:03
Serial Number	SE40214325
Device Name	SE40214325
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

2927 Genesee Avenue (rear alley): Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/5/2024 12:13:00 PM	100.4	53.4	79.9	61
12:14:00 PM	91.8	53.5	71.9	63
12:15:00 PM	84.7	62.4	66.8	64
12:16:00 PM	86	62.1	64.1	63
12:17:00 PM	90.4	62.9	72.2	64.4
12:18:00 PM	90.2	61.9	67.5	63.5
12:19:00 PM	81.6	62.4	65.9	63.6
12:20:00 PM	81.8	62.3	65.3	63.5
12:21:00 PM	93.4	61.3	67.5	64.7
12:22:00 PM	88	63.8	67.3	64.6
12:23:00 PM	89.1	59.3	75.5	66.1
12:24:00 PM	79.5	60.7	64.8	62
12:25:00 PM	77.4	53.1	64.3	60.4
12:26:00 PM	90	51.6	72.2	64.7
12:27:00 PM	89.9	49.8	67.9	60.2

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	4275 m²	Lw/unit	122.0	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residence - 3200 Genesee Avenue	11373408.45	3766118.96	North	GF	31.31	-	70.2	-
2	Residences - 3311 La Cienega Boulev	11373324.43	3766214.14	East	GF	29.88	-	71.8	-
3	Residences - 3333La Cienega Boulev	11373318.59	3766182.39	East	GF	30.05	-	70.6	-
4	Residences - Genesee Avenue	11373398.11	3766206.14	West	GF	30.48	-	77.0	-
5	Westside Neighborhood Park	11373376.42	3766312.24	-	GF	28.30	-	72.6	-

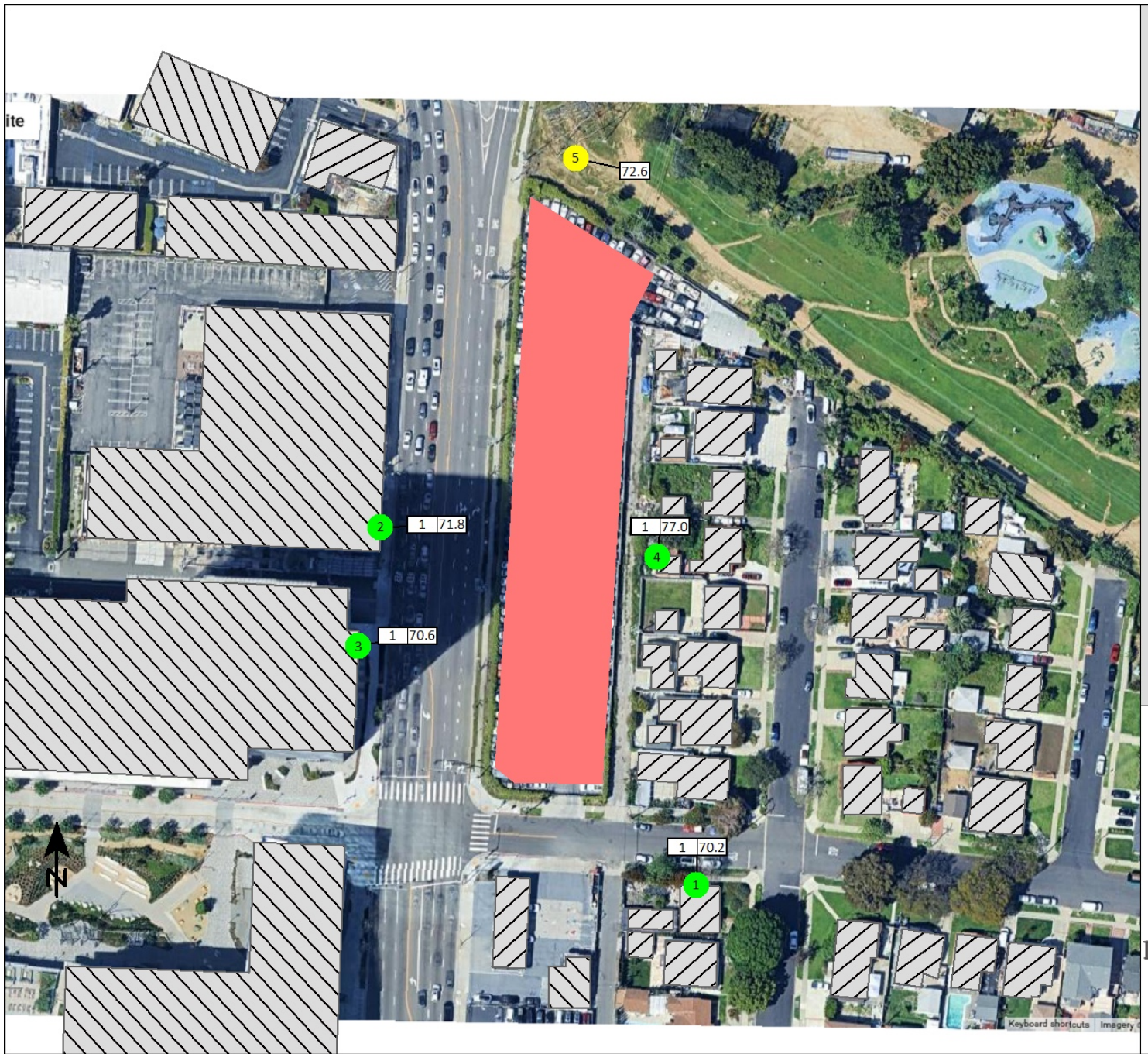
Contribution levels of the receivers

Source name		Level Day dB(A)
Residence - 3200 Genesee Avenue	GF	70.2
Construction Site		70.2
Residences - 3311 La Cienega Boulevard	GF	71.8
Construction Site		71.8
Residences - 3333La Cienega Boulevard	GF	70.6
Construction Site		70.6
Residences - Genesee Avenue	GF	77.0
Construction Site		77.0
Westside Neighborhood Park	GF	72.6
Construction Site		72.6

Mean propagation

Source	Source type	Time slice	L'w dB(A)	Lw dB(A)	KI dB	KT dB	DΩ dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB	Ls dB(A)	Cmet dB	dLother/dB	dLw dB	ZR dB	Lr dB(A)
Residences - 3333La Cienega Boulevard , GF																					
1	Area	Day	85.7	122.0	0.0	0.0	3.0	66.39	-47.4	-3.9	-3.0	-0.1	0.0	0.0	0.0	70.6	0.0	-1.0	0.0	0.0	70.6
1		Evenin	85.7	122.0	0.0	0.0	3.0	66.39	-47.4	-3.9	-3.0	-0.1	0.0	0.0	0.0	70.6	0.0	-1071.6	0.0	0.0	0.0
1		Night	85.7	122.0	0.0	0.0	3.0	66.39	-47.4	-3.9	-3.0	-0.1	0.0	0.0	0.0	70.6	0.0	-1071.6	0.0	0.0	0.0
1		Lden	85.7	122.0	0.0	0.0	3.0	66.39	-47.4	-3.9	-3.0	-0.1	0.0	0.0	0.0	70.6	0.0	-7.4	-3.0	0.0	67.6
Residences - 3311 La Cienega Boulevard , GF																					
1	Area	Day	85.7	122.0	0.0	0.0	3.0	59.29	-46.5	-3.8	-2.8	-0.1	0.0	0.0	0.0	71.8	0.0	-1.0	0.0	0.0	71.8
1		Evenin	85.7	122.0	0.0	0.0	3.0	59.29	-46.5	-3.8	-2.8	-0.1	0.0	0.0	0.0	71.8	0.0	-1072.8	0.0	0.0	0.0
1		Night	85.7	122.0	0.0	0.0	3.0	59.29	-46.5	-3.8	-2.8	-0.1	0.0	0.0	0.0	71.8	0.0	-1072.8	0.0	0.0	0.0
1		Lden	85.7	122.0	0.0	0.0	3.0	59.29	-46.5	-3.8	-2.8	-0.1	0.0	0.0	0.0	71.8	0.0	-7.4	-3.0	0.0	68.8
Westside Neighborhood Park , GF																					
1	Area	Day	85.7	122.0	0.0	0.0	3.0	55.47	-45.9	-2.7	-4.0	-0.1	0.0	0.0	0.2	72.6	0.0	-1.0	0.0	0.0	72.6
1		Evenin	85.7	122.0	0.0	0.0	3.0	55.47	-45.9	-2.7	-4.0	-0.1	0.0	0.0	0.2	72.6	0.0	-1073.6	0.0	0.0	0.0
1		Night	85.7	122.0	0.0	0.0	3.0	55.47	-45.9	-2.7	-4.0	-0.1	0.0	0.0	0.2	72.6	0.0	-1073.6	0.0	0.0	0.0
1		Lden	85.7	122.0	0.0	0.0	3.0	55.47	-45.9	-2.7	-4.0	-0.1	0.0	0.0	0.2	72.6	0.0	-7.4	-3.0	0.0	69.6
Residence - 3200 Genesee Avenue , GF																					
1	Area	Day	85.7	122.0	0.0	0.0	3.0	87.20	-49.8	-3.5	-1.7	-0.1	0.0	0.0	0.3	70.2	0.0	-1.0	0.0	0.0	70.2
1		Evenin	85.7	122.0	0.0	0.0	3.0	87.20	-49.8	-3.5	-1.7	-0.1	0.0	0.0	0.3	70.2	0.0	-1071.2	0.0	0.0	0.0
1		Night	85.7	122.0	0.0	0.0	3.0	87.20	-49.8	-3.5	-1.7	-0.1	0.0	0.0	0.3	70.2	0.0	-1071.2	0.0	0.0	0.0
1		Lden	85.7	122.0	0.0	0.0	3.0	87.20	-49.8	-3.5	-1.7	-0.1	0.0	0.0	0.3	70.2	0.0	-7.4	-3.0	0.0	67.2
Residences - Genesee Avenue , GF																					
1	Area	Day	85.7	122.0	0.0	0.0	3.0	36.35	-42.2	-1.6	-4.3	-0.1	0.0	0.0	0.1	77.0	0.0	-1.0	0.0	0.0	77.0
1		Evenin	85.7	122.0	0.0	0.0	3.0	36.35	-42.2	-1.6	-4.3	-0.1	0.0	0.0	0.1	77.0	0.0	-1078.0	0.0	0.0	0.0
1		Night	85.7	122.0	0.0	0.0	3.0	36.35	-42.2	-1.6	-4.3	-0.1	0.0	0.0	0.1	77.0	0.0	-1078.0	0.0	0.0	0.0
1		Lden	85.7	122.0	0.0	0.0	3.0	36.35	-42.2	-1.6	-4.3	-0.1	0.0	0.0	0.1	77.0	0.0	-7.4	-3.0	0.0	74.0

3200 La Cienega Boulevard
Signs and symbols
Construction Site
Levels in dB(A)
< 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
>= 95
1 : 111
0 15 30 60 90 120
feet
N
DouglasKim+Associates,LLC



3200 La Cienega Boulevard

Signs and symbols

- Analyzed Sensitive Receptor (Outdoor)
- Analyzed Sensitive Receptor
- Construction Site

1 : 111

0 15 30 60 90 120 feet

DouglasKim+Associates,LLC

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	6.25	0	23.1	29	0.7%
Grading	5	0	404	409	10.4%
Trenching	1.25	0		1	0.0%
Building Construction	125.5	38.2		164	4.2%
Architectural Coatings	25.1	0		25.1	0.6%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are an even split of medium- and heav

3,922 Traffic Volumes on La Cienega Boulevard at Cumulus Drive/Boden Street in the pea

DouglasKim+Associates,LLC

DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	2,500	12	367	1,000	183	10	73	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence		12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	64,266	0.5	1,190	2,400	1,428	10	238	
TOTAL			1,557		1,611		311	

DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: 3200 S La Cienega Bl Residential Project

Scenario:

Address: 34.029074906120606, -118.3716097722035

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	292	DU
Housing | Affordable Housing - Family	52	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
505 city code parking provision for the project site
345 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
6.00 daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
1,460 Daily Vehicle Trips	**1,460** Daily Vehicle Trips
9,917 Daily VMT	**9,917** Daily VMT
5.7 Household VMT per Capita	**5.7** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

1/10/2025

TABLE 3
ESTIMATED PROJECT TRIP GENERATION - PROJECT UPDATE

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Multifamily Mid-Rise	337 d.u.	29	96	125	80	51	131
Affordable Housing	42 d.u.	8	13	21	8	7	15
Project Trip Generation Total		37	109	146	88	58	146
Transit/Walk Credit (15%)		(6)	(16)	(22)	(13)	(9)	(22)
Project Net Trip Generation Total		31	93	124	75	49	124
Trip Rates [1]							
Affordable Housing (LADOT) [2]	Trips per d.u.	37%	63%	0.49	56%	44%	0.35
Multifamily Mid-Rise (ITE Land Use 221)	Trips per d.u.	23%	77%	0.37	61%	39%	0.39

[1] *Trip Generation Manual* , 11th Edition, ITE 2021, unless otherwise noted.

[2] Affordable Housing trip generation rates from *Los Angeles Department of Transportation (LADOT) Transportation Guidelines, Table 3.3-2: Trip Generation Rates for Affordable Housing Projects,* August 2022. Trip generation rates "Inside TPA Area" were utilized.

** Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.5), the Project is estimated to have a net increase of 1,854 daily trips.

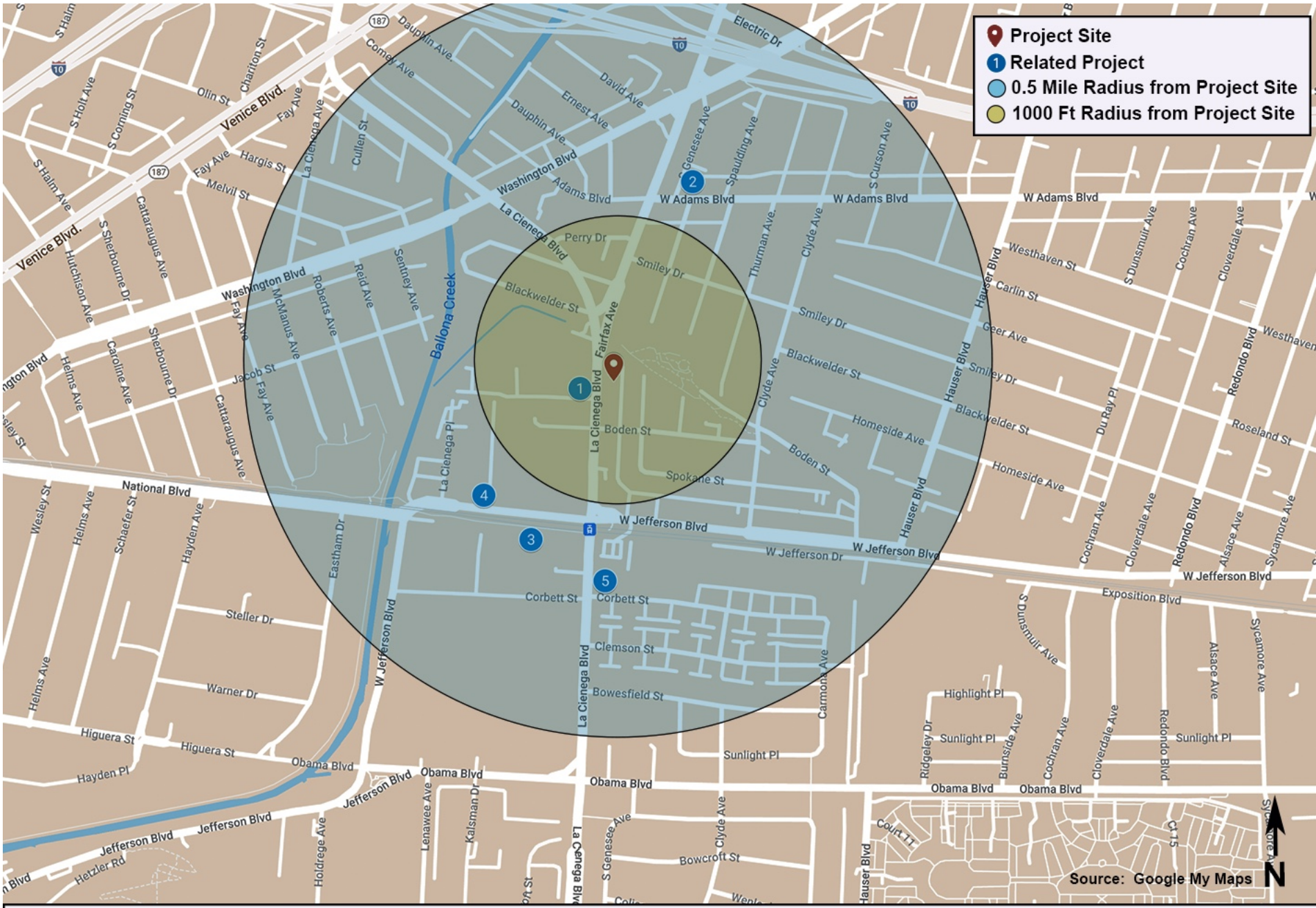
ESTIMATED PROJECT TRIP GENERATION - ORIGINAL PROJECT (JANUARY 2025)*

	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Project Net Trip Generation Total	29	84	113	68	44	112

*Source: *Transportation Assessment Study for the 3200 La Cienega Boulevard Residential Project* , Raju Associates, Inc., January 2025.

DouglasKim+Associates,LLC

CUMULATIVE PROJECTS


Project Site
1 Related Project
0.5 Mile Radius from Project Site
1000 Ft Radius from Project Site
Source: Google My Maps
N
Venice Blvd.
Washington Blvd
La Cienega Blvd
Ballona Creek
W Adams Blvd
W Jefferson Blvd
National Blvd
Obama Blvd
Jefferson Blvd
Corbett St
Clemson St
Bowesfield St
Boden St
Spokane St
Blackwelder St
Smiley Dr
Perry Dr
Homeside Ave
Sunlight Pl
Highlight Pl
Exposition Blvd
Bowcroft St
Fairfax Ave
Hauser Blvd
Clyde Ave
Thurman Ave
Spaulding Ave
S Genesee Ave
S Curson Ave
Cochran Ave
Cloverdale Ave
Redondo Blvd
Westhaven St
Carlin St
Geer Ave
Du Ray Pl
Roseland St
Alsace Ave
Sycamore Ave
S Dunsmuir Ave
Eastham Dr
Stefler Dr
Warner Dr
Higuera St
Hayden Pl
Holdrege Ave
Lenawee Ave
Kalsman Dr
Hetzler Rd
Ridgeley Dr
Burnside Ave
Carmona Ave
Court 11
Ct 15
Fay Ave
Hargis St
Melvil St
Olin St
Chariton St
Dauphin Ave
Comey Ave
David Ave
Ernest Ave
Cullen St
Reid Ave
Sentney Ave
Roberts Ave
McManus Ave
Jacob St
Cattaraugus Ave
Sherbourne Dr
Caroline Ave
Helms Ave
Hutchison Ave
S Sherbourne Dr
S Coning St
S Holt Ave
S Halm Ave
Wesley St
Schaefer St
Hayden Ave
La Cienega Pl
Electric Dr
Douglas Kim+Associates, LLC

RELATED PROJECTS

Centroid Info:
PROJ ID: 58291
Address: 3200 S La Cienega Blvd
Los Angeles, CA 90016
Lat/Long: 34.0291, -118.372

Buffer Radius: 1500 feet

Search

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

Column

Record Count: 6 | Record Per Page: All Records

Results generated since: (11/18/2024 11:52:56 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Inactive	Do not show in Related Project	Distance (feet)	Trip Info
50485	Westchester	MTR	10	2020	Apartments, 254-Units TOC3	new 7-Story 254-Unit Mid-Rise Apt bldg incl 28-DU affordable Housing	3200 S La Cienega Blvd	02/16/2021	☐	☐	47.0	
42914	Westchester	WLA	10	2015	Jefferson/La Cienega (Cumulus) Mixed-Use Project	ABC lot to 1218 unit Apt, grocery, retail, restaurant	3221 S La Cienega Bl	04/29/2015	☐	☐	260.3	
48812	Metro	MTR	10	2019	Mixed Use	7 story MU. 55 market rate, 10 affordable. 2500sf retail, subter park.	5775 W Adams Boulevard	12/26/2019	☐	☐	1479.3	
50870	Metro	MTR	10	2021	Mixed-Use	260 Apartments (incl. 22 affordable), 263 KSF Office, 5 KSF Retail	3401 S La Cienega bl	10/14/2021	☐	☐	1069.2	
55859	Metro	MTR	10	2023	Self-Storage	307,968 SF Mini-Warehouse	5741 W JEFFERSON BLVD	08/01/2023	☐	☐	1104.2	

Trip Info — 50485

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	254	77	95	1253	20	57	58	37
			77	**95**	**1253**		**20**	**57**	**58**

Trip Info — 42914

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Mixed Use	Other		737	849	10136	319	419	467	382
			737	**849**	**10136**		**319**	**419**	**467**

Trip Info — 48812

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	55	37	32	452	15	22	20	12
Retail	S.F. Gross Area	2500							
Apartments	Total Units	10							
			37	**32**	**452**		**15**	**22**	**20**

Trip Info — 50870

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other		275	272	286	2748	197	75	81	205
Office	S.F. Gross Area	263000							
Retail	S.F. Gross Area	5000							
			272	**286**	**2748**		**197**	**75**	**81**

Trip Info — 55859

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross	307968	22	36	283	13	9	17	19

					& 6720 SF Retail							

	Area											
Retail	S.F. Gross Area	6720										
			22	**36**	**283**		**13**	**9**	**17**			

56438	Metro	MTR	10	2023	5785 Corbett St Residental	67 apts & 13 affordable apts	5785 W Corbett St	05/01/2024	☐	☐	1356.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	67	27	24	397	14	13	11	13
Other	Total Units	13							
			27	**24**	**397**		**14**	**13**	**11**

Isaiah Ross <isaiah.ross@lacity.org>

Re: Follow-up re: Boden St. modification, public meeting to discuss 3200 S. La Cienega Blvd. project

1 message

Tato Maizza <tato.maizza@gmail.com> Tue, Jun 16, 2026 at 8:54 AM
To: Gary Benjamin <gary@alchemyplanning.com>
Cc: Alita Bernal <Alitabe9@gmail.com>, Kimani Personal Cell <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, isaiah.ross@lacity.org, Jenelle Henderson <jenelle.henderson@lacity.org>, Jonathan Mitchell <jonathan.mitchell@lacity.org>

Subject: Re: 3200 S. La Cienega / Community Questions

Dear Gary,

Thank you for reaching out, and for passing along David's commitment to repave the alley and keep it clear of trash and graffiti — that is appreciated. We want to confirm that this commitment covers both alleys — not only the one adjacent to the development that will serve as the primary vehicular exit, but also the alley on the opposite side of Boden Street, behind the Chevron Gas Station. In that case, we would love to see that commitment formalized as an enforceable condition in the City Planning Commission's Determination Letter.

Regarding Boden Street, I want to be transparent that the community has mixed feelings about a potential street closure. While some neighbors have discussed it in the past, others — myself included — have concerns that it could shift traffic pressure onto Clyde Avenue instead. Before taking a position, I would like to review the prior community materials and any traffic studies that informed previous discussions. Our underlying priority remains the same: reducing traffic impact on the surrounding blocks, and we believe a direct vehicular exit onto La Cienega Boulevard would go a long way toward achieving that regardless of what is decided about Boden.

It would also be helpful if you could share what specific roadway modifications David has in mind, including any traffic studies proposed by your engineers, so the community knows what to look for in our existing materials and can respond to a concrete proposal.

I will be keeping CD10 and City Planning in the loop on our communications.

Looking forward to continuing this conversation.

Best regards,
Luis Maizza
S. Genesee Ave.

On Mon, Jun 15, 2026 at 12:16 PM Gary Benjamin <gary@alchemyplanning.com> wrote:

> Thank you for connecting me, Alita.
>
> **Luis** - I previously met with CD 10 and they discussed a prior plan to modify vehicular access along Boden St. and they indicated that members of the community may have retained materials related to this plan, or could provide guidance regarding what was proposed.
>
> David, the owner of the project site, has indicated that he is willing to make these roadway modifications in conjunction with the project construction, but I was hoping to confirm if his idea is consistent with what the community previously discussed. Do you have any materials or information you are able to share?
>
> I also received additional questions regarding improvements around the property. To confirm, David has committed to fully repave the alley and to keep it clear of trash and graffiti. Feel free to reach out with any other questions.
>
> - Gary
>
> On Mon, Jun 15, 2026 at 10:52 AM Alita Bernal <alitabe9@gmail.com> wrote:
>
> > Hi Gary.
> > I've included my neighbor Luis on this email (shown as Tato) as he is the one that you need to direct these questions as he is spearheading this project with the community.
> > @ Luis - please see email below:
> >
> > On Mon, Jun 15, 2026, 1:42 PM Gary Benjamin <gary@alchemyplanning.com> wrote:
> >
> > > Hello Alita,

I hope all is well with you! I'm just following up to see if you were able to share any plans or information regarding the previously discussed Bode St. roadway modification. Do you think you have any materials to share on this?

I will continue to follow up with Hakeem to confirm if they still intend to host a community meeting this upcoming Saturday, 6/20.

- Gary

On Tue, May 19, 2026 at 10:16 AM Gary Benjamin <gary@alchemyplanning.com> wrote:

> Hello Alita,
>
> It was nice speaking with you yesterday! When you have a chance, please do send over any plans or information regarding the proposed Boden Street roadway modification. Please also feel free to send over any other questions that come up.
>
> I will coordinate with Kimani on potential dates for the public meeting, but I am also open to speaking by phone to address any immediate questions or concerns in the meantime.
>
> Best Regards,
>
> Gary
>
> --
> **Gary Benjamin, AICP**
> Principal
> Alchemy Planning + Land Use
> T: 213.479.7521
> E: gary@alchemyplanning.com
> W: alchemyplanning.com
>
> ALCHEMY
> PLANNING + LAND USE

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ALCHEMY
PLANNING + LAND USE

Isaiah Ross <isaiah.ross@lacity.org>

CPC-2025-4639-CU3-TOIA-VHCA - Community Meeting Request

Hakeem Parke-Davis <hakeem.parke-davis@lacity.org> Tue, Jun 9, 2026 at 10:02 AM
To: Denzel Henderson <denzel.henderson@lacity.org>, Isaiah Ross <isaiah.ross@lacity.org>, Kyle Winston <kyle.winston@lacity.org>, Lisa Webber <lisa.webber@lacity.org>

Dear Planning Colleagues,

Regarding the 3200 La Cienega project, our office would like to facilitate a community meeting and requests your attendance and support. Perhaps an in-person hearing officer type of meeting?

While we understand this may fall outside your typical operational framework, we believe it is essential to demonstrate that project planning is an immersive practice shaped by more than just architects and planners. We want to show our constituents that we value their local knowledge and lived experience, especially as this project will be integrated into their neighborhood.

It is necessary to provide a forum for residents to express their perspectives, particularly following the recent developments of Cumulus and Habitat. While the subject property matches the scale of the Cumulus project, it directly abuts a low-density residential enclave and a Westside Park. This adjacency presents unique critiques and opportunities, and we request your presence to help document any commitments that arise from the discussion.

We propose the following dates for the meeting:

- Morning of June 20
- Morning of June 27

Please let us know your availability.

Best regards,

Hakeem Parke-Davis
Planning Deputy
Council District 10

Isaiah Ross <isaiah.ross@lacity.org>

Subject: Community Questions re: 3200 S. La Cienega / CPC-2025-4639-CU3-TOIA-VHCA

1 message

Lacienegajefferson <lacienegajefferson10@gmail.com> Fri, May 15, 2026 at 3:05 PM
To: isaiah.ross@lacity.org
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson <jenelle.henderson@lacity.org>, jonathan.mitchell@lacity.org, Beth Goode <goodeb22@gmail.com>, seemorackcouple@gmail.com, bmiranda916@yahoo.com, drdavid21314@gmail.com, dianberrard@gmail.com, karengoodall52@gmail.com, narguello75@yahoo.com, baelaire@yahoo.com, Anaik Von der Weid <anaikw@gmail.com>, tato.maizza@gmail.com, brianlion9@gmail.com, darteagas5640@gmail.com, pamelaambeau@hotmail.com, alitabe9@gmail.com, "carolinesletters@gmail.com" <carolinesletters@gmail.com>, "Westall, Andrew" <andrew.westall@lacity.org>

Dear Mr. Ross,

My name is Luis Maizza, I am a resident on South Genesee Avenue and I attended the May 1st public hearing for the above referenced project, where I submitted public comment.

I am writing on behalf of myself and several neighbors on the surrounding blocks to formally submit the following questions for the record. We would appreciate written responses prior to any further approvals.

Traffic and Vehicle Access

1. What is the complete traffic and circulation plan for vehicles entering and exiting the building — specifically through the alley between South Genesee and La Cienega, and its connection to Boden Street? We strongly urge the developer to include a vehicle exit directly onto La Cienega Boulevard toward Fairfax Avenue, as this would significantly reduce traffic pressure on Boden Street, particularly during morning rush hours.

2. Has LADOT conducted a specific review of that alley and the Boden Street intersection given the volume of underground parking proposed? Can we have access to it if yes?

3. Would the developer consider supporting a no-parking zone on Boden Street between Genesee and La Cienega to ease circulation?

4. Would the developer consider contributing to widening the corner at La Cienega and Boden to improve traffic flow northbound toward Fairfax?

Construction

5. What is the construction traffic management plan, including haul routes, crew parking, hours of operation, restrictions on heavy vehicles, and impact on surrounding streets and alleys? We ask that these conditions be written into the approval as enforceable requirements, not deferred to a later stage.

6. What are the estimated start dates for demolition and construction, and how long is the construction period expected to last?

Pedestrian and Bike Safety

7. How does the project plan to improve pedestrian and bicycle safety along La Cienega Boulevard? The existing sidewalk is extremely narrow and we would like to see it widened as part of this development.

8. What are the proposed pedestrian connections between the building and the adjacent Westside Neighborhood Park? The proposed development appears to include a direct access point from the property to the Park. Can the developer

confirm whether this is the case, and if so, how it was approved?

9. What is the proposed pedestrian connection to South Genesee Avenue?

Environmental Impacts on Adjacent Homes

10. What are the shadow and shade impacts on the homes immediately adjacent to the building?
11. What measures will address heat reflection from the glass facade on surrounding properties?

Alley Maintenance and Long-Term Accountability

12. What improvements are planned for the alleys on both sides of the development?

13. Is the developer willing to enter into a binding covenant or agreement — tied to the property in perpetuity — covering the upkeep, maintenance, security, and lighting of the adjacent alleys? What protections exist to ensure these commitments hold if the property is sold to a new owner?

Westside Neighborhood Park

14. Has any study been conducted on the impact that 379 new units would have on the park's usage, maintenance needs, and capacity? The park is a shared public resource for the existing neighborhood, and a significant increase in users — including dog owners from the new building, given that the proposed on-site dog park may not accommodate larger dogs — would require a corresponding investment in the park's upkeep and infrastructure.

We would appreciate written responses to each of the questions above prior to any further approvals. Separately, we would like to formally request that any future community engagement offer an in-person and/or virtual attendance option. For virtual participants, we ask that the format allow attendees to see each other, that each speaker be given adequate time — more than the two minutes allotted at the May 1st hearing — and that there be an opportunity for follow-up questions via a raise-hand function or similar mechanism. In-person sessions should include Spanish-language interpretation.

Thank you for your attention to these concerns.

Best regards,
Luis Maizza
S. Genesee Ave.

cc: Kimani Black, Chief of Staff, Council District 10
cc: Hakeem Parke-Davis, Planning Deputy, Council District 10

Isaiah Ross <isaiah.ross@lacity.org>

Subject: Community Questions re: 3200 S. La Cienega / CPC-2025-4639-CU3-TOIA-VHCA

1 message

Lacienegajefferson <lacienegajefferson10@gmail.com> Fri, May 15, 2026 at 3:05 PM
To: isaiah.ross@lacity.org
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson <jenelle.henderson@lacity.org>, jonathan.mitchell@lacity.org, Beth Goode <goodeb22@gmail.com>, seemorackcouple@gmail.com, bmiranda916@yahoo.com, drdavid21314@gmail.com, dianberrard@gmail.com, karengoodall52@gmail.com, narguello75@yahoo.com, baelaire@yahoo.com, Anaik Von der Weid <anaikw@gmail.com>, tato.maizza@gmail.com, brianlion9@gmail.com, darteagas5640@gmail.com, pamelaambeau@hotmail.com, alitabe9@gmail.com, "carolinesletters@gmail.com" <carolinesletters@gmail.com>, "Westall, Andrew" <andrew.westall@lacity.org>

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cc: Kimani Black, Chief of Staff, Council District 10
cc: Hakeem Parke-Davis, Planning Deputy, Council District 10

Isaiah Ross <isaiah.ross@lacity.org>

Subject: Community Questions re: 3200 S. La Cienega / CPC-2025-4639-CU3-TOIA-VHCA

4 messages

Lacienegajefferson <lacienegajefferson10@gmail.com> Fri, May 15, 2026 at 3:05 PM
To: isaiah.ross@lacity.org
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson <jenelle.henderson@lacity.org>, jonathan.mitchell@lacity.org, Beth Goode <goodeb22@gmail.com>, seemorackcouple@gmail.com, bmiranda916@yahoo.com, drdavid21314@gmail.com, dianberrard@gmail.com, karengoodall52@gmail.com, narguello75@yahoo.com, baelaire@yahoo.com, Anaik Von der Weid <anaikw@gmail.com>, tato.maizza@gmail.com, brianlion9@gmail.com, darteagas5640@gmail.com, pamelaambeau@hotmail.com, alitabe9@gmail.com, "carolinesletters@gmail.com" <carolinesletters@gmail.com>, "Westall, Andrew" <andrew.westall@lacity.org>

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Luis Maizza
S. Genesee Ave.

cc: Kimani Black, Chief of Staff, Council District 10
cc: Hakeem Parke-Davis, Planning Deputy, Council District 10

Isaiah Ross <isaiah.ross@lacity.org> Thu, Jun 4, 2026 at 12:33 PM
To: Lacienegajefferson <lacienegajefferson10@gmail.com>
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson <jenelle.henderson@lacity.org>, jonathan.mitchell@lacity.org, Beth Goode <goodeb22@gmail.com>, seemorackcouple@gmail.com, bmiranda916@yahoo.com, drdavid21314@gmail.com, dianberrard@gmail.com, karengoodall52@gmail.com, narguello75@yahoo.com, baelaire@yahoo.com, Anaik Von der Weid <anaikw@gmail.com>, tato.maizza@gmail.com, brianlion9@gmail.com, darteagas5640@gmail.com, pamelaambeau@hotmail.com, alitabe9@gmail.com, "carolinesletters@gmail.com" <carolinesletters@gmail.com>, "Westall, Andrew" <andrew.westall@lacity.org>

Hello Mr. Maizza,

Thank you for submitting public comments regarding the proposed project located at 3200 South La Cienega Boulevard. Your comments have been forwarded to the applicant team. I have also included your comments in the case file as part of the public record. I have added you and the constituents included on this email thread to the project's interested parties list.

Responses **(Bold and Underline)** to your questions are provided below. The Department of Transportation, Bureau of Engineering and the applicant team should address some of these questions.

Traffic and Vehicle Access

1. What is the complete traffic and circulation plan for vehicles entering and exiting the building — specifically through the alley between South Genesee and La Cienega, and its connection to Boden Street? We strongly urge the developer to include a vehicle exit directly onto La Cienega Boulevard toward Fairfax Avenue, as this would significantly reduce traffic pressure on Boden Street, particularly during morning rush hours. **Access and circulation for the proposed project are addressed in the Transportation Assessment from LADOT, dated July 24, 2025. The project completed a circulation analysis using a level of service screening methodology that indicates the trips generated by the proposed development will not likely result in adverse circulation conditions. Please contact (ladot.devreview.cen@lacity.org) for more information regarding LADOT's assessment.**

2. Has LADOT conducted a specific review of that alley and the Boden Street intersection given the volume of underground parking proposed? Can we have access to it if yes? **The Transportation Assessment was prepared by Eileen Hunt, Transportation Engineer, at the Department of Transportation. After reviewing the Transportation Analysis prepared by Raju Associates, Inc., LADOT determined that the project will result in a less than significant VMT impact. Questions regarding the assessment should be forwarded to (ladot.devreview.cen@lacity.org). The Bureau of Engineering provided a Preliminary Case Referral Form which includes the required street and alley improvements, street widening and dedications. The applicant is responsible for following up with BOE's Land Development Group to determine if there are any other applicable highway**

dedication, street widening and/or sidewalk requirements for this project.

3. Would the developer consider supporting a no-parking zone on Boden Street between Genesee and La Cienega to ease circulation? **To be addressed by the Applicant.**

4. Would the developer consider contributing to widening the corner at La Cienega and Boden to improve traffic flow northbound toward Fairfax? **To be addressed by the Applicant. The Bureau of Engineering and LADOT are responsible for implementing street widening requirements and improvements. LADOT requires La Cienega Boulevard to have a 40-foot half-width roadway within a 52-foot half-width right-of-way and Boden Street is required to have an 18-foot half-width roadway within a 30-foot half-width right-of-way.**

Construction

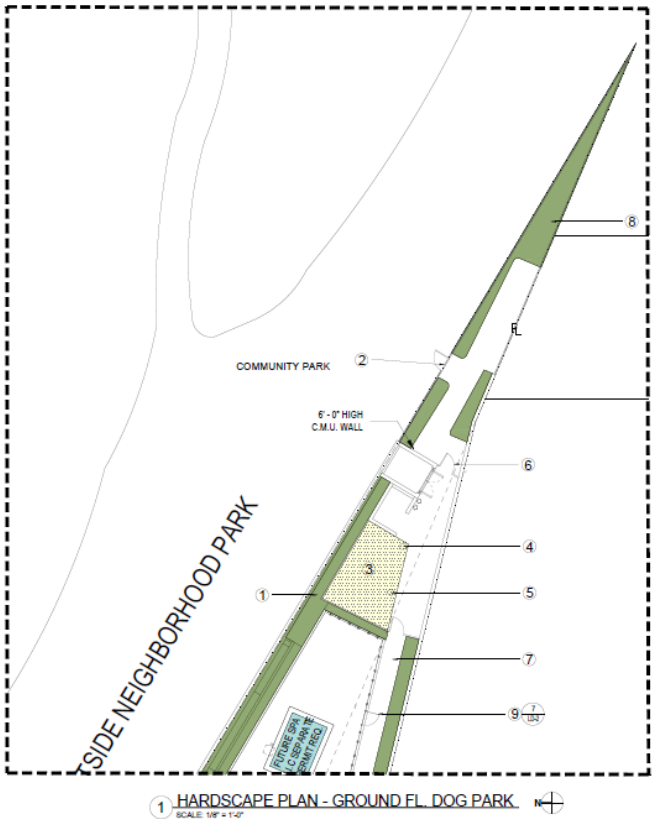
5. What is the construction traffic management plan, including haul routes, crew parking, hours of operation, restrictions on heavy vehicles, and impact on surrounding streets and alleys? We ask that these conditions be written into the approval as enforceable requirements, not deferred to a later stage. **The applicant prepared an Environmental Assessment Form (EAF) evaluating the project's potential impacts on the environment, including grading (haul route), transportation, air quality, biological resources, historic resources, sensitive uses, etc. The Department of City Planning will review the EAF and all technical studies provided by the Applicant to determine the appropriate level of environmental review before providing recommendations to the City Planning Commission.**

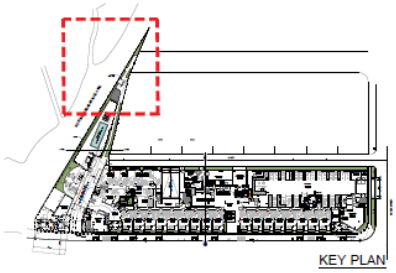
6. What are the estimated start dates for demolition and construction, and how long is the construction period expected to last? **To be addressed by the Applicant. The City Planning Department does not have purview over the construction timeline for projects.**

Pedestrian and Bike Safety

7. How does the project plan to improve pedestrian and bicycle safety along La Cienega Boulevard? The existing sidewalk is extremely narrow and we would like to see it widened as part of this development. **The City Planning Department does not have purview over public right-of-way sidewalk improvements. The Bureau of Engineering is responsible for implementing sidewalk widening requirements in the public right-of-way.**

8. What are the proposed pedestrian connections between the building and the adjacent Westside Neighborhood Park? The proposed development appears to include a direct access point from the property to the Park. Can the developer confirm whether this is the case, and if so, how it was approved? **The project has not been approved as the City Planning Commission has not made a decision yet. Sheet LC-1E (Shown Below) in the project plans shows a proposed gate at the public entrance to the park from the subject property. City Planning will request more detailed drawings from the applicant team to show the pedestrian connections to the adjacent park. Existing Project Plans can be found at the following link:** https://drive.google.com/drive/u/0/folders/1zfZgQeLZO66YSLOFwweT6xZlIWOKC22F





9. What is the proposed pedestrian connection to South Genesee Avenue? **To be addressed by the Applicant. Detailed drawings showing the pedestrian connections will be requested by the City Planning Department.**

Environmental Impacts on Adjacent Homes

10. What are the shadow and shade impacts on the homes immediately adjacent to the building? **The Applicant may voluntarily provide a shade/shadow study for the project. However, the City Planning Department does not require a shade/shadow analysis.**

11. What measures will address heat reflection from the glass facade on surrounding properties? **The West Adams - Baldwin Hills - Leimert CPIO does not include development regulations to address heat from glazing types or glazing reflection. The Department of Building and Safety will review the glazing specifications for the project to ensure they meet any requirements in the Los Angeles Municipal Code.**

Alley Maintenance and Long-Term Accountability

12. What improvements are planned for the alleys on both sides of the development? **To be addressed by the Applicant.**

13. Is the developer willing to enter into a binding covenant or agreement — tied to the property in perpetuity — covering the upkeep, maintenance, security, and lighting of the adjacent alleys? What protections exist to ensure these commitments hold if the property is sold to a new owner? **The City Planning Commission (CPC) is the decision maker for the project. After the CPC makes a decision for the project, a Determination Letter will be issued that includes all conditions for the project and covenant and agreement language that ties the conditions to the property.**

Westside Neighborhood Park

14. Has any study been conducted on the impact that 379 new units would have on the park's usage, maintenance needs, and capacity? The park is a shared public resource for the existing neighborhood, and a significant increase in users — including dog owners from the new building, given that the proposed on-site dog park may not accommodate larger dogs — would require a corresponding investment in the park's upkeep and infrastructure. **The project proposes a total of 22,541 square feet of open**

space to include private open space, common open space (unenclosed), and common open space (enclosed). The project includes fitness rooms, recreation rooms, balconies and decks (open to the sky). Therefore, residents of the development will have access to open space on the subject property. The CEQA analysis for the proposed project will consider any environmental impacts on the adjacent park, the surrounding community and any other sensitive uses.

We would appreciate written responses to each of the questions above prior to any further approvals. Separately, we would like to formally request that any future community engagement offer an in-person and/or virtual attendance option. For virtual participants, we ask that the format allow attendees to see each other, that each speaker be given adequate time — more than the two minutes allotted at the May 1st hearing — and that there be an opportunity for follow-up questions via a raise-hand function or similar mechanism. In-person sessions should include Spanish-language interpretation. **The project is scheduled for a City Planning Commission hearing on August 13, 2026. The format of this public hearing offers in-person and virtual attendance options. The City Planning Commission will decide the amount of time allowed for participants to speak on the agenda items. City Planning Commission hearings provide spanish language interpreters. YOu can read more about the City Planning Commission and the Rules and Operating Procedures for the hearings at the following link:** https://planning.lacity.gov/about/commissioners

We are grateful for the opportunity to address the concerns raised and we hope that we have satisfied those concerns. Some questions require follow up with the applicant team and other City Departments. Please let us know if you have any additional questions or concerns regarding this project.

Regards,
Isaiah Ross

[Quoted text hidden]
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Isaiah Ross
City Planning Associate
Los Angeles City Planning
200 N. Spring Street, Room 720
Los Angeles, CA 90012
T: (213) 238-7731 | Planning.lacity.gov
E-NEWS

*For ongoing projects: **Please keep all communication regarding your project on a single email thread. Starting multiple threads may delay case processing time. Any PDFs you send should be in one file.*

Hakeem Parke-Davis <hakeem.parke-davis@lacity.org> Thu, Jun 4, 2026 at 10:03 PM
To: Isaiah Ross <isaiah.ross@lacity.org>

Thank you for your response.
Hakeem Parke-Davis
Planning Deputy
Council District 10

[Quoted text hidden]

Lacienegajefferson <lacienegajefferson10@gmail.com> Tue, Jun 9, 2026 at 8:00 AM
To: Isaiah Ross <isaiah.ross@lacity.org>
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson <jenelle.henderson@lacity.org>, jonathan.mitchell@lacity.org, Beth Goode <goodeb22@gmail.com>, seemorackcouple@gmail.com, bmiranda916@yahoo.com, drdavid21314@gmail.com, dianberrard@gmail.com, karengoodall52@gmail.com, narguello75@yahoo.com, baelaire@yahoo.com, Anaik Von der Weid <anaikw@gmail.com>, tato.maizza@gmail.com, brianlion9@gmail.com, darteagas5640@gmail.com, pamelaambeau@hotmail.com, alitabe9@gmail.com, "carolinesletters@gmail.com" <carolinesletters@gmail.com>, "Westall, Andrew" <andrew.westall@lacity.org>

Dear Mr. Ross,

Thank you for the thorough and thoughtful response — we genuinely appreciate the time you took to address each of our questions and point us toward the right departments for follow-up.

We have taken note of the August 13th City Planning Commission hearing date and will make sure our neighbors are informed and prepared to participate.

We will follow up separately with LADOT and the applicant team on the outstanding items. Please do keep us informed of any developments in the meantime.

Thank you again.

Best regards,
Luis Maizza
S. Genesee Ave.

On Thu, Jun 4, 2026 at 12:33 PM Isaiah Ross <isaiah.ross@lacity.org> wrote:
[Quoted text hidden]

Isaiah Ross <isaiah.ross@lacity.org>

Subject: Community Questions re: 3200 S. La Cienega / CPC-2025-4639-CU3-TOIA-VHCA

1 message

Lacienegajefferson <lacienegajefferson10@gmail.com> Fri, May 15, 2026 at 3:05 PM
To: isaiah.ross@lacity.org
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson <jenelle.henderson@lacity.org>, jonathan.mitchell@lacity.org, Beth Goode <goodeb22@gmail.com>, seemorackcouple@gmail.com, bmiranda916@yahoo.com, drdavid21314@gmail.com, dianberrard@gmail.com, karengoodall52@gmail.com, narguello75@yahoo.com, baelaire@yahoo.com, Anaik Von der Weid <anaikw@gmail.com>, tato.maizza@gmail.com, brianlion9@gmail.com, darteagas5640@gmail.com, pamelaambeau@hotmail.com, alitabe9@gmail.com, "carolinesletters@gmail.com" <carolinesletters@gmail.com>, "Westall, Andrew" <andrew.westall@lacity.org>

Dear Mr. Ross,

My name is Luis Maizza, I am a resident on South Genesee Avenue and I attended the May 1st public hearing for the above referenced project, where I submitted public comment.

I am writing on behalf of myself and several neighbors on the surrounding blocks to formally submit the following questions for the record. We would appreciate written responses prior to any further approvals.

Traffic and Vehicle Access

1. What is the complete traffic and circulation plan for vehicles entering and exiting the building — specifically through the alley between South Genesee and La Cienega, and its connection to Boden Street? We strongly urge the developer to include a vehicle exit directly onto La Cienega Boulevard toward Fairfax Avenue, as this would significantly reduce traffic pressure on Boden Street, particularly during morning rush hours.

2. Has LADOT conducted a specific review of that alley and the Boden Street intersection given the volume of underground parking proposed? Can we have access to it if yes?

3. Would the developer consider supporting a no-parking zone on Boden Street between Genesee and La Cienega to ease circulation?

4. Would the developer consider contributing to widening the corner at La Cienega and Boden to improve traffic flow northbound toward Fairfax?

Construction

5. What is the construction traffic management plan, including haul routes, crew parking, hours of operation, restrictions on heavy vehicles, and impact on surrounding streets and alleys? We ask that these conditions be written into the approval as enforceable requirements, not deferred to a later stage.

6. What are the estimated start dates for demolition and construction, and how long is the construction period expected to last?

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7. How does the project plan to improve pedestrian and bicycle safety along La Cienega Boulevard? The existing sidewalk is extremely narrow and we would like to see it widened as part of this development.

8. What are the proposed pedestrian connections between the building and the adjacent Westside Neighborhood Park? The proposed development appears to include a direct access point from the property to the Park. Can the developer

confirm whether this is the case, and if so, how it was approved?

9. What is the proposed pedestrian connection to South Genesee Avenue?

Environmental Impacts on Adjacent Homes

10. What are the shadow and shade impacts on the homes immediately adjacent to the building?
11. What measures will address heat reflection from the glass facade on surrounding properties?

Alley Maintenance and Long-Term Accountability

12. What improvements are planned for the alleys on both sides of the development?

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Westside Neighborhood Park

14. Has any study been conducted on the impact that 379 new units would have on the park's usage, maintenance needs, and capacity? The park is a shared public resource for the existing neighborhood, and a significant increase in users — including dog owners from the new building, given that the proposed on-site dog park may not accommodate larger dogs — would require a corresponding investment in the park's upkeep and infrastructure.

We would appreciate written responses to each of the questions above prior to any further approvals. Separately, we would like to formally request that any future community engagement offer an in-person and/or virtual attendance option. For virtual participants, we ask that the format allow attendees to see each other, that each speaker be given adequate time — more than the two minutes allotted at the May 1st hearing — and that there be an opportunity for follow-up questions via a raise-hand function or similar mechanism. In-person sessions should include Spanish-language interpretation.

Thank you for your attention to these concerns.

Best regards,
Luis Maizza
S. Genesee Ave.

cc: Kimani Black, Chief of Staff, Council District 10
cc: Hakeem Parke-Davis, Planning Deputy, Council District 10

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.5a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

Planning CPC <cpc@lacity.org>

Public Comment — CPC-2025-4639-CU3-TOIA-VHCA / ENV-2025-4640-CE — 3190-3240 S. La Cienega Blvd — August 13, 2026 Hearing

Lacienegajefferson <lacienegajefferson10@gmail.com> Mon, Aug 3, 2026 at 1:29 PM
To: cpc@lacity.org
Cc: kyle.winston@lacity.org

Dear Commissioners and Commission Executive Assistant,

Please find attached written public comment submitted on behalf of residents of the blocks immediately surrounding the proposed development at 3190–3240 South La Cienega Boulevard, in advance of the City Planning Commission hearing scheduled for Thursday, August 13, 2026.

This is submitted as an Initial Submission pursuant to the Commission's Rules and Operating Procedures. I respectfully request that it be transmitted to the Commissioners in advance of the hearing and included in the case file.

The submission addresses three matters: the proposed CEQA categorical exemption, the incentives and waivers requested under State Density Bonus law, and a set of proposed conditions of approval developed by neighbors at a community meeting held July 18, 2026, which about thirty residents attended. It also requests several documents referenced by City Planning but not yet made available to the public. Attached behind the letter is City Planning's June 4, 2026 correspondence responding to community questions, which the letter references throughout.

I intend to speak at the August 13 hearing and would appreciate confirmation that Spanish-language interpretation will be available, as a significant number of the residents immediately adjacent to this site are Spanish-speaking.

Thank you for your consideration.

Respectfully,

Luis Maizza
2912 S Genesee Ave, Los Angeles, 90016
lacienegajefferson10@gmail.com

CPC-2025-4639 Community Submission with Attachment.pdf
460K

COMMUNITY SUBMISSION TO THE LOS ANGELES CITY PLANNING COMMISSION

Submitted as an Initial Submission pursuant to the Commission's Rules and Operating Procedures

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To: Los Angeles City Planning Commission — cpc@lacity.org

Cc: Kyle Winston, City Planning — kyle.winston@lacity.org
Isaiah Ross, City Planning — isaiah.ross@lacity.org
Council District 10 — kimani.black@lacity.org; hakeem.parke-davis@lacity.org; jonathan.mitchell@lacity.org
Emily Reyes, West Adams Neighborhood Council — emily.reyes@westadamsnc.org

Date: August 3, 2026

Re: Case No. CPC-2025-4639-CU3-TOIA-VHCA / CEQA No. ENV-2025-4640-CE
3190–3240 South La Cienega Boulevard, Los Angeles, CA 90016
City Planning Commission Hearing — Thursday, August 13, 2026

I. WHO WE ARE, AND WHAT WE ARE ASKING

We are residents of the blocks immediately surrounding the proposed development — Boden Street, South Genesee Avenue, Smiley Drive, and the alleys directly abutting the project site. Many of us live within a few feet of the property line. On July 18, 2026, more than thirty neighbors attended a community meeting regarding this project.

We are not asking the Commission to deny housing. We are asking the Commission to find that this project, *as currently proposed*, cannot be approved — and to require the environmental review, the design changes, and the enforceable conditions set out below before any approval is granted.

We ask the Commission to note two things at the outset.

First, the public process to date has not met the standard this community is owed. At the May 1, 2026 hearing, speakers were limited to two minutes, there was no Spanish-language interpretation, and there was no mechanism for follow-up questions.

The blocks immediately surrounding this site are home to longtime residents of West Adams — many who have lived in the area for decades, a large share of them elderly — as well as Spanish-speaking households, working families, and renters. A single hearing, two minutes per speaker, no interpretation, and no opportunity to ask a follow-up question does not meaningfully include these neighbors.

Second, we have asked questions the City has not answered. In its June 4, 2026 response, City Planning directed numerous questions to "the Applicant," to LADOT, or to the Bureau of Engineering. To date the applicant has not responded to the community on any of them. We ask the Commission not to treat unanswered questions as resolved questions.

II. THE CEQA CATEGORICAL EXEMPTION IS NOT SUPPORTABLE

The City proposes to approve a 379-unit, eight-story, 304,000 square foot development with three subterranean levels of excavation **without any environmental review whatsoever**, relying on a categorical exemption (ENV-2025-4640-CE).

We request, first, that staff state on the record which specific class of categorical exemption is being relied upon, and identify the substantial evidence supporting each element of that class. The Courtesy Notice does not say.

We further submit that a categorical exemption is unavailable here. Under CEQA Guidelines § 15300.2(c), a categorical exemption does not apply where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The following unusual circumstances are present:

1. Three levels of subterranean excavation immediately adjacent to low-rise residential structures on shallow foundations. The homes bordering this site are predominantly one- and two-story wood-frame structures, many of them decades old. Neighbors have direct experience of what deep excavation does to such structures. Residents report that the nearby Cumulus development caused shifting and foundation damage to surrounding homes during construction. We ask that the Commission hear this testimony directly at the hearing, and that it be treated as substantial evidence of a reasonable possibility of significant effect.

2. Potential subsurface contamination. Neighbors have raised concerns regarding petroleum in the ground at and around this site. We are not in a position to confirm the extent of any contamination, and we ask that the Commission require the applicant to produce any Phase I or Phase II Environmental Site Assessment prepared for this property, and to make the results public. Excavation to three subterranean levels immediately adjacent to occupied homes and a public park used by children presents an air quality and public health pathway that warrants review before, not after, approval.

3. Shade and shadow impacts that the City concedes have never been studied. City Planning has stated in writing that "the City Planning Department does not require a shade/shadow analysis" and that any such study would be voluntary on the applicant's part. A 90-foot structure sited directly against one- and two-story homes will cast substantial shadow. The absence of a required study is not evidence of an absence of impact.

4. Heat and glare from the glazed façade, likewise unstudied. City Planning has confirmed that the West Adams–Baldwin Hills–Leimert CPIO contains no regulations addressing heat or reflection from glazing. Neighbors have raised heat island effects and reflected heat onto adjacent properties. No analysis exists.

5. Direct physical connection to a public park. Sheet LC-1E of the project plans shows a proposed gate connecting the private property to Westside Neighborhood Park. City Planning has acknowledged it does not yet have detailed drawings of this connection. A private development taking access to public parkland is not an ordinary circumstance, and its effects on the park have not been analyzed.

Requested action: The Commission should decline to adopt the categorical exemption and should direct staff to prepare, at minimum, an Initial Study addressing geotechnical and construction impacts, soil contamination, air quality during excavation, shade and shadow, and impacts to Westside Neighborhood Park.

III. THE REQUESTED INCENTIVES AND WAIVERS

We understand that the applicant proceeds under State Density Bonus law and transit-oriented incentive provisions, and that the City's discretion is constrained. We also understand that it is not unlimited.

Under Government Code § 65915, the burden rests on the **applicant** to demonstrate that each requested incentive or concession results in identifiable and actual cost reductions to provide for affordable housing costs. A development standard waiver may be denied upon a finding of a specific, adverse impact upon public health and safety.

We request that the Commission require the applicant to place on the record, for each off-menu incentive and each waiver requested, the specific evidence that it is necessary to make the affordable units economically feasible. To our knowledge no such showing has been made publicly. The community should not be asked to absorb these impacts on an unexamined assertion.

We object specifically to the following, and ask that they be denied or substantially reduced:

A. Relief from the 45-degree transitional height requirement. This is the single most consequential request in the application. The transitional height standard exists precisely to protect low-rise neighborhoods from being walled in. Removing the upper-floor step-back on the alley side places eight stories of glazed balconies directly over one- and two-story homes. Every privacy, noise, shade, and heat impact identified in this letter flows from this one waiver.

B. Reduction of the alley setback from 11 feet to 6 feet. Combined with the loss of the transitional step-back, this compounds the same harm. It also narrows the working width of an alley the project proposes to use as its **primary vehicular entrance**, shared with refuse collection, deliveries, rideshare, and emergency access.

C. Floor Area Ratio of 5.96:1 against a base of 3.0. Nearly double the base standard.

D. Reduction of ground floor height from 11 feet to 8 feet 8 inches. We note this reduction requires City approval and ask what public benefit is served by granting it.

E. Open space reduction to 10% of residential unit area. The applicant cites 22,541 square feet of open space, including private balconies, enclosed fitness rooms, and recreation rooms, as the answer to increased demand on Westside Neighborhood Park. Enclosed indoor amenity space is not a substitute for park capacity.

IV. PROPOSED CONDITIONS OF APPROVAL

We understand from City Planning's June 4, 2026 correspondence that after the Commission acts, a Determination Letter issues containing all conditions, with covenant and agreement language tying those conditions to the property. **That is the only mechanism by which commitments made to this community will survive a sale of the property.** Verbal assurances from the current developer will not.

We therefore request that the following be adopted as express conditions of approval.

A. Protection of adjacent structures during construction

1. **Pre-construction condition survey** of all structures within 200 feet of the project boundary, performed by a licensed structural engineer at applicant expense, with a complete copy provided to each property owner before any demolition or excavation begins.
2. **Post-construction survey** on the same terms, with a defined claims process and a defined response deadline.
3. **Direct payment for verified damage to the affected property owner.** Compensation shall not be routed through a pooled community fund, a neighborhood association, or any third-party entity. The applicant shall post a bond or fund an escrow in an amount sufficient to cover potential claims, released only after the post-construction survey period closes.
4. **No individually negotiated waivers.** No condition of approval shall be satisfied by private settlement agreements with individual property owners in exchange for release of rights.
5. **Disclosure of agreements with individual property owners.** We request that the applicant disclose on the record, prior to the Commission's action, any agreements, payments, improvements, repairs, or other consideration offered or provided to individual property owners in the project vicinity, and whether any such arrangement includes a non-disclosure provision or a release of the right to comment, object, or appeal.

   We make this request without allegation. We make it because this Commission will be asked to weigh community sentiment, and it cannot do so accurately without knowing whether any expression of support or absence of objection was privately obtained. If no such agreements exist, the applicant can say so in a sentence.

B. Construction quality of life

1. **A staffed 24-hour hotline** with a named responsible party, posted on site and mailed to every residence within 300 feet, with a maximum response time and a logged complaint record available to the City.
2. **Defined construction hours and haul routes**, with no staging, queuing, or crew parking on Boden Street, South Genesee Avenue, or in either alley.
3. **Dust and air quality mitigation**, including continuous watering, wheel washing, covered loads, and perimeter air monitoring during excavation, with results made available to the public.

4. **Soil contamination testing prior to excavation**, with results disclosed to surrounding residents and to the Commission before excavation is permitted.
5. **Sound blankets and noise attenuation** at the perimeter during high-noise operations.

C. Building design

1. **Retain the 45-degree transitional height envelope** on the alley and South Genesee elevations, stepping back upper floors.
2. **Sound-absorbing materials on the rear elevation**, and non-transparent or screened treatment of balconies facing adjacent residences, to address privacy and noise transmission.
3. **All rooftop and mechanical equipment fully screened and mounted on vibration isolation pads**, with a noise study demonstrating compliance at the nearest residential property line — not at the project property line. Neighbors have direct experience of mechanical noise from the Vox and Cumulus developments.
4. **Full-cutoff exterior lighting** directed away from adjacent residences.

D. Vehicular access

1. **Vehicular egress onto La Cienega Boulevard.** The project proposes to route all vehicle traffic for 379 units and 322 parking spaces onto Boden Street and through the alley. We raised in our May 15, 2026 correspondence that a vehicle exit directly onto La Cienega Boulevard, toward Fairfax Avenue, would substantially relieve morning peak-hour pressure on Boden Street. That question was referred to LADOT and to the applicant, and has not been answered.

   Neighbors have been told that a La Cienega driveway "is not allowed." **The existing lot on this site has vehicular access to La Cienega Boulevard.** We therefore request that the applicant and LADOT identify, on the record, the specific regulation or determination that precludes vehicular egress onto La Cienega, and that the Commission condition approval on provision of such egress unless that preclusion is documented.

   We note that the Transportation Assessment relied on a level-of-service screening and a VMT finding. Neither measures the localized queuing, turning, and congestion impact on a narrow residential street and a shared alley, which is the impact residents will actually experience.

E. Alleys and public right-of-way

1. **A covenant running with the land, in perpetuity**, obligating the owner to improve, light, secure, and maintain both adjacent alleys — including graffiti removal, refuse management, and lighting — covering the alley from Jefferson to Boden and the alley behind the property. This obligation shall bind successors in interest.
2. **Landscape architect review of the full alley corridor**, not only the frontage abutting the project.
3. **Sidewalk widening, repair, and installation, curb and crosswalk improvements** in the surrounding area — Hauser to La Cienega, Adams to Jefferson. We note the City's 50/50 sidewalk repair program is

no longer available to residents, and that City Planning has stated sidewalk work falls to the Bureau of Engineering. We ask that this be conditioned rather than deferred.

4. **Funding for a traffic calming and road diet plan** for Boden Street, including the closure and bump-out the applicant has indicated willingness to construct, with turnarounds. **We further request that CD10 release the Somus engineering study** referenced at the community meeting, which the community has been unable to obtain.
5. **Additional stop control on Smiley Drive** and a signal at Jefferson and La Cienega.

F. Westside Neighborhood Park

1. **A capital contribution to Westside Neighborhood Park** proportionate to the 379 units of added demand, funding shade trees, shade structures, restrooms, benches, and landscaping.
2. **Detailed drawings of the proposed gate connection at Sheet LC-1E** shall be submitted and subject to public review before approval. If a private access point to public parkland is granted, the conditions governing it shall be express and public.

G. Publicly accessible amenities and affordability

1. **EV charging stations accessible to the surrounding community**, not solely to building residents.
2. **An increase in the affordable set-aside above the proposed 11%**, and the addition of a moderate-income tier. The current proposal serves households under $30,000 and, functionally, households earning six figures. The working- and middle-income families who live here now fall in the gap.
3. **Local hire commitments** for construction and permanent building staff, with reporting to the City.

V. DOCUMENTS REQUESTED

We request that the following be made available to the public in advance of the August 13 hearing:

- The LADOT Transportation Assessment dated July 24, 2025
- The underlying Transportation Analysis prepared by Raju Associates, Inc.
- The Environmental Assessment Form and all technical studies submitted by the applicant
- The Bureau of Engineering Preliminary Case Referral Form
- The Somus engineering study regarding street closures
- Any Phase I or Phase II Environmental Site Assessment prepared for the property
- Any geotechnical or shoring report addressing excavation adjacent to existing structures
- The specific categorical exemption class relied upon, and the evidence supporting it

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VI. PROCEDURAL REQUESTS

1. That Spanish-language interpretation be confirmed and announced in advance of the hearing.
2. That, if the staff report is not published with meaningful time for public review, the item be continued.
3. That speaker time be adequate, given that the May 1 hearing allotted two minutes and provided no interpretation.

VII. CONCLUSION

This community is not opposed to housing. We understand the pressures the City faces and the constraints State law places on this Commission.

What we are asking is narrow and reasonable: that a project of this scale not be approved without any environmental study at all; that the applicant be required to justify the waivers it seeks rather than simply receive them; and that the commitments made to this neighborhood be written into the Determination Letter where they can be enforced, rather than offered verbally and forgotten when the property changes hands.

We respectfully request the opportunity to be heard on August 13.

Respectfully submitted,

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LUIS MAIZZA 2912 S. Genesee Avenue Los Angeles, CA 90016

On behalf of neighbors of Boden Street, South Genesee Avenue, Smiley Drive, and the adjacent alleys

lacienegajefferson10@gmail.com

Attachment: Correspondence from City Planning dated June 4, 2026, responding to community questions regarding this project (4 pages).

Gmail

Lacienegajefferson <lacienegajefferson10@gmail.com>

Subject: Community Questions re: 3200 S. La Cienega / CPC-2025-4639-CU3-TOIA-VHCA

Isaiah Ross <isaiah.ross@lacity.org> Thu, Jun 4, 2026 at 12:33 PM
To: Lacienegajefferson <lacienegajefferson10@gmail.com>
Cc: Kimani Black <kimani.black@lacity.org>, Hakeem Parke-Davis <hakeem.parke-davis@lacity.org>, Jenelle Henderson

Thank you for submitting public comments regarding the proposed project located at 3200 South La Cienega Boulevard. Your comments have been forwarded to the applicant team. I have also included your comments in the case file as part of the public record. I have added you and the constituents included on this email thread to the project's interested parties list.

Responses **(Bold and Underline)** to your questions are provided below. The Department of Transportation, Bureau of Engineering and the applicant team should address some of these questions.

Traffic and Vehicle Access

1. What is the complete traffic and circulation plan for vehicles entering and exiting the building — specifically through the alley between South Genesee and La Cienega, and its connection to Boden Street? We strongly urge the developer to include a vehicle exit directly onto La Cienega Boulevard toward Fairfax Avenue, as this would significantly reduce traffic pressure on Boden Street, particularly during morning rush hours. **Access and circulation for the proposed project are addressed in the Transportation Assessment from LADOT, dated July 24, 2025. The project completed a circulation analysis using a level of service screening methodology that indicates the trips generated by the proposed development will not likely result in adverse circulation conditions. Please contact (ladot.devreview.cen@lacity.org) for more information regarding LADOT's assessment.**

2. Has LADOT conducted a specific review of that alley and the Boden Street intersection given the volume of underground parking proposed? Can we have access to it if yes? **The Transportation Assessment was prepared by Eileen Hunt, Transportation Engineer, at the Department of Transportation. After reviewing the Transportation Analysis prepared by Raju Associates, Inc., LADOT determined that the project will result in a less than significant VMT impact. Questions regarding the assessment should be forwarded to (ladot.devreview.cen@lacity.org). The Bureau of Engineering provided a Preliminary Case Referral Form which includes the required street and alley improvements, street widening and dedications. The applicant is responsible for following up with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.**

3. Would the developer consider supporting a no-parking zone on Boden Street between Genesee and La Cienega to ease circulation? **To be addressed by the Applicant.**

4. Would the developer consider contributing to widening the corner at La Cienega and Boden to improve traffic flow northbound toward Fairfax? **To be addressed by the Applicant. The Bureau of Engineering and LADOT are responsible for implementing street widening requirements and improvements. LADOT requires La Cienega Boulevard to have a 40-foot half-width roadway within a 52-foot half-width right-of-way and Boden Street is required to have an 18-foot half-width roadway within a 30-foot half-width right-of-way.**

Construction

5. What is the construction traffic management plan, including haul routes, crew parking, hours of operation, restrictions on heavy vehicles, and impact on surrounding streets and alleys? We ask that these conditions be written into the

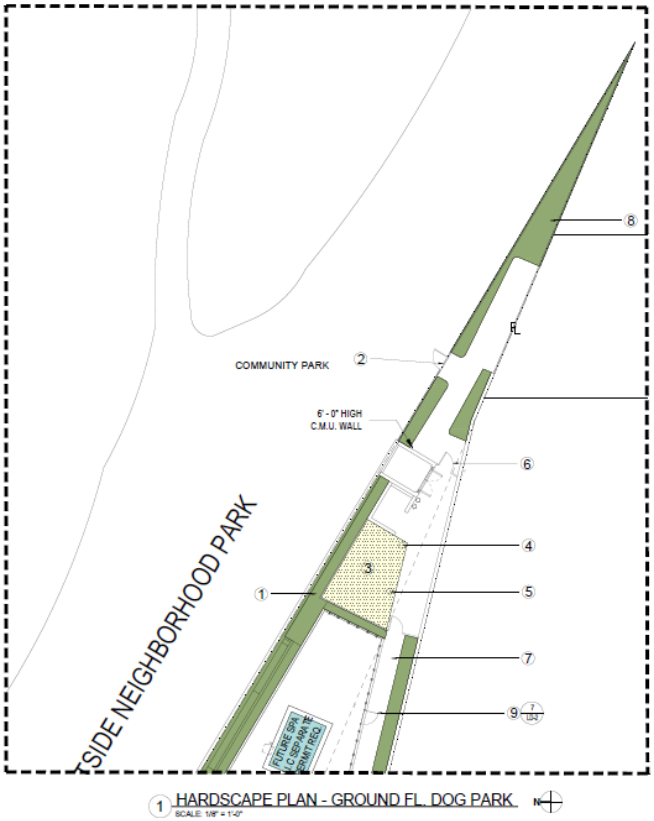
approval as enforceable requirements, not deferred to a later stage. **The applicant prepared an Environmental Assessment Form (EAF) evaluating the project's potential impacts on the environment, including grading (haul route), transportation, air quality, biological resources, historic resources, sensitive uses, etc. The Department of City Planning will review the EAF and all technical studies provided by the Applicant to determine the appropriate level of environmental review before providing recommendations to the City Planning Commission.**

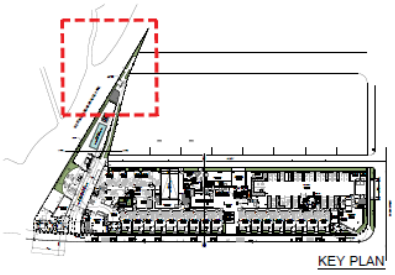
6. What are the estimated start dates for demolition and construction, and how long is the construction period expected to last? **To be addressed by the Applicant. The City Planning Department does not have purview over the construction timeline for projects.**

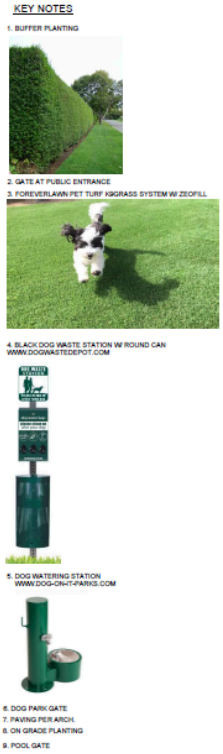
Pedestrian and Bike Safety

7. How does the project plan to improve pedestrian and bicycle safety along La Cienega Boulevard? The existing sidewalk is extremely narrow and we would like to see it widened as part of this development. **The City Planning Department does not have purview over public right-of-way sidewalk improvements. The Bureau of Engineering is responsible for implementing sidewalk widening requirements in the public right-of-way.**

8. What are the proposed pedestrian connections between the building and the adjacent Westside Neighborhood Park? The proposed development appears to include a direct access point from the property to the Park. Can the developer confirm whether this is the case, and if so, how it was approved? **The project has not been approved as the City Planning Commission has not made a decision yet. Sheet LC-1E (Shown Below) in the project plans shows a proposed gate at the public entrance to the park from the subject property. City Planning will request more detailed drawings from the applicant team to show the pedestrian connections to the adjacent park. Existing Project Plans can be found at the following link:** https://drive.google.com/drive/u/0/folders/1zfZgQeLZO66YSLOFwweT6xZIIWOKC22F







9. What is the proposed pedestrian connection to South Genesee Avenue? **To be addressed by the Applicant. Detailed drawings showing the pedestrian connections will be requested by the City Planning Department.**

Environmental Impacts on Adjacent Homes

10. What are the shadow and shade impacts on the homes immediately adjacent to the building? **The Applicant may voluntarily provide a shade/shadow study for the project. However, the City Planning Department does not require a shade/shadow analysis.**

11. What measures will address heat reflection from the glass facade on surrounding properties? **The West Adams - Baldwin Hills - Leimert CPIO does not include development regulations to address heat from glazing types or glazing reflection. The Department of Building and Safety will review the glazing specifications for the project to ensure they meet any requirements in the Los Angeles Municipal Code.**

Alley Maintenance and Long-Term Accountability

12. What improvements are planned for the alleys on both sides of the development? **To be addressed by the Applicant.**

13. Is the developer willing to enter into a binding covenant or agreement — tied to the property in perpetuity — covering the upkeep, maintenance, security, and lighting of the adjacent alleys? What protections exist to ensure these commitments hold if the property is sold to a new owner? **The City Planning Commission (CPC) is the decision maker for the project. After the CPC makes a decision for the project, a Determination Letter will be issued that includes all conditions for the project and covenant and agreement language that ties the conditions to the property.**

Westside Neighborhood Park

14. Has any study been conducted on the impact that 379 new units would have on the park's usage, maintenance needs, and capacity? The park is a shared public resource for the existing neighborhood, and a significant increase in users — including dog owners from the new building, given that the proposed on-site dog park may not accommodate larger dogs — would require a corresponding investment in the park's upkeep and infrastructure. **The project proposes a total of 22,541 square feet of open space to include private open space, common open space (unenclosed), and common open space (enclosed). The project includes fitness rooms, recreation rooms, balconies and decks (open to the sky). Therefore, residents of the development will have access to open space on the subject property. The CEQA analysis for the proposed project will consider any environmental impacts on the adjacent park, the surrounding community and any other sensitive uses.**

We would appreciate written responses to each of the questions above prior to any further approvals. Separately, we would like to formally request that any future community engagement offer an in-person and/or virtual attendance option. For virtual participants, we ask that the format allow attendees to see each other, that each speaker be given adequate time — more than the two minutes allotted at the May 1st hearing — and that there be an opportunity for follow-up questions via a raise-hand function or similar mechanism. In-person sessions should include Spanish-language interpretation. **The project is scheduled for a City Planning Commission hearing on August 13, 2026. The format of this public hearing offers in-person and virtual attendance options. The City Planning Commission will decide the amount of time allowed for participants to speak on the agenda items. City Planning Commission hearings provide spanish language interpreters. YOu can read more about the City Planning Commission and the Rules and Operating Procedures for the hearings at the following link:** https://planning.lacity.gov/about/commissioners

We are grateful for the opportunity to address the concerns raised and we hope that we have satisfied those concerns. Some questions require follow up with the applicant team and other City Departments. Please let us know if you have any additional questions or concerns regarding this project.

Regards,
Isaiah Ross

On Fri, May 15, 2026 at 3:05 PM Lacienegajefferson <lacienegajefferson10@gmail.com> wrote:
[Quoted text hidden]

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*For ongoing projects: **Please keep all communication regarding your project on a single email thread. Starting multiple threads may delay case processing time. Any PDFs you send should be in one file.*