



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: October 12, 2023
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
200 N. Spring Street, Room 340

This meeting may be available virtually, in hybrid format. Please check the meeting agenda (available at the link below) approximately 72 hours before the meeting for additional information or contact cpc@lacity.org.

<https://planning.lacity.org/about/commissions-boards-hearings>

Public Hearing: Required
Appeal Status: Not further appealable.
Expiration Date: October 10, 2023
Multiple Approval: No

Case No.: DIR-2023-1240-TOC-VHCA-1A
CEQA No.: ENV-2023-1241-CE
Related Cases: N/A
Council No.: 5 - Katy Young Yaroslavsky
Plan Area: Palms - Mar Vista - Del Rey
Specific Plan: Exposition Corridor Transit Neighborhood Plan
Certified NC: Palms
Zone: R3-1

Applicant: Jason Grant, Local Development

Applicant's Representative: Jason Grant, Local Development

Appellant: Tiffany Bradshaw, Residents of Delmas Terrace

Appellant's Representative: N/A

PROJECT LOCATION: 3751 South Delmas Terrace

PROPOSED PROJECT: The project involves the construction, use, and maintenance of a new, six-story, 19,384 square-foot residential building with 17 dwelling units, including two (2) dwelling units set aside for affordable housing (or 10% of the proposed density) and reserved for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of residential lobby and parking and one (1) subterranean level of parking. The project will provide a total of 14 automobile parking spaces, and 17 long-term and two (2) short-term bicycle parking spaces.

APPEAL: An appeal of the June 21, 2023, Planning Director's Determination which:

1. **Determined** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved** with Conditions, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three incentives for a qualifying Tier 3 project totaling 17 dwelling units, reserving

2 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:

- a. **Setbacks (Side Yards).** To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;
- b. **Setbacks (Rear Yard).** To permit up to a 30% decrease in the required width or depth of the rear yard;
- c. **Height.** To permit an increase in height of two (2) additional stories up to 22 additional feet; and;

3. Adopted the Conditions of Approval and Findings.

RECOMMENDED ACTIONS:

- 1) **Deny** the appeal;
- 2) **Determine** based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 3) **Sustain** the Planning Director's Determination to conditionally approve the TOC Affordable Housing Incentive Program request to allow a 70 percent increase in density along with the following three incentives for a qualifying Tier 3 project totaling 17 dwelling units, reserving 2 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:
 - a. **Setbacks (Side Yards).** To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;
 - b. **Setbacks (Rear Yard).** To permit up to a 30% decrease in the required width or depth of the rear yard; and
 - c. **Height.** To permit an increase in height of two (2) additional stories up to 22 additional feet; and.
- 4) **Adopt** the Planning Director's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Esther Ahn
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 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Project Analysis A-1

- Project Summary
- Appeal Scope
- Project Background
- Approved Actions
- Appeal Points and Responses
- Conclusion

Exhibits:

- Exhibit A – Appeal Documents
- Exhibit B – Director’s Determination DIR-2023-1240-TOC-VHCA
- Exhibit C – Approved Project Plans
- Exhibit D – Environmental Documents
 - Class 32 Categorical Exemption
 - Applicant Response Letter

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the approval of a Site Plan Review in conjunction with a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Program request. The project consists of the construction, use, and maintenance of a new, six-story, 67-foot-high residential building with 17 dwelling units, as depicted below in Figure 1. Of these, two (2) units will be set aside for Extremely Low Income households for 55 years, pursuant to the TOC Guidelines. The project will provide a total of 14 automobile parking spaces in one subterranean parking level and on a portion of the ground floor, as well as 19 bicycle parking spaces. The project will also provide a minimum of 2,680 square feet of open space, in accordance with the requirements of the LAMC.

Figure 1: Rendering of the proposed project



The project proposes a total of approximately 19,384 square feet of building floor area, resulting in a total floor area ratio (FAR) of approximately 4.35:1. The project will maintain a front yard setback of ten feet and two inches feet along South Delmas Terrace, easterly and westerly side yard setbacks of six feet and four inches, and a rear yard setback of 11 feet and nine inches, as permitted by the LAMC for residential properties in a residential zone.

APPEAL SCOPE

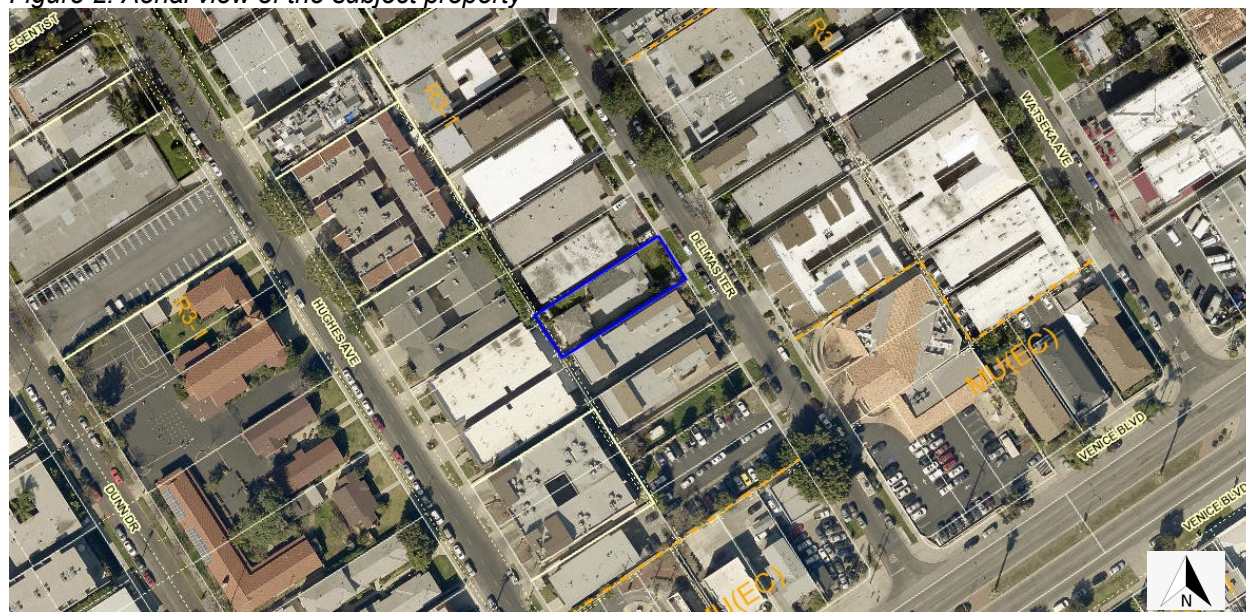
The appeal challenges a part of the Director of Planning's determination on June 21, 2023, to conditionally approve a TOC Affordable Housing Incentive Program request, pursuant to LAMC Section 12.22 A.31, with a Class 32 Categorical Exemption to CEQA under Case No. ENV-2023-1241-CE as the environmental clearance for the project. The appellant is an abutting property owner who is appealing the determination in its entirety. As the case involves a TOC request, the appellate body is the City Planning Commission; the decision of the City Planning Commission is not further appealable.

PROJECT BACKGROUND

The subject property is comprised of one (1) lot measuring approximately 7,247 square feet (0.166 acres) with a frontage of 50 feet along Delmas Terrace. The subject property is currently developed with a duplex. The subject property is zoned R3-1 within the Palms - Mar Vista - Del Rey Community Plan Area with a Medium Residential land use designation. The project site is located with Transit Oriented Communities (TOC), Tier 3. The site is located within the Exposition Corridor Transit Neighborhood Plan, a Transit Priority Area in the City of Los Angeles, an Urban Agriculture Incentive Zone and is 1.23 kilometers from the Newport - Inglewood Fault Zone (Onshore) Fault.

The subject property is located in an established and heavily urbanized neighborhood in the Palms and Mar Vista area of Los Angeles, as shown in Figure 2. Surrounding uses are within residential zones and are generally developed with residential structures. The properties to the north-south-east and west are zoned R3-1 and are improved with multi-family residential structures.

Figure 2: Aerial view of the subject property



Streets

Delmas Terrace, abutting the property to the east, is a Local Street - Standard dedicated to a Right-of-Way width of 60 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks.

APPROVED ACTIONS

On June 21, 2023, the Director of Planning took the following actions:

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

CEQA Guidelines, Section 15300.2 applies;

2. Approved with Conditions a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 3 project totaling 17 dwelling units, reserving a minimum of two units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:
 - a. Setbacks (Side Yards). To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;
 - b. Setbacks (Rear Yard). To permit up to a 30% decrease in the required width or depth of the rear yard; and
 - c. Height. To permit an increase in height of two (2) additional stories up to 22 additional feet.

APPEAL POINTS

On July 6, 2023, within the required 15-day appeal period, an appeal was filed by Tiffany Bradshaw (Residents of Delmas Terrace), an abutting neighbor, for the entirety of the Director of Planning's determination. The appellant contends that the City improperly approved the TOC request and Class 32 Categorical Exemption determination due to concerns over traffic and parking congestion, sewage issues, blockage of views, lack of notice, excess density, and environmental concerns, such as air quality, noise, and hazardous materials.

RESPONSES TO APPEAL POINTS

The project's environmental impacts were fully analyzed in the Categorical Exemption document dated February 2023, prepared for the City by CAJA Environmental Services. As noted in this analysis and the supporting technical data in Exhibit D, the project will not exceed any air or noise quality thresholds of significance for construction or operation (modeling and technical reports were prepared by DKA Planning).

A traffic assessment was prepared by KOA Corporation, dated January 12, 2023, which was then reviewed by the Department of Transportation (LADOT). LADOT concurred with the report and concluded that further traffic studies were not necessary as the project did not exceed the threshold of significance for daily vehicle trips or for Vehicle Miles Traveled (VMT). There are no hazardous waste sites in the vicinity of the project or any unique uses of the site which would suggest the use of hazardous materials. The proposed project is a multifamily residential building which would be constructed in conformance with various regulatory compliance measures and City codes to ensure compliance with best practices to protect public safety. In addition, a response letter was provided by CAJA Environmental Services which is included Exhibit D of this staff recommendation report. For these reasons, there is sufficient evidence in the record demonstrating that the project meets the criteria for a Class 32 Infill Development Categorical Exemption, and the appellant has not submitted any new technical information to indicate otherwise.

As an Eligible Housing Development under the City's Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program), the project was qualified as a Tier 3 TOC project and provided the requisite affordable units to request up to three (3) Additional Incentives. The project will be providing a minimum of 10 percent of the total number of units for Extremely

Low Income households in exchange for Base Incentives and three Additional Incentives, per the TOC Program. One of the Base Incentives allows for reduced parking ratios (0.5 parking spaces per unit for Tier 3 projects); however, the project proposes to provide 18 vehicular parking spaces which amounts to at least one parking space per unit. Therefore, the project would not contribute to parking shortage issues in the neighborhood. The proposed height and density of the project are allowed for a Tier 3 TOC project on the R3-1 Zoned project site. Any sewer or drainage related issues would be addressed during the building permitting process with involvement from the Bureau of Sanitation and the Department of Building and Safety. Regarding noticing of the project, the City Planning Department provided regulatory noticing upon filing and upon determination to all owners and occupants located adjacent to the project site. The case file contains a list of owners and occupants who received the notices and an affidavit to provide confirmation. While the comments from the Appellant have been taken into consideration, there is no substantial evidence provided into the record to demonstrate that the City erred in the project's CEQA determination and approval of requested TOC entitlements.

CONCLUSION

For all of the reasons stated herein, and in the findings of the Director's Determination, the proposed project complies with all applicable provisions of the TOC Affordable Housing Incentive Program and CEQA. Planning has evaluated the proposed project and determined that it qualifies for a Class 32 Categorical Exemption under CEQA. Although the applicant's arguments for appeal have been considered, Planning maintains that the required findings and imposed conditions of the Director's Determination are valid and that the appeal arguments are not grounds for reversal of any portion of the approval.

Therefore, it is recommended that the City Planning Commission affirm that the project is categorically exempt from CEQA, deny the appeal of the Director's Determination, and sustain the Director's Determination for the approval of a TOC Affordable Housing Incentive Program request for a project totaling 17 dwelling units, as described herein.

EXHIBIT A
Appeal Documents



Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
✓✓✓
- Zoning Administrator

Regarding Case Number: DIR-2023-1240-TOC-VHC Project Address: 3751 Delmas Terrace, LA,
A CA 90034

Final Date to Appeal:

2. APPELLANT

Appellant Identity: (check all that apply) 07/06/2023

- Representative
- Applicant
- Property Owner
- Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the **Department of Building and Safety**

- Representative
- Applicant
- Owner
- Operator
- Aggrieved Party ✓

3. APPELLANT INFORMATION

Tiffany Bradshaw/Residents of
Delmas Terrace

Appellant's Name:

Company/Organization:
 #12

Mailing Address:
 3760 Delmas Terrace

LA CA 90034 City: State: Zip: (424) 234-8483 tiffanybradshaw@gmail.com Telephone:

E-mail:

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

present residents of Delmas Ter

Self Other:

b. Is the appeal being filed to support the original applicant's position? Yes No

CP-7769 Appeal Application Form (1/30/2020) Page 1 of 4

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable):

Company:

Mailing Address:

City: State: . Zip: Telephone: E-mail:

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: see attachment

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

The reason for the appeal How you are aggrieved by the decision

Specifically the points at issue Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

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

Appellant Signature:

Tiffany Bradshaw

July 6, 2023

Date:

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES 1.

Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates)
Each case being appealed is required to provide three (3) sets of the listed documents.

Appeal Application (form CP-7769)

Justification/Reason for Appeal

Copies of Original Determination Letter

✓

b. Electronic Copy

- Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

✓

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

✓

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

✓

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1. Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.
 - a. Appeal Fee**
 - Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)
 - b. Notice Requirement**
 - Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.
- 2. Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.
 - a. Appeal Fee**
 - Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.
 - b. Notice Requirement**
 - Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
 - Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

CP-7769 Appeal Application Form (1/30/2020) Page 3 of 4

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

- Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

- Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
- Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

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

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning

will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

| This Section for City Planning Staff Use Only | | |
|--|--|---|
| Base Fee: \$166 | Reviewed & Accepted by (DSC Planner): J. Chan | Date: 7/6/23 |
| Receipt No: 060723O2D- DEF6E8D1-420C-4632-8 017-B68C7D491A22 | Deemed Complete by (Project Planner): | Date: |
| <input type="checkbox"/> Determination authority notified | | <input type="checkbox"/> Original receipt and BTC receipt (if original applicant) |

July 6, 2023

To whom this may concern, and every department we can appeal to possible:

We are appealing to all departments. Please forward to all departments that are relevant.

My name is Tiffany Bradshaw, I have lived in this building at 3760 Delmas for over 20 years, this is my home! I am representing the many concerned citizens of Delmas Terrace that live in the various buildings on the block.

At present, our petition has 21 Delmas Terrace residents signatures:

<https://www.change.org/SaveDelmasTerrace>

We, the residents who live on Delmas Terrace are very concerned with a project you are seeking to approve. We are upset we didn't find out about this project until July 4, 2023. There was no notice to the block of this planned construction - which will inevitably be a disruption to our once peaceful, small, and already congested, dead end block.

We've been told that there are at least 3 major new building projects being built within a 1 mile radius. For example, the car dealership/building on the corner is possibly slated to become another mixed use/residential building.

We oppose the Department of City Planning, and the City Planning Commission, allowing the developer, Local Development Inc., additional three incentives, the block cannot accommodate this much construction or residents being added. The Transit Oriented Communities "Affordable Housing" Incentive Program is NOT affordable housing. Two units will be "affordable." 4 out of 17 is not really "affordable housing."

We oppose:

- 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks
- 2) a 30% reduction in the required width or depth of the rear yard, and
- 3) an increase of two (2) additional stories up to 22 additional feet.
- 4) We oppose that the project is exempt from CEQA guidelines

The proposed housing project is the construction of a new, 6 story, 19,384 sq ft residential building with 17 dwelling units. The project will only provide a total of 14 automobile parking spaces. Pursuant to LAMC section 12.21-A,4, the proposed 17-unit project would be required to provide a total of 28 automobile parking spaces. The existing Delmas Terrace residents already have a shortage of parking due to high density on this street. There are approximately 35 street parking spaces, including 2 spaces designated for electric vehicles only. This one housing project will significantly increase the existing burden of parking in the neighborhood by approximately 50%. It is unreasonable and inconsiderate of the neighbors on this street.

The subject site only has a base density of 10 units. The housing project will significantly increase congestion, severely impacting the well-being of the people of this quiet, quaint neighborhood.

Further, there will be an adverse impact on the physical environment, plus on public health and safety. The people of Delmas Terrace petition to stop any further construction on this street.

In addition, the neighborhood has a main line sewage backup problem due to tree roots penetrating and tearing the clay sewer pipes, clogging our toilet and showers.

This height of this project will block existing views of the skyline that surrounding tenants have. There is no building on the block taller than 3 stories. There are residents I represent who have a view of a skyline they will no longer have once this is built. See photo. This person's view will be totally blocked. This person said they work from home and without that view they get severely depressed, this small amount of skyline and light helps their mental health. The view is already impacted with the two story building as is. With a 4 or 6 story building there will be absolutely no skyline view, and darkness.



The impact on parking will be horrendous.

- As proposed now, the 6 story building will have 22 bedrooms and only 14 parking spaces. That means the 8 bedrooms will not have parking. Yes, some may have children, but some of those 22 units will also have 2 person couples in 1 bedroom and both of them will own a car (as is typical in Los Angeles). So we could potentially have 44 drivers who have 14 parking spaces.

- We are on a dead-end street with no possibility for people to park on the other end (Regent St.) because there's no way to get through. Venice Blvd is the only option.

- We are in a commercial area right off Venice Blvd, which recently had parking meters removed due to the restriping/bus and bike lane project. Such a bad idea with such a poor impact on traffic that downtown Culver City recently decided to remove this same project.

- The few meters on the corner of our street and Venice Blvd have time restrictions of approximately two hours.

- Visitors and employees from Southern California Hospital (formerly Brotman hospital) park on our street and walk over there. The hospital is a 24 hour operation, that means constant hospital workers parking on our block.

- We are the ONLY street around with non-restricted parking. For example, Watseka to the east has 1 hour street parking.

- Furthermore, because of street cleaning on Wednesdays and Thursdays, we are ALL forced to park on just one side of the street, causing many residents to park and walk blocks and blocks to find safe parking for the 2 hours of street cleaning.

- Because of parked cars, two cars cannot drive down the street comfortably, we all negotiate with oncoming cars who will pull over and who will go first. Plus we have delivery trucks, trash trucks, recycle trucks, street cleaning trucks, bulk pickup trucks that come. The street is already so congested! We already don't have enough parking for the present residents that live on the block. There are many buildings where two residents share a unit, and they have only one assigned garage or carport parking spot, so they are already forced to park on the street.

We can only afford one appeal, so we are already including our concerns about CEQA as well.

We are concerned about the environmental impacts as well on our block. This impacts the health of tenants with all the construction and materials used.

We are upset that we were not informed of this mega project that impacts residents on the entire tiny block. Again, we live on a small and short dead end block that is already congested.

We have the following CEQA related concerns:

- Excess shadows
- Aesthetics (NO other buildings are even close to 6 stories)
- Air quality is already compromised as we are in the inner city
- Concerns regarding use of Hazardous material and hazards because the first page of the Director's Determination mentions not having to follow traditional environmental rules
- Noise
- Increased housing/ population in a dense dead end street
- As mentioned above, we are concerned about the strain on utilities and resources like police, fire, etc.
- Will impact animal and plant life

Sincerely,

Tiffany Bradshaw and the Residents of Delmas Terrace

EXHIBIT B

Director's Determination DIR-2023-1240-TOC-VHCA

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

MARIA CABILDO
MONIQUE LAWSHE
HELEN LEUNG
KAREN MACK
JACOB NOONAN
ELIZABETH ZAMORA

CITY OF LOS ANGELES
CALIFORNIA



KAREN BASS
MAYOR

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

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

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

June 21, 2023

Applicant/Representative

Jason Grant
Local Development
325 North Maple Drive
Suite 1011
Beverly Hills, CA 90210

Owner

Melissa Oppenheimer
3751 South Delmas Terrace
Los Angeles, CA 90034

Case No. DIR-2023-1240-TOC-VHCA

CEQA: ENV-2023-1241-CE

Location: 3751 South Delmas Terrace

Council District: 5 - Katy Young Yaroslavsky

Neighborhood Council: Palms

Community Plan Area: Palms - Mar Vista - Del Rey

Land Use Designation: Medium Residential

Zone: R3-1

Legal Description: Lots 22; Block 11; TR 2444

Last Day to File an Appeal: July 6, 2023

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

1. **Determine** that based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to Article 19, Section 15332, Class 32 of the CEQA Guidelines, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve** a 70% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following three (3) Additional Incentives for a Tier 3 project with a total of 17 dwelling units, including two (2) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years;
 - a. **Setbacks (Side Yards).** To permit up to a 30% decrease in the required width or depth of two (2) individual side yards or setbacks;
 - b. **Setbacks (Rear Yard).** To permit up to a 30% decrease in the required width or depth of the rear yard; and

c. **Height.** To permit an increase in height of two (2) additional stories up to 22 additional feet; and

3. **Adopt** the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.22-A,31, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Expedited Processing Section, 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. **Base Incentives.**
 - a. **Residential Density.** The project shall be limited to a maximum density of 17 residential units, including On-site Restricted Affordable Units.
 - b. **Floor Area Ratio (FAR).** The project is permitted a maximum FAR of 4.35 to 1.
 - c. **Parking.**
 - i. **Automobile Parking.** The project shall provide a maximum 0.5 automobile parking spaces per unit consistent with LAMC Section 12.22-A.31.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21-A.16 and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.
 - iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
 - iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by the Los Angeles Housing Department (LAHD).
3. **Additional Incentives.**
 - a. **Setback (Side Yards).** The project shall be permitted a 30% reduction in the required width or depth of two (2) individual side yards or setbacks.
 - b. **Setback (Rear Yard).** The project shall be permitted a 30% reduction in the required width or depth of the rear yard.
 - c. **Height.** The project shall be permitted an increase of two (2) additional stories up to 22 additional feet. The height exceptions in LAMC Section 12.21.1(b)(3) shall be permitted.

4. **On-site Restricted Affordable Units.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make 10 percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2) for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of LAHD, and in consideration of the project's SB 8 Determination. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.

Housing replacement units required pursuant to SB 8 may be used to satisfy the On-site Restricted Affordable Units provided such units meet the income levels, to the satisfaction of LAHD.

5. **Changes in On-site Restricted Units.** Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.
6. **Housing Replacement Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to replace the two (2) existing units with the equivalent type; one (1) unit restricted to Extremely Low Income Households and one (1) unit restricted for Very Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination.

On-site Restricted Affordable Units may be used to satisfy the housing replacement units required pursuant to SB 8 provided such units meet the income levels, to the satisfaction of LAHD.

Design Conformance Conditions

7. Landscaping.

- a. 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.
- b. All planters containing trees shall have a minimum depth of 48 inches (48"), including those located on the rooftop area or above a parking garage.

8. **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 to the satisfaction of LADWP.
9. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
11. **Solar.** The project shall comply with LAMC Sections 99.04.211 and 99.05.211, to the satisfaction of the Department of Building and Safety.
12. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Section 99.04.106 of Article 9, Chapter IX of the LAMC.

Administrative Conditions

13. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
14. **Covenant.** Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file.
15. **Notations on Plans.** Plans submitted to the Department of Building & 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.
16. **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.
17. **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.
18. **Department of Building & 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 & 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 & 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.

19. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
20. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
21. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
22. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
23. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property is comprised of one (1) lot measuring approximately 7,247 square feet (0.166 acres) with a frontage of 50 feet along Delmas Terrace. The subject property is currently developed with a duplex. The subject property is zoned R3-1 within the Palms - Mar Vista - Del Rey Community Plan Area with a Medium Residential land use designation. The project site is located with Transit Oriented Communities (TOC), Tier 3. The site is located within the Exposition Corridor Transit Neighborhood Plan, a Transit Priority Area in the City of Los Angeles, an Urban Agriculture Incentive Zone and is 1.23 kilometers from the Newport - Inglewood Fault Zone (Onshore) Fault.

The proposed project is the construction, use, and maintenance of a new, six-story, 19,384 square-foot residential building with 17 dwelling units, including two (2) dwelling units set aside for affordable housing (or 10% of the proposed density) the two (2) units will be reserved is for Extremely Low Income (ELI) Households. The building will be constructed with five (5) residential levels above one (1) ground floor level of residential lobby and parking and one (1) subterranean level of parking. The project includes 13 one-bedroom units, three (3) two-bedroom units, one (1) three-bedroom unit and a total of 2,680 square feet of open space for residents.

The project will provide a total of 14 automobile parking spaces, and 17 long-term and two (2) short-term bicycle parking spaces. Vehicular access to the site is provided via one two-way driveway accessible from Delmas Terrace. Pedestrian access is located on Delmas Terrace.

The project is located in Tier 3 of the Transit Oriented Communities Incentive Areas and therefore, pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), by setting aside 10 percent of the total number of dwelling units for Extremely Low Income Households, the project is eligible for the Base Incentives (Residential Density, Floor Area Ratio (FAR) and Automobile Parking); and by setting aside more than 11% of the base density for households at the Extremely Low Income level the project is entitled to three (3) Additional Incentives.

The Additional Incentives requested are found on the Menu of Incentives and include reduction in setbacks or yards and reduction in the increase in stories and height. The project includes three (3) incentives; 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks, 2) a 30% reduction in the required width or depth of the rear yard, and 3) an increase of two (2) additional stories up to 22 additional feet.

SURROUNDING PROPERTIES

Surrounding uses are within residential zones and are generally developed with residential structures. The properties to the north-south-east and west are zoned R3-1 and are improved with multi-family residential structures.

STREETS

Delmas Terrace, abutting the property to the east, is a Local Street - Standard dedicated to a Right-of-Way width of 60 feet, improved with asphalt roadway, curb, gutter, and concrete sidewalks.

PUBLIC TRANSIT

The Project Site is within 2,050 feet of the Palms Metro E (Expo) Line Station at the intersection of Palms Boulevard and National Boulevard.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located less than 2,640 feet from a Major Transit Stop, the Palms Metro E (Expo) Line Station. Furthermore, as the project will set aside 10% of the total number of units for Extremely Low Income and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the Palms Metro E (Expo) Line Station is approximately 2,050 feet from the subject property the project is located within Tier 3 of the TOC Guidelines. Therefore, as the project will set aside 11% of the base number of units for Extremely Low Income Households, the project is entitled to three (3) Additional Incentives. The applicant is requesting three (3) Additional Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 3 Project:

Tier 3 Base Incentives:

- a. **Density:** The subject property is zoned R3-1 which allows a residential density of one (1) dwelling unit per 800 square feet of lot area. At 7,247 square feet, the property has a base density of 10 units (7,247 square feet of lot area divided by 800 square feet equals 9.058 - rounded up to 10). Pursuant to the TOC Guidelines, projects within Tier 3 which are eligible for the Base Incentives are eligible for a 70% density increase from the base density. Therefore, the project is permitted a maximum of 17 total units. The project proposes a total of 17 residential units.
- b. **Floor Area Ratio (FAR):** As the subject property is zoned R3-1, located in Tier 3 and meets the eligibility criteria in the TOC Guidelines for the Base Incentives, the project is allowed a percentage increase of the FAR up to 50% or a 3.75:1 FAR, whichever is

greater. The R3-1 zone allows for a 3:1 FAR. Therefore, the project is permitted a maximum FAR of 4.35:1. As proposed, the project has a maximum FAR of 4.35 to 1.

- c. **Parking:** Pursuant to LAMC Section 12.21-A,4, the proposed 17-unit project would be required to provide a total of 28 automobile parking spaces. As an Eligible Housing Development, the project is entitled to provide 0.5 parking space per unit (or 9 parking spaces). As proposed, the project is providing a total of 14 automobile parking spaces.

Tier 3 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 3 Project is eligible for and has been granted three (3) Additional Incentives in order to construct the proposed project:

- a. **Side Yard Setbacks.** Eligible Housing Developments may utilize up to a 30% decrease in the required width or depth of an individual yards or setbacks. The Menu of Incentives allows for the reduction in two (2) side yards or setback as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide side yards conforming to the requirements of the R3 Zone, which includes nine-foot side yards. The project as proposed, will provide six-foot, four-inches side yards.
- b. **Rear Yard Setback.** Eligible Housing Developments may utilize up to a 30% decrease in the required width or depth of an individual yards or setbacks. The Menu of Incentives allows for the reduction in two (2) yards or setback as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide rear yard conforming to the requirements of the R3 Zone, which includes a 15-foot rear yard. The project as proposed, will provide 11-foot, nine-inches rear yard.
- c. **Height.** Eligible Housing Developments may utilize two (2) additional story up to 22 additional feet. The Menu of Incentives allows for the increase in two (2) additional story or 22 additional feet to count as one (1) incentive for a project located in a Tier 3 TOC area. In this case, the project would be required to provide height conforming to the requirements of the R3-1 Zone, which includes unlimited stories and 45 feet maximum height. The project as proposed, will be six-stories with a maximum height of 67 feet.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015, to 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.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied vacant "Protected Units" unless the proposed housing development project replaces those units.

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the property within the past 5 years. Additionally, the project must also replace all existing or demolished "Protected Units".

The subject property is improved with a duplex. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated January 11, 2023, that two (2) units are subject to replacement pursuant to the requirements of SB 8. The Determination made by LAHD requires two (2) units be replaced with equivalent type; one (1) unit restricted to Extremely Low Income Households and one (1) unit restricted to Very Low Income Households. The project as proposed will provide two (2) units restricted to Extremely Low Income Households.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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

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

- c. Tier 3 - 10% ELI, 14% VL or 23% Lower.
- d. Tier 4 - 11% ELI, 15% VL or 25% Lower.

The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve two (2) on-site dwelling unit for Extremely Low Income Households which is 10% of the 17 total dwelling units proposed as part of the Housing Development. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

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

As defined in the TOC Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The 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). The subject property is located less than 2,640 feet from a Major Transit Stop, the Palms Metro E (Expo) Line Station. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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

Pursuant to the Determination made by LAHD dated January 11, 2023, and attached to the subject case file, two (2) units are subject to replacement under the requirements of SB 8 for the subject project. The proposed project will provide two (2) units set aside for Extremely Low Income households and will comply with all conditions requiring compliance with the City's Rent Stabilization Ordinance. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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

There are no additional requests for density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. Therefore, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*
- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project may be granted three (3) Additional Incentives for reserving at least 11% of the base units for Extremely Low Income Households. (Base units are the maximum allowable density allowed by the zone, prior to any requests for increase in density provided by the Guidelines.) The project is requesting three (3) Additional Incentives: 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks, 2) a 30% reduction in the required width or depth of the rear yard, and 3) an increase of two (2) additional stories up to 22 additional feet. The subject site has a base density of 10 units. The project is setting aside two (2) units for Extremely Low Income Households which equates to more than 11% of the 10 base units permitted through the underlying zoning of the site. Therefore, the project meets the eligibility requirement for Base and Additional Incentives because the project will reserve at least 11% of the base units for Extremely Low Income Households.

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

The project is not seeking additional incentives beyond the three (3) permitted as a means of reserving at least 11% of the base units for Extremely Low Income Households. The project request includes three (3) additional incentives. Therefore, the project is not required to adhere to the labor standards required in LAMC Section 11.5.11; this eligibility requirement does not apply.

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

The proposed building will be on one (1) lot that are located within Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Area. Therefore, this eligibility requirement does not apply.

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

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

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

The project does not consist of 100 percent On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

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

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

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(3) of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the director finds that.**

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

The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed a percent gross income based on area median income thresholds dependent on affordability levels. There was no substantial evidence in the record that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law.

The list of base incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include various types of relief that minimize restrictions on the size of the project. The base incentives are required to provide for affordable housing costs because the incentives by their nature may result in increasing the scale of the project. The additional incentives requested to reduce the required width or depth of two (2) individual side yards or setbacks, the required width or depth of the rear yard, and increase of two (2) additional stories up to 22 additional feet in height for a Tier 3 project pursuant to the TOC Guidelines would result in building design or construction efficiencies that provide for affordable housing costs. As a result of the prescribed incentives, it is likely that the Director will always conclude that the incentives are required for such projects to provide for affordable housing units as identified by the TOC Guidelines.

Side Yard Setbacks. The requested use of a 30 percent reduction in two (2) individual side yards is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. Eligible Housing Developments located in a residential zone may utilize up to a 30 percent decrease in the side yard requirements. The Menu of Incentives allows for the reduction in two (2) individual side yard or setback to count as one (1) incentive for a project located in a Tier 3 TOC area. The project is requesting the reduction of two (2) side yards as one (1) incentive. In this case, the project would be required to provide side yards conforming to the requirements of the R3 Zone, which includes nine-foot side yards. The project as proposed, will provide six-foot four-inches side yards.

Rear Yard Setbacks. The requested use of a 30 percent reduction in the rear yard is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. Eligible Housing Developments located in a residential zone may utilize up to a 30 percent decrease in the rear yard requirements. The project is requesting one (1) incentive. In this case, the project would be required to provide rear yard conforming to the requirements of the R3 Zone, which includes an 15-foot rear yard. The project as proposed, will provide a 11-foot nine-inches rear yard.

Height. The requested use of up to two (2) additional stories and a 22-foot increase height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. Eligible Housing Developments located in a residential zone may utilize up to two (2) additional stories and a 22-foot increase in height. In this case, the project would be required to provide unlimited stories and a maximum of 45 feet in height. The project as proposed, will provide six (6) stories and a maximum height of 67 feet.

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

There has been no evidence provided that indicated that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)).

The 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. The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the project was determined to be exempt from CEQA pursuant to Article 19, Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

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

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

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.
3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

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

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

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

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

TIME LIMIT – OBSERVANCE OF CONDITIONS

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

do not lapse, the authorization shall terminate and become void.

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

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

TRANSFERABILITY

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

APPEAL PERIOD - EFFECTIVE DATE

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

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should

be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

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

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

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

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys
Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC (CURRENTLY
CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025
planning.westla@lacity.org

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

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

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



QR Code to



Online Appeal Filing

QR Code to Forms for In-Person Appeal Filing

QR Code to BuildLA Appointment Portal for Condition Clearance

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

Vincent P. Bertoni, AICP
Director of Planning

Approved by:



Heather Bleemers, Senior City Planner

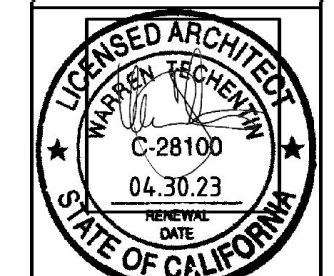
Prepared by:



Michelle Carter, City Planner
michelle.carter@lacity.org

EXHIBIT C

Approved Project Plans



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CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

SITE PLAN

A-2.2

AS NOTED

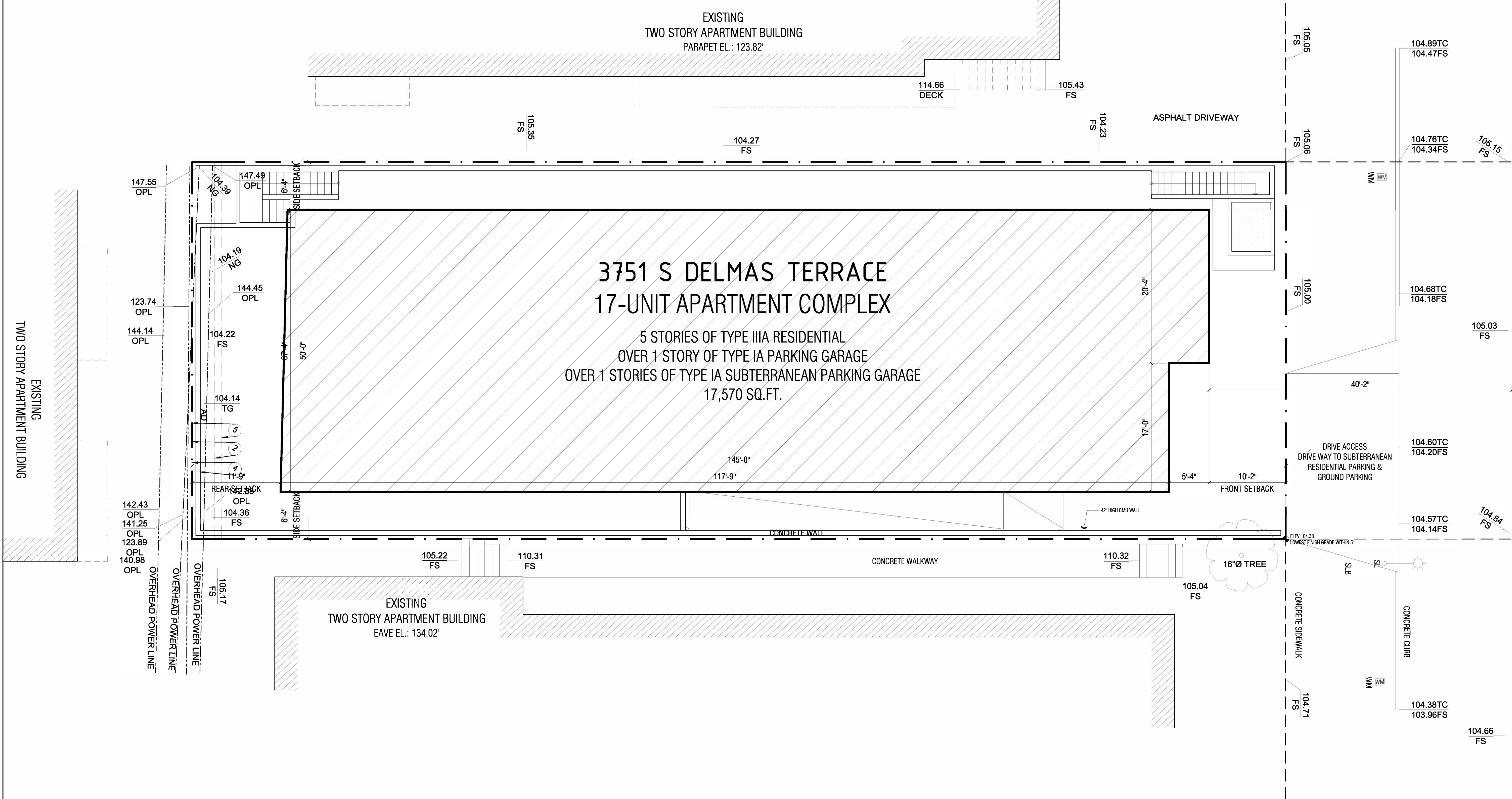
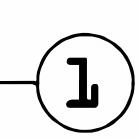
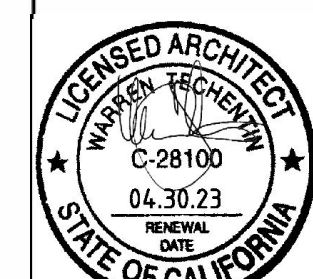


EXHIBIT "A"

Page No. 2 of 19
Case No. DIR-2023-1240-TOC-VHCA

SITE PLAN
5/32" = 1'-0"





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| Revision | Description |

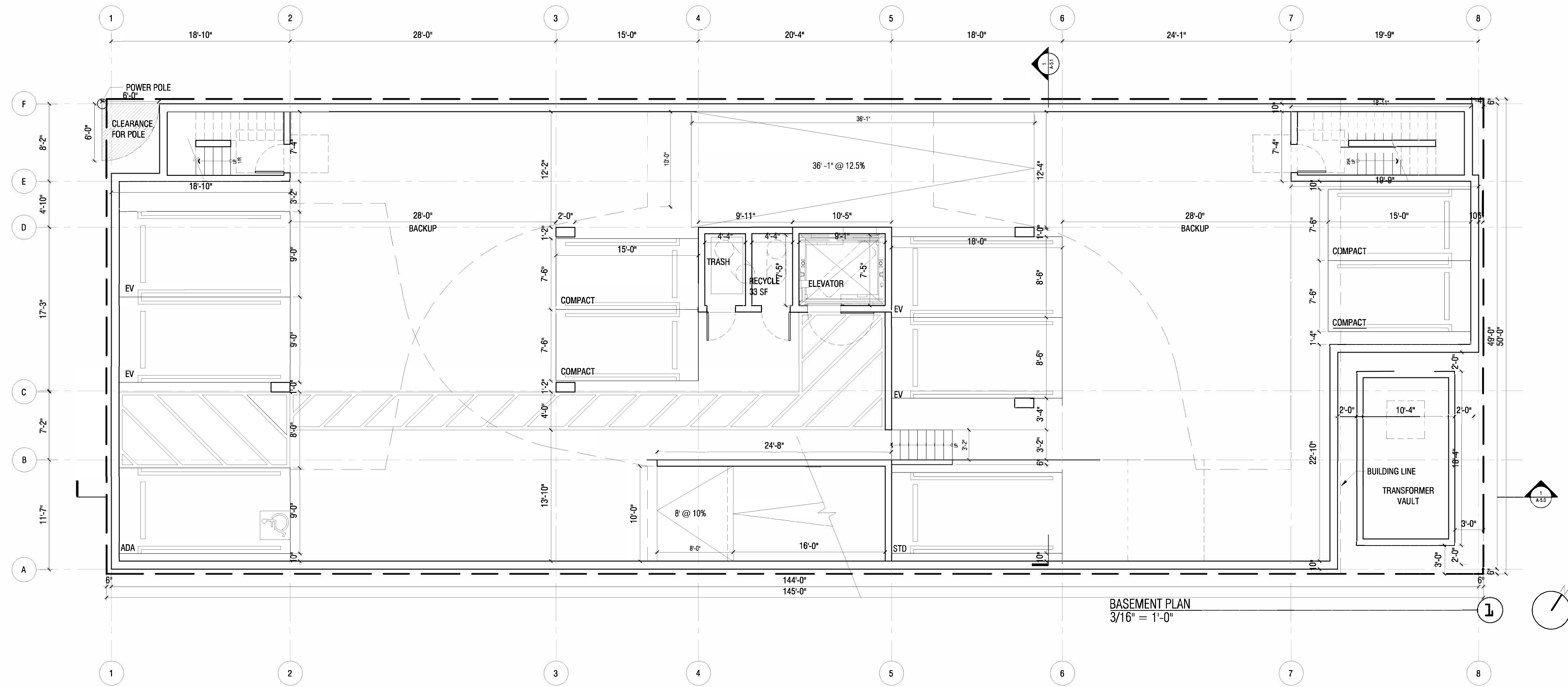
CULVER CITY APARTMENTS
 3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

PLANS

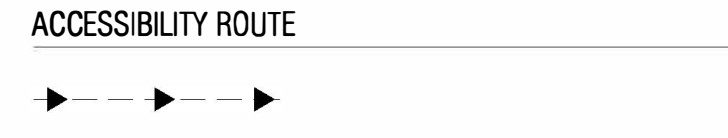
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AS NOTED



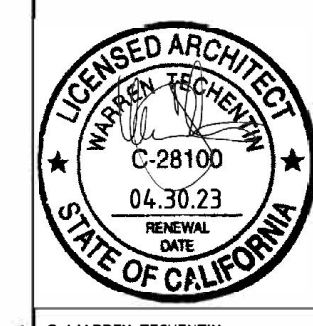
- PARKING NOTES**
- DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 A5, CHART NO. 5. SEE 18/A-9.8.
 - THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. FOR THE FUTURE INSTALLATION OF THE EVSE, A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
 - THE SURFACE SLOPE FOR EVCS AND THE AISLE SHALL NOT EXCEED 2.083% SLOPE ON ANY DIRECTION.
 - THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSE AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
 - EV CHARGING STATION IS AVAILABLE FOR USE BY ALL RESIDENTS.
 - PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE:
 - A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHOD(S), WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR THE ELECTRICAL CHARGING SYSTEM. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL ELECTRIC VEHICLES AT THEIR FULL RATED AMPERAGE

- WALL LEGEND:**
- CMU WALL, PER. STRUCTURAL 3 HR, PER. DETAIL 7/A-9.0
 - CONCRETE WALL, PER. STRUCTURAL 3 HR, DETAIL 6/A-9.0
 - 1 HR METAL STUD INTERIOR WALL, PER DETAIL 19/A-9.2



- SYMBOL LEGEND**
- | | | |
|--|---|---|
| DD DECK DRAIN | SP COMBINATION STANDPIPE | 18" SOFFIT AND WATER CURTAIN AT EACH WINDOW & OPENING |
| OS OVERFLOW SCUPPER, SEE 18/ A 9.4 | PD PLANTER DRAIN | 8'-2" CLR HEIGHT TO VAN ACCESSIBLE PARKING STALLS |
| EXIT EXIT SIGN | DS DOWNSPOUT | EP ELECTRICAL PANEL |
| S HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP @ CEILING ABOVE | PH PANIC HARDWARE | AD AREA DRAIN @ PARKING |
| CD HARDWIRED COMBINATION SMOKE DETECTOR & CARBON MONOXIDE DETECTOR | FDC FIRE DEPARTMENT CONNECTION | ROOF TIE BACK ANCHOR SEE DETAIL 17 / A-9.3 |
| X WINDOW TYPE | FACP FIRE ALARM CONTROL PANEL | SMART THERMOSTAT PER A-1.13 |
| # DOOR TYPE | EXH FAN, ENERGY STAR RATED, WITH HUMIDITY CONTROL AND DUCTED TO TERMINATE DIRECTLY TO THE OUTDOORS. (4.506.1) | ENERGY STAR REFRIGERATOR PER A-1.13 |
| ← DIRECTION OF DRAINAGE SLOPE @ 2% MIN. | | ENERGY STAR DISHWASHER PER A-1.13 |

EXHIBIT "A"
 Page No. 3 of 19
 Case No. DIR-2023-1240-TOC-VHCA



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| Revised by | Checked by |
| Date | |
| Revision | Description |

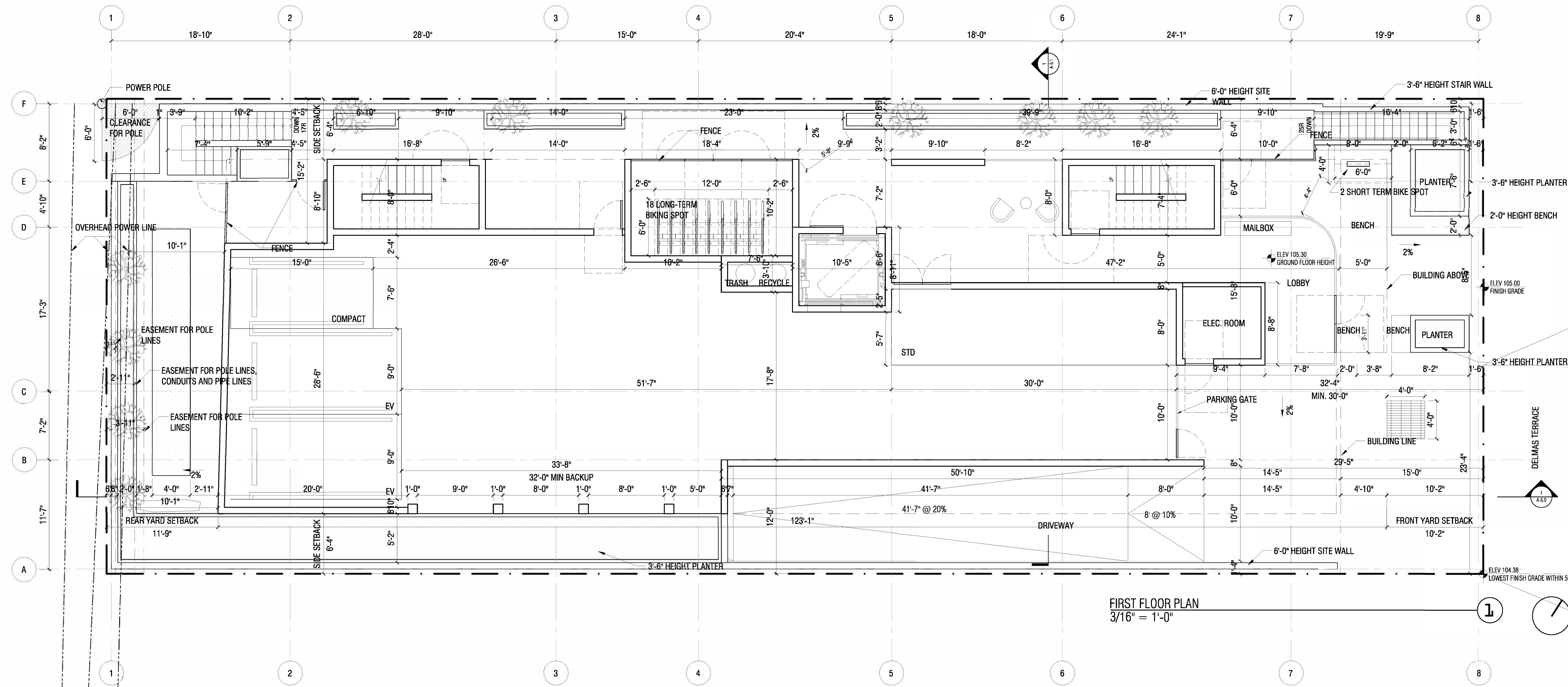
CULVER CITY APARTMENTS
 3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

PLANS

A-3.1

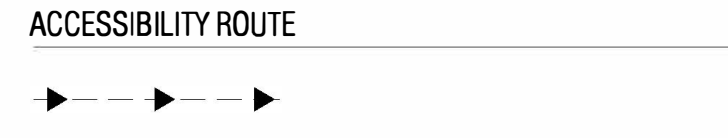
AS NOTED



FIRST FLOOR PLAN
 3/16" = 1'-0"

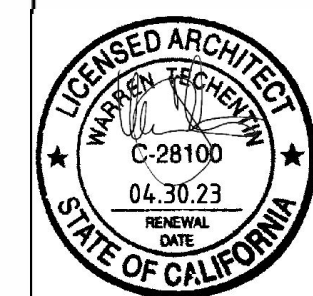
- PARKING NOTES**
- DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 AS, CHART NO. 5, SEE 18/A-9.8.
 - THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT, FOR THE FUTURE INSTALLATION OF THE EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
 - THE SURFACE SLOPE FOR EVCS AND THE AISLE SHALL NOT EXCEED 2.083% SLOPE ON ANY DIRECTION.
 - THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSE AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
 - EV CHARGING STATION IS AVAILABLE FOR USE BY ALL RESIDENTS.
 - PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE:
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- WALL LEGEND:**
- CMU WALL, PER. STRUCTURAL 3 HR, PER DETAIL 7/A-9.0
 - CONCRETE WALL, PER. STRUCTURAL 3 HR, DETAIL 6/A-9.0
 - 1 HR METAL STUD INTERIOR WALL, PER DETAIL 19/A-9.2



- SYMBOL LEGEND**
- | | | |
|--|---|---|
| DD DECK DRAIN | SP COMBINATION STANDPIPE | 18" SOFFIT AND WATER CURTAIN AT EACH WINDOW & OPENING |
| OS OVERFLOW SCUPPER, SEE 18/A-9.4 | PD PLANTER DRAIN | 8'-2" CLR HEIGHT TO VAN ACCESSIBLE PARKING STALLS |
| SC EXIT SIGN | DS DOWNSPOUT | EP ELECTRICAL PANEL |
| S HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP @ CEILING ABOVE | PH PANIC HARDWARE | AD AREA DRAIN @ PARKING |
| CD HARDWIRED COMBINATION SMOKE DETECTOR & CARBON MONOXIDE DETECTOR | FDC FIRE DEPARTMENT CONNECTION | ROOF TIE BACK ANCHOR SEE DETAIL 17/A-9.3 |
| X WINDOW TYPE | FACP FIRE ALARM CONTROL PANEL | SMART THERMOSTAT PER A-1.13 |
| # DOOR TYPE | EXF EXHAUST FAN, ENERGY STAR RATED, WITH HUMIDITY CONTROL AND DUCTED TO TERMINATE DIRECTLY TO THE OUTDOORS. (4.506.1) | REF. ENERGY STAR REFRIGERATOR PER A-1.13 |
| ← DIRECTION OF DRAINAGE SLOPE @ 2% MIN. | | DW ENERGY STAR DISHWASHER PER A-1.13 |

EXHIBIT "A"
 Page No. 4 of 19
 Case No. DIR-2023-1240-TOC-VHCA



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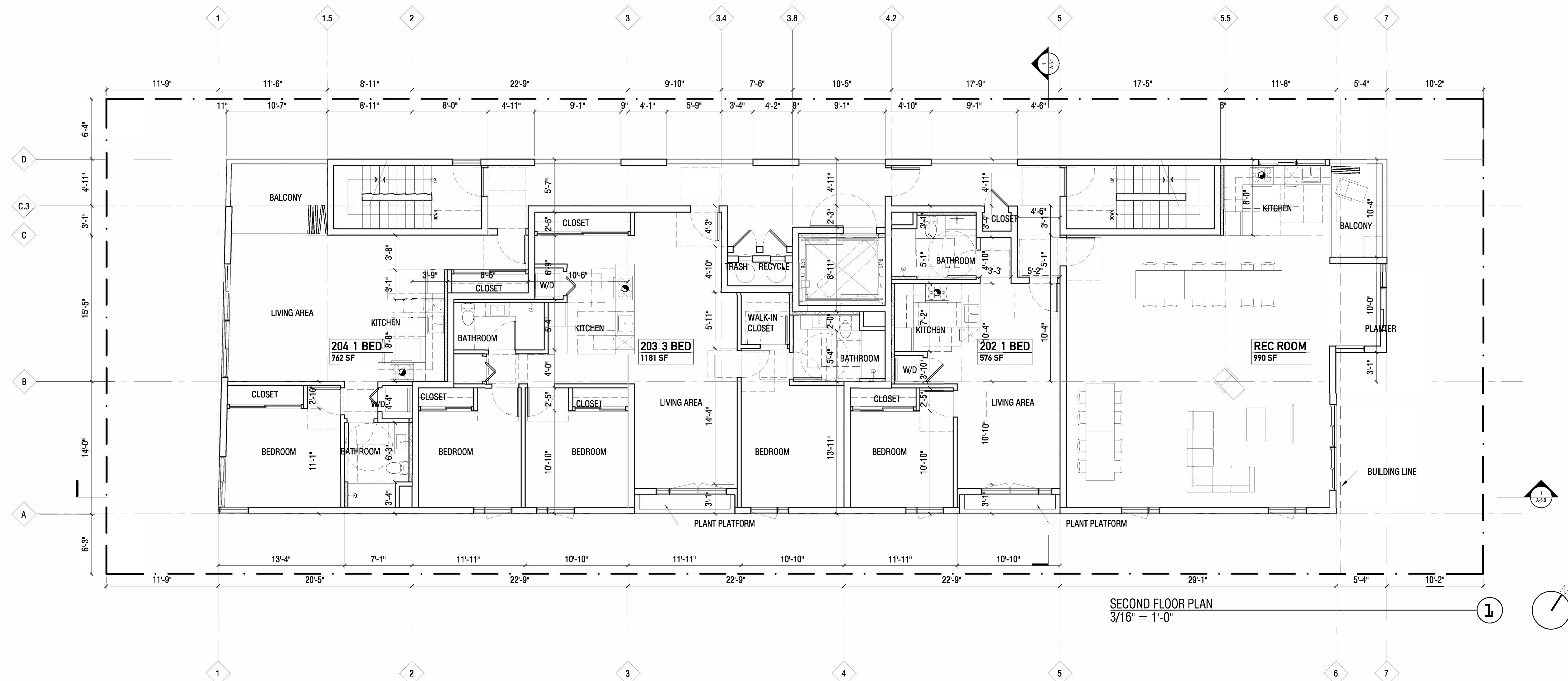
CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

PLANS

A-3.2

AS NOTED



SECOND FLOOR PLAN
3/16" = 1'-0"

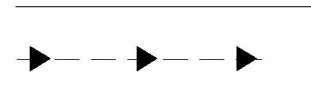
EXTERIOR WALL / FIRE TREATED LUMBER

- ALL EXTERIOR STUDS, PLATES, PARAPETS, RM JOIST AND PLYWOOD WITHIN 4" OF THE EXTERIOR WALL SHALL BE FIRE-TREATED.
- FIRE-TREATED PLYWOOD SHALL BE PER CITY OF LOS ANGELES RR NO. 25150.
- ONLY GALVANIZED NAILS ARE ALLOWED IN FIRE-TREATED PLYWOOD.
- SHEAR WALLS AND BEARING WALLS SHALL NOT BE COMBINED WITH PLUMBING WALLS.
- FIRE PARTITIONS AND SMOKE BARRIERS SHALL BE CONTINUOUS TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING AND PASSING THROUGH ANY CONCEALED SPACES OR ATTIC AREAS.

NOTES

- ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD, U.O.N
- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
- SEE SHEET A-9.8 FOR SINGLE & DOUBLE TIER BIKE RACK NOTES. DTL. 4, 5, 7 & 8/A-9.8 FOR SPECS WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
- LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
- ALL TRASH BINS SHALL BE COVERED.
- RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.
- THE SOLAR ZONE SHALL BE FREE OF OBSTRUCTIONS AND BE SET BACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO VENTS, CHIMNEYS, AND EQUIPMENT.
- ALL ROOF RUNOFF TO DRAIN TO BMP DEVICE PER LID PLANS.
- DECK MATERIAL RR-25261, REFER TO SHEET A-1.4A FOR REPORT. FOR ROOF ASSEMBLY AND SRTHERMAL EMITTANCE REFER TO SHEET A-1.5B
- INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. IN ADDITION, PROVIDE DETAILS SHOWING APPLICATION IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.9

ACCESSIBILITY ROUTE



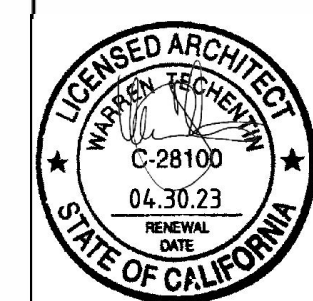
WALL LEGEND:

- INTERIOR WALL, PER DETAIL 2/A-9.2
- INTERIOR WALL, PER DETAIL 9/A-9.2
- PLUMBING WALL, PER DETAIL 10/A-9.2
- 1 HR RATED PARTY WALL, PER DETAIL 9/A-9.2 MUST MEET SOUND TRANSMISSION CLASS OF STC 50 OR BETTER
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- 2 HR RATED EXTERIOR BEARING WALL, PER DETAIL 8/A-9.2 FIRE RETARDANT TREATED FRAMING. SEE NOTES.
- 2 HR RATED FIRE BARRIER WALL, PER DETAIL 6,7/A-9.2. FIRE RETARDANT TREATED FRAMING. SEE NOTES.
- 1 HR RATED EXTERIOR NON-BEARING WALL PER DETAIL 5/A-9.2. FIRE RETARDANT TREATED FRAMING.

SYMBOL LEGEND

- DD DECK DRAIN
- SC OVERFLOW SCUPPER, SEE 18/A 9.4
- EXIT EXIT SIGN
- S HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP @ CEILING ABOVE
- CO HARDWIRED COMBINATION SMOKE DETECTOR & CARBON MONOXIDE DETECTOR
- X WINDOW TYPE
- # DOOR TYPE
- ← DIRECTION OF DRAINAGE SLOPE @ 2% MIN.
- SP COMBINATION STANDPIPE
- PD PLANTER DRAIN
- DS DOWNSPOUT
- PH PANIC HARDWARE
- FDC FIRE DEPARTMENT CONNECTION
- FACP FIRE ALARM CONTROL PANEL
- EXHAUST FAN, ENERGY STAR RATED, WITH HUMIDITY CONTROL AND DUCTED TO TERMINATE DIRECTLY TO THE OUTDOORS. (4.506.1)
- 18" SOFFIT AND WATER CURTAIN AT EACH WINDOW & OPENING
- 8'-2" CLR HEIGHT TO VAN ACCESSIBLE PARKING STALLS
- EP ELECTRICAL PANEL
- AD AREA DRAIN @ PARKING
- REF. ROOF TIE BACK ANCHOR SEE DETAIL 17 / A-9.3 SMART THERMOSTAT PER A-1.13 ENERGY STAR REFRIGERATOR PER A-1.13 ENERGY STAR DISHWASHER PER A-1.13

EXHIBIT "A"
Page No. 5 of 19
Case No. DJR-2023-1240-TOC-VHCA-



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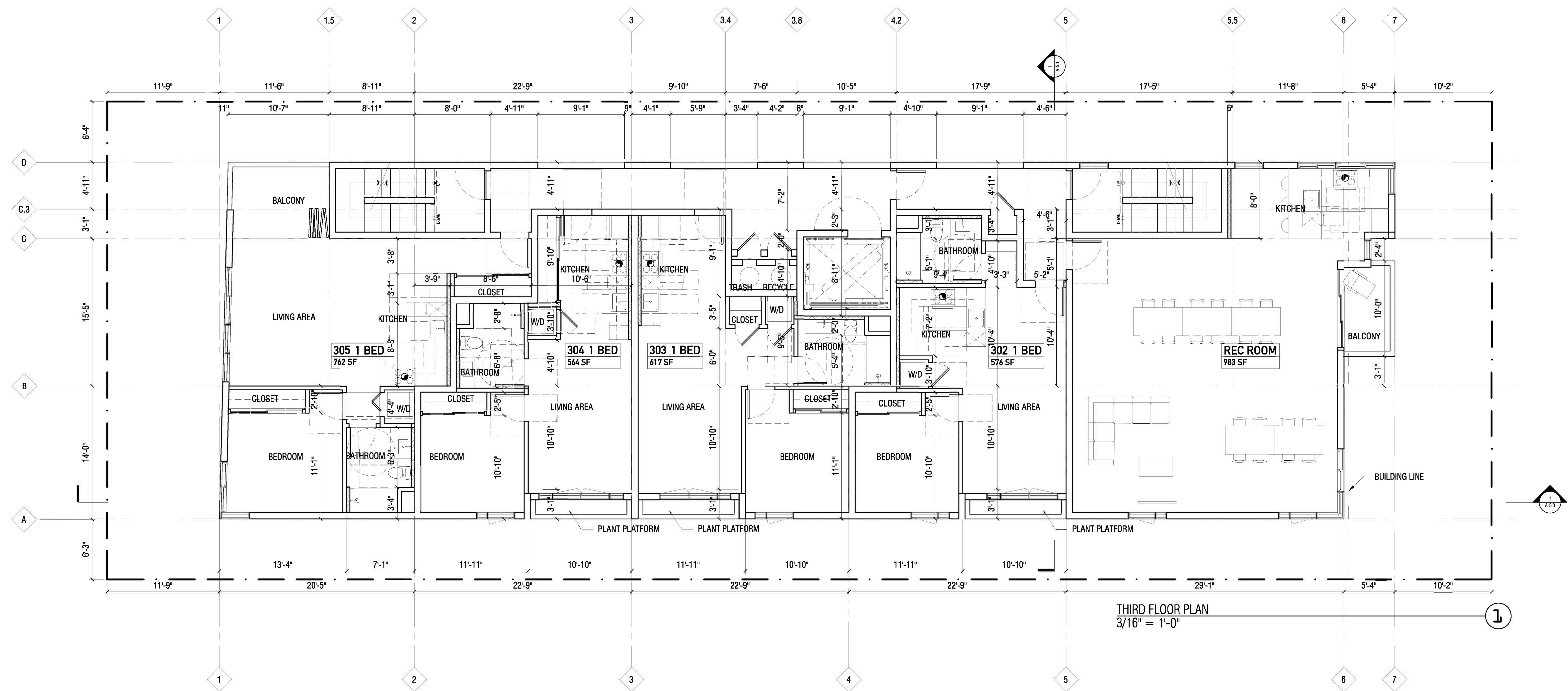
CULVER CITY APARTMENTS
 3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

PLANS

A-3.3

AS NOTED



THIRD FLOOR PLAN
 3/16" = 1'-0"

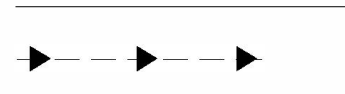
EXTERIOR WALL / FIRE TREATED LUMBER

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- SHEAR WALLS AND BEARING WALLS SHALL NOT BE COMBINED WITH PLUMBING WALLS.
- FIRE PARTITIONS AND SMOKE BARRIERS SHALL BE CONTINUOUS TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING AND PASSING THROUGH ANY CONCEALED SPACES OR ATTIC AREAS.

NOTES

- ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD, U.O.N
- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
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- DECK MATERIAL RR-25261, REFER TO SHEET A-1.4A FOR REPORT, FOR ROOF ASSEMBLY AND SRTHERMAL EMITTANCE REFER TO SHEET A-1.5B
- INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. IN ADDITION, PROVIDE DETAILS SHOWING APPLICATION IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.9

ACCESSIBILITY ROUTE



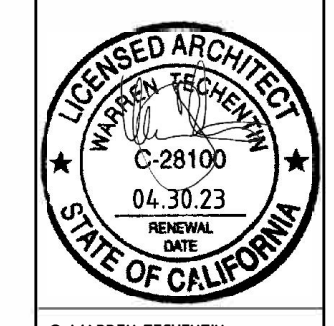
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- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP @ CEILING ABOVE
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- ENERGY STAR DISHWASHER PER A-1.13

EXHIBIT "A"
 Page No. 6 of 19
 Case No. DIR-2023-1240-TOC-VHCA



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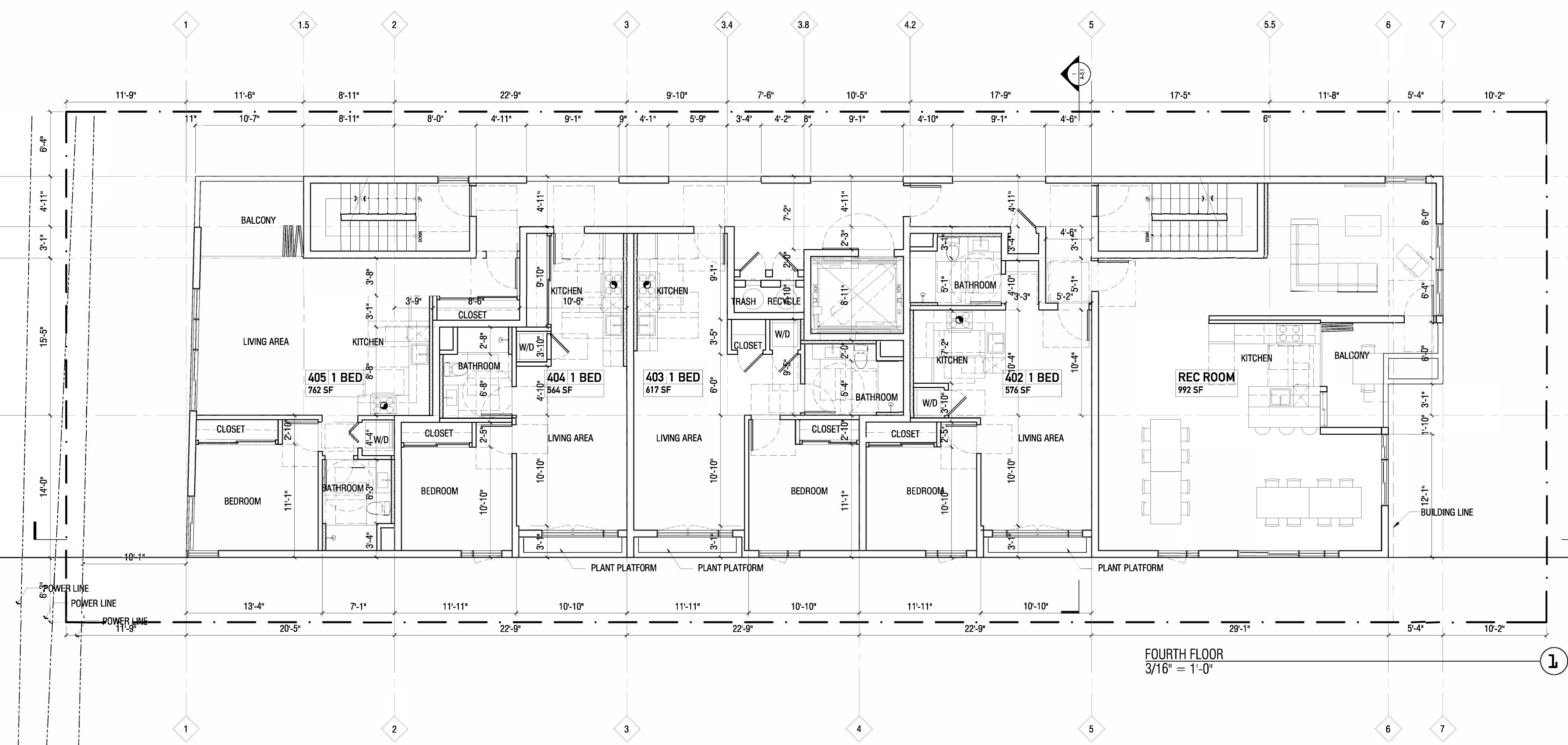
CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

PLANS

A-3.4

AS NOTED



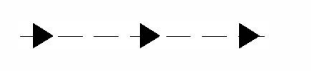
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ACCESSIBILITY ROUTE



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SYMBOL LEGEND

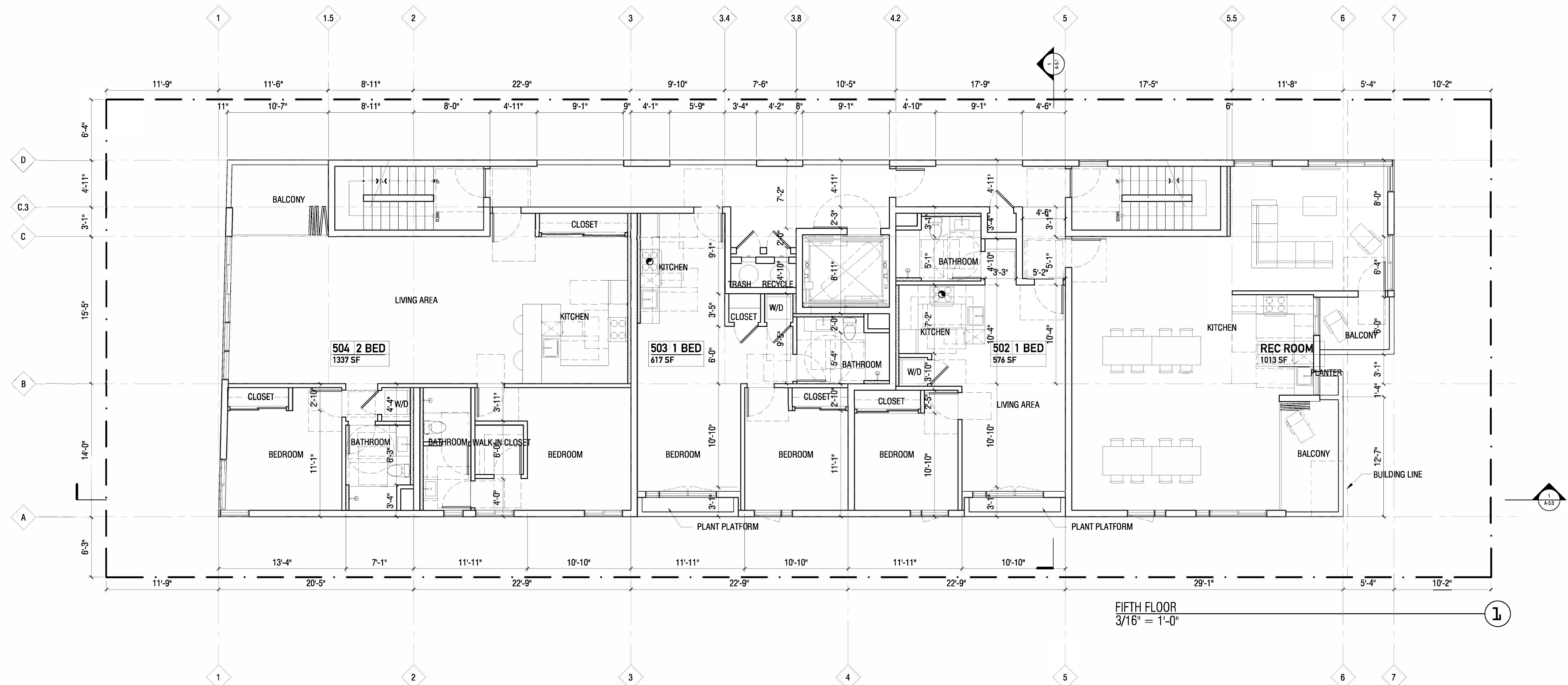
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EXHIBIT "A"
Page No. 7 of 19
Case No. DIR-2023-1240-TOC-VHCA



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FIFTH FLOOR
3/16" = 1'-0"

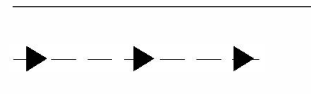
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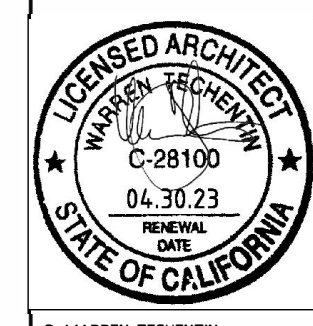
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EXHIBIT "A"
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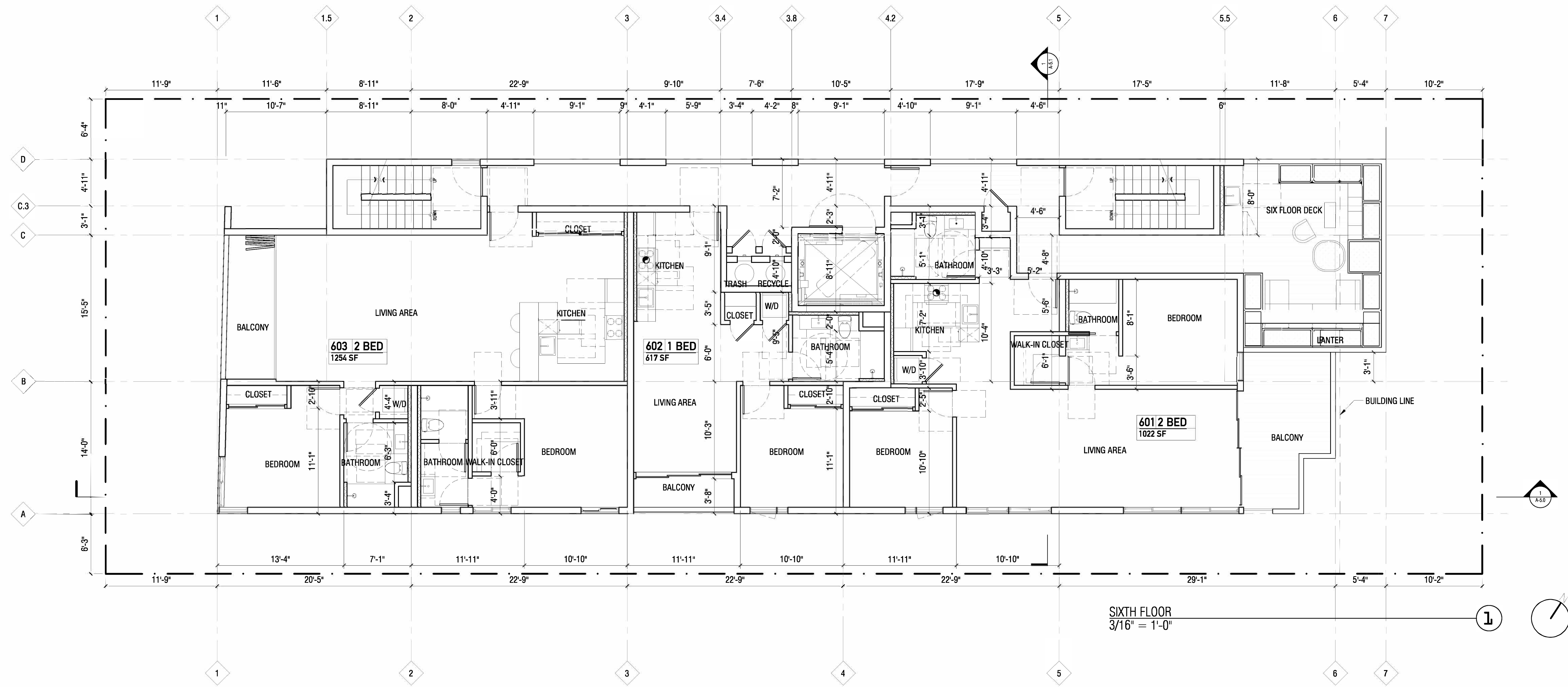
CULVER CITY APARTMENTS
 3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

PLANS

A-3.6

AS NOTED



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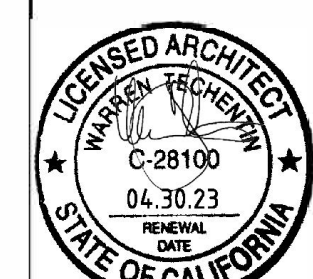
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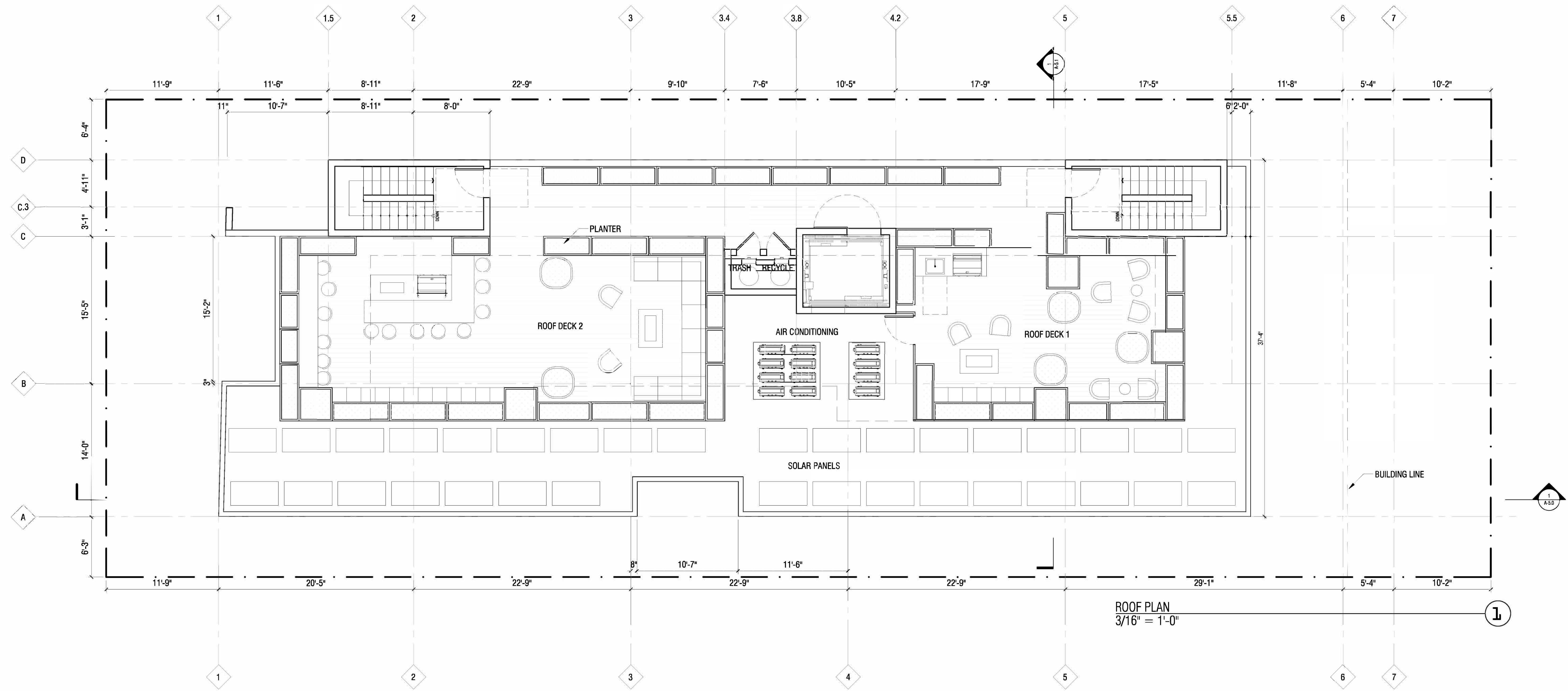
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ROOF PLAN
 3/16" = 1'-0"

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- ONLY GALVANIZED NAILS ARE ALLOWED IN FIRE-TREATED PLYWOOD.
- SHEAR WALLS AND BEARING WALLS SHALL NOT BE COMBINED WITH PLUMBING WALLS.
- FIRE PARTITIONS AND SMOKE BARRIERS SHALL BE CONTINUOUS TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING AND PASSING THROUGH ANY CONCEALED SPACES OR ATTIC AREAS.

NOTES

- ALL INTERIOR FINISH MATERIALS TO BE GYPSUM WALL BOARD, U.O.N
- PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.
- SEE SHEET A-9.8 FOR SINGLE & DOUBLE TIER BIKE RACK NOTES. DTL. 4, 5, 7 & 8 / A-9.8 FOR SPECS WASHER AND DRYER TO BE FRONT LOADED OR PROVIDE ASSISTIVE DEVICE.
- LADWP WATER SUB-METER TO BE LOCATED INSIDE THE WASHER / DRYER ROOM OF EACH UNIT.
- ALL TRASH BINS SHALL BE COVERED.
- RECYCLING CHUTES SHALL BE CLEARLY MARKED "RECYCLING ONLY" AT EVERY POINT OF ENTRY.
- THE SOLAR ZONE SHALL BE FREE OF OBSTRUCTIONS AND BE SET BACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO VENTS, CHIMNEYS, AND EQUIPMENT.
- ALL ROOF RUNOFF TO DRAIN TO BMP DEVICE PER LID PLANS.
- DECK MATERIAL RR-25261, REFER TO SHEET A-1.4A FOR REPORT. FOR ROOF ASSEMBLY AND SRV/THERMAL EMITTANCE REFER TO SHEET A-1.5B
- INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. IN ADDITION, PROVIDE DETAILS SHOWING APPLICATION IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.9

ACCESSIBILITY ROUTE



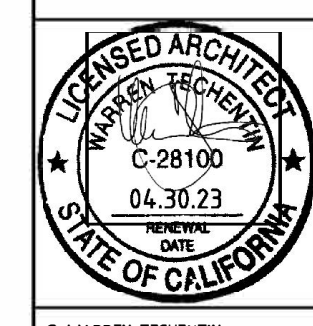
WALL LEGEND:

- INTERIOR WALL, PER DETAIL 2/A-9.2
- INTERIOR WALL, PER DETAIL 9/A-9.2
- PLUMBING WALL PER DETAIL 10/A-9.2
- 1 HR RATED PARTY WALL, PER DETAIL 9/A-9.2 MUST MEET SOUND TRANSMISSION CLASS OF STC 50 OR BETTER
- 1 HR RATED CORRIDOR FIRE PARTITION WALL, PER DETAIL 5/A-9.2 MUST MEET SOUND TRANSMISSION CLASS OF STC 50 OR BETTER. FIRE RETARDANT TREATED FRAMING. SEE NOTES.
- 2 HR RATED EXTERIOR BEARING WALL, PER DETAIL 8/A-9.2 FIRE RETARDANT TREATED FRAMING. SEE NOTES.
- 2 HR RATED FIRE BARRIER WALL, PER DETAIL 6.7/A-9.2. FIRE RETARDANT TREATED FRAMING. SEE NOTES.
- 1 HR RATED EXTERIOR NON-BEARING WALL PER DETAIL 5/A-9.2. FIRE RETARDANT TREATED FRAMING.

SYMBOL LEGEND

- DD DECK DRAIN
- OF OVERFLOW SCUPPER, SEE 18/A-9.4
- SC EXIT SIGN
- S HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP @ CEILING ABOVE
- CO HARDWIRED COMBINATION SMOKE DETECTOR & CARBON MONOXIDE DETECTOR
- X WINDOW TYPE
- # DOOR TYPE
- < DIRECTION OF DRAINAGE SLOPE @ 2% MIN.
- SP COMBINATION STANDPIPE
- PD PLANTER DRAIN
- DS DOWNSPOUT
- PH PANIC HARDWARE
- FDC FIRE DEPARTMENT CONNECTION
- FACP FIRE ALARM CONTROL PANEL
- EXH EXHAUST FAN, ENERGY STAR RATED, WITH HUMIDITY CONTROL AND DUCTED TO TERMINATE DIRECTLY TO THE OUTDOORS. (4.506.1)
- 18" SOFFIT AND WATER CURTAIN AT EACH WINDOW & OPENING
- 8'-2" CLR HEIGHT TO VAN ACCESSIBLE PARKING STALLS
- EP ELECTRICAL PANEL
- AD AREA DRAIN @ PARKING
- ROOF TIE BACK ANCHOR SEE DETAIL 17 / A-9.3
- SMART THERMOSTAT PER A-1.13
- ENERGY STAR REFRIGERATOR PER A-1.13
- ENERGY STAR DISHWASHER PER A-1.13

EXHIBIT "A"
 Page No. 10 of 19
 Case No. DIR-2023-1240-TOC-VHCA



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| Revision | Description | Date | Drawn By | Checked By |
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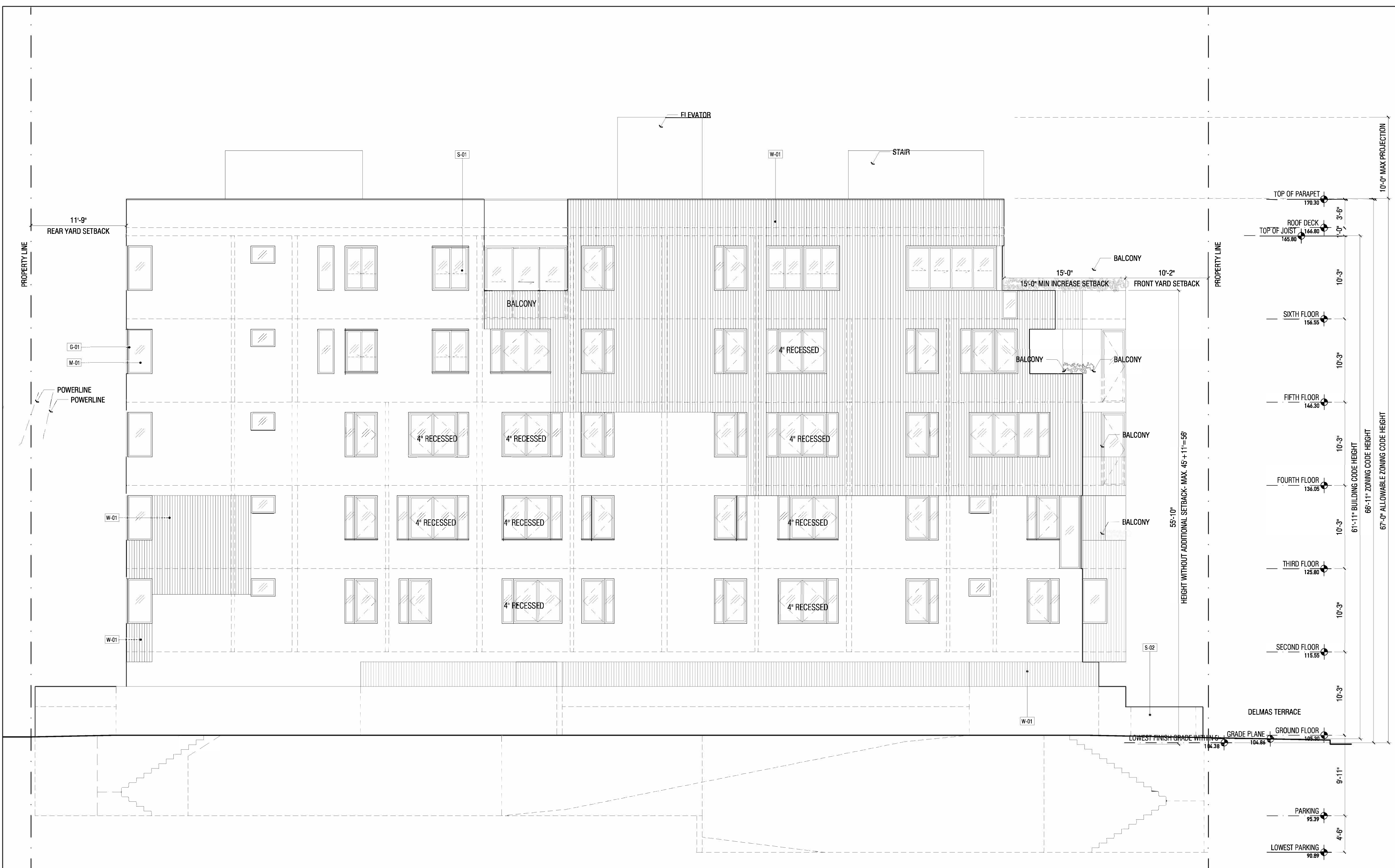
CULVER CITY APARTMENTS
 3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

ELEVATIONS

A-4.0

AS NOTED



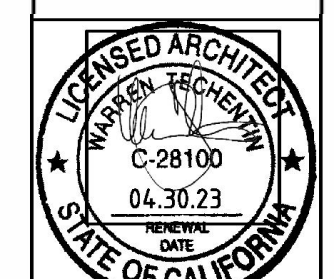
*OTHERWISE NOTED, ALL WINDOWS ARE 2" RECESSED FROM THE EXTERIOR WALL.

| FINISH SCHEDULE | |
|-----------------|----------------------------|
| S-01 | STUCCO (WHITE) |
| S-02 | STUCCO (GREY) |
| W-01 | WOOD |
| M-01 | ANODIZED ALUMINUM (SILVER) |
| G-01 | GLASS |

EXHIBIT "A"
 Page No. 11 of 19
 Case No. DIR-2023-1240-TOC-VHCA

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

1



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CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

ELEVATIONS

A-4.1

AS NOTED



*OTHERWISE NOTED, ALL WINDOWS ARE 2" RECESSED FROM THE EXTERIOR WALL.

| FINISH SCHEDULE | |
|-----------------|----------------------------|
| S-01 | STUCCO (WHITE) |
| S-02 | STUCCO (GREY) |
| W-01 | WOOD |
| M-01 | ANODIZED ALUMINUM (SILVER) |
| G-01 | GLASS |

EXHIBIT "A"
Page No. 12 of 19
Case No. DIR-2023-1240-TOC-VHCA

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

1



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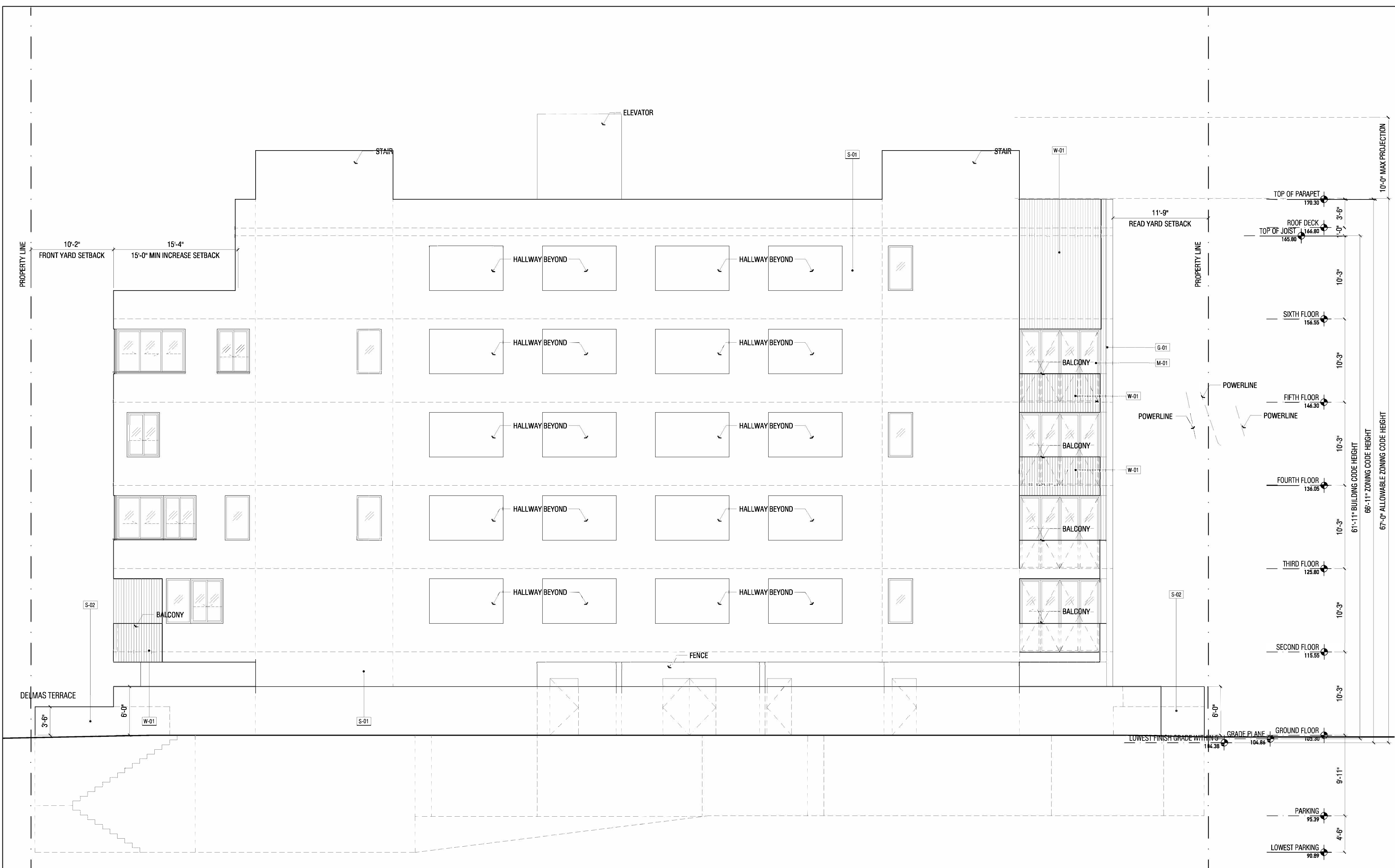
CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

ELEVATIONS

A-4.2

AS NOTED



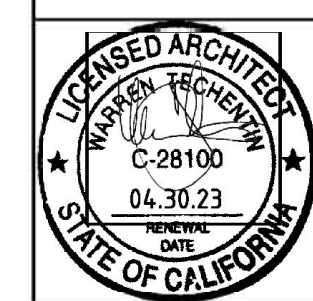
*OTHERWISE NOTED, ALL WINDOWS ARE 2" RECESSED FROM THE EXTERIOR WALL.

| FINISH SCHEDULE | |
|-----------------|----------------------------|
| S-01 | STUCCO (WHITE) |
| S-02 | STUCCO (GREY) |
| W-01 | WOOD |
| M-01 | ANODIZED ALUMINUM (SILVER) |
| G-01 | GLASS |

EXHIBIT "A"
Page No. 13 of 19
Case No. DIR-2023-1240-TOC-VHCA

NORTH ELEVATION
3/16" = 1'-0"

1



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CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

ELEVATIONS

A-4.3

AS NOTED



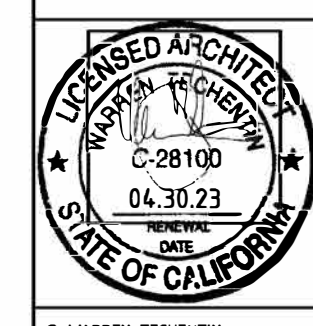
*OTHERWISE NOTED, ALL WINDOWS ARE 2" RECESSED FROM THE EXTERIOR WALL.

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| S-01 | STUCCO (WHITE) |
| S-02 | STUCCO (GREY) |
| W-01 | WOOD |
| M-01 | ANODIZED ALUMINUM (SILVER) |
| G-01 | GLASS |

EXHIBIT "A"
Page No. 14 of 19
Case No. DIR-2023-1240-TOC-VHCA

WEST ELEVATION
3/16" = 1'-0"

1



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CULVER CITY APARTMENTS
3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

SECTIONS

A-5.0

AS NOTED

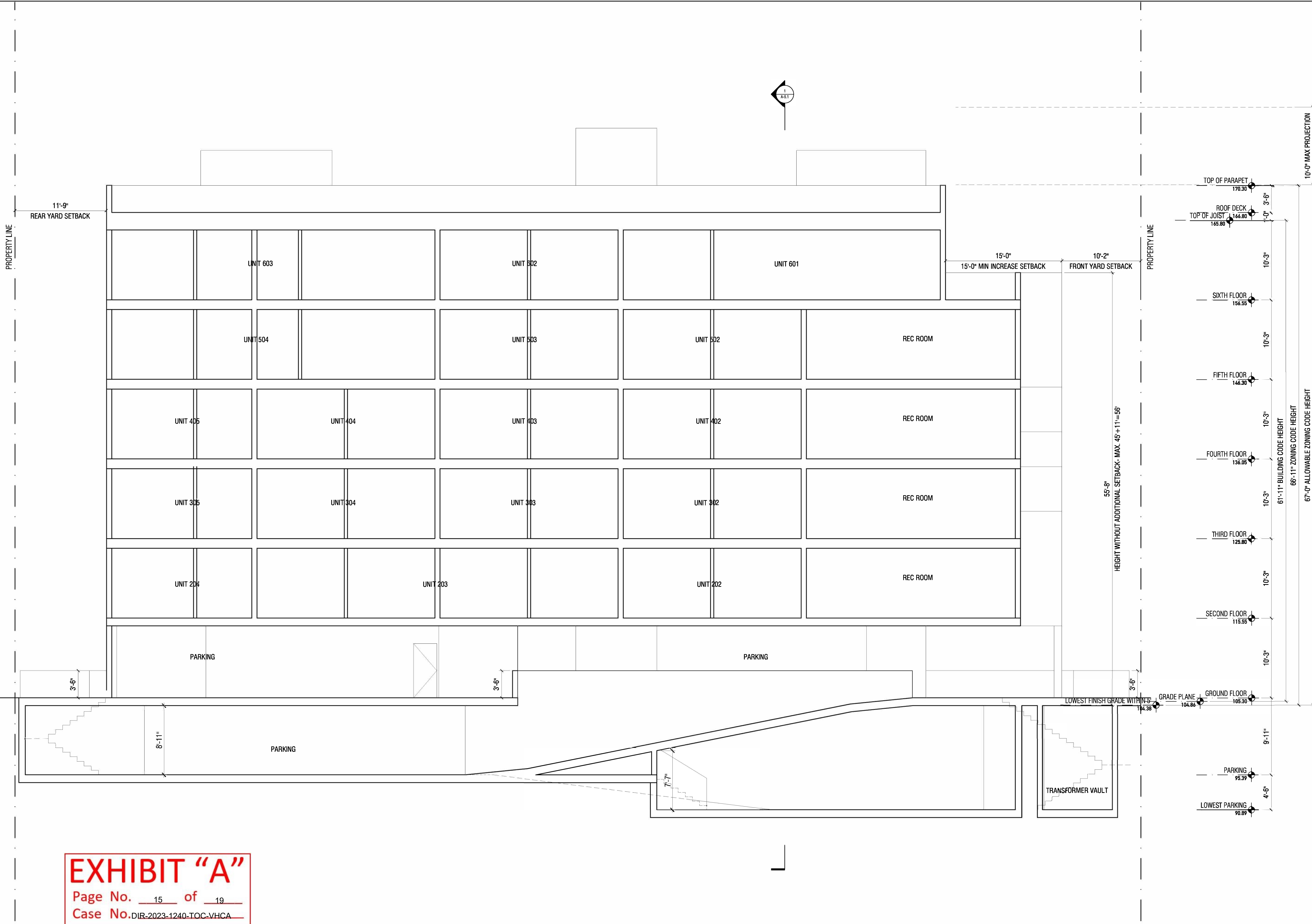
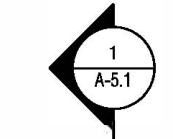
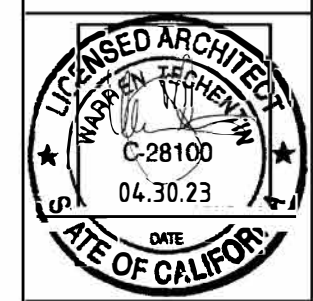


EXHIBIT "A"
Page No. 15 of 19
Case No. DIR-2023-1240-TOC-VHCA

E-W SECTION
3/16" = 1'-0"

1



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CULVER CITY APARTMENTS
 3751 Delmas Terrace, Los Angeles, CA 90034

13 Jun 2023

SECTIONS

A-5.1

AS NOTED



N-S SECTION
 $3/16" = 1'-0"$

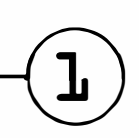
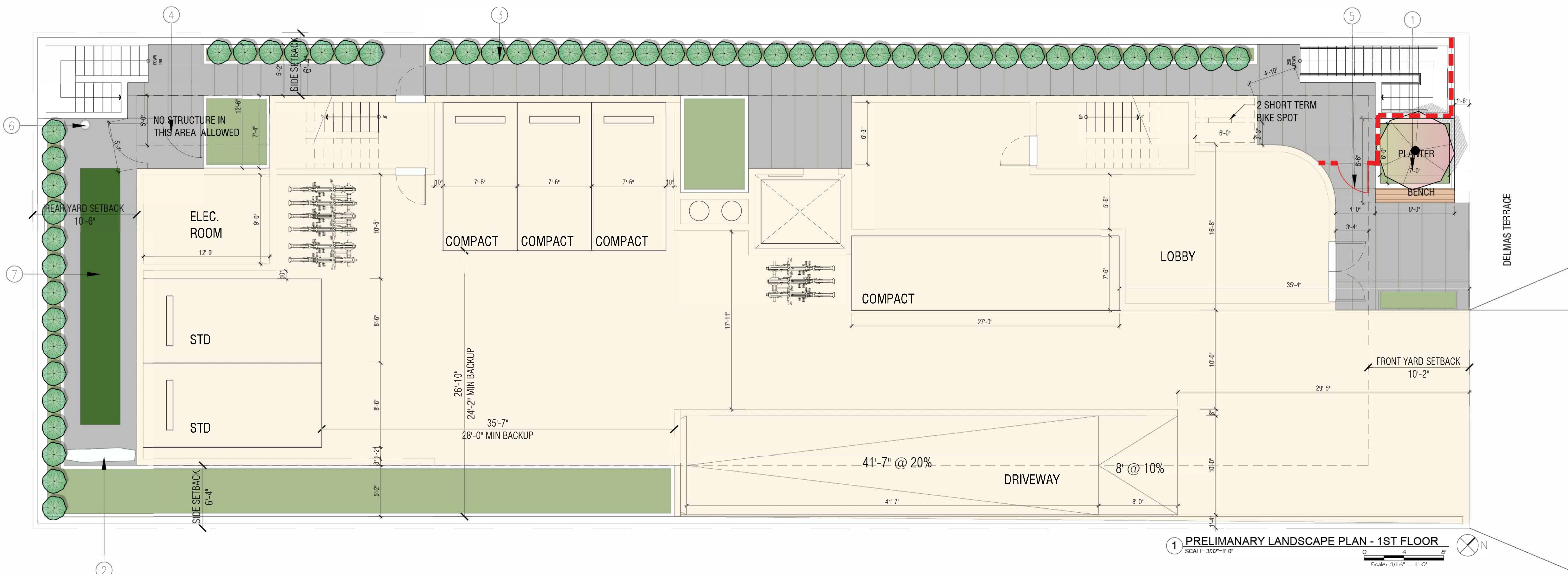
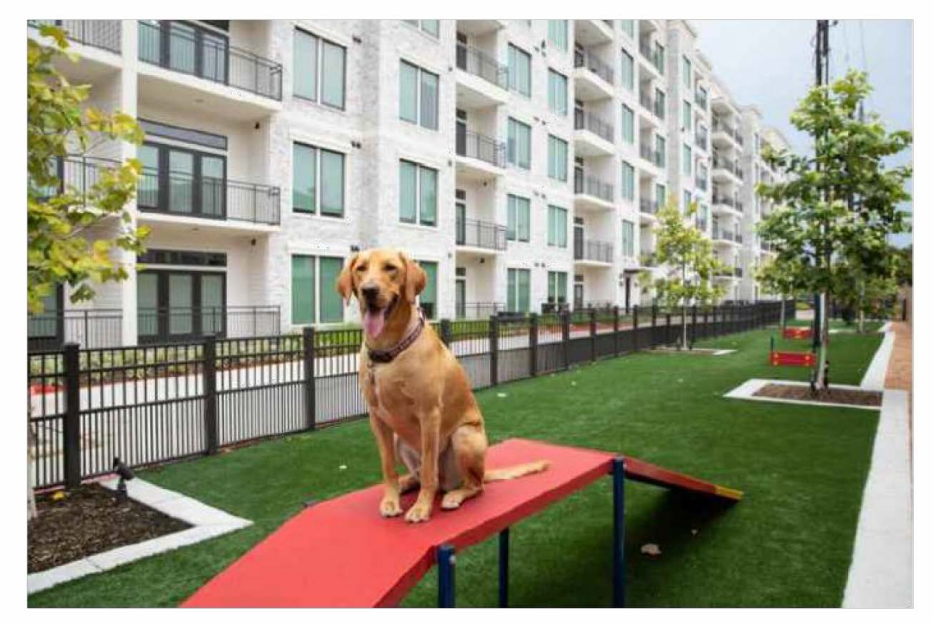


EXHIBIT "A"
 Page No. 16 of 19
 Case No. DIR-2023-1240-TOC-VHCA



1 PRELIMINARY LANDSCAPE PLAN - 1ST FLOOR
SCALE: 3/32" = 1'-0"
Scale: 3/16" = 1'-0"

7. K9 GRASS W/ SPRAY SYSTEM & DRAINAGE



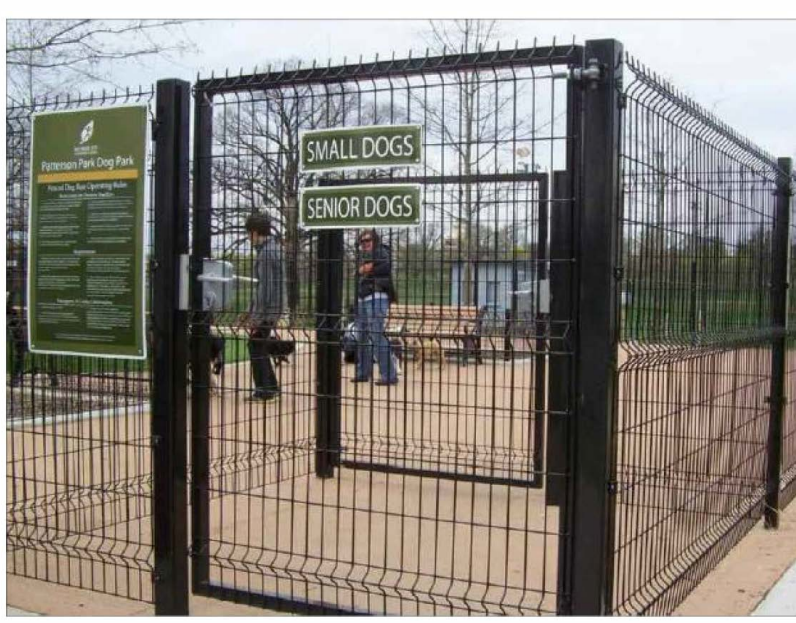
6. DOG BIN



5. GATE & FENCE



4. 3'-6" H. DOG GATE



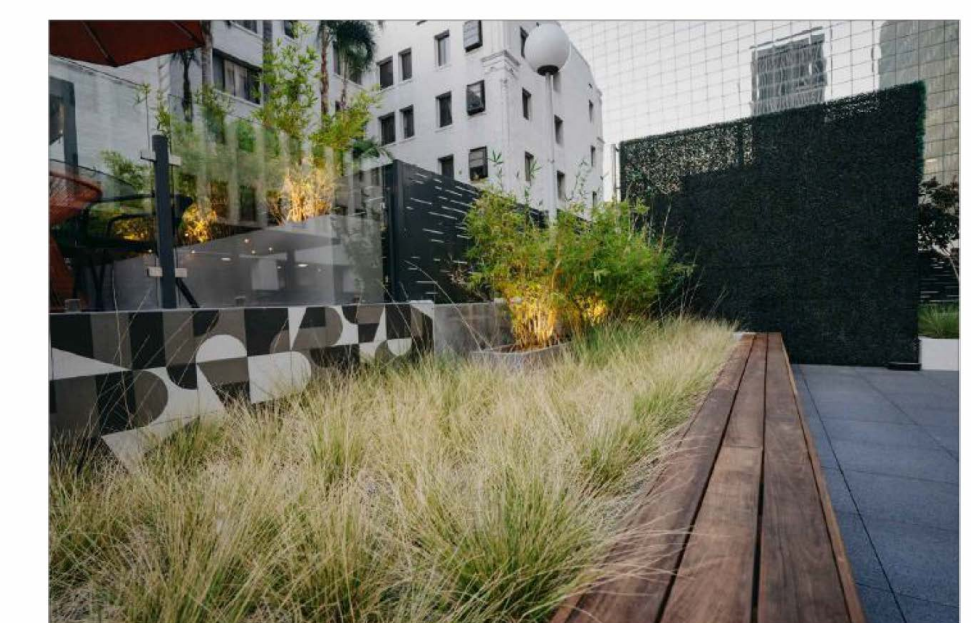
3. SIDEYARD SCREENING PLANTERS



2. OROGAMI BENCH



1. OVER STRUCTURE PLANTER W/ BUILT IN BENCH



KEY NOTES

TREES REQUIRED (LAMC SECTION 12.21.G.2)
24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (17/4)
NUMBER OF TREE REQUIRED: 6 EA (1 PER 4 UNITS)

| | |
|---------------------------|------|
| - FIRST FLOOR: | |
| - ON SITE: | 1 EA |
| - OFF SITE (STREET TREE): | 0 EA |
| | |
| - 6TH FLOOR: | 1 EA |
| - ROOF DECK: | 4 EA |
| TOTAL: | 6 EA |

COMMON OPEN SPACE CALCULATION

| | |
|--|----------|
| COMMON OPEN SPACE PROVIDED: | |
| 6TH FLOOR | 411 SF |
| ROOF DECK | 1,117 SF |
| TOTAL | 1,528 SF |
| LANDSCAPE REQUIRED @ COMMON OPEN SPACE: 382 SF (25%) | |
| LANDSCAPE PROVIDED @ COMMON OPEN SPACE: | |
| 6TH FLOOR | 60 SF |
| ROOF DECK | 385 SF |
| TOTAL | 445 SF |

LANDSCAPE AREA TABULATION

| | |
|--------------|--------|
| FIRST FLOOR: | 533 SF |
| 6TH FLOOR: | 60 SF |
| ROOF DECK: | 385 SF |
| TOTAL: | 978 SF |

PLANTING LEGEND

| TREES | SIZE | QTY |
|--|---------|-----|
| HANDROANTHUS IMPETIGINOSUS PINK TRUMPET TREE | 24" BOX | 1 |
| PODOCARPUS GRACILIOR FERN PINE | 15 GAL. | 54 |



EXHIBIT "A"
Page No. 17 of 19
Case No. DIR-2023-1240-TOC-VHCA

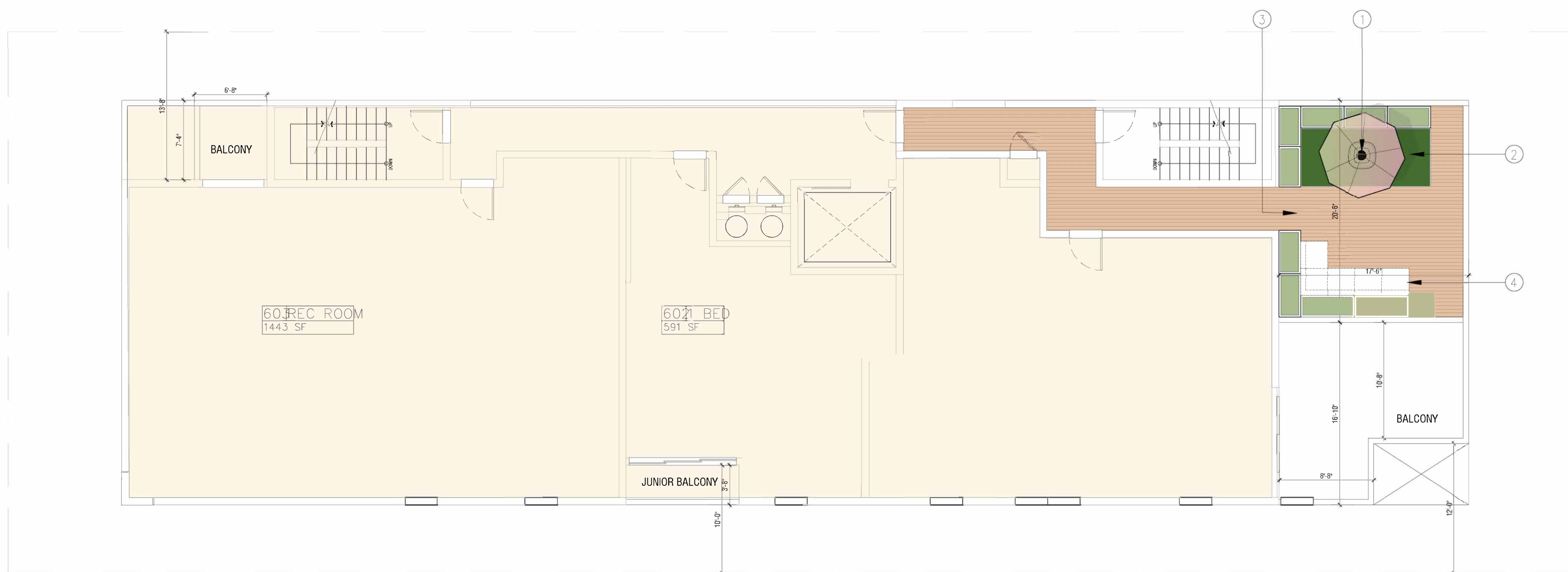
SQLA INC
Landscape Architects

2669 SATURN STREET BREA, CA, 92821
la@sqlainc.com www.sqlainc.com
T. 562-905-0800 (Main)
T. 562-905-0880
T. 213-383-1788 (Studio)

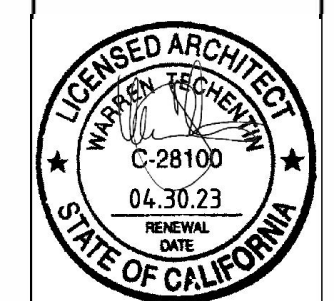
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CULVER CITY APARTMENTS
3751 Delimas Terrace, Los Angeles, CA 90034

13 Jun 2023
LANDSCAPE
L-1.0
AS NOTED



1 PRELIMINARY LANDSCAPE PLAN - 6TH FLOOR
SCALE: 3/32"=1'-0"
Scale: 3/16" = 1'-0"



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KEY NOTES

4. SITTING AREA



3. PEDESTAL WOOD PAVERS



2. GREEN ROOF OVER PEDESTAL PAVERS W/ ALUMINUM EDGING



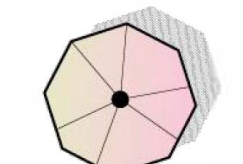
1. SQUARO POT



PLANTING LEGEND

TREES

SIZE QTY



PARKINSONIA MEXICAN PALO VERDE TREE

24" BOX 1



EXHIBIT "A"
Page No. 18 of 19
Case No. DIR-2023-1240-TOC-VHCA

SQLA INC
Landscape Architects

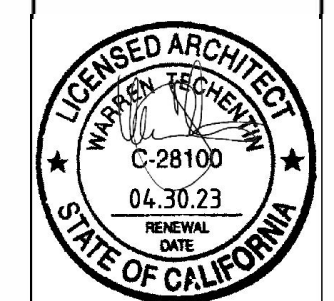
2469 SATURN STREET BREA, CA, 92821
la@sqlainc.com www.sqlainc.com
T. 562-905-0800 (Main)
F. 562-905-0880
T. 213-383-1788 (Studio)

13 Jun 2023

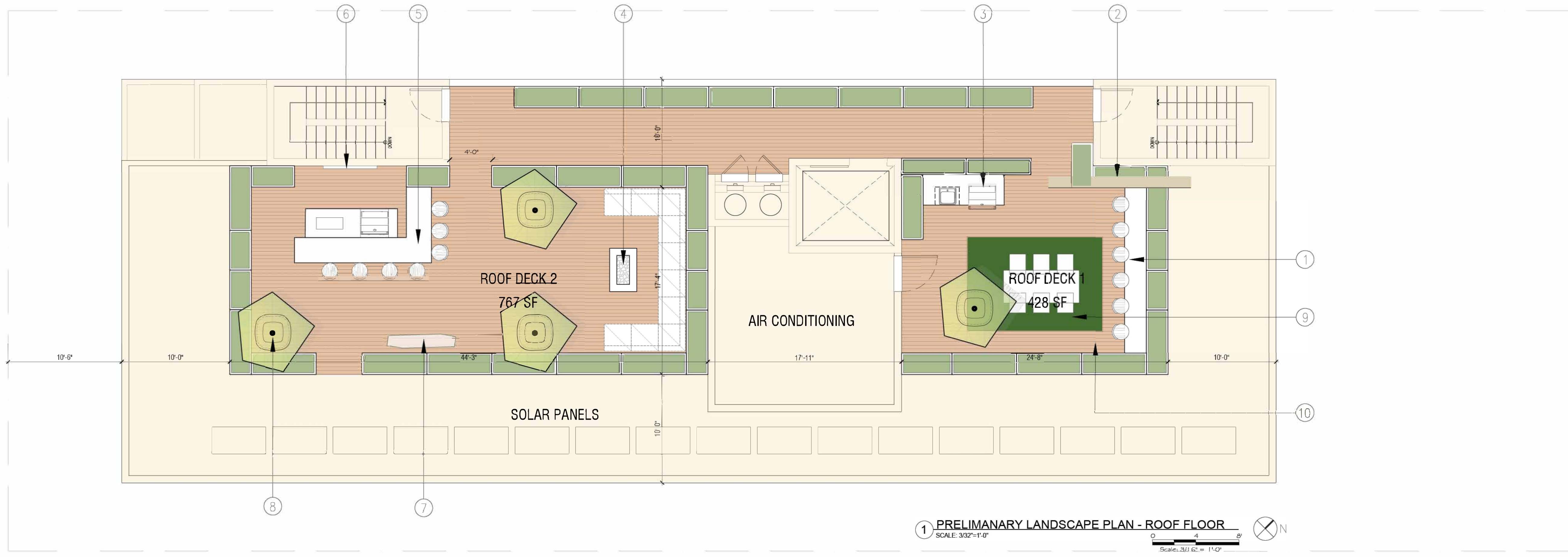
LANDSCAPE

L-1.1

AS NOTED



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1 PRELIMINARY LANDSCAPE PLAN - ROOF FLOOR
SCALE: 3/32"=1'-0"
Scale: 3/16" = 1'-0"

- 9. SYNTHETIC OVER PEDASTAL SYSTEM
- 10. IPE WOODTILE OVER PEDASTAL SYSTEM

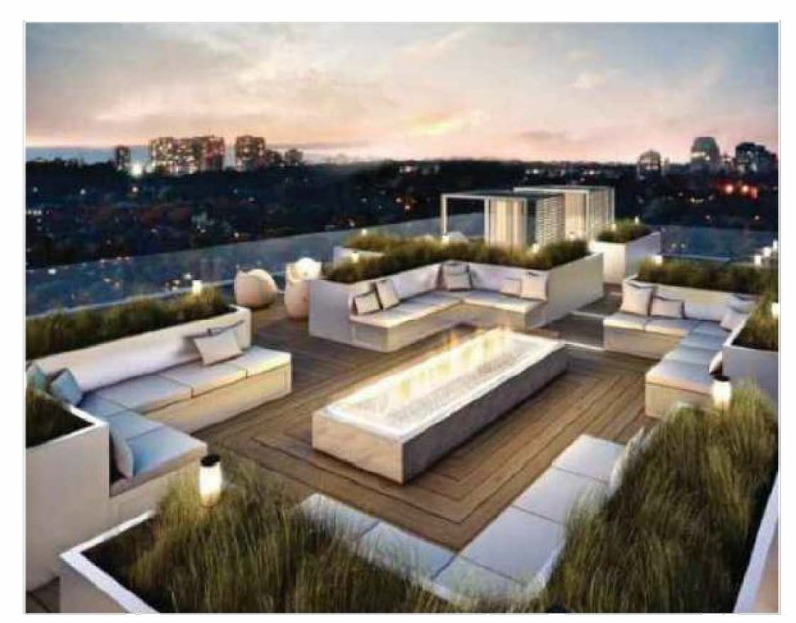
8. SQUARO POT



6. OUTDOOR TV



4. BUILT-IN SOFA W/ FIRE-PIT

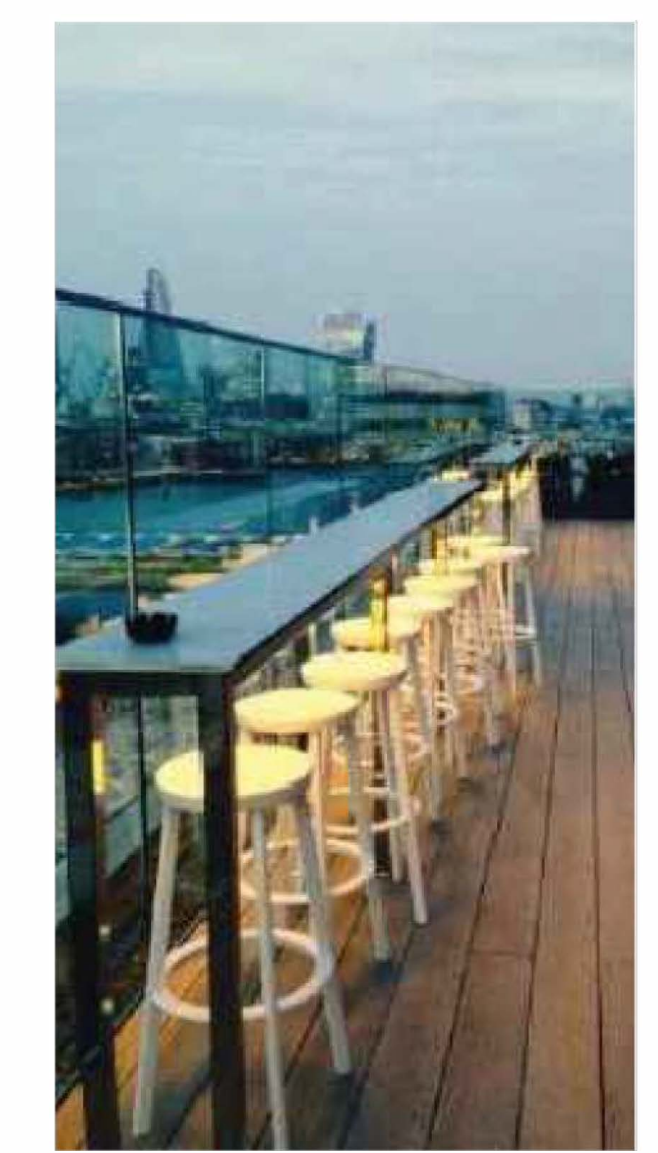


2. FIBERGLASS PLANTER

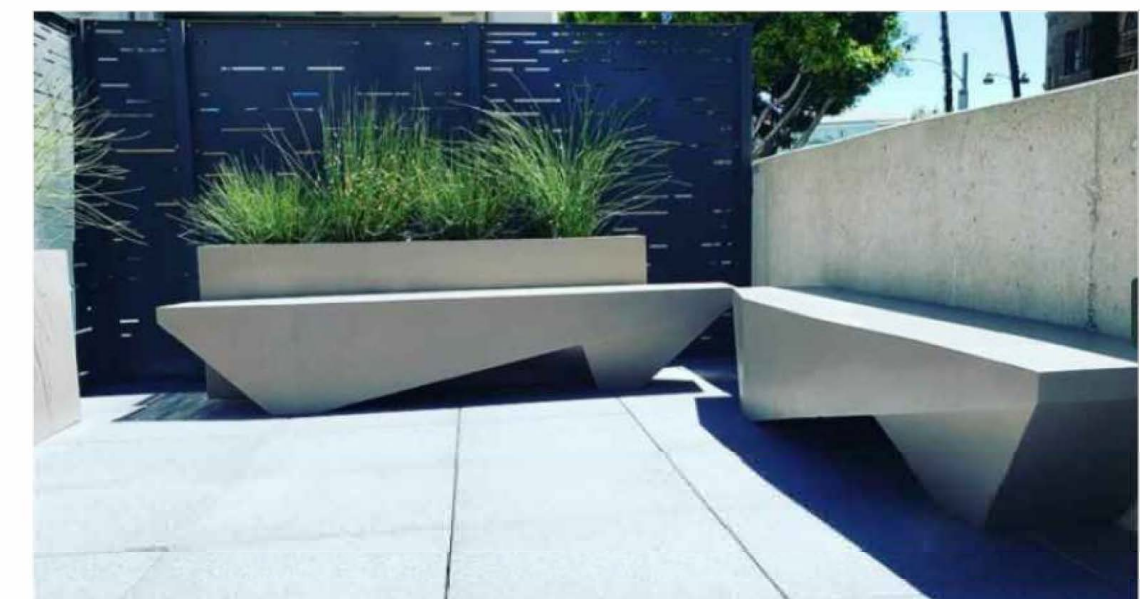


KEY NOTES

1. BALCONY BAR



7. OROGAMI BENCH



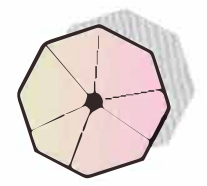
5. BBQ BAR



3. BBQ SYSTEM



PLANTING LEGEND
TREES



TIPUANA TIPU TREE
TIPU TREE

| SIZE | QTY |
|---------|-----|
| 24" BOX | 4 |



EXHIBIT "A"
Page No. 19 of 19
Case No. DIR-2023-1240-TOC-VHCA

EXHIBIT D

Environmental Documents Class 32 Categorical Exemption Applicant Response Letter



Categorical Exemption

3751 S Delmas Terrace Apartments

Case Number: TBD

Project Location: 3751 S. Delmas Terrace, Los Angeles, CA 90034

Community Plan Area: Palms – Mar Vista – Del Rey

Council District: 5 – Katy Young Yaroslavsky

Project Description: The Project includes demolition and removal of the two existing residential buildings and driveway from the Project Site and development of the site with a 19,988-square-foot multi-family residential building, pursuant to the City's Transit Oriented Communities (TOC) Incentive Program Guidelines (TOC Guidelines) – Tier 3. The building would be six stories, reaching a maximum building height of 66 feet and 1 inch, over one subterranean level. The building would include 17 residential dwelling units, inclusive of 2 dwelling units (12 percent) set aside for Extremely Low Income households. Vehicle parking would be provided on the first floor (6 spaces) and in the subterranean level (12 spaces) – a total of 18 vehicle parking spaces. A total of 20 bicycle parking spaces (18 long-term spaces and 2 short-term spaces) would also be provided in the subterranean level and on the first floor. The Project would provide 1,854 square feet of open space, including a 1,195-square-foot rooftop deck, a 359-square-foot deck on the sixth floor, and 300 square feet of private balcony space. There are three non-protected trees on the Project Site that would be removed and replaced in accordance with the City's replacement requirement of a 1:1 ratio. Construction of the Project would occur over approximately 29 months and would require the approximate export of 4,842 cubic yards of soil. To allow for development of the Project, the Applicant is seeking the following discretionary approvals from the City: 1) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.31, the Applicant proposes 10 percent of the total units for Extremely Low Income restricted affordable housing within a TOC Tier 3 eligible project. Base Incentives: a) Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.1.a.iii, a 70 percent increase in base density; b) Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.1.b.iii, a 45 percent increase in the permitted Floor Area Ratio (FAR) to 4.35:1 in lieu of the required 3:1 ratio; c.) Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.2.a.i.3, required parking for all residential units shall not exceed 0.5 spaces per unit; Additional Incentives: d.) Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.g.i.2, increase the allowable height by 22 feet; e.) Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.a.ii.2.c, a 30 percent reduction for two side yards to 6 feet and 4 inches in lieu of the required 9-foot side yard for a 6-story building; and f) Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.a.ii.2.c, a 30 percent reduction for rear yards to 10 feet and 6 inches in lieu of the required 15-foot rear yard.

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

PREPARED BY:
CAJA Environmental Services
9410 Topanga Canyon
Boulevard, Suite 101
Chatsworth, CA 91311

PROJECT APPLICANT:
JGR Partners, LLC
325 N Maple Dr
#1011
Beverly Hills, CA 90213

February 2023

CATEGORICAL EXEMPTION

3751 S. DELMAS TERRACE APARTMENTS

FEBRUARY 2023

PROJECT DESCRIPTION

Existing Conditions

The 0.17-acre (7,247.2 square feet) Project Site is located at 3751 S Delmas Terrace in the Palms-Mar Vista-Del Rey Community Plan area of the City of Los Angeles (City). The Project Site's Assessor Parcel Number (APN) is 4313014022. The Project Site is bounded by S. Delmas Terrace on the northeast and multi-family residential uses on the southeast, southwest, and northwest. The site is currently developed with two residential units (1,358 square feet and 676 square feet, respectively), an asphalt driveway, and landscaped areas. Land uses within the greater Project Site area include a mix of commercial and residential. Local access to the Project Site is provided by Venice Boulevard located less than 500 feet to the southeast. Regional access to the site is provided by Interstate 10 located approximately 0.3 miles to the north, and Interstate 405 located approximately 1.5 miles to the west. The Project Site is zoned R3-1 (Multiple Dwelling Zone), with a General Plan land use designation of Medium Residential. Additionally, the Project Site is located within the boundaries of ZI-2512 (Housing Element Inventory of Sites), ZI-2452 (Transit Priority Area in the City of Los Angeles), and ZI-2490 (Specific Plan: Exposition Corridor Transit Neighborhood Plan). There are three trees on the Project Site: one *Ailanthus altissima* (Tree of heaven), one *Juniperus communis* (juniper), and one *Citrus x meyeri* (dwarf lemon tree).¹ None of these trees is a protected tree as defined by the City.²

Project Characteristics

The Project includes demolition and removal of the two existing residential buildings and driveway from the Project Site and development of the site with a 19,988-square-foot multi-family residential building, pursuant to the City's Transit Oriented Communities (TOC) Incentive Program Guidelines (TOC Guidelines) – Tier 3. The building would be six stories, reaching a maximum building height of 66 feet and 1 inch, over one subterranean level. The building would include 17

¹ Tree Report, LA Arbor Care, January 11, 2023. Refer to Appendix A.

² Protected trees and shrubs as defined by the City include oak trees (*Quercus spp.*) and Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemose*), California bay trees (*Umbellularia californica*), Mexican elderberry shrubs (*Sambucus mexicana*), and toyon (*Heteromeles arbutifolia*).

residential dwelling units, inclusive of 2 dwelling units (12 percent) set aside for Extremely Low Income households. The mix of dwelling units is shown in Table 1.

**Table 1
Unit Mix**

| Unit Type | Amount |
|--|-----------------|
| 1-Bedroom | 13 units |
| 2-Bedroom | 3 units |
| 3-Bedroom | 1 unit |
| Total | 17 units |
| <i>Source: Warren Techentin Architecture, Inc., November 21, 2022.</i> | |

The subterranean level would include 12 vehicle parking spaces and long-term bicycle parking. The first floor would include an additional 6 vehicle parking spaces, short-term bicycle parking, and a lobby. The second floor would include 4 residential units. The third floor would include 2 recreational rooms and 3 residential units. The fourth floor would include 5 residential units. The fifth floor would include a recreational room and 3 residential units. The sixth floor would include an open-air deck, a recreational room, and 2 residential units. The roof would feature a deck.

Vehicle Access and Parking

Vehicle access to the Project Site would be provided via one driveway on S. Delmas Terrace. As a Tier 3 TOC Project, the Project is required to provide a minimum of 0.5 vehicle parking spaces per unit, resulting in a requirement for the Project to provide a minimum of 9 vehicle parking spaces. As stated previously, vehicle parking for the Project would be provided on the first floor (6 spaces) and in the subterranean level (12 spaces) – a total of 18 vehicle parking spaces.

Bicycle Parking

A summary of the Project’s bicycle parking requirements is shown in Table 2. The Project would be required to provide a minimum of 17 long-term bicycle parking spaces and 2 short-term bicycle parking spaces. The Project would exceed these requirements by providing 18 long-term bicycle parking spaces and 2 short-term bicycle parking spaces. As discussed previously, bicycle parking would be provided on the first floor and in the subterranean level.

**Table 2
Bicycle Parking Summary**

| Use and Size | LAMC Parking Ratio | Total Spaces |
|--|--|--|
| <u>Residential</u> | | |
| 1-25 du, (17 du) | Long-term: 1.0 spaces/du Short-term: 1.0 spaces/10 du | Long-term: 17 Short-term: 1.7 |
| Total Bicycle Parking Required | | Long-term: 17 Short-term: 2 |
| Total Bicycle Parking Provided | | Long-term: 18 Short-term: 2 |
| <i>LAMC = Los Angeles Municipal Code du = dwelling unit</i> | | |

As shown in Table 3, the Project would be required to provide a minimum of 1,850 square feet of open space. As shown in Table 4, the Project would provide 1,854 square feet of open space, including a 1,195-square-foot rooftop deck, a 359-square-foot deck on the sixth floor, and 300 square feet of private balcony space.

**Table 3
Open Space Requirements Summary**

| Unit Type | Number of Units | LAMC Requirement | Total |
|--|------------------------|-------------------------|-----------------|
| < 3 Habitable Rooms | 13 | 100 sf/unit | 1,300 sf |
| ≤ 3 Habitable Rooms | 3 | 125 sf/unit | 375 sf |
| > 3 Habitable Rooms | 1 | 175 sf/unit | <u>175 sf</u> |
| Total | | | 1,850 sf |
| <i>LAMC = Los Angeles Municipal Code sf = square feet</i> | | | |

**Table 4
Project Open Space**

| Open Space | Size |
|--|-----------------|
| Rooftop Deck | 1,195 sf |
| Sixth Floor Deck | 359 sf |
| Balconies | 300 sf |
| Total | 1,854 sf |
| <i>sf = square feet</i> | |
| <i>Source: Warren Techentin Architecture, Inc., November 21, 2022.</i> | |

Tree Removal and Replacement

As stated previously, there are three non-protected trees on the Project Site. These trees would be removed and replaced in accordance with the City’s replacement requirement of a 1:1 ratio.

Construction Schedule

The Project’s estimated construction schedule is shown in Table 5. Construction of the Project would occur over approximately 29 months and would require the approximate export of 4,842 cubic yards of soil.

**Table 5
Estimated Construction Schedule**

| Phase | Duration | Notes |
|------------------------------------|--------------------------|--|
| Demolition | Month 1 (one week) | Removal of 2,034 square feet of building floor area and 1,300 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic-yard capacity trucks. |
| Grading | Month 1 (three weeks) | Approximately 4,842 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 25 miles to landfill in 10-cubic-yard capacity trucks. |
| Trenching | Months 2-3 | Trenching for utilities, including gas, water, electricity, and telecommunications. |
| Building Construction | Months 6-32 | Footings and foundation work (e.g., pouring concrete pads), framing, welding, installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management. |
| Architectural Coatings | Months 27-29 | Application of interior and exterior coatings and sealants. |
| <i>Source: DKA Planning, 2023.</i> | | |

Discretionary Approvals

To allow for development of the Project, the Applicant is seeking the following discretionary approvals from the City:

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.31, the Applicant proposes 10 percent of the total units for Extremely Low Income restricted affordable housing within a TOC Tier 3 eligible project.

Base Incentives

- a. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.1.a.iii, a 70 percent increase in base density
- b. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.1.b.iii, a 45 percent increase in the permitted Floor Area Ratio (FAR) to 4.35:1 in lieu of the required 3:1
- c. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.2.a.i.3, required parking for all residential units shall not exceed 0.5 spaces per unit

Additional Incentives

- d. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.g.i.2, increase the allowable height by 22 feet
- e. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.a.ii.2.c, a 30 percent reduction for two side yards to 6 feet and 4 inches in lieu of the required 9-foot side yard for a 6-story building

- f. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.a.ii.2.c, a 30 percent reduction for rear yards to 10 feet and 6 inches in lieu of the required 15-foot rear yard

Pursuant to various sections of the LAMC and other City requirements, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation and export, shoring, grading, foundation, haul route, and building and tenant improvements.

CATEGORICAL EXEMPTION

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act [CEQA]), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects that have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2 of the CEQA Guidelines.

15332. In-Fill Development Projects.

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

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

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

15300.2. Exceptions

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may*

impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Discussion of Section 15332(a)

The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

General Plan

Tables 6 and 7 include a discussion of the Project’s consistency with the applicable objective and policies of the City’s General Plan and the Palms-Mar Vista-Del Rey Community Plan. As noted, the Project would be substantially consistent with these plans.

**Table 6
Consistency with the General Plan**

| Objective/Policy | Project Consistency Analysis |
|--|---|
| Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities. | Consistent: The Project includes development of the Project Site with 17 dwelling units inclusive of 2 dwelling units set aside for Extremely Low Income households, helping to meet the City’s housing needs. |
| Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. | Consistent: The Project would provide 2 affordable units to be set aside for Extremely |

**Table 6
Consistency with the General Plan**

| Objective/Policy | Project Consistency Analysis |
|---|--|
| Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs | Low Income households under covenant. These units would continue to be available to the surrounding community for 55 years, resulting in a net gain of affordable housing for the City. |
| Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing. | Consistent: Although this policy is directed toward the City, the Project would provide 2 affordable units to be set aside for Extremely Low Income households under covenant. |
| 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. | Consistent: The Project includes development of the Project Site with 17 dwelling units inclusive of 2 dwelling units set aside for Extremely Low Income households. The Project would provide for an increase in housing stock near eligible transit, which would incentivize the production of transit-oriented development near a high-traffic, automobile dependent corridor. |
| Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing. | Consistent: The Project would yield a net gain of 15 residential units, with 2 units set aside for Extremely Low Income households, thereby increasing the housing stock of affordable units for the City. |
| Objective 2.3: Preserve, conserve and improve the quality of housing. | Consistent: The Project Site would yield an addition of 17 residential dwelling units, including 2 units set aside for Extremely Low Income households into the City area, thereby providing an opportunity for high-quality housing development. |
| Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods. | Consistent: The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhoods. The Project features various amenity spaces for residents, including 1,195-square-foot rooftop deck, a 411-square-foot deck on the sixth floor, and 300 square feet of private balcony space, providing the opportunity for living space that bolsters resident well-being and quality of life, no matter race or economic status. |
| Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks. | Consistent: The Project would be required by the City to comply with the City’s Green Building Code, which incorporates various environmentally sustainable urban design standards, such as those related to landscaping, the solar reflectance of hardscape and roofing material, use of paints and other construction materials with low-volatile organic compounds (VOCs) content, etc. Additionally, the Project would feature a design that would |

**Table 6
Consistency with the General Plan**

| Objective/Policy | Project Consistency Analysis |
|--|---|
| | activate the streetscape by bolstering visual interest and promoting the walkability of the neighborhood at large. |
| Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space and other amenities. | Consistent: The Project proposes well designed and landscaped residential amenities. These amenities The Project features various amenity spaces for residents, including 1,195-square-foot rooftop deck, a 411-square-foot deck on the sixth floor, and 300 square feet of private balcony space. |
| 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. | Consistent: The Project would provide 17 residential dwelling units, 2 of which would be reserved for Extremely Low Income households. This provision of affordable units is made possible due to the proximity of high-quality transit. Thus, the Project facilitates shorter commutes, reduced greenhouse gas emissions, and a transit friendly community. |

**Table 7
Consistency with the Palms-Mar Vista-Del Rey Community Plan**

| Objective/Policy | Project Consistency Analysis |
|---|--|
| Policy 1-1.1: Provide for adequate multi-family residential development. | Consistent: The Project includes development of the Project Site with 17 dwelling units inclusive of 2 dwelling units set aside for Extremely Low Income households, providing additional multi-family residential housing to the Community Plan area. |
| Policy 1-1.2: Protect the quality of residential environment and the appearance of communities with attention to site and building design. | Consistent: The Project includes development of a new multi-family residential building at the Project Site with 17 dwelling units, including 2 units set aside for Extremely Low Income households. The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhoods. |
| Policy 1-1.3: Promote neighborhood preservation, particularly in multi-family neighborhoods. | Consistent: While the Project would remove 2 existing units from the Project Site, these units would be replaced with 17 new dwelling units, including 2 units set aside for Extremely Low Income households, helping to alleviate the City's housing crisis. |
| Policy 1-2.1: Encourage higher density residential uses near major public transportation centers. | Consistent: The Project would increase density at the Project Site, which is located less than 500 feet from Venice Boulevard with Metro transit line 33 and less than 0.5 miles from Metro Light-Rail E Line. |
| Policy 1-2.1: Locate higher residential densities near commercial centers and major | Consistent: The Project would increase the residential density at the Project Site, which is located less than 500 feet from Venice |

**Table 7
Consistency with the Palms-Mar Vista-Del Rey Community Plan**

| Objective/Policy | Project Consistency Analysis |
|---|--|
| bus routes where public service facilities and infrastructure will support this development. | Boulevard – a roadway developed with a mix of commercial uses and contains several transit stops – and located less than 0.5 miles from Metro Light-Rail E Line. Additionally, as discussed later in this document, the Project could be served by existing public service facilities and utility infrastructure. |
| Policy 1-3.1: Require architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods. | Consistent: The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhoods. |
| Policy 1-3.2: Proposals for change to planned residential density should consider factors of neighborhood character and identity, compatibility of land uses, impacts on livability, public services and facilities and on traffic levels. | Consistent: The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhoods. Additionally, as discussed later in this document, the Project could be served by existing public service facilities and utility infrastructure. Also, as discussed later in this document, the Project would not result in any significant traffic impacts. |
| Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing. | Consistent: The Project would add 17 multi-family residential units to the Project Site, 2 of which would be set aside for Extremely Low Income households. Additionally, the Project’s residential units would include a mix of 1-bedroom, 2-bedroom, and 3-bedroom units. |
| Policy 1.4-2: Ensure that new housing opportunities minimize displacement of residents. | Consistent: The Project Site is currently developed with two residential buildings with a total of two dwelling units. The Project would replace these two units with 17 units – a 15-unit net gain of housing for the City. |

Zoning

Pursuant to LAMC Section 12.22.A.31, the Applicant proposes 10 percent of the total units for Extremely Low Income restricted affordable housing within a TOC Tier 3 eligible project. As allowed, the Applicant requests the following base and additional incentives:

Base Incentives

- a. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.1.a.iii, a 70 percent increase in base density

- b. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.1.b.iii, a 45 percent increase in the permitted Floor Area Ratio (FAR) to 4.35:1 in lieu of the required 3:1
- c. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VI.2.a.i.3, required parking for all residential units shall not exceed 0.5 spaces per unit

Additional Incentives

- d. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.g.i.2, increase the allowable height by 22 feet
- e. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.a.ii.c a 30 percent reduction for two side yards to 6 feet and 4 inches in lieu of the required 9-foot side yard for a 6-story building.
- f. Pursuant to TOC Affordable Housing Incentive Program Guidelines Section VII.1.a.ii.c, a 30 percent reduction for rear yards to 10 feet and 6 inches in lieu of the required 15-foot rear yard.

All other aspects of the Project would comply with the LAMC. Thus, the Project is consistent with the zoning for the Project Site.

Discussion of Section 15332(b)

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

The 0.17-acre Project Site is located in an urbanized area of the City. The Project Site is bounded by S. Delmas Terrace on the northeast and multi-family residential uses on the southeast, southwest, and northwest. The site is currently developed with residential units, an asphalt driveway, and landscaped areas. Land uses within the greater Project Site area include a mix of commercial and residential. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

Discussion of Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

The Project Site is located in an urbanized area of the City and is currently developed with two residential units, an asphalt driveway, and landscaped areas. The Project Site is bounded by S. Delmas Terrace on the northeast and multi-family residential uses on the southeast, southwest, and northwest. Land uses within the greater Project Site area include a mix of commercial and residential. There are no special-status plant species, wetlands, riparian habitat, or other sensitive habitat on the Project Site. Three on-site trees would be removed and replaced in accordance with the City's 1:1 tree replacement requirements. Depending on the exact timing of the Project construction, it is possible that the trees could contain nesting birds, which are protected by

existing regulations. However, the Project Applicant would be required to comply with the Migratory Bird Treaty Act (MBTA), as well as the regulations of California Fish and Game Code, which prohibits take of all birds and their active nests, if present in the trees on the Project Site. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10, commencing with Section 1900, of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5, commencing with Section 2050, of Division 3 of the Fish and Game Code). Thus, the Project would not affect endangered, rare, or threatened species.

Discussion of Section 15332(d)

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

TRAFFIC

A *VMT Screening Analysis* was prepared for the Project by KOA Corporation, dated January 12, 2023 (refer to Appendix B). This analysis was approved by the Los Angeles Department of Transportation (LADOT) on January 27, 2023 (refer to Appendix B).

Transportation Assessment Screening Criteria

In July 2019, LADOT updated the City's *Transportation Assessment Guidelines* (TAG) to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* and shifted the performance metric for evaluating transportation impacts under CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. The TAG was updated in July 2020, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. A trip generation assessment was conducted for the Project to determine if the Project would generate 250 or more net daily vehicle trips, thereby requiring the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The land use project would generate a net increase in daily VMT.*

Project Trip Generation Assessment

Along with the updated TAG, LADOT developed the VMT Calculator Version 1.3 v141 (VMT Calculator). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the *Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model*.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land-use project's characteristics. For the Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are included in Attachment A of the *VMT Screening Analysis* in Appendix B to this Categorical Exemption.

As shown in Attachment A, the "Housing | Multi-Family" and "Housing | Affordable Housing – Family" land use trip rates were applied to the Project and existing site land uses. Based on the VMT Calculator screening results, the Project would generate approximately 60 net daily vehicle trips and approximately 366 net daily VMT. Because the Project would generate fewer than 250 net daily vehicle trips, the Project would not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

Project Transportation Impacts

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 60 net daily vehicle trips, the Project would not result in significant transportation impacts.

NOISE

The analysis below is based primarily on technical data prepared by DKA Planning (refer to Appendix C).

Regulatory Setting

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included as Table 8. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this

chapter...³ “Noise sensitive” uses are defined as “single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.”⁴ The Noise Element further instructs that the table is designed “to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels.”

**Table 8
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use**

| Land Use Category | Day-Night Average Exterior Sound Level (CNEL dB) | | | | | | |
|--|--|----|----|-----|-----|-----|----|
| | 50 | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential Single Family, Duplex, Mobile Home | A | C | C | C | N | U | U |
| Residential Multi-Family | A | A | C | C | N | U | U |
| Transient Lodging, Motel, Hotel | A | A | C | C | N | U | U |
| School, Library, Church, Hospital, Nursing Home | A | A | C | C | N | N | U |
| Auditoriums, Concert Halls, Amphitheaters | C | C | C | C/N | U | U | U |
| Sports Arena, Outdoor Spectator Sports | C | C | C | C | C/U | U | U |
| Playground, Neighborhood Park | A | A | A | A/N | N | N/U | U |
| Golf Course, Riding Stable, Water Recreation, Cemetery | A | A | A | A | N | A/N | U |
| Office Building, Business, Commercial, Professional | A | A | A | A/C | C | C/N | N |
| Industrial, Manufacturing, Utilities, Agriculture | A | A | A | A | A/C | C/N | N |

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Noise Element of the Los Angeles City General Plan – Exhibit I

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project’s temporary construction activities and long-term operations.

Section 41.40(a) would prohibit the Project’s construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

³ *Noise Element of the Los Angeles City General Plan, February 1999.*

⁴ *Ibid.*

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 this 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 111.02 discusses the measurement procedure and criteria regarding the sound level of “offending” noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, 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 would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) 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 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

- (a) *It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that 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 devices or techniques during the operation of the equipment.

Existing Conditions

Noise-Sensitive Receptors

Noise-sensitive receptors in the vicinity of the Project Site include but are not limited to the following:

- Multi-family residences, 3745 Delmas Terrace; 5 feet north of the Project Site
- Multi-family residences, 3755 Delmas Terrace; 5 feet south of the Project Site
- Multi-family residences, 3750 Delmas Terrace; 90 feet east of the Project Site
- Church, 9733 Venice Boulevard; 160 feet east of the Project Site
- Lutheran Church, 3735 Hughes Avenue; 230 feet west of the Project Site
- Village Tree Preschool, 3754 Dunn Drive; 310 feet west of the Project Site
- Southern California Hospital, 3828 Delmas Terrace; 670 feet south of the Project Site

Existing Ambient Noise Conditions

In February 2023, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions of the neighborhood near sensitive receptors.⁵ The noise levels in the Project Site vicinity are shown in Table 9.

Table 9
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. 3752 Hughes Ave. | Traffic on Hughes Ave. | 59.5 | 57.5 | Village Tree Preschool, Residences – 3752 Hughes Ave. | Normally Acceptable |
| B. 3745 Delmas Terrace | Traffic on Delmas Terrace | 50.0 | 48.0 | Residences – 3745, 3750 and 3755 Delmas Terrace | Normally Acceptable |
| C. 3760 Delmas Terrace | Traffic on Delmas Terrace | 50.2 | 48.2 | Church | Normally Acceptable |
| ^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 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 8 for definition of compatibility designations. | | | | | |
| Source: DKA Planning, 2023. | | | | | |

Thresholds of Significance

Construction Noise Threshold

According to the City, the on-site construction noise impact would be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m.

⁵ 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.

Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise manage a project's operational noise impacts, the following criteria are adopted to assess the impacts 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 and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 8).
- Project operations would cause any 5 dBA or greater noise increase.⁶

Project Impacts

On-Site Construction Activities

Construction would generate noise during the construction process that would span approximately 29 months of demolition, grading, trenching, building construction, and architectural coatings, as shown in Table 5. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the grading phase, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of dirt. 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., building construction, architectural coatings), noise impacts are lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

⁶ As a 3 dBA increase represents a barely 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. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Because the Project’s construction phase would occur for more than three months, the applicable City threshold of significance for the Project’s construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in Table 10, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would not increase ambient noise in excess of the City’s significance threshold of 5 dBA at the location of the sensitive receptors closest to the Project Site. (Sensitive receptors located further away from the Project Site would experience lower noise increases than those identified in Table 10.) Therefore, the Project’s on-site construction noise impact would be less than significant.

**Table 10
Construction Noise Impacts at Off-Site Sensitive Receptors**

| Receptor | Maximum Construction Noise Level (dBA L_{eq}) | Existing Ambient Noise Level (dBA L_{eq}) | New Ambient Noise Level (dBA L_{eq}) | Increase (dBA L_{eq}) | Significant? |
|-------------------------------------|--|--|---|--------------------------------------|---------------------|
| 1. Village Tree Preschool | 37.8 | 59.5 | 59.5 | 0.0 | No |
| 2. Residences – 3752 Hughes Ave. | 36.5 | 59.5 | 59.5 | 0.0 | No |
| 3. Residences – 3745 Delmas Terrace | 52.5 | 50.0 | 54.4 | 4.4 | No |
| 4. Residences – 3755 Delmas Terrace | 51.9 | 50.0 | 54.1 | 4.1 | No |
| 5. Residences – 3750 Delmas Terrace | 52.4 | 50.0 | 54.4 | 4.4 | No |
| 6. Church | 44.7 | 50.2 | 51.3 | 1.1 | No |

Source: DKA Planning, 2023. Refer to Appendix C.

Off-Site Construction Activities

The Project would generate noise at off-site locations from haul trucks moving debris and dirt from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 184 peak hourly passenger-car-equivalent (PCE) vehicle trips, as summarized in Table 11, during the grading phase. This would represent about 5.3 percent of traffic volumes on Venice Boulevard, which carries about 3,488 vehicles at Robertson Boulevard in the morning peak hour of traffic.⁷ Because workers and vendors would likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Venice Boulevard would serve as part of the haul route for any soil exported from the Project Site given its access to the Santa Monica Freeway. Because the Project’s construction-related trips would not cause a doubling in traffic volumes (i.e., a 100 percent increase) on Venice Boulevard, the Project’s construction-related traffic would not increase existing noise levels by 3 dBA or more,

⁷ *DKA Planning, 2023, based on City database of traffic volumes on Venice Boulevard at Robertson Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/VENICE.ROBERTSON.221013-MAN.pdf, October 2022 traffic counts.*

which is less than the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

**Table 11
Estimated Hourly Construction Vehicle Trips**

| Construction Phase | Worker Trips ^a | Vendor Trips | Haul Trips | Total | Percent of AM Peak-Hour Trips on Venice Blvd. ^e |
|-----------------------|---------------------------|----------------|------------------|-------|--|
| Demolition | 10 | 0 | 28 ^b | 38 | 1.1 |
| Grading | 8 | 0 | 176 ^c | 184 | 5.3 |
| Trenching | 3 | 0 | 0 | 3 | 0.1 |
| Building Construction | 16 | 9 ^d | 0 | 26 | 0.7 |
| Architectural Coating | 3 | 0 | 0 | 3 | 0.1 |

^a Assumes all worker trips occur in the peak hour of construction activity.
^b The project would generate 52 haul trips over a seven-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.
^c The project would generate 968 haul trips over a 15-day period with seven-hour workdays. Assumes a 19.1 PCE.
^d This phase would generate about 3.4 vendor truck trips daily over a seven-hour workday. Assumes a 19.1 PCE.
^e Percent of existing traffic volumes on Venice Boulevard at Robertson Boulevard.
Source: DKA Planning, 2023.

On-Site Operational Activities

As discussed below, the Project's operational noise impacts would be less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the northern portion of the roof. Heating, ventilation, and air conditioning (HVAC) equipment in the form of rooftop units suitable for heating and cooling large volumes of a building would be located on the rooftop, approximately 66 feet and 5 inches above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.⁸

However, noise levels 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

⁸ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

the sensitive receptors. Because the residences adjacent to the Project Site are two to four stories in height, there would be no sound path from the HVAC equipment to residences that would be 20 to 40 feet lower than the roof of the Project. Second, the presence of the Project's roof edge would create an effective noise barrier that would further reduce noise levels from rooftop HVAC units by 8 dBA or more.⁹ A 2-foot and 6-inch parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted transformers that lower high voltage to standard household voltage used to power electronics, appliances, and lighting would be located on the ground level in an unobstructed location. These transformers are housed in a steel cabinet and generally do not involve noisy equipment.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include an electrical room on the first floor and 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.

Auto-Related Activities

The majority of vehicle-related noise generated at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Delmas Terrace. During the P.M. peak hour, up to 5 net vehicles would generate noise in and out of the garage, with up to 4 net vehicles using the garage in the A.M. peak hour.¹⁰ Nearby residences across Delmas Terrace would have a direct line of sight to the driveway, approximately 90 feet away. As shown in Table 12, the average vehicle use of the garage during daytime hours (average of three net vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of one net vehicle hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

⁹ *Ibid.*

¹⁰ *DKA Planning, 2023, based on hourly trip generation rates from the Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).*

Table 12
Noise Impacts at Off-Site Sensitive Receptors

| Closest Sensitive Receptor | Maximum Noise Level (dBA L_{eq}) | Existing Ambient Noise Level (dBA L_{eq}) | New Ambient Noise Level (dBA L_{eq}) | Increase (dBA L_{eq}) | Significant ? |
|--|---|--|---|--------------------------------------|----------------------|
| Residences – Delmas Terrace (east side) | 27.5 | 48.0 | 48.0 | <0.1 | No |
| <i>Source: DKA Planning, 2023, using FTA Noise Impact Assessment Spreadsheet. Refer to Appendix B.</i> | | | | | |

Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage. Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. These activities would occur in the garage’s two underground levels and would be shielded from off-site sensitive receptors. As such, the Project’s parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, and landscape maintenance. These are discussed below.

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:
 - Roof deck
 - Sixth-floor deck
 - Private patios on all floors

All these areas would be used for passive socializing and recreation. There would be intermittent activities that would produce negligible impacts from human speech, 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, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.¹¹ Noise from any socializing and passive recreation would not result in significant noise

¹¹ *Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.*

impacts. Any conversations on the private patios would be intermittent and would not elevate noise levels at the adjacent residences over a 24-hour period by 5 dBA CNEL or more.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the basement parking garage level. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Delmas Terrace, 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, much as they do with current service of the Project Site.¹² As such, noise from trash collection would not substantially change from existing conditions.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.¹³ The landscape plan focuses on a modest palette of raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.¹⁴

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 50 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027. During the P.M. peak hour, up to 5 net vehicles would generate noise in and out of the garage via the driveway off Delmas Terrace, with up to 4 net vehicles using the garage in the A.M. peak hour.¹⁵ This would represent about 0.1 percent of traffic volumes on Venice Boulevard, which carries about 3,488 vehicles at Robertson Boulevard in the morning peak hour of traffic.¹⁶

Because it takes a doubling of traffic volumes (i.e., a 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

¹² RK Engineering Group, Inc. *Wal-Mart/Sam's Club reference noise level, 2003.*

¹³ Erica Walker et al, *Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017*

¹⁴ *While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.*

¹⁵ *City of Los Angeles VMT Calculator, v1.3.*

¹⁶ *DKA Planning, 2023, based on City database of traffic volumes on Venice Bl at Robertson Bl, https://navigatela.lacity.org/dot/traffic_data/manual_counts/VENICE.ROBERTSON.221013-MAN.pdf, October 2022 traffic counts.*

“normally unacceptable” or “clearly unacceptable” noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four-hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. Therefore, the Project’s off-site traffic noise impact would be less than significant.

AIR QUALITY

The analysis below is based primarily on air quality modeling conducted by DKA Planning (refer to Appendix D).

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. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), childcare centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include, but are not limited to, the following:

- Multi-family residences, 3745 Delmas Terrace; 5 feet north of the Project Site
- Multi-family residences, 3755 Delmas Terrace; 5 feet south of the Project Site
- Multi-family residences, 3750 Delmas Terrace; 90 feet east of the Project Site
- Church, 9733 Venice Boulevard; 160 feet east of the Project Site
- Lutheran Church, 3735 Hughes Avenue; 230 feet west of the Project Site
- Village Tree Preschool, 3754 Dunn Drive; 310 feet west of the Project Site
- Southern California Hospital, 3828 Delmas Terrace; 670 feet south of the Project Site

Existing Emissions

The Project Site is currently developed with two residential units. Emissions associated with the existing uses are shown in Table 13.

**Table 13
Existing Daily Operational Emissions**

| Emissions Source | Daily Emissions (Pounds Per Day) | | | | | |
|--|----------------------------------|-----------------|------------|-----------------|------------------|-------------------|
| | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Area Sources | 0.1 | <0.1 | 0.1 | <0.1 | <0.1 | <0.1 |
| Energy Sources | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 |
| Mobile Sources | <0.1 | <0.1 | 0.2 | <0.1 | <0.1 | <0.1 |
| Regional Total | 0.1 | <0.1 | 0.4 | <0.1 | <0.1 | <0.1 |
| <i>Source: DKA Planning, 2023, based on CalEEMod 2022.1.1.5 model runs (included in Appendix D).</i> | | | | | | |

Project Construction Emissions

Construction-related emissions were estimated using the SCAQMD’s CalEEMod 2020.4.0 model and a projected construction schedule of approximately 29 months. Table 5 summarizes the estimated construction schedule that was modeled for air quality impacts.

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

The Project’s maximum daily regional and local emissions from construction, as estimated using SCAQMD’s CalEEMod model, are shown in Table 15. As indicated, the Project’s regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Local emissions also would not exceed SCAQMD’s significance thresholds for NO_x, CO, PM₁₀, or PM_{2.5}. Therefore, the Project’s construction-related air quality impacts would be less than significant.

Table 14
Maximum Daily Regional and Localized Construction Emissions

| Construction Year | Emissions in lbs per day | | | | | |
|---|--------------------------|-----------------|-------------|-----------------|------------------|-------------------|
| | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| 2025 | 1.2 | 17.0 | 13.0 | <0.1 | 4.2 | 1.9 |
| 2026 | 0.6 | 5.0 | 8.0 | <0.1 | 0.4 | 0.2 |
| 2027 | 3.4 | 5.6 | 9.3 | <0.1 | 0.5 | 0.2 |
| Maximum Regional Emissions | 3.4 | 17.0 | 13.0 | <0.1 | 4.2 | 1.9 |
| <i>Regional Daily Threshold</i> | 75 | 100 | 550 | 150 | 10 | 50 |
| Exceed Threshold? | No | No | No | No | No | No |
| Maximum Localized Emissions | 3.4 | 10.2 | 10.0 | <0.1 | 0.5 | 0.4 |
| <i>Localized Significance Threshold</i> | NA | 106 | 572 | NA | 4 | 3 |
| Exceed Threshold? | NA | No | No | NA | No | No |
| NA = Not Applicable | | | | | | |
| <i>Note: It is possible that construction of the Project could begin somewhat later than assumed in this document. In such case, construction emissions would not exceed those identified on this table, due to improved engine efficiencies and related reduced emissions.</i> | | | | | | |
| <i>Source: DKA Planning, 2023. Refer to Appendix D.</i> | | | | | | |

Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod. As shown below in Table 15, the Project's maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}, nor would the emissions exceed SCAQMD localized thresholds for NO_x, CO, PM₁₀, or PM_{2.5}. The Project's operational-related air quality impacts would be less than significant.

Table 15
Maximum Daily Regional and Localized Operational Emissions

| Emissions Source | Emissions in lbs per day | | | | | |
|--|--------------------------|-----------------|------------|-----------------|------------------|-------------------|
| | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Area | 0.6 | <0.1 | 1.4 | <0.1 | <0.1 | <0.1 |
| Energy | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 |
| Mobile Sources | 0.2 | 0.1 | 1.4 | <0.1 | 0.1 | <0.1 |
| Subtotal Regional Emissions | 0.8 | 0.2 | 2.8 | <0.1 | 0.1 | <0.1 |
| Less Existing Emissions | (0.1) | (<0.1) | (0.4) | (<0.1) | (<0.1) | (<0.1) |
| Net Regional Emissions | 0.7 | 0.2 | 2.4 | <0.1 | 0.1 | <0.1 |
| <i>Regional Daily Thresholds</i> | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |
| Total Localized Emissions | 0.5 | <0.1 | 1.3 | <0.1 | <0.1 | <0.1 |
| <i>Localized Significance Thresholds</i> | NA | 103 | 572 | NA | 1 | 1 |
| Exceed Threshold? | NA | No | No | NA | No | No |
| NA = Not Applicable | | | | | | |
| <i>LST analyses based on a 1-acre site with 25-meter distances to receptors in the Northwest Coastal LA County SRA</i> | | | | | | |
| <i>Source: DKA Planning, 2023. Refer to Appendix D.</i> | | | | | | |

WATER QUALITY

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could subject exposed and stockpiled soils to erosion and could convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, the Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period.

In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project could have the potential to introduce small amounts of pollutants typically associated with a residential development (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Ordinance, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standards and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, no significant Project impacts related to water quality would occur.

Discussion of Section 15332(e)

As discussed below, the Project can be adequately served by all required utilities and public services.

PUBLIC SERVICES

Fire Protection

The Project includes demolition and removal of the two residential buildings and a driveway from the Project Site and development of the site with a 6-story residential building, including 17 dwelling units, adding a residential population to the Project Site that could result in an increased demand for fire protection services. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between a high-density residential/commercial neighborhood land use such as the Project and an LAFD station that houses an engine company is 1.5 miles and an LAFD station that houses a truck company is 2.0 miles. If either distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown in Table 16. The fire station closest to the Project Site is Fire Station 43, which is 0.39 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.507.3.3.

**Table 16
Fire Stations Serving the Project Site**

| No. | Address | Distance from Project Site |
|---|-----------------------|----------------------------|
| 43 | 3690 Motor Avenue | 0.39 miles |
| 58 | 1556 S Robertson Blvd | 1.9 miles |
| 92 | 10556 W Pico Blvd | 1.9 miles |
| Source: LAFD, http://www.lafd.org/fire-stations/find-your-station , 2023. | | |

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. The required fire flow for the Project would be confirmed in consultation with the LAFD during the plan check approval process. Therefore, no significant Project impacts on fire protection services would occur.

Police Protection

The Project includes demolition and removal of the two residential buildings and a driveway from the Project Site and development of the site with a 6-story residential building, including 17 dwelling units, adding a residential population to the Project Site that could result in an increased demand for police protection services. However, in accordance with the City’s regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention

Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Through compliance with LAPD requirements, no significant Project impacts on police protection services would occur.

Schools

The Project includes demolition and removal of the two residential buildings and a driveway from the Project Site and development of the site with a 6-story residential building, including 17 dwelling units, adding a residential population potentially with school-aged children to the Project Site that could result in an increased need for school services at the Project Site. Pursuant to California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant Project impacts on school services would occur.

Parks

The Project includes demolition and removal of the two residential buildings and a driveway from the Project Site and development of the site with a 6-story residential building, including 17 dwelling units, adding a residential population to the Project Site that could increase the demand on existing parks in the area. The Project would include 1,854 square feet of usable open space for the exclusive use of Project residents and guests that would alleviate potential increases in demand for parks. Additionally, pursuant to Ordinance 184,505 (Parks Dedication and Fee Update), the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities. Therefore, no significant Project impacts on parks and recreational facilities would occur.

Other Public Facilities

The Project includes demolition and removal of the two residential buildings and a driveway from the Project Site and development of the site with a 6-story residential building, including 17 dwelling units, adding a residential population to the Project Site that could increase the demand on existing libraries in the area. Libraries in the vicinity of the Project Site include the following:

- Palms-Rancho Park Branch Library
- Robertson Branch Library
- Mar Vista Branch Library
- Baldwin Hills Branch Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, the Los Angeles Public Library (LAPL) is committed to increasing the number of people who use library services and the

number of library cardholders. Because the Project is consistent with the allowable density and uses allowed under the current zoning and General Plan designations, the Project would not substantially increase demands upon library services, as compared to the use projections in the LAPL's 2015-2020 Strategic Plan. Therefore, no significant Project impacts on library facilities would occur.

UTILITIES AND SERVICE SYSTEMS

Wastewater

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flow of 800 mgd.¹⁷ Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175 mgd available capacity. The Project would generate a net increase of approximately 1,810 gallons of wastewater per day (or 0.0018 mgd) (refer to Table 17). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown in Table 17. With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project. Therefore, no significant Project impacts related to wastewater treatment would occur.

¹⁷ City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrrp;jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afzLoop=11698142585277113&_afzWindowMode=0&_afzWindowId=null&_adf.ctrl-state=1d12da31dl_1#!%40%40%3F_afzWindowId%3Dnull%26_afzLoop%3D11698142585277113%26_afzWindowMode%3D0%26_adf.ctrl-state%3D1d12da31dl_5, accessed January 23, 2023.

**Table 17
Estimated Water and Wastewater Generation Rate**

| Land Use | Size | Water and Wastewater Generation Rate² | Total (gpd) |
|--|-------------|---|--------------------|
| <u>Existing</u> | | | |
| Residential – 1-Bedroom | 1 du | 110 gpd/du | 110 |
| Residential – 2-Bedroom | 1 du | 150 gpd/du | 150 |
| Existing total | | | 260 |
| <u>Project</u> | | | |
| Residential – 1-Bedroom | 13 du | 110/gpd/du | 1,430 |
| Residential – 2-Bedroom | 3 du | 150 gpd/du | 450 |
| Residential – 3-Bedroom | 1 du | 190 gpd/du | 190 |
| Total | | | 2,070 |
| <i>Less Existing</i> | | | <i>(260)</i> |
| Net Total | | | 1,810 |
| gpd = gallons per day du = dwelling unit sf = square feet | | | |
| ¹ Conservatively assumes that water consumption is equal to wastewater generation and does not account for the effectiveness of mandatory conservation measures. ² Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. | | | |

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant Project impacts related to local sewer infrastructure would occur.

Water

LADWP provides water service to the Project Site. LADWP’s water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP’s 2020 UWMP.

The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including population growth, weather, water conservation, drought, and economic activity. Table 18 shows a breakdown of historical water demand for the LADWP service area. Table 19 provides LADWP’s projected water demand from 2025 to 2045 for average-year, single-dry-year, and multi-dry-year hydrological conditions.

More frequent and longer-lasting dry periods, regulatory constraints, and seismic risks that can result in water delivery system outages are causing increased stress on water supply reliability for LADWP. As such, in preparation to take reasonable actions to balance water demands with limited water supplies, LADWP has prepared a Water Shortage Contingency Plan (WSCP) that outlines a set of actions that the City can take in the event of a declared water supply shortage or emergency situation. The City has six standard water shortage levels and response actions, as summarized in Table 20. Under state law, LADWP has the authority to implement the water shortage actions outlined in the WSCP. In all water shortage cases, shortage response actions to be implemented are at the discretion of LADWP based on an assessment of the supply shortage, customer response, and the need for demand reductions. Upon proclamation by the Governor of a state of emergency under the California Emergency Services Action based on extended dry conditions, the state will defer to implementation of locally adopted water shortage contingency plans to the extent practicable. LADWP will coordinate with regional and local water suppliers for which it provided water supply services for a possible proclamation of a local emergency, as necessary.

The Project would connect to the existing water conveyance infrastructure near the Project Site. As shown in Table 17, the Project would consume a net increase of approximately 1,810 gallons of water per day (or 0.0018 mgd). Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions. The Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the LAGBC to conserve water usage. Additionally, the Project would be subject to any water shortage response actions identified by LADWP to ensure water service availability. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

Table 18
Breakdown of Historical Water Demand for LADWP's Service Area

| Fiscal Year Ending Average | Single Family | | Multi-Family | | Commercial | | Industrial | | Government | | Non- Revenue | | Total |
|-------------------------------|---------------|-----|--------------|-----|------------|-----|------------|----|------------|----|-----------------|----|---------|
| | AF | % | AF | % | AF | % | AF | % | AF | % | AF | % | AF |
| 2016-2020 | 170,660 | 35% | 141,088 | 28% | 88,680 | 18% | 14,938 | 3% | 39,628 | 8% | 40,690 | 8% | 495,685 |
| 2011-2015 | 206,652 | 37% | 161,592 | 29% | 96,832 | 18% | 17,855 | 3% | 43,573 | 8% | 26,139 | 6% | 552,768 |
| 2006-2010 | 236,154 | 38% | 180,277 | 29% | 106,964 | 17% | 23,196 | 4% | 42,956 | 7% | 30,617 | 5% | 620,165 |
| 2001-2005 | 239,754 | 37% | 190,646 | 29% | 109,685 | 17% | 21,931 | 3% | 41,888 | 6% | 52,724 | 8% | 656,628 |
| 1996-2000 | 222,748 | 36% | 191,819 | 31% | 111,051 | 18% | 23,560 | 4% | 39,421 | 6% | 33,696 | 5% | 622,295 |
| 1991-1995 | 197,322 | 34% | 177,104 | 30% | 110,724 | 19% | 21,313 | 4% | 38,426 | 7% | 39,364 | 7% | 584,253 |
| 30-Year Average | 212,215 | 36% | 173,755 | 30% | 103,990 | 18% | 20,465 | 3% | 40,982 | 7% | 37,205 | 6% | 588,611 |

AF = Acre Feet

Source: 2020 Urban Water Management Plan, LADWP.

Table 19
Service Area Reliability Assessment (AFY)

| Hydrological Conditions ¹ | Years | | | | |
|--------------------------------------|---------|---------|---------|---------|---------|
| | 2025 | 2030 | 2035 | 2040 | 2045 |
| Average Year | 642,600 | 660,200 | 678,800 | 697,800 | 710,500 |
| Single Dry Year | 674,700 | 693,200 | 712,700 | 732,700 | 746,000 |
| Multi-Dry Year (Year 1) | 657,900 | 675,800 | 694,900 | 714,400 | 727,400 |
| Multi-Dry Year (Year 2) | 661,700 | 679,700 | 698,900 | 718,500 | 731,500 |
| Multi-Dry Year (Year 3) | 674,400 | 693,200 | 712,800 | 732,700 | 746,000 |
| Multi-Dry Year (Year 4) | 661,600 | 679,600 | 698,900 | 718,400 | 731,500 |
| Multi-Dry Year (Year 5) | 655,700 | 673,600 | 692,600 | 712,000 | 724,900 |

AFY = acre-feet per year

Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.

**Table 20
Water Shortage Response Actions**

| Water Shortage Level | Percent Shortage | Shortage Response Actions |
|----------------------------|------------------|---|
| Level 1: No Shortage | ≤10% | <p>Water Shortage Level 1 constitutes a consumer demand reduction of up to 10%. Shortage response actions under this level include the permanent water use restrictions listed below.</p> <p><u>Phase I Restrictions</u></p> <ul style="list-style-type: none"> - No LADWP customer shall use a water hose to wash any paved surfaces, except to alleviate immediate safety or sanitation hazards. - No LADWP customer shall use water to clean, fill or maintain levels in decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, unless such water is part of a recirculating system. - No restaurant, hotel, cafe, cafeteria, or other public place where food is sold, served, or offered for-sale, shall serve drinking water to any person unless expressly requested. - No LADWP customer shall permit water to leak from any pipe or fixture on the customer's premises. |
| Level 2: Moderate Shortage | ≤20% | <p>Water Shortage Level 2 is implemented when there is a reasonable probability of supply shortage from LADWP-controlled supplies in the long-term and a demand reduction of up to 20% is necessary to mitigate this long-term shortage risk. Conservation Ordinance Phase 2 will be implemented to achieve the necessary demand reduction. Additionally, to reduce consumption during this phase and all higher levels of conditions, LADWP may increase its public education and outreach efforts and enforcement measure to build awareness of voluntary water conservation practices and all permanent water waste prohibitions.</p> <p><u>Actions</u> <u>Mandatory Conservation Phase 2</u></p> |

**Table 20
Water Shortage Response Actions**

| Water Shortage Level | Percent Shortage | Shortage Response Actions |
|-------------------------------|------------------|--|
| | | <ul style="list-style-type: none"> - Restrictions on landscape irrigation watering days (Monday, Wednesday, or Friday for odd-numbered street addresses and Tuesday, Thursday, or Sunday for even-numbered street addresses). - Irrigation of Sports Fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Increase outreach efforts for high-volume customers and provide one on one assessments. - Expand enforcement of unreasonable use of water. - Increase water conservation rebates and incentives. - Increase conservation messaging (radio, TV, social media, educational events). |
| Level 3: Significant Shortage | ≤30% | <p>A Water Shortage Level 3: Significant Shortage is implemented when demand must be reduced up to 30% to ensure sufficient supplies. During a Significant Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and Level 1 and Level 2 conservation practices. Beginning with Water Shortage Level 3, LADWP may elect to withdraw from available emergency storage along the LAA system and from local groundwater basins. Emergency storage along the LAA may come in the form of emergency reservoir storage and/or emergency groundwater pumping in the Owens Valley with the approval of the LA/Inyo Standing Committee. Emergency storage from local groundwater basin may</p> |

**Table 20
Water Shortage Response Actions**

| Water Shortage Level | Percent Shortage | Shortage Response Actions |
|--------------------------|------------------|---|
| | | <p>come in the form of storied water credits. Withdrawals from emergency supplies may provide only short-term relief and the extent of withdrawals will be determined based on assessments of long-term shortage risk.</p> <p><u>Actions</u> <u>Mandatory Conservation Phase 3</u></p> <ul style="list-style-type: none"> - Further restrictions on landscape irrigation watering days (Monday or Friday for odd-numbered street addresses and Sunday or Thursday for even-numbered street addresses) - Recommend use of pool covers to decrease water loss from evaporation. - Recommend washing of vehicles at commercial car wash facilities. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins. |
| Level 4: Severe Shortage | ≤40% | <p>Water Shortage Level 4: Severe Shortage is implemented when demand must be reduced up to 40% to ensure sufficient supplies. During a Severe Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and additional restriction practices that became mandatory under Water Shortage Level 1, Level 2, and Level 3. LADWP may also elect to increase withdrawals from available emergency storage along the LAA system and from local groundwater basins.</p> <p><u>Actions</u></p> |

**Table 20
Water Shortage Response Actions**

| Water Shortage Level | Percent Shortage | Shortage Response Actions |
|----------------------------|------------------|--|
| | | <p><u>Mandatory Conservation Phase 4</u></p> <ul style="list-style-type: none"> - Further restrictions on landscape irrigation watering days (Monday for odd-numbered street addresses and Tuesday for even-numbered street addresses). - Mandate use of pool covers on all residential swimming pools when not in use. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins |
| Level 5: Critical Shortage | ≤50% | <p>Water Shortage Level 5: Critical Shortage is implemented when a water shortage emergency requires that demand be reduced up to 50% to ensure sufficient supplies. Mandatory conservation practices imposed under Water Shortage Levels 1 through 4 remain in effect and LADWP may elect to further increase withdrawals from available emergency storage along the LAA system and from local groundwater basins.</p> <p><u>Actions</u></p> <p><u>Mandatory Conservation Phase 5</u></p> <ul style="list-style-type: none"> - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water. |

**Table 20
Water Shortage Response Actions**

| Water Shortage Level | Percent Shortage | Shortage Response Actions |
|----------------------------------|------------------|---|
| | | <ul style="list-style-type: none"> - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins |
| Level 6: Super Critical Shortage | > 50% | <p>Water Shortage Level 6: Supercritical Shortage is implemented when a water shortage emergency requires that demand be reduced greater than 50% to ensure sufficient supplies. During a Supercritical Shortage, a new set of mandatory conservation measures takes effect, in addition to all Permanent Water Waste Prohibitions. Mandatory conservation practices that were imposed Levels 1 through 5 remain in effect. LADWP may elect maximize withdrawals from available emergency storage along the LAA system and from local groundwater basins for supply augmentation.</p> <p><u>Actions</u></p> <p>Mandatory Conservation Phase 6</p> <ul style="list-style-type: none"> - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures |

**Table 20
Water Shortage Response Actions**

| Water Shortage Level | Percent Shortage | Shortage Response Actions |
|---|------------------|---|
| | | <p>used for aesthetic purposes, with potable water.</p> <ul style="list-style-type: none"> - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - The Board is hereby authorized to implement additional prohibited uses of water based on the water supply situation. Any additional prohibition shall be published at least once in a daily newspaper of general circulation and shall become effective immediately upon such publication and shall remain in effect until cancelled. - Withdraw from available emergency storage along the LAA and local groundwater basin. - Additional measures authorized by the Board |
| <p><i>Source: 2020 UWMP, Appendix I, LADWP.</i></p> | | |

Solid Waste

The landfills that serve the City and the capacity of these landfills are shown in Table 21. As shown, the landfills have an approximate available daily intake of 16,531 tons. As shown in Table 21, the Project would generate a net increase of approximately 0.026 tons of solid waste per day. This total is a conservative estimate and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 16,531 tons of solid waste per day, the landfills serving the City could accommodate the Project’s approximately net increase of 0.026 tons of solid waste per day.

**Table 21
Landfill Capacity**

| Landfill Facility | Estimated Remaining Life (years) | Estimated Remaining Disposal Capacity (million tons) | Permitted Intake (tons/day) | Daily Disposal (tons/day) | Available Daily Intake (tons/day) |
|--|----------------------------------|--|-----------------------------|---------------------------|-----------------------------------|
| Sunshine Canyon | 17 | 65.9 | 12,100 | 7,420 | 4,680 |
| Chiquita Canyon | 27 | 54.4 | 12,000 | 6,114 | 5,886 |
| Antelope Valley | 13 | 10.1 | 3,600 | 2,785 | 815 |
| Lancaster | 81 | 9.8 | 3,000 | 395 | 2,605 |
| Calabasas | 14 | 1.0 | 3,500 | 955 | 2,545 |
| Total | | | | | 16,531 |
| <i>Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2020 Annual Report, October 2021.</i> | | | | | |

**Table 21
Estimated Solid Waste Generation**

| Land Use | Size | Generation Rate ¹ | Total (tpd) |
|---|-------|------------------------------|----------------|
| <u>Existing</u> | | | |
| Residential | 2 du | 4.0 lbs/unit/day | 0.004 |
| <u>Project</u> | | | |
| Residential | 17 du | 4.0 lbs/unit/day | 0.03 |
| <i>(Less Existing)</i> | | | <i>(0.004)</i> |
| Net Total | | | 0.026 |
| <i>tpd = tons per day sf = square feet du = dwelling unit</i> | | | |
| ¹ <i>Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.</i> | | | |

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant Project impacts related to solid waste would occur.

Categorical Exemption Exceptions

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes Exceptions to Categorical Exemptions for certain activities. For the reasons discussed below, none of the Exceptions apply to the Project.

15300.2. Exceptions

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Discussion of Exceptions

Section 15300.2 (a) - Location:

This Exception is not applicable to the Project, because the Project does not fall under the definitions of Classes 3, 4, 5, 5, or 11.

Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other “related projects” in the vicinity of the Project Site that could be developed within the same timeframe as the Project. LADOT provided a list of nice potential related projects (refer to Appendix E). Five of these related projects have already been constructed and are operational. Thus, for the purposes of this Categorical Exemption, the following four related projects have been considered in the cumulative analysis provided below:

- Related Project No. 1 is located at 10375 W. Washington Boulevard approximately 0.6 miles southwest of the Project Site and includes 108 multi-family residential units with 3,600 square feet of ground-floor retail.
- Related Project No. 2 is located at 3301 S. Canfield Avenue approximately 0.9 miles northeast of the Project Site and includes 50 multi-family residential units.
- Related Project No. 3 is located at 9431 W. Venice Boulevard approximately 0.25 miles northeast of the Project Site and includes 47 multi-family residential units.
- Related Project No. 4 is located at 3841 S. Dunn Drive approximately 0.4 miles southwest of the Project Site and includes 207 multi-family residential units.

As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

Air Quality

The 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.¹⁸ Individual projects that generate emissions not in excess of SCAQMD’s significance thresholds would not contribute considerably to any potential cumulative impact. The 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 discussed previously, the Project would not produce VOC, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ emissions in excess of SCAQMD’s significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

The sites of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving

¹⁸ *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.*

this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new development is required to control the amount and quality of stormwater runoff coming from their respective sites. Moreover, little if any additional cumulative runoff is expected from the Project and the related project sites, since the area is highly developed with impervious surfaces. Additionally, all new development in the City is required to comply with the City’s LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Any subsequent developments would be required to perform the same level of water quality impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

Noise

Of the four related projects listed previously, only one (Related Project No. 3) is located within 0.25 miles of the Project Site and would have the potential to contribute cumulative construction noise impacts, if constructed at the same time as the Project. As illustrated in Table 22, the cumulative noise levels at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . Therefore, the cumulative construction noise impacts of successive projects of the same type in the same place over time would not be significant.

**Table 22
Cumulative Construction Noise Levels at Off-Site Sensitive Receptors**

| Receptor | Maximum Construction Noise Level (dBA L_{eq}) | Existing Ambient Noise Level (dBA L_{eq}) | New Ambient Noise Level (dBA L_{eq}) | Increase (dBA L_{eq}) | Significant? |
|-------------------------------------|--|--|---|--------------------------|--------------|
| 1. Village Tree Preschool | 43.3 | 59.5 | 59.6 | 0.1 | No |
| 2. Residences – 3752 Hughes Ave. | 41.3 | 59.5 | 59.6 | 0.1 | No |
| 3. Residences – 3745 Delmas Terrace | 53.2 | 50.0 | 54.9 | 4.9 | No |
| 4. Residences – 3755 Delmas Terrace | 52.4 | 50.0 | 54.4 | 4.4 | No |
| 5. Residences – 3750 Delmas Terrace | 52.7 | 50.0 | 54.6 | 4.6 | No |
| 6. Church | 45.3 | 50.2 | 51.4 | 1.2 | No |

Source: DKA Planning, 2023. Refer to Appendix C.

As stated previously, Related Project No. 3 is located approximately 0.25 miles northeast of the Project Site on Venice Boulevard and separated from the Project Site by not only distance but by existing intervening buildings. Operational noise from Related Project No. 3 would not be audible at the location of the Project’s sensitive receptors. Thus, the Project’s sensitive receptors would not experience cumulative operational noise from the Project and Related Project No. 3. Therefore, the cumulative operational noise impacts of successive projects of the same type in the same place over time would not be significant.

Traffic

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states the following regarding cumulative traffic impacts:

*Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)*

As discussed above, the Project satisfies the criteria to be considered a local-serving use and is screened out from further VMT analysis, as it is presumed the Project would cause less than significant transportation impacts. For this reason, the Project's cumulative contribution to traffic impacts would also be less than significant.

Public Services

Fire Protection

Implementation of the Project and the related projects could result in a net cumulative increase in demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density residential/commercial land uses, such as the Project and related projects, located farther than 1.5 miles from the nearest LAFD station that houses an engine or 2.0 miles from the nearest LAFD station that houses a truck company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding)

to which the Project and related projects would contribute. Therefore, the cumulative impact on fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the Project and the related projects could result in a net cumulative increase in demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on police protection from successive projects of the same type in the same place over time would not be significant.

Schools

The Project and the related projects could cumulatively increase the number of students in the Project Site area. However, similar to the Project Applicant, the applicants of all the related projects would be required to pay the state-mandated applicable school fees to the LAUSD to ensure that no significant impacts on school services would occur. Therefore, the cumulative impact on schools from successive projects of the same type in the same place over time would not be significant.

Parks

The Project and the related projects could cumulatively increase demand for parks and recreational services. As with the Project, the applicants of related projects would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact on parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the related projects in concert with the Project could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact on library services from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related projects in concert with the Project could increase the need for wastewater treatment. Table 23 shows that the cumulative development in the Project Site area could result in the need to treat approximately 62,150 gallons of wastewater per day (or 0.06 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses for the related projects or the effectiveness of water conservation measures required in accordance with the City’s Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown in Table 23. With a remaining treatment capacity of approximately 175 mgd, the HWRP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative impact on wastewater from successive projects of the same type in the same place over time would not be significant.

**Table 23
Estimated Cumulative Water Consumption and Wastewater Generation¹**

| Land Uses | Size | Water Consumption/ Wastewater Generation Rate² | Total (gpd) |
|--|-------------|--|--------------------|
| Multi-Family Residential | 402 du | 150 gpd/du | 60,300 |
| | | <i>Plus Project</i> | <i>1,810</i> |
| | | Total | 62,110 |
| <p><i>gpd = gallons per day du = dwelling unit</i></p> <p>¹ <i>Assumes wastewater generation equals water consumption.</i></p> <p>² <i>Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. This rate does not assume the effectiveness of any mandatory water conservation measures that are required in the City.</i></p> | | | |

Water

Implementation of the related projects and in concert with the Project could increase the need for water supply in the City. Table 23 shows that the cumulative development in the Project Site area could result in a demand of approximately 62,110 gallons of water per day (or 0.06 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses for the related projects or the effectiveness of mandatory water conservation measures required in accordance with the City’s Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown in Table 23.

LADWP (through its 2020 UWMP) anticipates that its projected water supplies will meet demand through the year 2045. In terms of the City’s overall water supply condition, any related project that is consistent with the City’s General Plan has been taken into account in the planned growth

of the water system. In addition, any related project that conforms to the demographic projections from SCAG's Regional Transportation Plan and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and state water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. Therefore, the cumulative impact on water supply from successive projects of the same type in the same place over time would not be significant.

Solid Waste

Implementation of the related projects in concert with the Project could increase the need for landfill capacity in the region. As shown in Table 24, implementation of the Project in conjunction with the related projects would result in an estimated solid waste generation of approximately 0.83 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 16,531 tons of solid waste per day, the landfills serving the Project and related projects would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, the cumulative impact on landfill capacity from successive projects of the same type in the same place over time would not be significant.

**Table 24
Estimated Cumulative Solid Waste Generation**

| Land Uses | Size | Solid Waste Generation Rate¹ | Total (tpd) |
|---|-------------|--|--------------------|
| Multi-Family Residential | 402 du | 4 lbs/day/unit | 0.80 |
| | | <i>Plus Project</i> | <i>0.03</i> |
| | | Total | 0.83 |
| <i>tpd = tons per day du = dwelling unit lbs = pounds sf = square feet</i> | | | |
| ¹ <i>Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.</i> | | | |

Section 15300.2(c) – Significant Effects Due to Unusual Circumstances

There are no unusual circumstances related to implementation of the Project. The Project includes infill development of a site currently developed with two residential buildings and a

driveway in an urbanized portion of the City. The proposed residential use is allowed under the existing zoning and land use designation for the Project Site. Additionally, the Project Site is not located in a designated “environmentally sensitive area.” While no unusual circumstances exist, as described above, there is also no reasonable possibility that any significant effects could result from the Project's development. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

Section 15300.2(d) – Scenic Highways

The closest state-designated scenic highway is a segment of Route 1 between Marina Del Rey and Santa Monica located approximately 3.95 miles west of the Project site.¹⁹ The Project Site is not visible from any state-designated scenic highway. Therefore, this Exception does not apply to the Project.

Section 15300.2(e) – Hazardous Waste Sites

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.²⁰ Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Exception does not apply to the Project.

Section 15300.2(f) – Historical Resources

A review of Historic Places LA shows no significant historical resources located on or adjacent to the Project Site.²¹ Additionally, reviews of the National Register of Historic Places and the California Register of Historical Resources show no significant historical resources located on or adjacent to the Project Site. Thus, the Project would not cause a substantial adverse change in the significance of a historical resource.²²²³ Therefore, this Exception does not apply to the Project.

¹⁹ Caltrans, California State Scenic Highway System Map <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> , accessed January 25, 2023.

²⁰ Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed January 25, 2023.

²¹ Historic Resources LA, <http://www.historicplacesla.org/map> , accessed January 25, 2023.

²² National Park Service, National Register of Historic Places, https://www.nps.gov/articles/nr_digitization.htm, accessed February 9, 2023.

²³ Office of Historic Preservation, California Register of Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>, accessed February 9, 2023.

APPENDIX A – TREE REPORT



Arborist Report

for

3751 S. Delmas Terrace
Los Angeles, CA90034

Entity for Proposal:

JGR Partners LLC
Jason Grant
325 N Maple Dr. #1011
Beverly Hills, CA 90213

Prepared by
LA Arbor Care Inc.
8335 Winnetka Ave Suite 270
Winnetka, CA 91306
866-8LA-Tree
Miguel Lopez
ISA Certified Arborist #WE-13666A
Tree Risk Assessment Qualified
January 11, 2023



Table of Contents

Background, Site conditions

Existing Trees on Private Property

Site Survey

Summary of Trees

Certification Page



Background

According to ordinance 177404 and amended ordinance 186873 the following trees native tree species are protected oak trees including indigenous Oaks Court is species Southern California black walnut western Sycamore California bakery Mexican elderberry and Toyon. Trees that are to be repaired on the side to be protected doing any grading process to within 5 feet of the drip line of the tree to preclude potential damage to the tree. 8 inch caliper or larger need to be noted too.

The protected trees may be relocated or removed upon prior approval of removal if a) it's presence prevents the reasonable development of the property, B, the health of the tree is in decline and it's restoration or feasible see, it is in danger of falling D, interferes with proposed utility or roadways with it or without property E, it has no apparent aesthetic belly will continue to be a parent and design of a proposal subdivision. Need to be removed, the first choice would be relocation else we're on the same property where the relocation is reasonable and favorable to the survival of the tree. Measures may need to be taken to mitigate adverse effects on the tree. Should I protect the tree need to be removed and relocation is not an option, trees of the project within the property by at least four trees of a protected variety with 24 inch boxes or larger trees. The size and number of replacing Trisha approximate value of the tree to be replaced.

Limits of the Assignment

The investigation is limited to visual inspection Level 1 of subject trees.

Site Conditions

The 7,303 Sqft lot located at 3751 S. Delmas Terrace is a multi family residence (2-4 Unit). The tree survey was conducted on January 11, 2023. Trees found on site on private property are non-protected species. Species include 1 Ailanthus altissima (Tree of heaven) -5dbh , 1 Juniperus (Juniper tree) - 11dbh, and 1 Dwarf Meyer lemon (Lemon tree)-1dbh. Trees located on private property will be removed.



Existing Trees On Private Property



Observations: Level 1 Assessment

-There is one 1 Tree of heaven (20'-24') located in front of the building with a 5 dbh . The trees overall health is in good condition and no signs of soil disturbance or structural concerns. This tree will be removed to allow for new construction. Replacement value is one 24'' -box tree.



-There is one 1 Juniper tree (20'-24') located at the front of the home next to the driveway with a 11 dbh. The trees overall health is in good condition and no signs of soil disturbance or structural concerns. This tree will be removed to allow for new construction. Replacement value is 1 24'' - box tree. This tree will be removed to allow construction. Replacement value is one 24'' -box tree.



Existing Trees On Private Property



-There is one 1 Dwarf Meyer lemon(5'-7') located at the back of the home next to the wall with a 1 dbh. The trees overall health is in good condition and no signs of soil disturbance or structural concerns. This tree will be removed to allow for new construction. Replacement value is 1 24'' - box tree. This tree will be removed to allow construction. Replacement value is one 24''-box tree.

Site Survey





Certification Page

Miguel Lopez

**-Certified Arborist
-Tree Risk Assessment Qualified
WE-13666A**

**California State Lic
D49-1090481 Existing Trees On Private Propert**

APPENDIX B – TRANSPORTATION DATA



Email Transmittal

January 12, 2023

Mr. Eduardo Hermoso, P.E.
Transportation Engineer
WLA / Coastal Development Review
City of Los Angeles Department of Transportation
7166 W. Manchester Avenue
Los Angeles, CA 90066

Re: Trip Generation & VMT Screening Assessment for the 3751 Delmas Terrace Residential Project, City of Los Angeles

Dear Eduardo,

JGR Partners LLC is proposing to develop a residential project on a 0.17-acre lot at 3751 S. Delmas Terrace in the Palms neighborhood of the City of Los Angeles (the "City"). The project will consist of the construction of a new residential building, with five stories of Type III-A residential over one story of Type I-A parking over one story of Type I-A subterranean parking. The six-story building will contain up to 17 multifamily dwelling units, 2 of which will be reserved for Extremely Low Income (ELI) household (the "Project"). The Project will include no commercial space. The existing site contains an active residential duplex that will be removed as part of Project development. The Project site is located within the Palms – Mar Vista – Del Rey Community Plan Area and the Exposition Corridor Transit Neighborhood Plan Area. The site is bounded by Delmas Terrace to the east, and multifamily residential buildings to the west, north, and south. The Project Site Location Map is shown in Figure 1. In order to determine the level of transportation analysis required for the Project, a trip generation and vehicle miles traveled (VMT) screening analysis has been performed. The results are presented in this technical letter.

PROJECT DESCRIPTION

The conceptual site plan is provided in Figure 2. The proposed Project will include five stories of residential dwelling units; a ground floor with a lobby and limited automobile parking; and a subterranean parking level. The Project site is located in a Transit Oriented Communities (TOC) Tier 3 area. Therefore, assuming it qualifies as an Eligible Housing Development, the Project is required to provide no more than 0.5 automobile parking spaces per unit according to Assembly Bill 2345. The site is also located in a Transit Priority Area zoning overlay. The proposed building will provide residential amenities such as backyard open space, multiple recreational rooms, and open-air decks on both the sixth floor and roof.



The Project proposes to provide a total of 18 automobile parking spaces between the subterranean (12) and ground-floor (6) levels of the building. The automobile parking will be accessed via a single driveway that will intersect the west side of Delmas Terrace, at the southeast corner of the site.

The Project will also provide 18 long-term and 2 short-term bicycle parking spaces, for a total supply of 20 bicycle parking spaces. The long-term bicycle parking will be located on the subterranean parking and ground floor levels of the building, adjacent to the automobile parking. The short-term bicycle parking will be provided near the main lobby entrance of the building on the ground level. The overall Project parking supply will meet the City's Municipal Code automobile and bicycle parking requirements. The proposed Project will be constructed and operational in 2025.

TRANSPORTATION ASSESSMENT SCREENING CRITERIA

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's *Transportation Assessment Guidelines* (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to VMT for studies completed within the City. The TAG was updated in July 2020 and August 2022, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily vehicle trips, and thereby require the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

- 1. The land use project would generate a net increase of 250 or more daily vehicle trips.*
- 2. The land use project would generate a net increase in daily VMT.*

PROJECT TRIP GENERATION ASSESSMENT

Along with the updated TAG, the LADOT developed the VMT Calculator Version 1.3 v141 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.



The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristics. For the proposed Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are shown in Attachment A.

As shown in Attachment A, the "Housing | Multi-Family" and "Housing | Affordable Housing – Family" land use trip rates were applied to the corresponding proposed Project and existing site land uses. As shown, based on the VMT Calculator screening results, the Project will generate 60 net daily vehicle trips and 366 net daily VMT. As the Project will generate fewer than 250 net daily vehicle trips, the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

PROJECT TRANSPORTATION IMPACTS

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 60 net daily vehicle trips to the local street system on a typical weekday, the Project is not expected to result in significant impacts to the surrounding transportation system. Therefore, neither a TA nor further analysis of transportation impacts is required for the Project.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan J. Kelly".

Ryan J. Kelly, TE
Senior Engineer
TR 2547

RK
C22771

FIGURE 1

PROJECT SITE LOCATION MAP

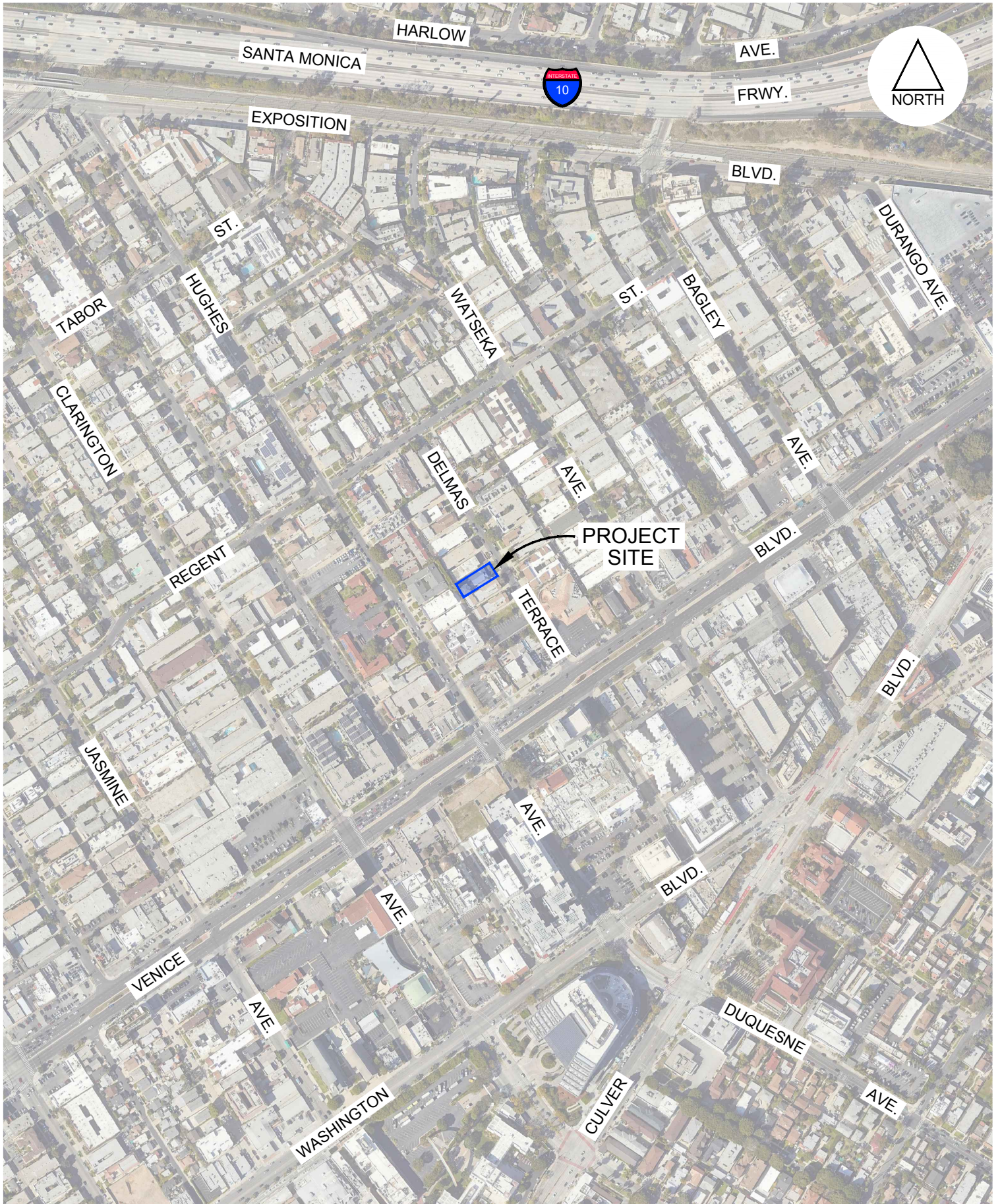


FIGURE 1

1/12/2023
FN: JC28171/PROJ-SITE LOCATION

FIGURE 2

CONCEPTUAL PROJECT SITE PLAN

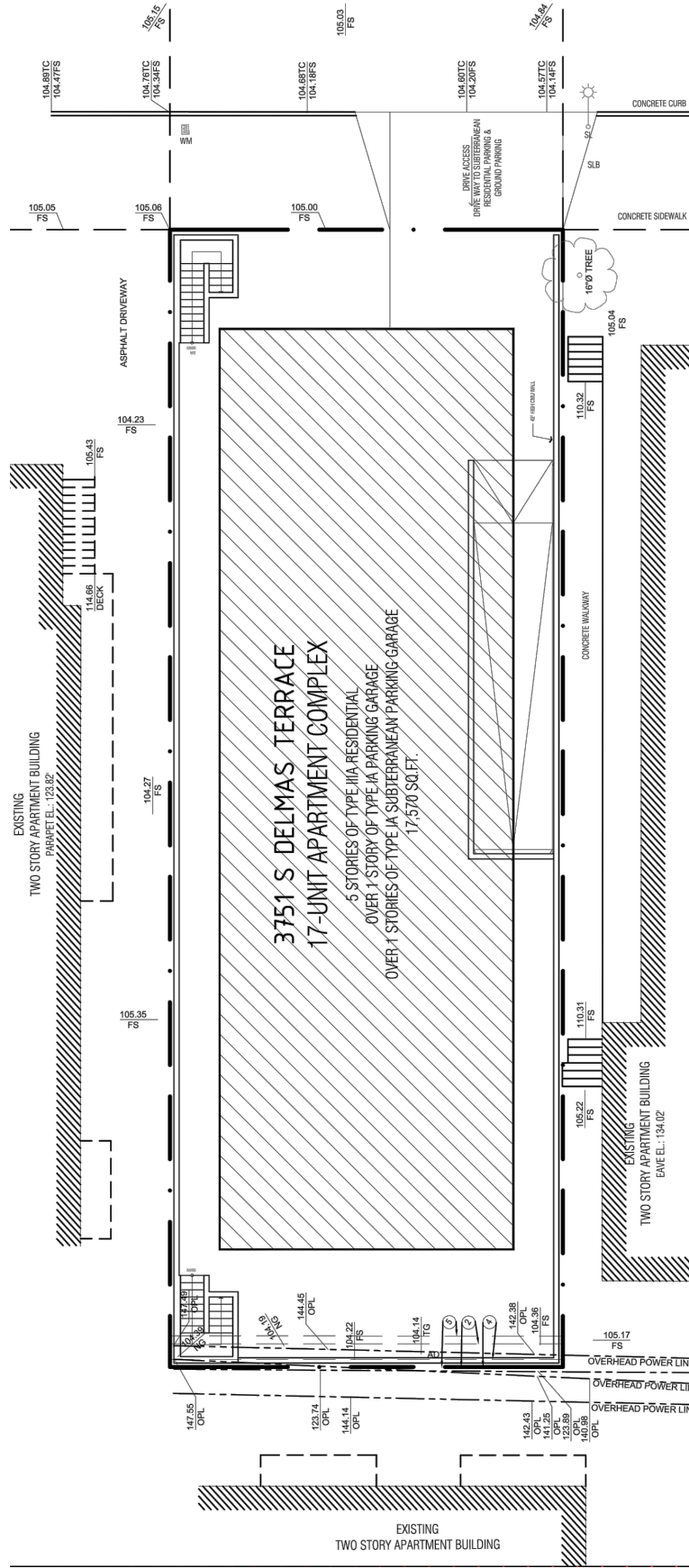


FIGURE 2

1/12/2023
 FN: JC28171\SITE PLAN

ATTACHMENT A

VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



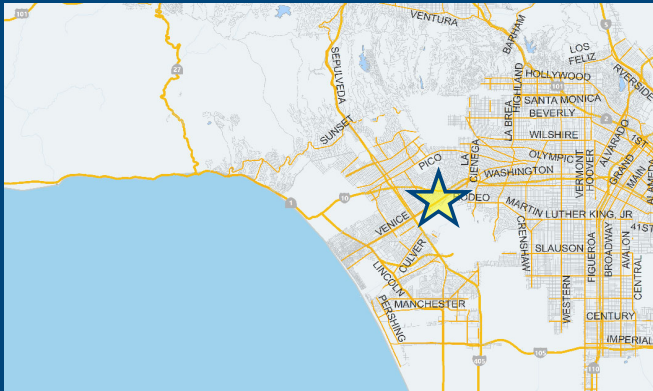
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

| Land Use Type | Value | Unit | |
|------------------------|-------|------|---|
| Housing Multi-Family | 2 | DU | + |
| Housing Multi-Family | 2 | DU | |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

| Land Use Type | Value | Unit | |
|---------------------------------------|-------|------|---|
| Housing Multi-Family | 17 | DU | + |
| Housing Multi-Family | 15 | DU | |
| Housing Affordable Housing - Family | 2 | DU | |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---------------------------|
| 9 Daily Vehicle Trips | 69 Daily Vehicle Trips |
| 55 Daily VMT | 421 Daily VMT |
| Tier 1 Screening Criteria | |
| Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/> | |
| Tier 2 Screening Criteria | |
| The net increase in daily trips < 250 trips | 60 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 366 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 0.000 ksf |
| The proposed project is not required to perform VMT analysis. | |



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

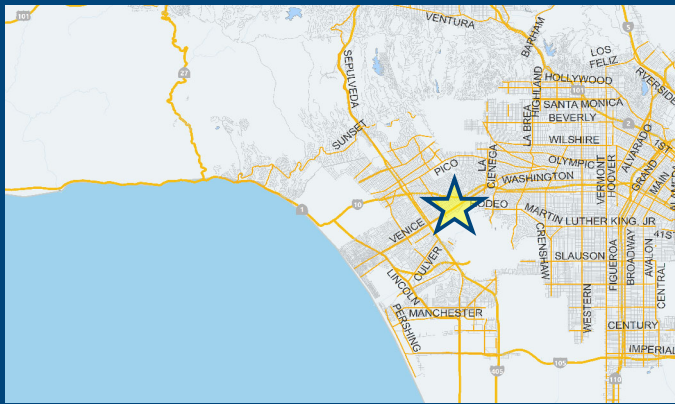


Project Information

Project:

Scenario:

Address:



| Proposed Project Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | | |
| Housing Affordable Housing - Family | | |

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 | | |
| B Transit | | |
| C Education & Encouragement | | |
| D Commute Trip Reductions | | |
| E Shared Mobility | | |
| F Bicycle Infrastructure | | |
| Implement/Improve On-street Bicycle Facility | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Bike Parking Per LAMC | Select Proposed Prj or Mitigation to include this strategy | |
| <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Secure Bike Parking and Showers | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| G Neighborhood Enhancement | | |

Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| 59 Daily Vehicle Trips | 59 Daily Vehicle Trips |
| 366 Daily VMT | 366 Daily VMT |
| N/A Household VMT per Capita | N/A Household VMT per Capita |
| N/A Work VMT per Employee | N/A Work VMT per Employee |
| Significant VMT Impact? | |
| Household: N/A Threshold = 7.4 15% Below APC | Household: N/A Threshold = 7.4 15% Below APC |
| Work: N/A Threshold = 11.1 15% Below APC | Work: N/A Threshold = 11.1 15% Below APC |



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Project Information | | | |
|---------------------------|---------------------------------|-------|----------|
| | Land Use Type | Value | Units |
| Housing | <i>Single Family</i> | 0 | DU |
| | Multi Family | 15 | DU |
| | <i>Townhouse</i> | 0 | DU |
| | <i>Hotel</i> | 0 | Rooms |
| | <i>Motel</i> | 0 | Rooms |
| Affordable Housing | Family | 2 | DU |
| | <i>Senior</i> | 0 | DU |
| | <i>Special Needs</i> | 0 | DU |
| | <i>Permanent Supportive</i> | 0 | DU |
| Retail | <i>General Retail</i> | 0.000 | ksf |
| | <i>Furniture Store</i> | 0.000 | ksf |
| | <i>Pharmacy/Drugstore</i> | 0.000 | ksf |
| | <i>Supermarket</i> | 0.000 | ksf |
| | <i>Bank</i> | 0.000 | ksf |
| | <i>Health Club</i> | 0.000 | ksf |
| | <i>High-Turnover Sit-Down</i> | 0.000 | ksf |
| | <i>Restaurant</i> | 0.000 | ksf |
| | <i>Fast-Food Restaurant</i> | 0.000 | ksf |
| | <i>Quality Restaurant</i> | 0.000 | ksf |
| | <i>Auto Repair</i> | 0.000 | ksf |
| | <i>Home Improvement</i> | 0.000 | ksf |
| | <i>Free-Standing Discount</i> | 0.000 | ksf |
| | <i>Movie Theater</i> | 0 | Seats |
| Office | <i>General Office</i> | 0.000 | ksf |
| | <i>Medical Office</i> | 0.000 | ksf |
| Industrial | <i>Light Industrial</i> | 0.000 | ksf |
| | <i>Manufacturing</i> | 0.000 | ksf |
| | <i>Warehousing/Self-Storage</i> | 0.000 | ksf |
| School | <i>University</i> | 0 | Students |
| | <i>High School</i> | 0 | Students |
| | <i>Middle School</i> | 0 | Students |
| | <i>Elementary</i> | 0 | Students |
| | <i>Private School (K-12)</i> | 0 | Students |
| Other | | 0 | Trips |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Analysis Results | | | |
|---|--------------------------|------------------------|--------------------------|
| Total Employees: N/A | | | |
| Total Population: N/A | | | |
| Proposed Project | | With Mitigation | |
| 59 | Daily Vehicle Trips | N/A | Daily Vehicle Trips |
| N/A | Daily VMT | N/A | Daily VMT |
| N/A | Household VMT per Capita | N/A | Household VMT per Capita |
| N/A | Work VMT per Employee | N/A | Work VMT per Employee |
| Significant VMT Impact? | | | |
| APC: West Los Angeles | | | |
| Impact Threshold: 15% Below APC Average | | | |
| Household = 7.4 | | | |
| Work = 11.1 | | | |
| Proposed Project | | With Mitigation | |
| VMT Threshold | Impact | VMT Threshold | Impact |
| Household > 7.4 | N/A | Household > 7.4 | N/A |
| Work > 11.1 | N/A | Work > 11.1 | N/A |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs | | | | |
|---------------------------|----------------------------------|---|-------------|--------|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Parking | Reduce parking supply | City code parking provision (spaces) | 27 | 27 |
| | | Actual parking provision (spaces) | 18 | 18 |
| | Unbundle parking | Monthly cost for parking (\$) | \$0 | \$0 |
| | Parking cash-out | Employees eligible (%) | 0% | 0% |
| | Price workplace parking | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | | Employees subject to priced parking (%) | 0% | 0% |
| | Residential area parking permits | Cost of annual permit (\$) | \$0 | \$0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---|--|---|-------------|----|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Transit | Reduce transit headways | Reduction in headways (increase in frequency) (%) | 0% | |
| | | Existing transit mode share (as a percent of total daily trips) (%) | 0% | |
| | | Lines within project site improved (<50%, >=50%) | 0 | |
| | Implement neighborhood shuttle | Degree of implementation (low, medium, high) | 0 | 0 |
| | | Employees and residents eligible (%) | 0% | 0% |
| | Transit subsidies | Employees and residents eligible (%) | 0% | 0% |
| Amount of transit subsidy per passenger (daily equivalent) (\$) | | \$0.00 | \$0.00 | |
| Education & Encouragement | Voluntary travel behavior change program | Employees and residents participating (%) | 0% | |
| | Promotions and marketing | Employees and residents participating (%) | 0% | |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|-------------|----|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Commuter Trip Reductions | <i>Required commute trip reduction program</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | <i>Alternative Work Schedules and Telecommute</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | | <i>Type of program</i> | 0 | 0 |
| | | <i>Degree of implementation (low, medium, high)</i> | 0 | 0 |
| | <i>Employer sponsored vanpool or shuttle</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| | | <i>Employer size (small, medium, large)</i> | 0 | 0 |
| | <i>Ride-share program</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| Shared Mobility | <i>Car share</i> | <i>Car share project setting (Urban, Suburban, All Other)</i> | 0 | 0 |
| | <i>Bike share</i> | <i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i> | 0 | 0 |
| | <i>School carpool program</i> | <i>Level of implementation (Low, Medium, High)</i> | 0 | 0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|------------------|-------------|
| Strategy Type | | Description | Proposed Project | Mitigations |
| Bicycle Infrastructure | <i>Implement/Improve on-street bicycle facility</i> | <i>Provide bicycle facility along site (Yes/No)</i> | 0 | 0 |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | <i>Include secure bike parking and showers</i> | <i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i> | 0 | 0 |
| Neighborhood Enhancement | <i>Traffic calming improvements</i> | <i>Streets with traffic calming improvements (%)</i> | 0% | 0% |
| | | <i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i> | 0% | 0% |
| | <i>Pedestrian network improvements</i> | | 0 | 0 |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|--------------------------------------|--|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| Parking | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Transit | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Education & Encouragement | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Commute Trip Reductions | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Shared Mobility | Car-share | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| | School carpool program | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|---------------------------------|---|-------------------------------|---|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|--|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| | | Bicycle Infrastructure | Implement/ Improve on-street bicycle facility | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

Final Combined & Maximum TDM Effect

| | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | |
|------------------------|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| | COMBINED TOTAL | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |
| MAX. TDM EFFECT | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | suburban center | 20% |
| | suburban | 15% |

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 15 | -20.0% | 12 | N/A | N/A | N/A |
| Home Based Other Production | 42 | -47.6% | 22 | N/A | N/A | N/A |
| Non-Home Based Other Production | 20 | -5.0% | 19 | N/A | N/A | N/A |
| Home-Based Work Attraction | 0 | 0.0% | 0 | N/A | N/A | N/A |
| Home-Based Other Attraction | 20 | -45.0% | 11 | N/A | N/A | N/A |
| Non-Home Based Other Attraction | 5 | 0.0% | 5 | N/A | N/A | N/A |

MXD Methodology with TDM Measures

| | <i>Proposed Project</i> | | | <i>Project with Mitigation Measures</i> | | |
|---------------------------------|-------------------------|---------------|-------------|---|-----------------|---------------|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Work Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A

Total Employees: N/A

APC: West Los Angeles

| | <i>Proposed Project</i> | <i>Project with Mitigation Measures</i> |
|---|-------------------------|---|
| <i>Total Home Based Production VMT</i> | N/A | N/A |
| <i>Total Home Based Work Attraction VMT</i> | N/A | N/A |
| <i>Total Home Based VMT Per Capita</i> | N/A | N/A |
| <i>Total Work Based VMT Per Employee</i> | N/A | N/A |

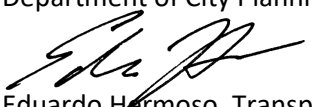
CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3751 S. Delmas Terrace
DOT Case No. Other WLA23-114535

Date: January 27, 2023

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From: 
Eduardo Hermoso, Transportation Engineer
Department of Transportation

Subject: **TRIP GENERATION ANALYSIS AND VEHICLE MILES TRAVEL ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 3751 SOUTH DELMAS TERRACE**

The Department of Transportation (DOT) has completed the review of a trip generation analysis and Vehicle Miles Travel (VMT) screening assessment report, prepared by KOA Corporation, dated January 12, 2023, for the proposed residential project located at 3751 South Delmas Terrace. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

Project Description

The project scope will include the removal of an active residential duplex to construct a new six-story residential building. The proposed project will include five stories of residential dwelling units; a ground floor that will consist of a lobby and limited automobile parking area; and one level of subterranean parking. The residential building will contain up to 17 multifamily dwelling units, two of which will be reserved for Extremely Low Income household. Vehicular access to the residential parking spaces will be accessed via a new driveway located on Delmas Terrace. The project is expected to be completed and operational in 2025.

VMT Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineer (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on socioeconomic data and the built environment factors of the project's surroundings, it was determined that the project **does not** exceed the net 250 daily vehicle trips threshold to require a transportation impact analysis. Therefore, DOT will not require the preparation of a transportation impact assessment for this project. The VMT calculator version 1.3 was the latest VMT calculator available at the time the analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page and summary report, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Highway Dedication and Street Widening Requirements

The applicant for the project shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

Driveway Access and Circulation

The proposed site plan illustrated in **Attachment B** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval, and should be coordinated with DOT's West LA Development Review Section (7166 W. Manchester Avenue, Room #11 at 213-485-1062). The applicant should also check with City Planning regarding the project's driveway placement and design.

If you have any questions, please contact me at (213) 485-1062.

Attachments

c: Dylan Sittig, Council District No. 5
Milena Zasadzien, William Lamborn, DCP
Tim Fremaux, Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Ryan Kelly, KOA Corporation

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



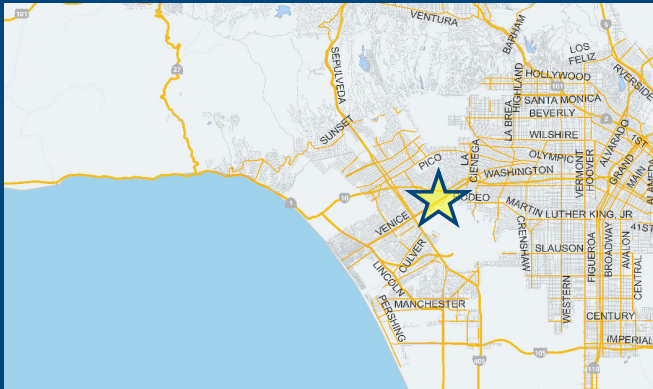
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

| Land Use Type | Value | Unit |
|------------------------|-------|------|
| Housing Multi-Family | 2 | DU |
| Housing Multi-Family | 2 | DU |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

| Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | 17 | DU |
| Housing Multi-Family | 15 | DU |
| Housing Affordable Housing - Family | 2 | DU |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---------------------------|
| 9 Daily Vehicle Trips | 69 Daily Vehicle Trips |
| 55 Daily VMT | 421 Daily VMT |
| Tier 1 Screening Criteria | |
| Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/> | |
| Tier 2 Screening Criteria | |
| The net increase in daily trips < 250 trips | 60 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 366 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 0.000 ksf |
| The proposed project is not required to perform VMT analysis. | |



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

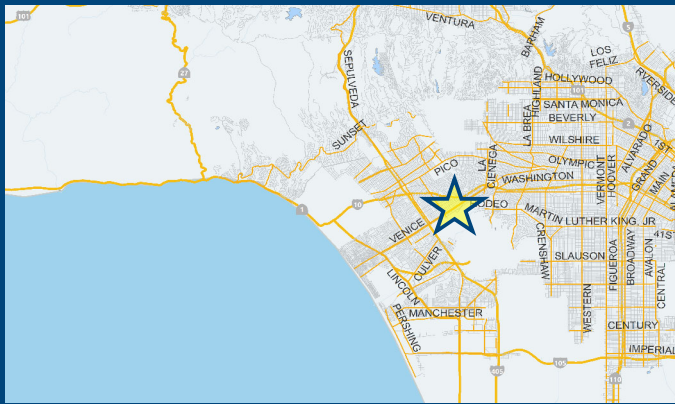


Project Information

Project:

Scenario:

Address:



| Proposed Project Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | | |
| Housing Affordable Housing - Family | | |

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 | | |
| B Transit | | |
| C Education & Encouragement | | |
| D Commute Trip Reductions | | |
| E Shared Mobility | | |
| F Bicycle Infrastructure | | |
| Implement/Improve On-street Bicycle Facility | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Bike Parking Per LAMC | Select Proposed Prj or Mitigation to include this strategy | |
| <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Secure Bike Parking and Showers | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| G Neighborhood Enhancement | | |

Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| 59 Daily Vehicle Trips | 59 Daily Vehicle Trips |
| 366 Daily VMT | 366 Daily VMT |
| N/A Household VMT per Capita | N/A Household VMT per Capita |
| N/A Work VMT per Employee | N/A Work VMT per Employee |
| Significant VMT Impact? | |
| Household: N/A Threshold = 7.4 15% Below APC | Household: N/A Threshold = 7.4 15% Below APC |
| Work: N/A Threshold = 11.1 15% Below APC | Work: N/A Threshold = 11.1 15% Below APC |



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Project Information | | | |
|---------------------|-----------------------------------|----------------|----------|
| Land Use Type | | Value | Units |
| Housing | Single Family | 0 | DU |
| | Multi Family | 15 | DU |
| | Townhouse | 0 | DU |
| | Hotel | 0 | Rooms |
| | Motel | 0 | Rooms |
| Affordable Housing | Family | 2 | DU |
| | Senior | 0 | DU |
| | Special Needs | 0 | DU |
| | Permanent Supportive | 0 | DU |
| Retail | General Retail | 0.000 | ksf |
| | Furniture Store | 0.000 | ksf |
| | Pharmacy/Drugstore | 0.000 | ksf |
| | Supermarket | 0.000 | ksf |
| | Bank | 0.000 | ksf |
| | Health Club | 0.000 | ksf |
| | High-Turnover Sit-Down Restaurant | 0.000 | ksf |
| | Fast-Food Restaurant | 0.000 | ksf |
| | Quality Restaurant | 0.000 | ksf |
| | Auto Repair | 0.000 | ksf |
| | Home Improvement | 0.000 | ksf |
| | Free-Standing Discount | 0.000 | ksf |
| | Movie Theater | 0 | Seats |
| | Office | General Office | 0.000 |
| Medical Office | | 0.000 | ksf |
| Industrial | Light Industrial | 0.000 | ksf |
| | Manufacturing | 0.000 | ksf |
| | Warehousing/Self-Storage | 0.000 | ksf |
| School | University | 0 | Students |
| | High School | 0 | Students |
| | Middle School | 0 | Students |
| | Elementary | 0 | Students |
| | Private School (K-12) | 0 | Students |
| Other | | 0 | Trips |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Analysis Results | | | |
|---|--------------------------|------------------------|--------------------------|
| Total Employees: N/A | | | |
| Total Population: N/A | | | |
| Proposed Project | | With Mitigation | |
| 59 | Daily Vehicle Trips | N/A | Daily Vehicle Trips |
| N/A | Daily VMT | N/A | Daily VMT |
| N/A | Household VMT per Capita | N/A | Household VMT per Capita |
| N/A | Work VMT per Employee | N/A | Work VMT per Employee |
| Significant VMT Impact? | | | |
| APC: West Los Angeles | | | |
| Impact Threshold: 15% Below APC Average | | | |
| Household = 7.4 | | | |
| Work = 11.1 | | | |
| Proposed Project | | With Mitigation | |
| VMT Threshold | Impact | VMT Threshold | Impact |
| Household > 7.4 | N/A | Household > 7.4 | N/A |
| Work > 11.1 | N/A | Work > 11.1 | N/A |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs | | | | |
|---------------------------|----------------------------------|---|-------------|--------|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Parking | Reduce parking supply | City code parking provision (spaces) | 27 | 27 |
| | | Actual parking provision (spaces) | 18 | 18 |
| | Unbundle parking | Monthly cost for parking (\$) | \$0 | \$0 |
| | Parking cash-out | Employees eligible (%) | 0% | 0% |
| | Price workplace parking | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | | Employees subject to priced parking (%) | 0% | 0% |
| | Residential area parking permits | Cost of annual permit (\$) | \$0 | \$0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | |
|---|--|---|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Transit | Reduce transit headways | Reduction in headways (increase in frequency) (%) | 0% |
| | | Existing transit mode share (as a percent of total daily trips) (%) | 0% |
| | | Lines within project site improved (<50%, >=50%) | 0 |
| | Implement neighborhood shuttle | Degree of implementation (low, medium, high) | 0 |
| | | Employees and residents eligible (%) | 0% |
| | Transit subsidies | Employees and residents eligible (%) | 0% |
| Amount of transit subsidy per passenger (daily equivalent) (\$) | | \$0.00 | \$0.00 |
| Education & Encouragement | Voluntary travel behavior change program | Employees and residents participating (%) | 0% |
| | Promotions and marketing | Employees and residents participating (%) | 0% |
| (cont. on following page) | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|-------------|----|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Commuter Trip Reductions | <i>Required commute trip reduction program</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | <i>Alternative Work Schedules and Telecommute</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | | <i>Type of program</i> | 0 | 0 |
| | | <i>Degree of implementation (low, medium, high)</i> | 0 | 0 |
| | <i>Employer sponsored vanpool or shuttle</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| | | <i>Employer size (small, medium, large)</i> | 0 | 0 |
| | <i>Ride-share program</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| Shared Mobility | <i>Car share</i> | <i>Car share project setting (Urban, Suburban, All Other)</i> | 0 | 0 |
| | <i>Bike share</i> | <i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i> | 0 | 0 |
| | <i>School carpool program</i> | <i>Level of implementation (Low, Medium, High)</i> | 0 | 0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|------------------|-------------|
| Strategy Type | | Description | Proposed Project | Mitigations |
| Bicycle Infrastructure | <i>Implement/Improve on-street bicycle facility</i> | <i>Provide bicycle facility along site (Yes/No)</i> | 0 | 0 |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | <i>Include secure bike parking and showers</i> | <i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i> | 0 | 0 |
| Neighborhood Enhancement | <i>Traffic calming improvements</i> | <i>Streets with traffic calming improvements (%)</i> | 0% | 0% |
| | | <i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i> | 0% | 0% |
| | <i>Pedestrian network improvements</i> | | 0 | 0 |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|--------------------------------------|--|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| Parking | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Transit | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Education & Encouragement | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Commute Trip Reductions | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Shared Mobility | Car-share | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| | School carpool program | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|---------------------------------|---|-------------------------------|---|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|--|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| | | Bicycle Infrastructure | Implement/ Improve on-street bicycle facility | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

Final Combined & Maximum TDM Effect

| | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | |
|------------------------|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| | COMBINED TOTAL | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |
| MAX. TDM EFFECT | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | suburban center | 20% |
| | suburban | 15% |

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 15 | -20.0% | 12 | N/A | N/A | N/A |
| Home Based Other Production | 42 | -47.6% | 22 | N/A | N/A | N/A |
| Non-Home Based Other Production | 20 | -5.0% | 19 | N/A | N/A | N/A |
| Home-Based Work Attraction | 0 | 0.0% | 0 | N/A | N/A | N/A |
| Home-Based Other Attraction | 20 | -45.0% | 11 | N/A | N/A | N/A |
| Non-Home Based Other Attraction | 5 | 0.0% | 5 | N/A | N/A | N/A |

MXD Methodology with TDM Measures

| | <i>Proposed Project</i> | | | <i>Project with Mitigation Measures</i> | | |
|---------------------------------|-------------------------|---------------|-------------|---|-----------------|---------------|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Work Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A

Total Employees: N/A

APC: West Los Angeles

| | <i>Proposed Project</i> | <i>Project with Mitigation Measures</i> |
|---|-------------------------|---|
| <i>Total Home Based Production VMT</i> | N/A | N/A |
| <i>Total Home Based Work Attraction VMT</i> | N/A | N/A |
| <i>Total Home Based VMT Per Capita</i> | N/A | N/A |
| <i>Total Work Based VMT Per Employee</i> | N/A | N/A |

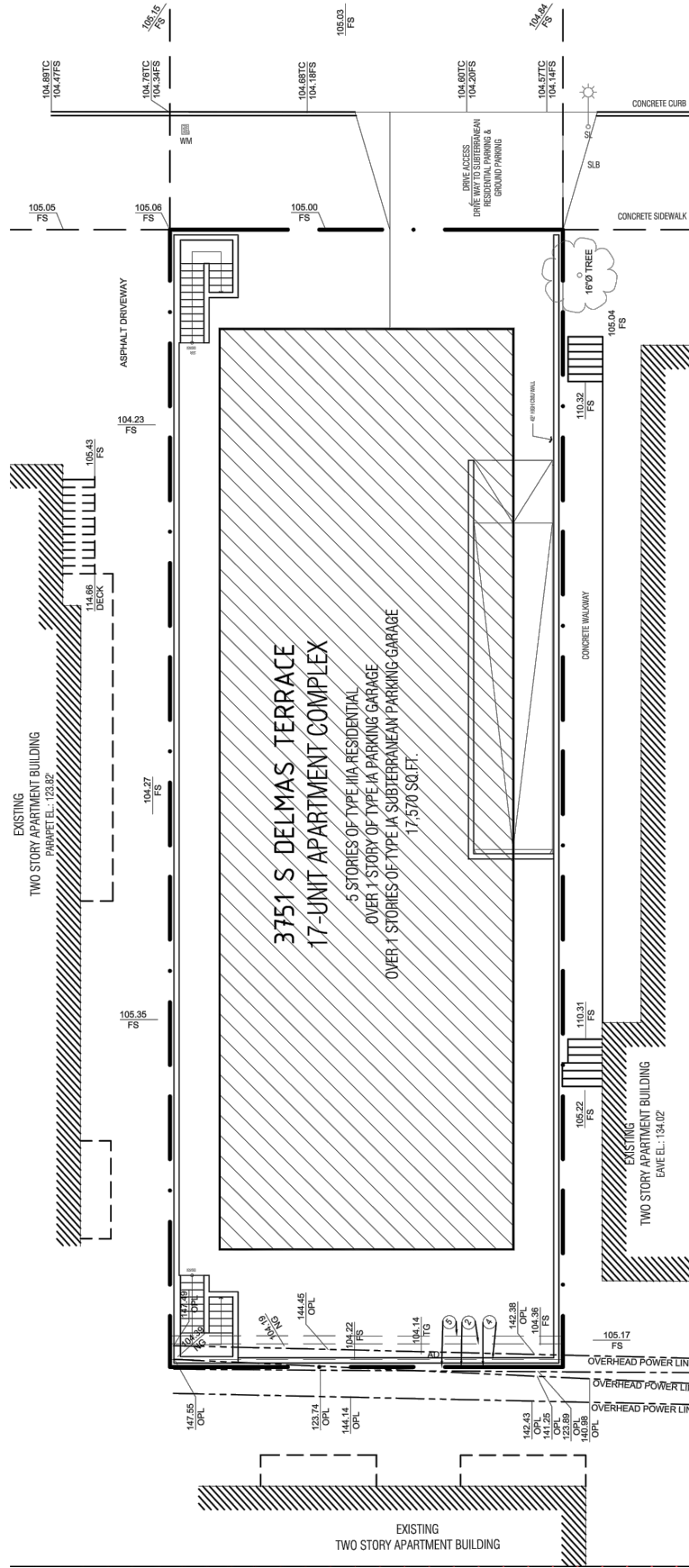


FIGURE 2

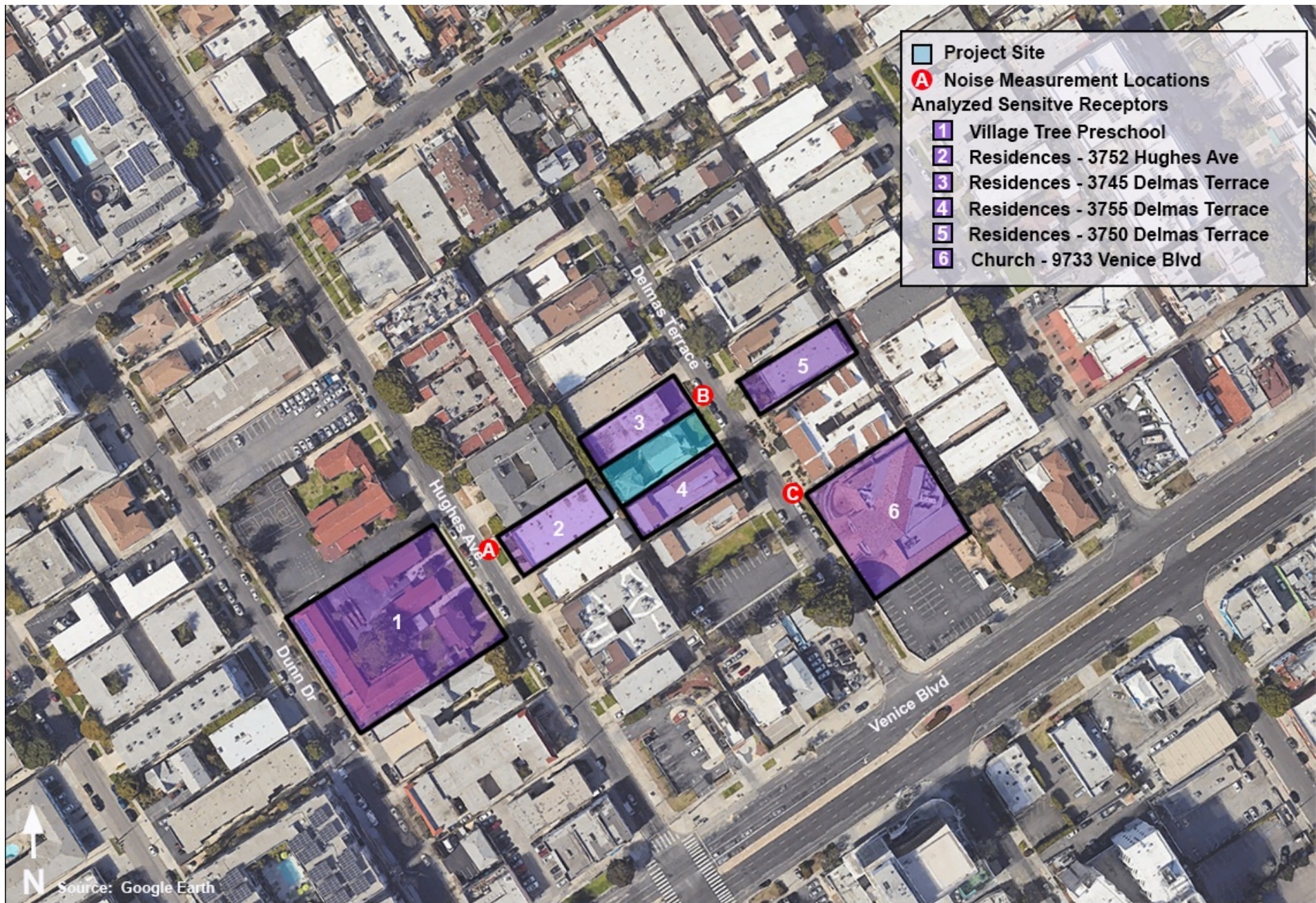
1/12/2023
 FN: JC28171\SITE PLAN

APPENDIX C – NOISE MODELING RESULTS



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



- Project Site
- Ⓐ Noise Measurement Locations
- Analyzed Sensitive Receptors
- 1 Village Tree Preschool
- 2 Residences - 3752 Hughes Ave
- 3 Residences - 3745 Delmas Terrace
- 4 Residences - 3755 Delmas Terrace
- 5 Residences - 3750 Delmas Terrace
- 6 Church - 9733 Venice Blvd



Figure 1
Noise Measurement Locations

Session Report

2/4/2023

Information Panel

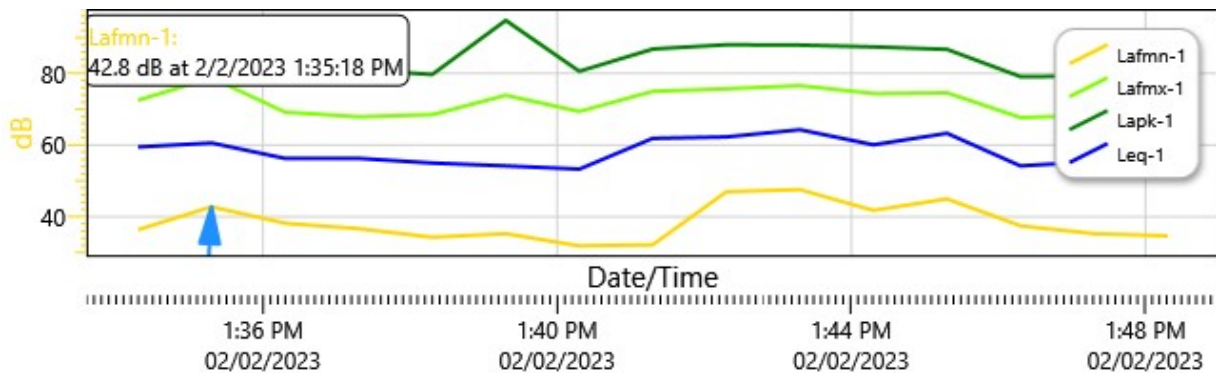
| | |
|---------------------|---------------------|
| Name | 3752 Hughest Avenue |
| Comments | |
| Start Time | 2/2/2023 1:33:18 PM |
| Stop Time | 2/2/2023 1:48:21 PM |
| Run Time | 00:15:03 |
| Serial Number | SE40213991 |
| Device Name | SE40213991 |
| Model Type | Sound Examiner |
| Device Firmware Rev | R.11C |
| Company Name | |
| Description | |
| Location | |
| User Name | |

Summary Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---------------|-------|---------|-------------|-------|-------|
| Leq | 1 | 59.5 dB | | | |
| Exchange Rate | 1 | 3 dB | Weighting | 1 | A |
| Response | 1 | FAST | Bandwidth | 1 | OFF |

Logged Data Chart

3752 Hughest Avenue: Logged Data Chart



Logged Data Table

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|-----------|--------|---------|---------|-------|
|-----------|--------|---------|---------|-------|

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|---------------------|--------|---------|---------|-------|
| 2/2/2023 1:34:18 PM | 86.5 | 36.4 | 72.5 | 59.5 |
| 1:35:18 PM | 89.8 | 42.8 | 78.8 | 60.6 |
| 1:36:18 PM | 79.7 | 38.2 | 69.2 | 56.3 |
| 1:37:18 PM | 81.1 | 36.7 | 67.9 | 56.3 |
| 1:38:18 PM | 79.7 | 34.3 | 68.5 | 55 |
| 1:39:18 PM | 94.8 | 35.3 | 73.9 | 54.2 |
| 1:40:18 PM | 80.6 | 31.9 | 69.4 | 53.3 |
| 1:41:18 PM | 86.8 | 32.2 | 75 | 61.9 |
| 1:42:18 PM | 88 | 47 | 75.7 | 62.3 |
| 1:43:18 PM | 87.9 | 47.6 | 76.6 | 64.3 |
| 1:44:18 PM | 87.4 | 41.8 | 74.4 | 60.1 |
| 1:45:18 PM | 86.7 | 45 | 74.6 | 63.3 |
| 1:46:18 PM | 79.1 | 37.5 | 67.7 | 54.2 |
| 1:47:18 PM | 79.2 | 35.3 | 68.3 | 55.4 |
| 1:48:18 PM | 85.3 | 34.7 | 70 | 53.6 |

Session Report

2/4/2023

Information Panel

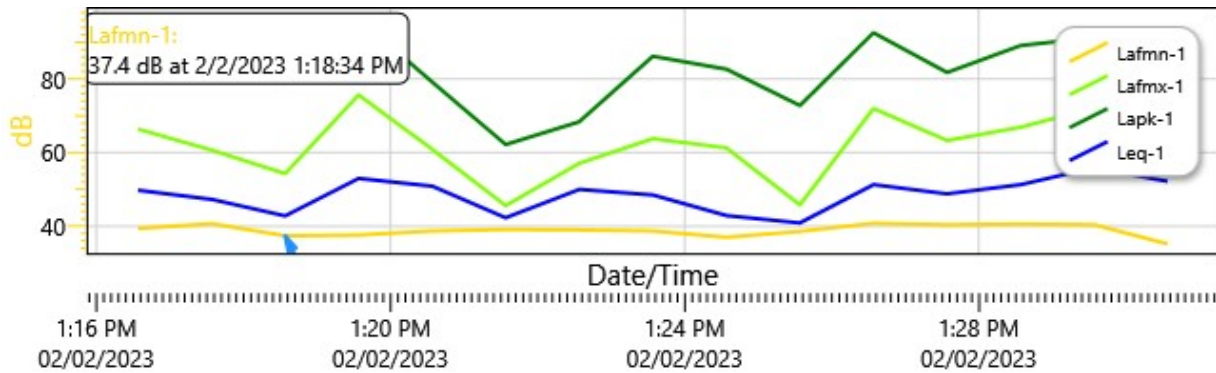
| | |
|---------------------|---------------------|
| Name | 3760 Delmas Terrace |
| Comments | |
| Start Time | 2/2/2023 1:15:34 PM |
| Stop Time | 2/2/2023 1:30:37 PM |
| Run Time | 00:15:03 |
| Serial Number | SE40213991 |
| Device Name | SE40213991 |
| Model Type | Sound Examiner |
| Device Firmware Rev | R.11C |
| Company Name | |
| Description | |
| Location | |
| User Name | |

Summary Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---------------|-------|---------|-------------|-------|-------|
| Leq | 1 | 50.2 dB | | | |
| Exchange Rate | 1 | 3 dB | Weighting | 1 | A |
| Response | 1 | FAST | Bandwidth | 1 | OFF |

Logged Data Chart

3760 Delmas Terrace: Logged Data Chart



Logged Data Table

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|-----------|--------|---------|---------|-------|
|-----------|--------|---------|---------|-------|

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|---------------------|--------|---------|---------|-------|
| 2/2/2023 1:16:34 PM | 92.6 | 39.4 | 66.4 | 49.8 |
| 1:17:34 PM | 84.8 | 40.7 | 60.7 | 47.3 |
| 1:18:34 PM | 79.2 | 37.4 | 54.3 | 42.8 |
| 1:19:34 PM | 96.5 | 37.6 | 75.7 | 53 |
| 1:20:34 PM | 79.2 | 38.7 | 60.9 | 50.9 |
| 1:21:34 PM | 62.2 | 39.1 | 45.6 | 42.3 |
| 1:22:34 PM | 68.4 | 39 | 57.1 | 50 |
| 1:23:34 PM | 86.2 | 38.7 | 63.8 | 48.5 |
| 1:24:34 PM | 82.7 | 37 | 61.3 | 42.9 |
| 1:25:34 PM | 72.8 | 38.6 | 45.8 | 40.9 |
| 1:26:34 PM | 92.6 | 40.8 | 72 | 51.3 |
| 1:27:34 PM | 81.8 | 40.4 | 63.3 | 48.8 |
| 1:28:34 PM | 89.1 | 40.6 | 66.9 | 51.3 |
| 1:29:34 PM | 91.3 | 40.4 | 72.2 | 55.9 |
| 1:30:34 PM | 87.3 | 35.2 | 73.9 | 52.2 |

Session Report

2/4/2023

Information Panel

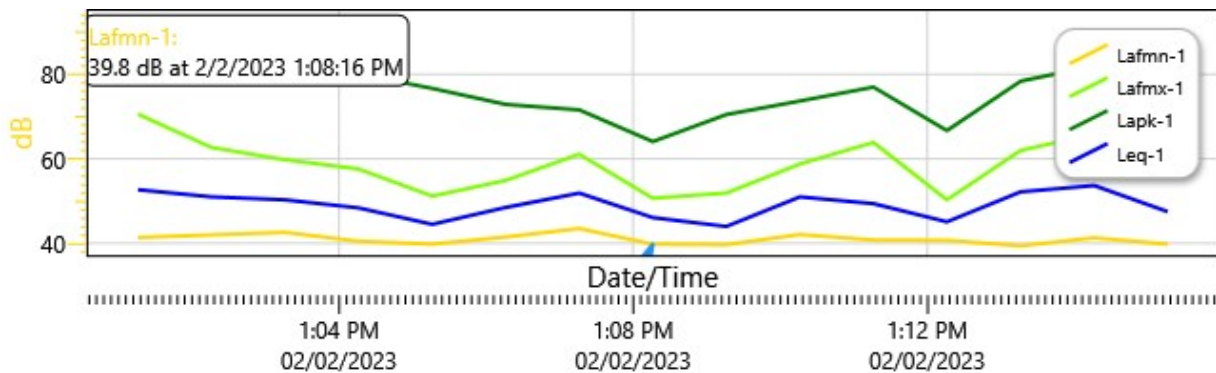
| | |
|---------------------|---------------------|
| Name | 3745 Delmas Terrace |
| Comments | |
| Start Time | 2/2/2023 1:00:16 PM |
| Stop Time | 2/2/2023 1:15:17 PM |
| Run Time | 00:15:01 |
| Serial Number | SE40213991 |
| Device Name | SE40213991 |
| Model Type | Sound Examiner |
| Device Firmware Rev | R.11C |
| Company Name | |
| Description | |
| Location | |
| User Name | |

Summary Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---------------|-------|-------|-------------|-------|-------|
| Leq | 1 | 50 dB | | | |
| Exchange Rate | 1 | 3 dB | Weighting | 1 | A |
| Response | 1 | FAST | Bandwidth | 1 | OFF |

Logged Data Chart

3745 Delmas Terrace: Logged Data Chart



Logged Data Table

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|-----------|--------|---------|---------|-------|
|-----------|--------|---------|---------|-------|

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|---------------------|--------|---------|---------|-------|
| 2/2/2023 1:01:16 PM | 92.8 | 41.4 | 70.6 | 52.7 |
| 1:02:16 PM | 84.4 | 42 | 62.7 | 51 |
| 1:03:16 PM | 82.3 | 42.6 | 59.8 | 50.3 |
| 1:04:16 PM | 80.1 | 40.5 | 57.6 | 48.4 |
| 1:05:16 PM | 76.7 | 39.8 | 51.2 | 44.5 |
| 1:06:16 PM | 72.9 | 41.5 | 54.9 | 48.5 |
| 1:07:16 PM | 71.6 | 43.5 | 61.1 | 51.9 |
| 1:08:16 PM | 64.1 | 39.8 | 50.7 | 46.1 |
| 1:09:16 PM | 70.5 | 39.7 | 51.9 | 44 |
| 1:10:16 PM | 73.7 | 42.1 | 58.8 | 51 |
| 1:11:16 PM | 77 | 40.8 | 63.9 | 49.4 |
| 1:12:16 PM | 66.7 | 40.7 | 50.3 | 45.1 |
| 1:13:16 PM | 78.4 | 39.4 | 62 | 52.2 |
| 1:14:16 PM | 82 | 41.3 | 65.9 | 53.7 |
| 1:15:16 PM | 79.4 | 39.8 | 58.3 | 47.5 |



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

| Source name | Size m/m ² | Reference | Day dB(A) | Level | | | Corrections | | |
|-------------------|--------------------------|-----------|--------------|------------------|----------------|---|-------------|----------|----------|
| | | | | Evening dB(A) | Night dB(A) | | Cwall dB | CI dB | CT dB |
| Construction Site | 643 m ² | Lw/unit | 109.7 | - | - | - | - | - | - |

Receiver list

| No. | Receiver name | Coordinates | | Building side | Floor | Height abv.grd. m | Limit Day dB(A) | Level Day dB(A) | Conflict Day dB |
|-----|----------------------------------|-------------|------------|---------------|-------|-------------------------|-----------------------|-----------------------|-----------------------|
| | | X | Y | | | | | | |
| 1 | Church | 11370905.14 | 3765767.58 | West | GF | 34.26 | - | 44.7 | - |
| 2 | Residences - 3745 Delmas Terrace | 11370844.82 | 3765805.90 | North east | GF | 34.92 | - | 52.5 | - |
| 3 | Residences - 3750 Delmas Terrace | 11370883.30 | 3765814.78 | South west | GF | 34.94 | - | 52.4 | - |
| 4 | Residences - 3752 Hughes Ave. | 11370794.31 | 3765753.15 | South west | GF | 34.14 | - | 36.5 | - |
| 5 | Residences - 3755 Delmas Terrace | 11370864.50 | 3765785.33 | North east | GF | 34.02 | - | 51.9 | - |
| 6 | Village Treet Preschool | 11370749.81 | 3765714.38 | North east | GF | 33.37 | - | 37.8 | - |




Contribution levels of the receivers

| Source name | Traffic lane | Level Day dB(A) |
|----------------------------------|--------------|-----------------|
| Church | GF | 44.7 |
| Construction Site | - | 44.7 |
| Residences - 3745 Delmas Terrace | GF | 52.5 |
| Construction Site | - | 52.5 |
| Residences - 3750 Delmas Terrace | GF | 52.4 |
| Construction Site | - | 52.4 |
| Residences - 3752 Hughes Ave. | GF | 36.5 |
| Construction Site | - | 36.5 |
| Residences - 3755 Delmas Terrace | GF | 51.9 |
| Construction Site | - | 51.9 |
| Village Treet Preschool | GF | 37.8 |
| Construction Site | - | 37.8 |

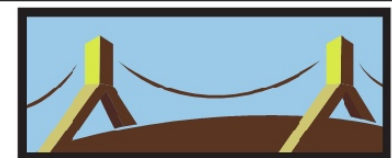


3751 South Delmas Terrace

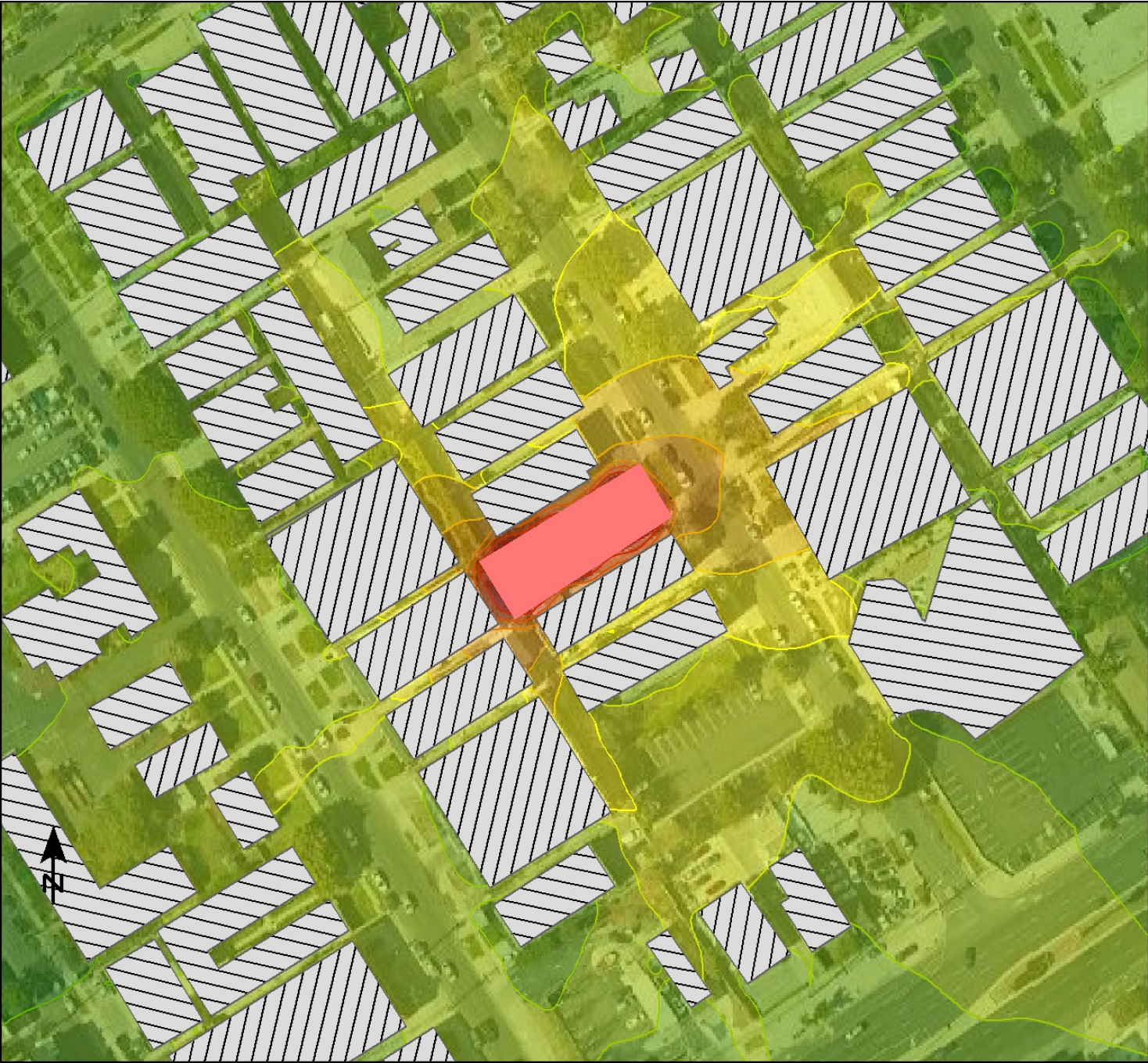
Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site



1 : 96



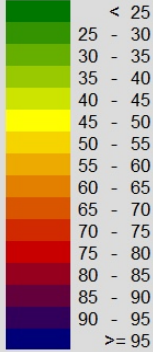
3751 South Delmas Terrace



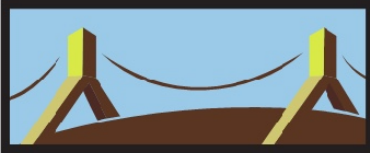
Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



1 : 96



Construction Noise Impacts



DOUGLASKIM+ASSOCIATES

| | | |
|----------------------------------|-------|-------|
| Reference | 15.24 | meter |
| Sound Pressure Level (Lp) | 75.0 | dBA |
| Sound Power Level (Lw) | 109.7 | dB |

| Receptor | Existing Leq | Noise | New Leq | Difference Leq | Significant? |
|----------------------------------|--------------|-------|---------|----------------|--------------|
| Village Tree Preschool | 59.5 | 37.8 | 59.5 | 0.0 | No |
| Residences - 3752 Hughes Ave. | 59.5 | 36.5 | 59.5 | 0.0 | No |
| Residences - 3745 Delmas Terrace | 50.0 | 52.5 | 54.4 | 4.4 | No |
| Residences - 3755 Delmas Terrace | 50.0 | 51.9 | 54.1 | 4.1 | No |
| Residences - 3750 Delmas Terrace | 50.0 | 52.4 | 54.4 | 4.4 | No |



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

Project: 3751 Delmas Terrace

| | |
|---|---|
| Receiver Parameters | |
| Receiver: | Residences - Delmas Terrace (east side) |
| Land Use Category: | 2 - Residential |
| Existing Noise (Measured or Generic Value): | 48 dBA |

Number of Noise Sources: 1

| | |
|-------------------------|--|
| Noise Source Parameters | |
| Source 1 | |
| Source Type: | Stationary Source |
| Specific Source: | Parking Garage |
| Daytime hrs | Avg. Number of Autos/hr: 3 |
| Nighttime hrs | Avg. Number of Autos/hr: 3 |
| Distance | Distance from Source to Receiver (ft): 90 |
| Adjustments | Number of Intervening Rows of Buildings: 0 |
| | Noise Barrier?: No |
| | Joint Track/Crossover?: No |
| | Embedded Track?: No |
| | Aerial Structure?: No |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

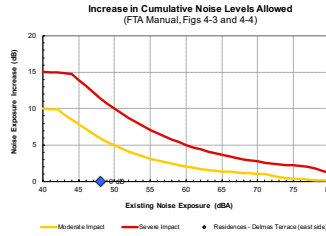
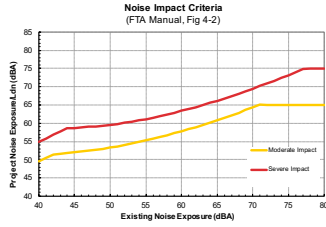
| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|-------------------------|--------|
| Project Results Summary | |
| Existing Ldn: | 48 dBA |
| Total Project Ldn: | 48 dBA |
| Total Noise Exposure: | 48 dBA |
| Increase: | 0 dB |
| Impact? | None |

| | |
|------------------------------|------------------|
| Distance to Impact Contours | |
| Dist to Mod. Impact Contour: | (Source 1): 9 ft |
| Dist to Sev. Impact Contour: | (Source 1): 5 ft |

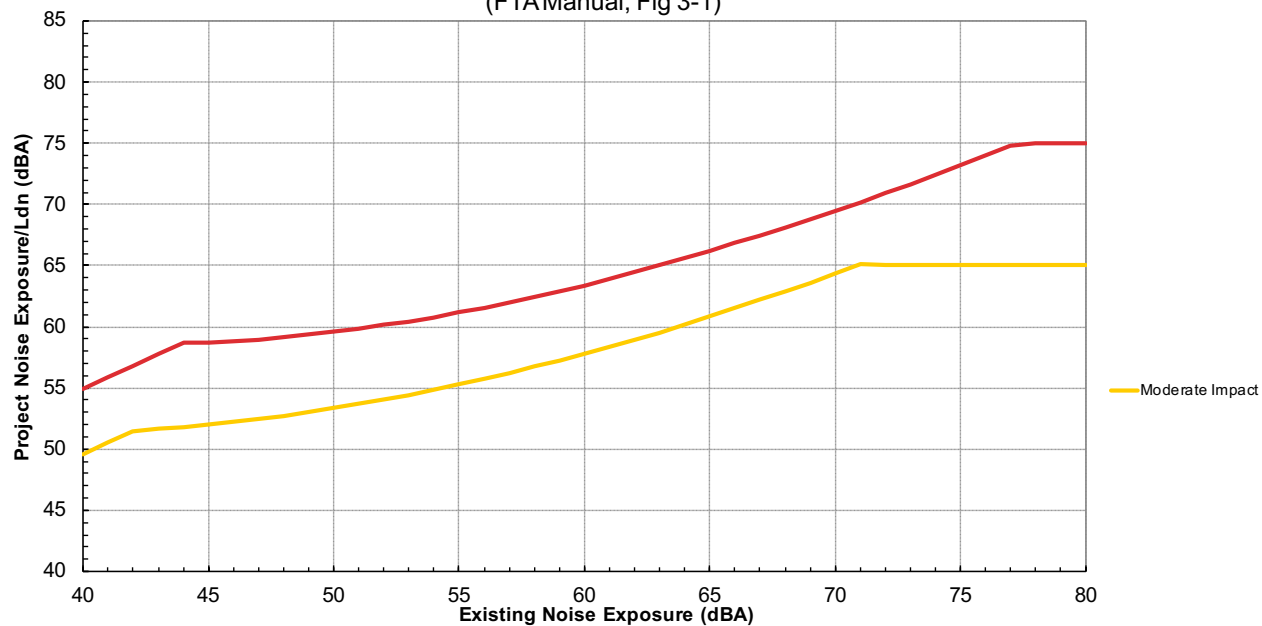
| | |
|------------------|----------|
| Source 1 Results | |
| Leq(day): | 24.8 dBA |
| Leq(night): | 20.0 dBA |
| Ldn: | 27.5 dBA |



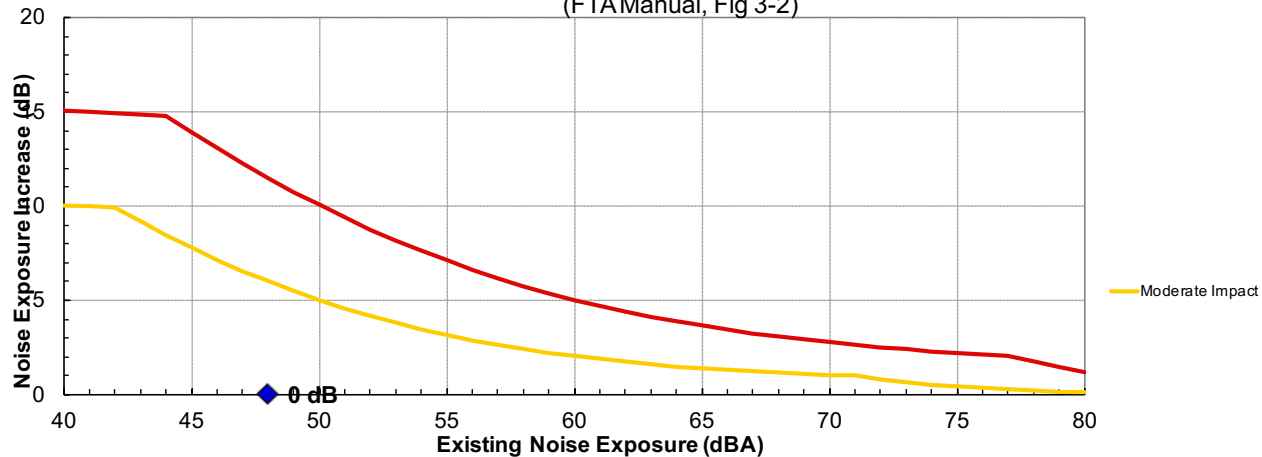
Project: 3751 Delmas Terrace
Receiver: Residences - Delmas Terrace (east side)

| Source | Distance | Project Ldn | Existing Ldn | Noise Criteria | | Impact? |
|-------------------------|----------|---------------|---------------|----------------|---------------|-------------|
| | | | | Mod. Impact | Sev. Impact | |
| 1 Parking Garage | 90 ft | 27.5 dBA | 48 dBA | 53 dBA | 59 dBA | None |
| 2 -- | 50 ft | | 48 dBA | 53 dBA | 59 dBA | |
| 3 -- | 50 ft | | 48 dBA | 53 dBA | 59 dBA | |
| 4 -- | 70 ft | | 48 dBA | 53 dBA | 59 dBA | |
| 5 -- | ft | | 48 dBA | 53 dBA | 59 dBA | |
| 6 -- | ft | | 48 dBA | 53 dBA | 59 dBA | |
| Combined Sources | | 28 dBA | 48 dBA | 53 dBA | 59 dBA | None |

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



**City Of Los Angeles
Department Of Transportation**

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Robertson Bl / Exposition Bl

East/West Venice Bl

Day: Thursday **Date:** October 13, 2022 **Weather:** SUNNY

Hours: 7-10 AM & 3-6 PM **Staff:** MF

School Day: YES **District:** WESTERN **I/S CODE** 12459

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------|------------|------------|------------|------------|
| TRUCKS | 354 | 616 | 1336 | 1319 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 35 | 3 | 47 | 47 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| AM PK 15 MIN | 188 | 8.15 | 390 | 9.15 | 498 | 8.30 | 549 | 8.00 |
| PM PK 15 MIN | 237 | 5.00 | 324 | 3.15 | 669 | 4.00 | 673 | 5.30 |
| AM PK HOUR | 690 | 7.45 | 1348 | 8.30 | 1779 | 7.45 | 2139 | 7.30 |
| PM PK HOUR | 901 | 5.00 | 1141 | 3.00 | 2511 | 3.30 | 2184 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 120 | 482 | 50 | 652 |
| 8-9 | 122 | 471 | 68 | 661 |
| 9-10 | 108 | 329 | 59 | 496 |
| 3-4 | 117 | 384 | 140 | 641 |
| 4-5 | 99 | 458 | 193 | 750 |
| 5-6 | 156 | 552 | 193 | 901 |
| TOTAL | 722 | 2676 | 703 | 4101 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|------|------|-------|
| 7-8 | 147 | 236 | 318 | 701 |
| 8-9 | 285 | 514 | 504 | 1303 |
| 9-10 | 326 | 434 | 505 | 1265 |
| 3-4 | 463 | 317 | 361 | 1141 |
| 4-5 | 414 | 260 | 300 | 974 |
| 5-6 | 310 | 374 | 437 | 1121 |
| TOTAL | 1945 | 2135 | 2425 | 6505 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|--------------|----------|----------|----------|----------|
| 1353 | 0 | 0 | 0 | 0 |
| 1964 | 0 | 0 | 6 | 0 |
| 1761 | 0 | 0 | 0 | 0 |
| 1782 | 0 | 0 | 0 | 0 |
| 1724 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 |
| 10606 | 0 | 0 | 6 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|------|-----|-------|
| 7-8 | 329 | 1103 | 62 | 1494 |
| 8-9 | 395 | 1250 | 84 | 1729 |
| 9-10 | 351 | 1270 | 71 | 1692 |
| 3-4 | 398 | 1907 | 60 | 2365 |
| 4-5 | 416 | 1863 | 69 | 2348 |
| 5-6 | 433 | 1905 | 45 | 2383 |
| TOTAL | 2322 | 9298 | 391 | 12011 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|-------|------|-------|
| 7-8 | 48 | 1648 | 298 | 1994 |
| 8-9 | 70 | 1695 | 242 | 2007 |
| 9-10 | 55 | 1603 | 158 | 1816 |
| 3-4 | 108 | 1544 | 134 | 1786 |
| 4-5 | 194 | 1660 | 121 | 1975 |
| 5-6 | 177 | 1892 | 115 | 2184 |
| TOTAL | 652 | 10042 | 1068 | 11762 |

TOTAL

XING W/L

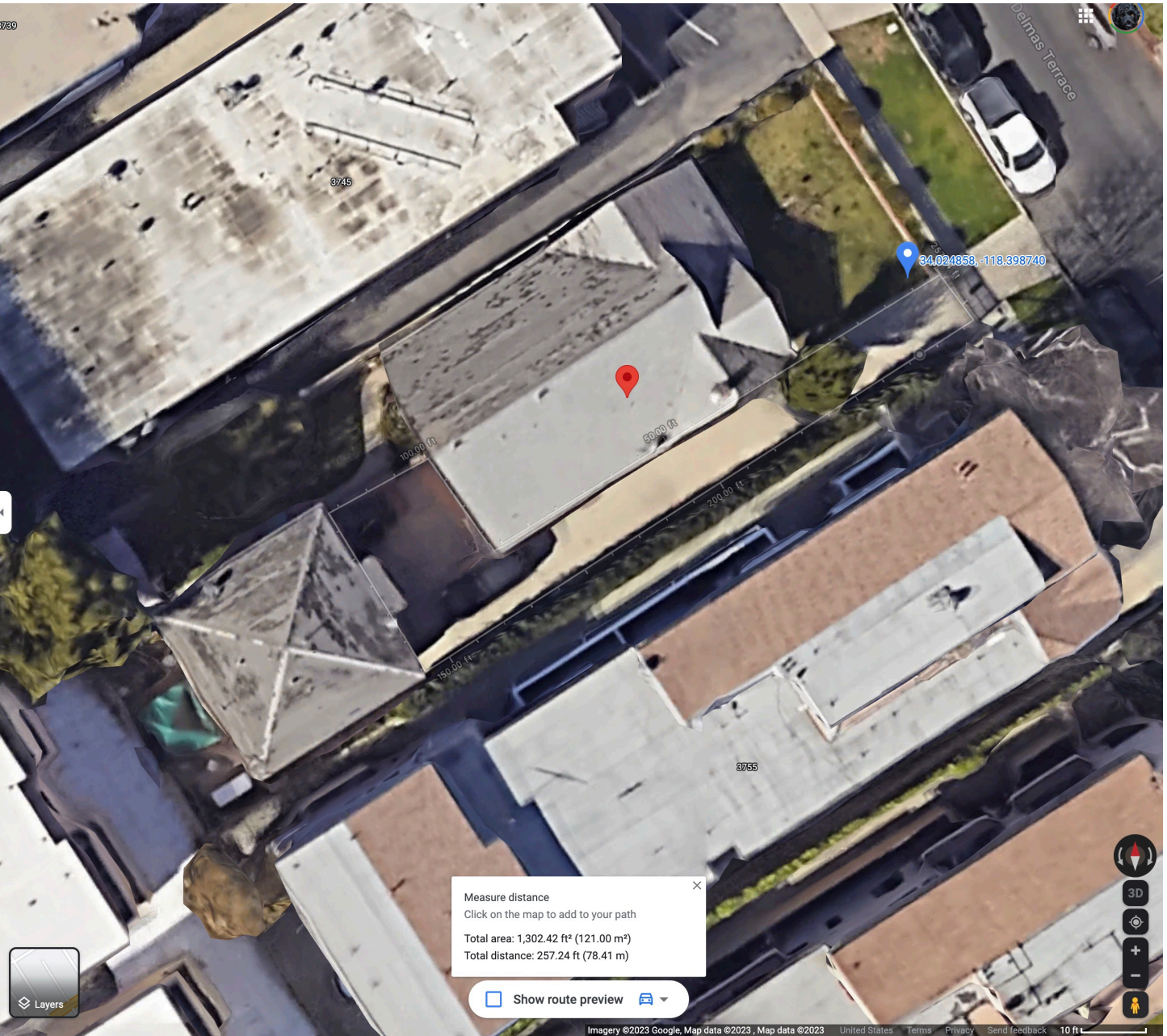
XING E/L

| E-W | Ped | Sch | Ped | Sch |
|--------------|----------|----------|----------|----------|
| 3488 | 0 | 0 | 0 | 0 |
| 3736 | 0 | 0 | 0 | 0 |
| 3508 | 0 | 0 | 0 | 0 |
| 4151 | 0 | 0 | 0 | 0 |
| 4323 | 0 | 0 | 0 | 0 |
| 4567 | 0 | 0 | 0 | 0 |
| 23773 | 0 | 0 | 0 | 0 |




DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Measure distance ✕
Click on the map to add to your path
Total area: 1,302.42 ft² (121.00 m²)
Total distance: 257.24 ft (78.41 m)

Show route preview  ▾



DOUGLAS KIM + ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

| Materials | Total SF | Height | Cubic Yards | Pounds per Cub | Tons | Truck Capacity (CY) | Truck Trips | Source |
|----------------------------------|----------|--------|-------------|----------------|------|---------------------|-------------|---|
| Construction and Debris | 0 | 0 | - | 484 | - | 10 | - | Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators |
| General Building | | 12 | - | 1,000 | - | 10 | - | Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula |
| Single Family Residence | 2,034 | 12 | 235 | 1,000 | 118 | 10 | 47 | 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 | - | |
| Vegetative Debris (Hardwoods) | | | - | 500 | - | 10 | - | |
| Vegetative Debris (Softwoods) | | | - | 333 | - | 10 | - | |
| Asphalt or concrete (Constructor | 1,300 | 0.5 | 24 | 2,400 | 29 | 10 | 5 | |
| TOTAL | | | 259 | | 146 | | 52 | |



DOUGLASKIM+ASSOCIATES,LLC

GRADING ANALYSIS



DOUGLAS KIM + ASSOCIATES, LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

| | CY | % Swell | Adjusted CY | Truck Capacity (CY) | Truck Trips |
|--------------------|-------|---------|-------------|------------------------|-------------|
| Topsoil | 206 | 56% | 322 | 10 | 64 |
| Clay (Dry) | 3,014 | 50% | 4,520 | 10 | 904 |
| Clay (Damp) | | 67% | - | 10 | - |
| Earth, loam (Dry) | | 50% | - | 10 | - |
| Earth, loam (Damp) | | 43% | - | 10 | - |
| Dry sand | | 11% | - | 10 | - |
| TOTAL | 3,220 | | 4,842 | | 968 |

Note: Topsoil considered the top ten inches of soil (Wikipedia)

Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, <https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/>
Source: US Department of Transportation Determination of Excavation and Embankment Volumes; <https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design>



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS



- 📍 Project Site
- 📍 Related Project
- 🕒 0.5 Mile Radius from Project Site

Source: Google My Maps N



DOUGLASKIM+ASSOCIATES, LLC



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

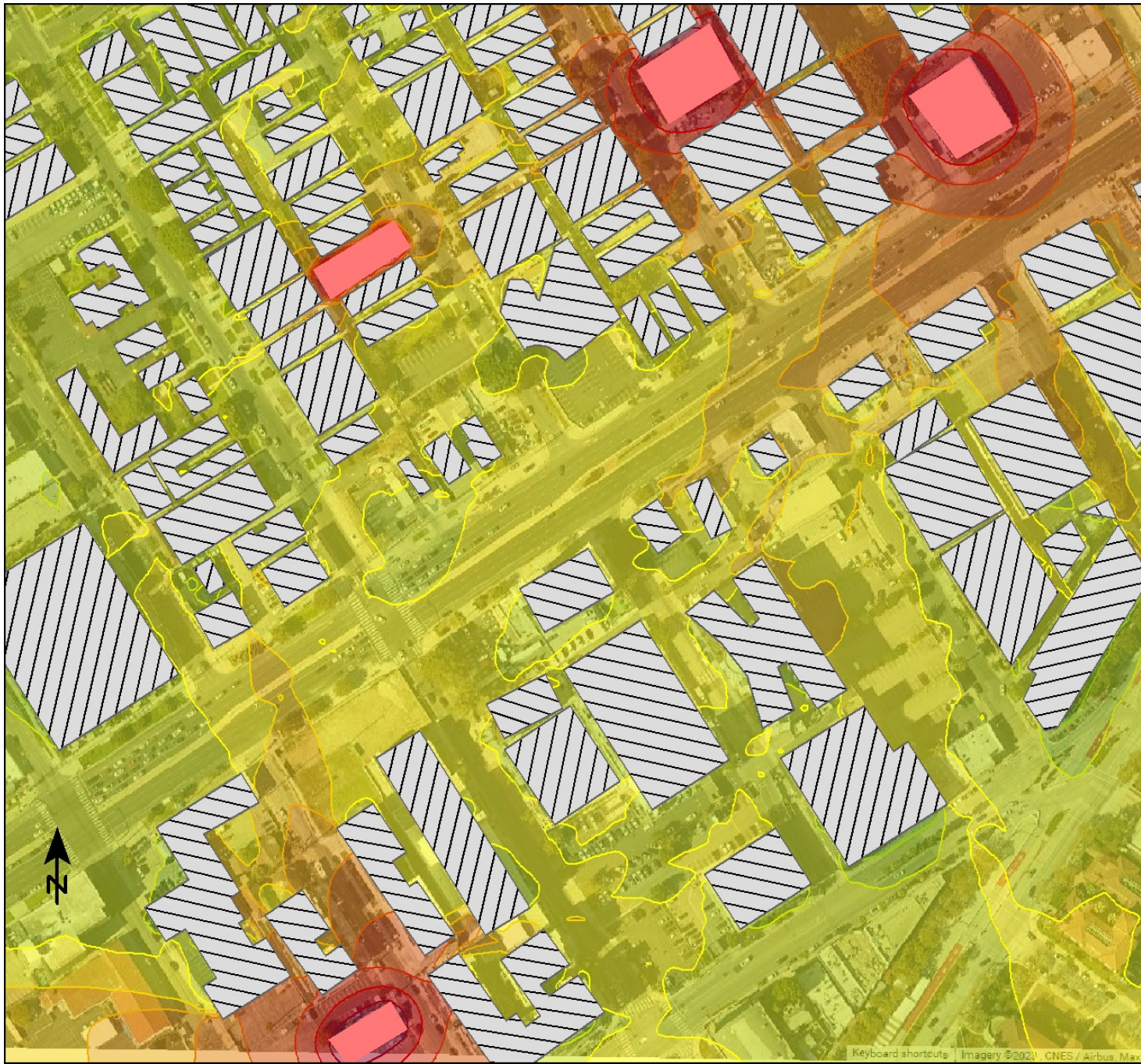
| Source name | Size m/m ² | Reference | Level | | | Corrections | | |
|------------------------------------|--------------------------|-----------|--------------|------------------|----------------|-------------|----------|----------|
| | | | Day dB(A) | Evening dB(A) | Night dB(A) | Cwall dB | CI dB | CT dB |
| Construction Site | 643 m ² | Lw/unit | 109.7 | - | - | - | - | - |
| Related Project - 9431 Venice Bl. | 1104 m ² | Lw/unit | 109.7 | - | - | - | - | - |
| Related Project -3739 Cardiff Ave. | 1087 m ² | Lw/unit | 109.7 | - | - | - | - | - |
| Related Project -3841 Dunn Dr. | 472 m ² | Lw/unit | 109.7 | - | - | - | - | - |

Receiver list

| No. | Receiver name | Coordinates | | Building side | Floor | Height abv.grd. m | Limit Day dB(A) | Level Day dB(A) | Conflict Day dB |
|-----|----------------------------------|-------------|------------|---------------|-------|-------------------------|-----------------------|-----------------------|-----------------------|
| | | X | Y | | | | | | |
| 1 | Church | 11370905.14 | 3765767.58 | West | GF | 34.26 | - | 45.3 | - |
| 2 | Residences - 3745 Delmas Terrace | 11370844.82 | 3765805.90 | North east | GF | 34.92 | - | 53.2 | - |
| 3 | Residences - 3750 Delmas Terrace | 11370883.30 | 3765814.78 | South west | GF | 34.94 | - | 52.7 | - |
| 4 | Residences - 3752 Hughes Ave. | 11370794.31 | 3765753.15 | South west | GF | 34.14 | - | 41.3 | - |
| 5 | Residences - 3755 Delmas Terrace | 11370864.50 | 3765785.33 | North east | GF | 34.02 | - | 52.4 | - |
| 6 | Village Treet Preschool | 11370749.81 | 3765714.38 | North east | GF | 33.37 | - | 43.3 | - |



Contribution levels of the receivers

| Source name | Traffic lane | Level Day dB(A) |
|------------------------------------|--------------|-----------------|
| Church | GF | 45.3 |
| Construction Site | - | 44.7 |
| Related Project -3739 Cardiff Ave. | - | 35.5 |
| Related Project -3841 Dunn Dr. | - | 25.6 |
| Related Project - 9431 Venice Bl. | - | 29.4 |
| Residences - 3745 Delmas Terrace | GF | 53.2 |
| Construction Site | - | 52.5 |
| Related Project -3739 Cardiff Ave. | - | 44.7 |
| Related Project -3841 Dunn Dr. | - | 24.7 |
| Related Project - 9431 Venice Bl. | - | 36.2 |
| Residences - 3750 Delmas Terrace | GF | 52.7 |
| Construction Site | - | 52.4 |
| Related Project -3739 Cardiff Ave. | - | 36.4 |
| Related Project -3841 Dunn Dr. | - | 37.1 |
| Related Project - 9431 Venice Bl. | - | 29.1 |
| Residences - 3752 Hughes Ave. | GF | 41.3 |
| Construction Site | - | 36.5 |
| Related Project -3739 Cardiff Ave. | - | 30.4 |
| Related Project -3841 Dunn Dr. | - | 38.8 |
| Related Project - 9431 Venice Bl. | - | 25.7 |
| Residences - 3755 Delmas Terrace | GF | 52.4 |
| Construction Site | - | 51.9 |
| Related Project -3739 Cardiff Ave. | - | 42.4 |
| Related Project -3841 Dunn Dr. | - | 27.4 |
| Related Project - 9431 Venice Bl. | - | 35.4 |
| Village Treet Preschool | GF | 43.3 |
| Construction Site | - | 37.8 |
| Related Project -3739 Cardiff Ave. | - | 41.1 |
| Related Project -3841 Dunn Dr. | - | 27.0 |
| Related Project - 9431 Venice Bl. | - | 33.6 |

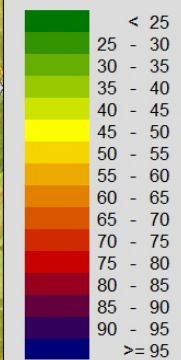


3751 South Delmas Terrace

Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)






1 : 189



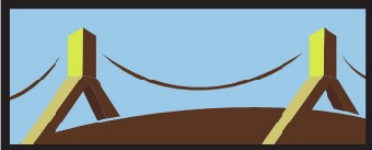
3751 South Delmas Terrace



Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 189



Cumulative Construction Noise Impacts



DOUGLASKIM+ASSOCIATES,LLC

| | | |
|----------------------------------|-------|-------|
| Reference | 15.24 | meter |
| Sound Pressure Level (Lp) | 75.0 | dBA |
| Sound Power Level (Lw) | 109.7 | dB |

| Receptor | Existing Leq | Noise | New Leq | Difference Leq | Significant? |
|----------------------------------|--------------|-------|---------|----------------|--------------|
| Village Tree Preschool | 59.5 | 43.3 | 59.6 | 0.1 | No |
| Residences - 3752 Hughes Ave. | 59.5 | 41.3 | 59.6 | 0.1 | No |
| Residences - 3745 Delmas Terrace | 50.0 | 53.2 | 54.9 | 4.9 | No |
| Residences - 3755 Delmas Terrace | 50.0 | 52.4 | 54.4 | 4.4 | No |
| Residences - 3750 Delmas Terrace | 50.0 | 52.7 | 54.6 | 4.6 | No |
| Church | 50.2 | 45.3 | 51.4 | 1.2 | No |

Note: Sound Power Level (Lw) assumes full sphere propagation

APPENDIX D – AIR QUALITY MODELING RESULTS



DOUGLASKIM+ASSOCIATES,LLC

EXISTING EMISSIONS

3751 Delmas Terrace (Existing) Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 4.2.1. Electricity Emissions By Land Use - Unmitigated
 - 4.2.3. Natural Gas Emissions By Land Use - Unmitigated
 - 4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

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 | 3751 Delmas Terrace (Existing) |
| 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 | 3751 Delmas Terrace, Los Angeles, CA 90034, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4469 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---------------------|------|---------------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Apartments Low Rise | 2.00 | Dwelling Unit | 0.17 | 2,034 | 1,500 | — | 5.00 | — |

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|---------|---------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.09 | 0.03 | 0.35 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.08 | 0.04 | 0.22 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.09 | 0.04 | 0.30 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.02 | 0.01 | 0.06 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

2.5. Operations Emissions by Sector, Unmitigated

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

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|---------|---------|---------|---------|-------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.03 | 0.02 | 0.23 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.06 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.09 | 0.03 | 0.35 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.03 | 0.02 | 0.22 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Energy | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.08 | 0.04 | 0.22 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.03 | 0.02 | 0.22 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.05 | < 0.005 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.09 | 0.04 | 0.30 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.01 | < 0.005 | 0.04 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.01 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.02 | 0.01 | 0.06 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|----------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
|----------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|

| | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---|---------|---------|---|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|------------------------|---------|---------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.04 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | 0.06 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

| | | | | | | | | | | |
|------------------------|---------|---------|------|---------|---------|---|---------|---------|---|---------|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.04 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — |
| Total | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.01 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | 0.01 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|---------------------|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|-------|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — |
|-------|---|---|---|---|---|---|---|---|---|---|

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

| Vegetation | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

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

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

| Species | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — |

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|
| Total all Land Uses | 9.00 | 9.00 | 9.00 | 3,285 | 55.0 | 55.0 | 55.0 | 20,075 |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---------------------------|----------------------|
| Apartments Low Rise | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 2 |
| 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) |
|--|--|--|--|-----------------------------|
| 4118.849999999999 | 1,373 | 0.00 | 0.00 | — |

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---------------------|----------------------|-----|--------|--------|-----------------------|
| Apartments Low Rise | 7,158 | 690 | 0.0489 | 0.0069 | 45,286 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---------------------|-------------------------|--------------------------|
| Apartments Low Rise | 74,548 | 25,712 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---------------------|------------------|-------------------------|
| Apartments Low Rise | 0.50 | 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 Low Rise | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Low Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------|-----------|-------------|----------------|---------------|------------|-------------|
|----------------|-----------|-------------|----------------|---------------|------------|-------------|

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
|----------------|-----------|

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|------------------------------|-----------------------------|--|
| Temperature and Extreme Heat | 5.68 | annual days of extreme heat |
| Extreme Precipitation | 5.50 | annual days with precipitation above 20 mm |
| Sea Level Rise | 0.00 | 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 $\frac{3}{4}$ 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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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 | 67.7 |
| AQ-DPM | 95.0 |
| Drinking Water | 52.7 |
| Lead Risk Housing | 19.5 |
| Pesticides | 0.00 |
| Toxic Releases | 78.7 |
| Traffic | 87.7 |
| Effect Indicators | — |

| | |
|---------------------------------|------|
| CleanUp Sites | 53.4 |
| Groundwater | 59.6 |
| Haz Waste Facilities/Generators | 84.7 |
| Impaired Water Bodies | 66.7 |
| Solid Waste | 14.7 |
| Sensitive Population | — |
| Asthma | 32.5 |
| Cardio-vascular | 44.5 |
| Low Birth Weights | 83.6 |
| Socioeconomic Factor Indicators | — |
| Education | 36.6 |
| Housing | 70.8 |
| Linguistic | 16.4 |
| Poverty | 32.0 |
| Unemployment | 2.73 |

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 | 48.27409213 |
| Employed | 54.83125882 |
| Median HI | 39.13768767 |
| Education | — |
| Bachelor's or higher | 83.02322597 |
| High school enrollment | 4.003592968 |
| Preschool enrollment | 7.724881304 |

| | |
|--|-------------|
| Transportation | — |
| Auto Access | 51.48209932 |
| Active commuting | 87.96355704 |
| Social | — |
| 2-parent households | 25.58706532 |
| Voting | 40.04876171 |
| Neighborhood | — |
| Alcohol availability | 26.52380341 |
| Park access | 81.35506224 |
| Retail density | 88.14320544 |
| Supermarket access | 94.25125112 |
| Tree canopy | 55.61401258 |
| Housing | — |
| Homeownership | 3.015526755 |
| Housing habitability | 35.95534454 |
| Low-inc homeowner severe housing cost burden | 67.13717439 |
| Low-inc renter severe housing cost burden | 70.10137303 |
| Uncrowded housing | 44.45014757 |
| Health Outcomes | — |
| Insured adults | 22.68702682 |
| Arthritis | 96.0 |
| Asthma ER Admissions | 58.4 |
| High Blood Pressure | 94.2 |
| Cancer (excluding skin) | 82.6 |
| Asthma | 69.3 |
| Coronary Heart Disease | 96.0 |
| Chronic Obstructive Pulmonary Disease | 92.7 |

| | |
|---------------------------------------|------|
| Diagnosed Diabetes | 92.6 |
| Life Expectancy at Birth | 61.2 |
| Cognitively Disabled | 50.3 |
| Physically Disabled | 55.6 |
| Heart Attack ER Admissions | 30.6 |
| Mental Health Not Good | 66.0 |
| Chronic Kidney Disease | 95.6 |
| Obesity | 68.7 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 84.3 |
| Stroke | 93.8 |
| Health Risk Behaviors | — |
| Binge Drinking | 19.3 |
| Current Smoker | 62.2 |
| No Leisure Time for Physical Activity | 82.1 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 29.7 |
| Elderly | 64.0 |
| English Speaking | 54.3 |
| Foreign-born | 70.1 |
| Outdoor Workers | 54.4 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 3.0 |
| Traffic Density | 92.6 |
| Traffic Access | 87.4 |

| | |
|------------------------|------|
| Other Indices | — |
| Hardship | 38.2 |
| Other Decision Support | — |
| 2016 Voting | 47.4 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 59.0 |
| Healthy Places Index Score for Project Location (b) | 40.0 |
| 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 | City of Los Angeles ZIMAS database |
| Operations: Hearths | Google Earth |



DOUGLASKIM+ASSOCIATES,LLC

FUTURE EMISSIONS

3751 Delmas Terrace (Future) Detailed Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
3. Construction Emissions Details
 - 3.1. Demolition (2025) - Unmitigated
 - 3.3. Grading (2025) - Unmitigated
 - 3.5. Building Construction (2025) - Unmitigated
 - 3.7. Building Construction (2026) - Unmitigated

3.9. Building Construction (2027) - Unmitigated

3.11. Architectural Coating (2027) - Unmitigated

3.13. Trenching (2025) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

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 | 3751 Delmas Terrace (Future) |
| 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 | 3751 Delmas Terrace, Los Angeles, CA 90034, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4469 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|--------------------------------|------|---------------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Apartments Mid Rise | 17.0 | Dwelling Unit | 0.17 | 19,357 | 1,850 | — | 42.0 | — |
| Enclosed Parking with Elevator | 18.0 | Space | 0.00 | 9,606 | 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. | 3.42 | 5.57 | 9.25 | 0.01 | 0.22 | 0.28 | 0.47 | 0.20 | 0.07 | 0.26 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.19 | 17.0 | 13.0 | 0.05 | 0.53 | 3.67 | 4.21 | 0.50 | 1.44 | 1.93 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.64 | 3.58 | 5.64 | 0.01 | 0.14 | 0.28 | 0.42 | 0.12 | 0.09 | 0.21 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.12 | 0.65 | 1.03 | < 0.005 | 0.02 | 0.05 | 0.08 | 0.02 | 0.02 | 0.04 |

2.2. Construction Emissions by Year, Unmitigated

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

| Year | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|----------------------|------|------|------|------|-------|-------|-------|--------|--------|--------|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.59 | 5.33 | 8.13 | 0.01 | 0.22 | 0.24 | 0.46 | 0.20 | 0.06 | 0.26 |
| 2026 | 0.56 | 4.99 | 8.01 | 0.01 | 0.19 | 0.24 | 0.43 | 0.17 | 0.06 | 0.23 |
| 2027 | 3.42 | 5.57 | 9.25 | 0.01 | 0.19 | 0.28 | 0.47 | 0.17 | 0.07 | 0.24 |

| | | | | | | | | | | |
|----------------------|------|------|------|---------|------|------|------|------|------|------|
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| 2025 | 1.19 | 17.0 | 13.0 | 0.05 | 0.53 | 3.67 | 4.21 | 0.50 | 1.44 | 1.93 |
| 2026 | 0.56 | 5.00 | 7.86 | 0.01 | 0.19 | 0.24 | 0.43 | 0.17 | 0.06 | 0.23 |
| 2027 | 0.54 | 4.74 | 7.78 | 0.01 | 0.17 | 0.24 | 0.41 | 0.15 | 0.06 | 0.21 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.36 | 3.48 | 4.63 | 0.01 | 0.14 | 0.28 | 0.42 | 0.12 | 0.09 | 0.21 |
| 2026 | 0.40 | 3.58 | 5.64 | 0.01 | 0.14 | 0.17 | 0.31 | 0.12 | 0.04 | 0.17 |
| 2027 | 0.64 | 2.65 | 4.37 | 0.01 | 0.09 | 0.13 | 0.23 | 0.09 | 0.03 | 0.12 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.07 | 0.64 | 0.85 | < 0.005 | 0.02 | 0.05 | 0.08 | 0.02 | 0.02 | 0.04 |
| 2026 | 0.07 | 0.65 | 1.03 | < 0.005 | 0.02 | 0.03 | 0.06 | 0.02 | 0.01 | 0.03 |
| 2027 | 0.12 | 0.48 | 0.80 | < 0.005 | 0.02 | 0.02 | 0.04 | 0.02 | 0.01 | 0.02 |

2.4. Operations Emissions Compared Against Thresholds

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

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|---------|-------|-------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.81 | 0.18 | 2.82 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.65 | 0.18 | 1.35 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.75 | 0.19 | 2.33 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.14 | 0.03 | 0.42 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |

2.5. Operations Emissions by Sector, Unmitigated

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

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.20 | 0.13 | 1.42 | < 0.005 | < 0.005 | 0.12 | 0.12 | < 0.005 | 0.02 | 0.02 |
| Area | 0.60 | 0.01 | 1.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.81 | 0.18 | 2.82 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.20 | 0.14 | 1.33 | < 0.005 | < 0.005 | 0.12 | 0.12 | < 0.005 | 0.02 | 0.02 |
| Area | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Energy | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.65 | 0.18 | 1.35 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.20 | 0.14 | 1.36 | < 0.005 | < 0.005 | 0.12 | 0.12 | < 0.005 | 0.02 | 0.02 |
| Area | 0.55 | 0.01 | 0.95 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|---------|---------|---------|---------|---------|---------|------|---------|---------|---------|---------|
| Total | 0.75 | 0.19 | 2.33 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.04 | 0.03 | 0.25 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.10 | < 0.005 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.14 | 0.03 | 0.42 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|---------|-------|---------|---------|---------|---------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.47 | 4.33 | 5.65 | 0.01 | 0.16 | — | 0.16 | 0.14 | — | 0.14 |
| Demolition | — | — | — | — | — | 0.41 | 0.41 | — | 0.06 | 0.06 |
| 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 | 0.06 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Demolition | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Demolition | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.05 | 0.59 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.03 | 0.03 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | 1.11 | 0.41 | 0.01 | 0.01 | 0.24 | 0.25 | 0.01 | 0.07 | 0.08 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

3.3. Grading (2025) - Unmitigated

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

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

| | | | | | | | | | | |
|-----------------------------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.09 | 10.1 | 10.0 | 0.02 | 0.46 | — | 0.46 | 0.43 | — | 0.43 |
| Dust From Material Movement | — | — | — | — | — | 2.08 | 2.08 | — | 1.00 | 1.00 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.41 | 0.41 | < 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 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.08 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Dust From Material Movement | — | — | — | — | — | 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) | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.04 | 0.44 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.07 | 6.89 | 2.52 | 0.04 | 0.07 | 1.49 | 1.57 | 0.07 | 0.41 | 0.48 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| 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 | < 0.005 | 0.29 | 0.10 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | 0.05 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 |

3.5. Building Construction (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|-------|-------|-------|--------|--------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.52 | 5.14 | 6.94 | 0.01 | 0.22 | — | 0.22 | 0.20 | — | 0.20 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.52 | 5.14 | 6.94 | 0.01 | 0.22 | — | 0.22 | 0.20 | — | 0.20 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 2.44 | 3.30 | 0.01 | 0.10 | — | 0.10 | 0.10 | — | 0.10 |
| 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 | 0.45 | 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 |

| | | | | | | | | | | |
|---------------------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.07 | 1.13 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.12 | 0.06 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.08 | 0.96 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.13 | 0.06 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.04 | 0.48 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.7. Building Construction (2026) - Unmitigated

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

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

| | | | | | | | | | | |
|---------------------|---------|------|------|---------|---------|------|------|---------|------|------|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.49 | 4.81 | 6.91 | 0.01 | 0.19 | — | 0.19 | 0.17 | — | 0.17 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 3.43 | 4.93 | 0.01 | 0.13 | — | 0.13 | 0.12 | — | 0.12 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.63 | 0.90 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 1.05 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.12 | 0.06 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.07 | 0.90 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.12 | 0.06 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.06 | 0.67 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.04 | 0.04 |
| Vendor | < 0.005 | 0.09 | 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 | 0.12 | 0.00 | 0.00 | 0.03 | 0.03 | 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 |

3.9. Building Construction (2027) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|------|------|---------|---------|-------|-------|---------|--------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.48 | 4.56 | 6.90 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.48 | 4.56 | 6.90 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.26 | 2.45 | 3.71 | 0.01 | 0.09 | — | 0.09 | 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 | 0.05 | 0.45 | 0.68 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.98 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.11 | 0.05 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |

| | | | | | | | | | | |
|---------------------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.07 | 0.83 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.12 | 0.05 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.04 | 0.47 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.03 | 0.03 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.11. Architectural Coating (2027) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|------------------------|------|------|------|---------|-------|-------|-------|--------|--------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.83 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 |
| Architectural Coatings | 2.75 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Off-Road Equipment | 0.01 | 0.10 | 0.14 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Architectural Coatings | 0.33 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.20 | 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.13. Trenching (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 1.29 | 1.45 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 1.29 | 1.45 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.16 | 0.18 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.15 | 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 | 0.02 | 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 | 0.00 | 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 Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|--------------------------------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

| | | | | | | | | | | |
|--------------------------------|---------|------|---------|---------|---------|---|---------|---------|---|---------|
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|------------------------|------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.15 | 0.01 | 1.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | 0.60 | 0.01 | 1.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|------------------------|------|---------|------|---------|---------|---|---------|---------|---|---------|
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — |
| Total | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.08 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.02 | < 0.005 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | 0.10 | < 0.005 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|--------------------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|--------------------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.7. 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 | 2/1/2025 | 2/8/2025 | 5.00 | 5.00 | -- |
| Grading | Grading | 2/9/2025 | 3/2/2025 | 5.00 | 15.0 | -- |
| Building Construction | Building Construction | 5/3/2025 | 10/2/2027 | 5.00 | 630 | -- |
| Architectural Coating | Architectural Coating | 5/4/2027 | 7/3/2027 | 5.00 | 44.0 | -- |
| Trenching | Trenching | 3/3/2025 | 5/2/2025 | 5.00 | 45.0 | -- |

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 | 2.00 | 6.00 | 84.0 | 0.37 |

| | | | | | | | |
|-----------------------|---------------------------|--------|---------|------|------|------|------|
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.00 | 1.00 | 367 | 0.40 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Grading | Graders | Diesel | Average | 1.00 | 6.00 | 148 | 0.41 |
| Grading | Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 7.00 | 84.0 | 0.37 |
| Building Construction | Cranes | Diesel | Average | 1.00 | 4.00 | 367 | 0.29 |
| Building Construction | Forklifts | Diesel | Average | 2.00 | 6.00 | 82.0 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |
| Trenching | Trenchers | Diesel | Average | 1.00 | 8.00 | 40.0 | 0.50 |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|------------|--------------|-----------------------|----------------|---------------|
| Demolition | — | — | — | — |
| Demolition | Worker | 10.0 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | — | 10.2 | HHDT,MHDT |
| Demolition | Hauling | 10.4 | 25.0 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 7.50 | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 10.2 | HHDT,MHDT |
| Grading | Hauling | 64.5 | 25.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |

| | | | | |
|-----------------------|--------------|------|------|---------------|
| Building Construction | — | — | — | — |
| Building Construction | Worker | 16.3 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 3.39 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 3.25 | 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 | 39,198 | 13,066 | 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 | 146 | — |
| Grading | — | 4,842 | 0.17 | 0.00 | — |

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|--------------------------------|--------------------|-----------|
| Apartments Mid Rise | — | 0% |
| Enclosed Parking with Elevator | 0.00 | 100% |

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|------|--------------|-----|------|------|
| 2025 | 0.00 | 690 | 0.05 | 0.01 |
| 2026 | 0.00 | 690 | 0.05 | 0.01 |
| 2027 | 0.00 | 690 | 0.05 | 0.01 |

5.9. Operational Mobile Sources

5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|
| Total all Land Uses | 69.0 | 69.0 | 69.0 | 25,185 | 421 | 421 | 421 | 153,665 |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---------------------------|----------------------|
| Apartments Mid Rise | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 17 |
| 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) |
|--|--|--|--|-----------------------------|
| 39197.924999999996 | 13,066 | 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 Mid Rise | 55,819 | 690 | 0.0489 | 0.0069 | 168,731 |
| Enclosed Parking with Elevator | 35,460 | 690 | 0.0489 | 0.0069 | 0.00 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|--------------------------------|-------------------------|--------------------------|
| Apartments Mid Rise | 633,655 | 31,711 |
| Enclosed Parking with Elevator | 0.00 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|--------------------------------|------------------|-------------------------|
| Apartments Mid Rise | 4.25 | 0.00 |
| Enclosed Parking with Elevator | 0.00 | 0.00 |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---------------------|---|-------------|-------|---------------|----------------------|-------------------|----------------|
| Apartments Mid Rise | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Mid Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

5.15. 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 | 5.68 | annual days of extreme heat |
| Extreme Precipitation | 5.50 | annual days with precipitation above 20 mm |
| Sea Level Rise | 0.00 | 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 $\frac{3}{4}$ 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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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 | 67.7 |
| AQ-DPM | 95.0 |
| Drinking Water | 52.7 |
| Lead Risk Housing | 19.5 |
| Pesticides | 0.00 |
| Toxic Releases | 78.7 |
| Traffic | 87.7 |
| Effect Indicators | — |
| CleanUp Sites | 53.4 |
| Groundwater | 59.6 |
| Haz Waste Facilities/Generators | 84.7 |

| | |
|---------------------------------|------|
| Impaired Water Bodies | 66.7 |
| Solid Waste | 14.7 |
| Sensitive Population | — |
| Asthma | 32.5 |
| Cardio-vascular | 44.5 |
| Low Birth Weights | 83.6 |
| Socioeconomic Factor Indicators | — |
| Education | 36.6 |
| Housing | 70.8 |
| Linguistic | 16.4 |
| Poverty | 32.0 |
| Unemployment | 2.73 |

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 | 48.27409213 |
| Employed | 54.83125882 |
| Median HI | 39.13768767 |
| Education | — |
| Bachelor's or higher | 83.02322597 |
| High school enrollment | 4.003592968 |
| Preschool enrollment | 7.724881304 |
| Transportation | — |
| Auto Access | 51.48209932 |
| Active commuting | 87.96355704 |

| | |
|--|-------------|
| Social | — |
| 2-parent households | 25.58706532 |
| Voting | 40.04876171 |
| Neighborhood | — |
| Alcohol availability | 26.52380341 |
| Park access | 81.35506224 |
| Retail density | 88.14320544 |
| Supermarket access | 94.25125112 |
| Tree canopy | 55.61401258 |
| Housing | — |
| Homeownership | 3.015526755 |
| Housing habitability | 35.95534454 |
| Low-inc homeowner severe housing cost burden | 67.13717439 |
| Low-inc renter severe housing cost burden | 70.10137303 |
| Uncrowded housing | 44.45014757 |
| Health Outcomes | — |
| Insured adults | 22.68702682 |
| Arthritis | 96.0 |
| Asthma ER Admissions | 58.4 |
| High Blood Pressure | 94.2 |
| Cancer (excluding skin) | 82.6 |
| Asthma | 69.3 |
| Coronary Heart Disease | 96.0 |
| Chronic Obstructive Pulmonary Disease | 92.7 |
| Diagnosed Diabetes | 92.6 |
| Life Expectancy at Birth | 61.2 |
| Cognitively Disabled | 50.3 |

| | |
|---------------------------------------|------|
| Physically Disabled | 55.6 |
| Heart Attack ER Admissions | 30.6 |
| Mental Health Not Good | 66.0 |
| Chronic Kidney Disease | 95.6 |
| Obesity | 68.7 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 84.3 |
| Stroke | 93.8 |
| Health Risk Behaviors | — |
| Binge Drinking | 19.3 |
| Current Smoker | 62.2 |
| No Leisure Time for Physical Activity | 82.1 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 29.7 |
| Elderly | 64.0 |
| English Speaking | 54.3 |
| Foreign-born | 70.1 |
| Outdoor Workers | 54.4 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 3.0 |
| Traffic Density | 92.6 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 38.2 |
| Other Decision Support | — |

| | |
|-------------|------|
| 2016 Voting | 47.4 |
|-------------|------|

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 59.0 |
| Healthy Places Index Score for Project Location (b) | 40.0 |
| 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 | Developer information |
| Construction: Off-Road Equipment | Default assumptions. |
| Construction: Dust From Material Movement | Assumes 206 CY of topsoil @ 56% swell factor = 322 CY and 3,014 CY of dry clay soil @ 50% swell factor = 4,520 CY |
| Construction: Trips and VMT | Assumes 10 CY haul truck capacity and 25-mile trip to landfill |



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MATES V TOXIC EMISSIONS OVERVIEW

Overview
Healthy Places Index

Cancer Risk
Green Space

Air Toxics Trends

Non-Cancer Health Impacts

Gridded Cancer Risk

SB535 Disadvantaged Communities

Criteria Pollutant Map

CalEnviroScreen 3.0

Criteria Pollutant Trends

About Air Toxics Cancer Risk

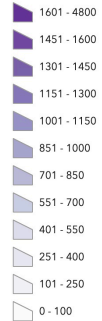
[Information about community profile statistics](#)
[Information about emission sources](#)
[Download PDF](#)

Residential Air Toxics Cancer Risk at
MATES Monitoring Sites



Residential Air Toxics Cancer Risk
Calculated from Model Data

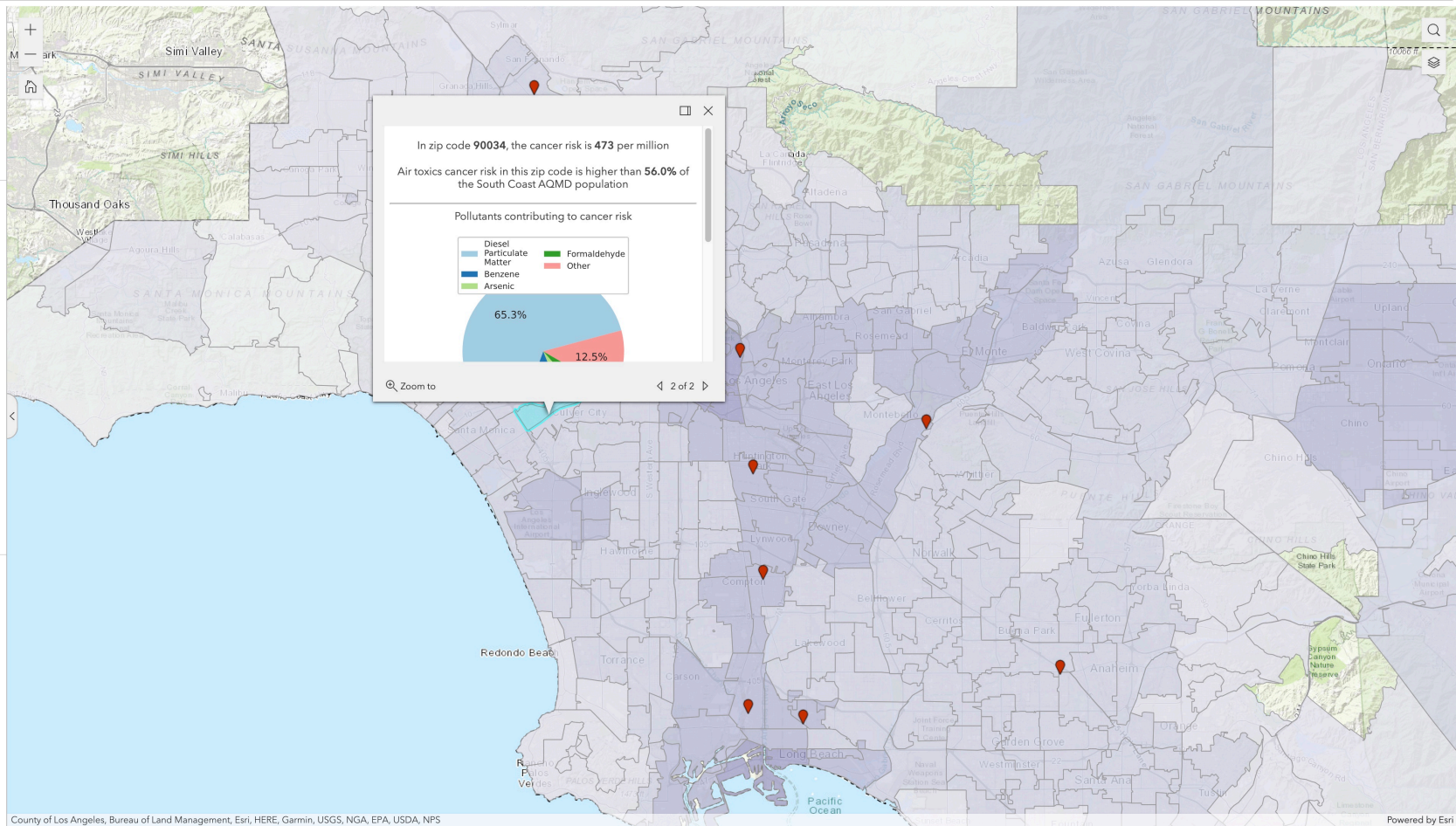
Cancer Risk [per million]



South Coast AQMD Boundary



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





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CALENVIROSCREEN 4.0 OUTPUT



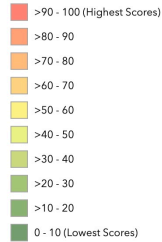
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

How to use this map

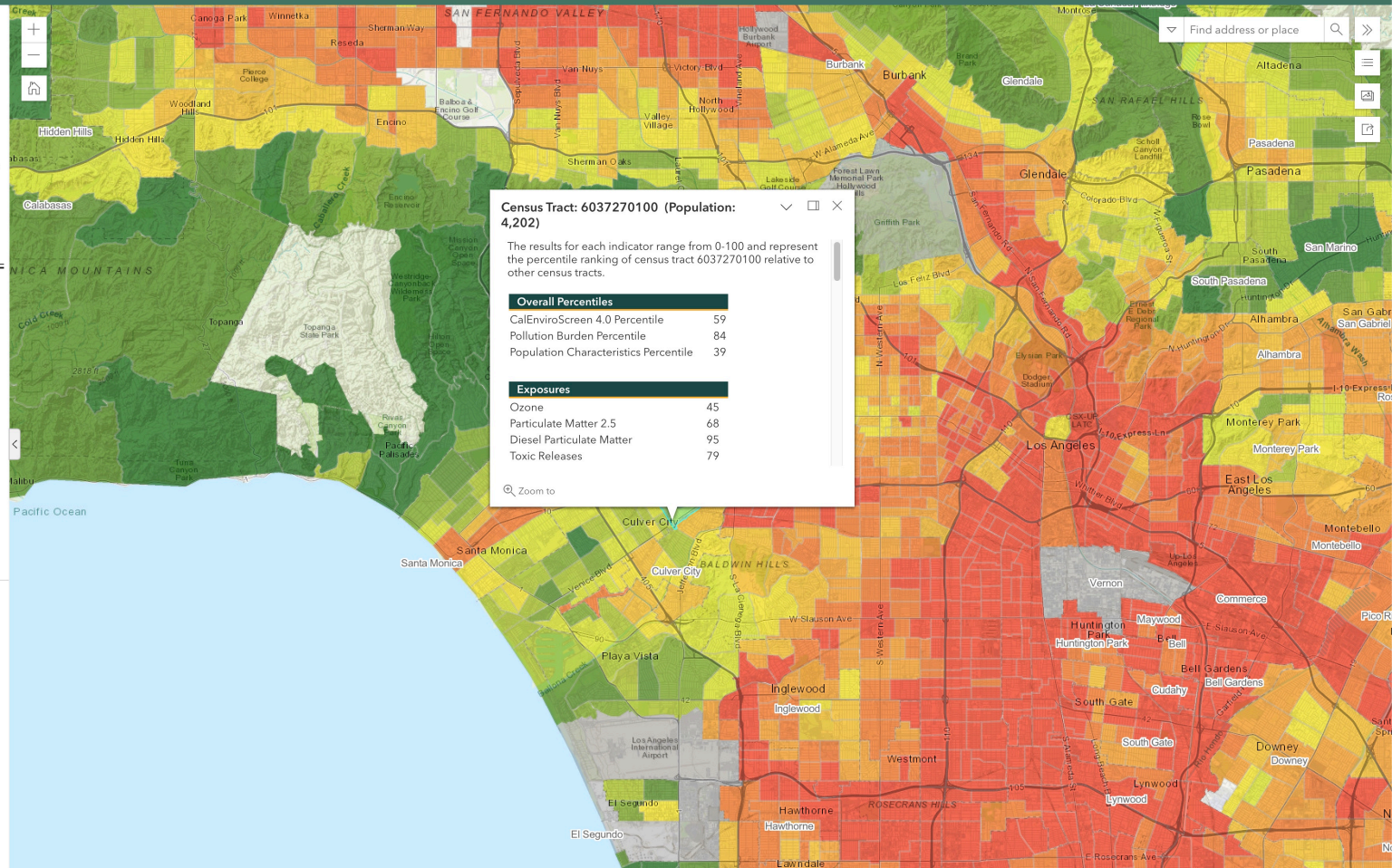
- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking the dock icon.
- Export a map view that includes the legend and popup using the screenshot widget.
- Learn more about CalEnviroScreen 4.0 and how this map was created [here](#)

Overall Percentile

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population





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GRADING ANALYSIS



DOUGLAS KIM + ASSOCIATES, LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

| | CY | % Swell | Adjusted CY | Truck Capacity (CY) | Truck Trips |
|--------------------|-------|---------|-------------|------------------------|-------------|
| Topsoil | 206 | 56% | 322 | 10 | 64 |
| Clay (Dry) | 3,014 | 50% | 4,520 | 10 | 904 |
| Clay (Damp) | | 67% | - | 10 | - |
| Earth, loam (Dry) | | 50% | - | 10 | - |
| Earth, loam (Damp) | | 43% | - | 10 | - |
| Dry sand | | 11% | - | 10 | - |
| TOTAL | 3,220 | | 4,842 | | 968 |

Note: Topsoil considered the top ten inches of soil (Wikipedia)

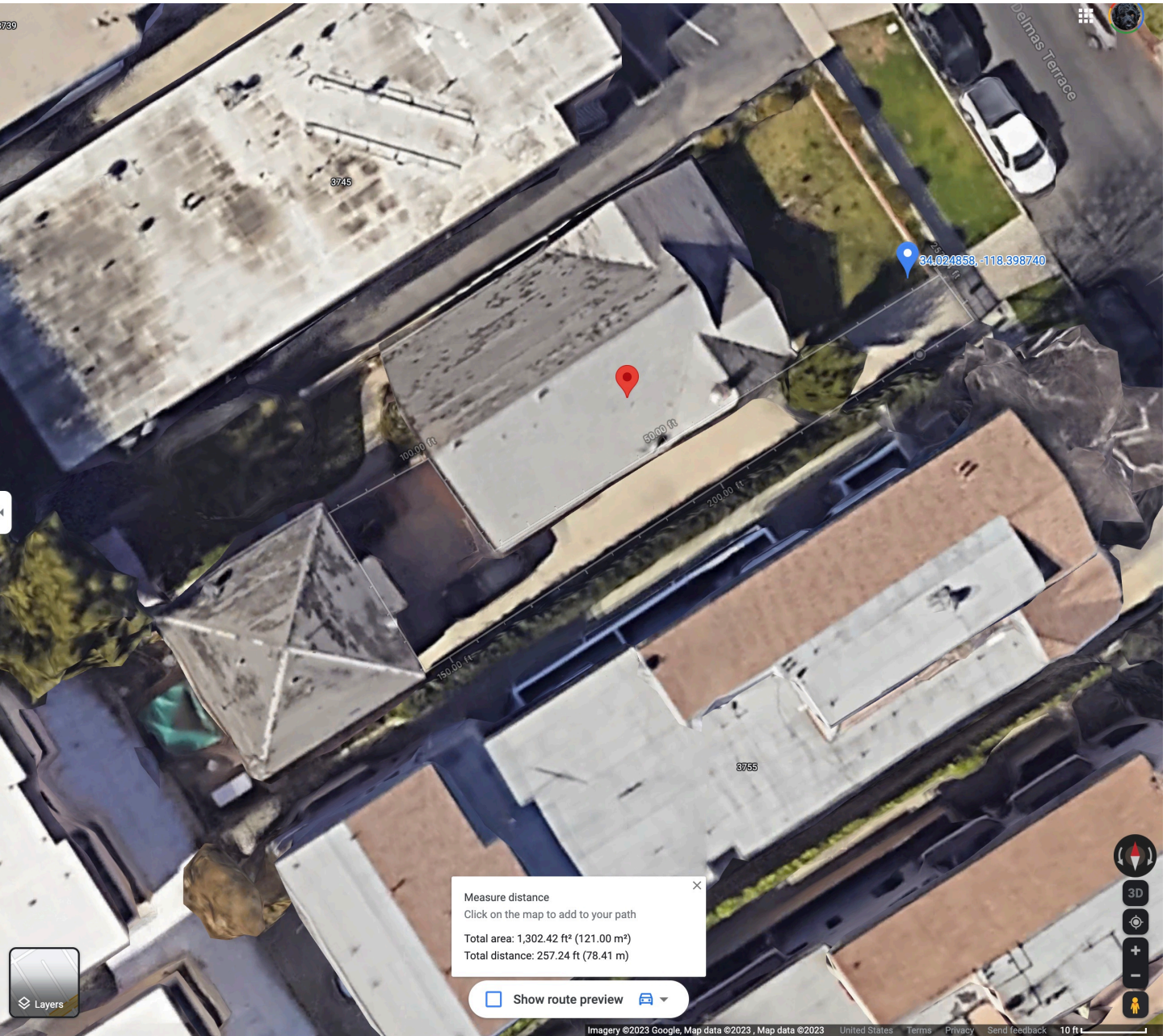
Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, <https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/>

Source: US Department of Transportation Determination of Excavation and Embankment Volumes; <https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design>



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DEMOLITION ANALYSIS



Measure distance ✕
Click on the map to add to your path
Total area: 1,302.42 ft² (121.00 m²)
Total distance: 257.24 ft (78.41 m)

Show route preview 🚗 ▾



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION BUILDING DEBRIS

| Materials | Total SF | Height | Cubic Yards | Pounds per Cub | Truck Capacity | | Source | |
|----------------------------------|----------|--------|-------------|----------------|----------------|------------------|--------|---|
| | | | | | Tons | (CY) Truck Trips | | |
| Construction and Debris | 0 | 0 | - | 484 | - | 10 | - | Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators |
| General Building | | 12 | - | 1,000 | - | 10 | - | Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula |
| Single Family Residence | 2,034 | 12 | 235 | 1,000 | 118 | 10 | 47 | 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 | - | |
| Vegetative Debris (Hardwoods) | | | - | 500 | - | 10 | - | |
| Vegetative Debris (Softwoods) | | | - | 333 | - | 10 | - | |
| Asphalt or concrete (Constructor | 1,300 | 0.5 | 24 | 2,400 | 29 | 10 | 5 | |
| TOTAL | | | 259 | | 146 | | 52 | |

APPENDIX E – RELATED PROJECTS

RELATED PROJECTS

Centroid Info: PROJ ID: 54840
 Address: 3751 S DELMAS TERRACE
 LOS ANGELES , CA 90034
 Lat/Long: 34.025, -118.399

Buffer Radius:

Include NULL "Trip info":
 Include NULL "FirstStudySubmittalDate" (latest)
 Include "Inactive" projects:
 Include "Do not show in Related Project":

Net_AM_Trips

Net_PM_Trips

Net_Daily_Trips

Record Count: 9 | Record Per Page:

Results generated since: (1/17/2023 6:42:14 PM)

| Proj ID | Office | Area | CD | Year | Project Title | Project Desc | Address | First Study Submittal Date | Distance (mile) | Trip Info | | | | | | | | | | | |
|---|-------------|------|----|------|----------------------------------|---|-------------------------|----------------------------|-----------------|-------------|-------------------|------|--------------|--------------|-----------------|---------|-----------|-----------|-----------|---|--|
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 40047 | Westchester | WLA | 5 | 2012 | United Oil 78 | Gas station w/convenience mrkt to add 6 fueling positions. | 9815 W national blvd | 04/03/2012 | 0.5 | Gas Station | Fueling Positions | 12 | 61 | 105 | 977 | 30 | 30 | 52 | 52 | Change from E 6fp to 12fp. | |
| | | | | | | | | | | | | | 61 | 105 | 977 | | 30 | 30 | 52 | 52 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 42422 | Westchester | WLA | 5 | 2014 | New 7 Story (86 Apts) | Building with 86 Apts over Ground Floor Parking Garage. | 3822 S DUNN DR | 09/23/2014 | 0.2 | Apartments | | 86 | 42 | 50 | 543 | 9 | 33 | 32 | 18 | Calculations include a 5% Transit Credit | |
| | | | | | | | | | | | | | 42 | 50 | 543 | | 9 | 33 | 32 | 18 | |
| 44720 | Westchester | WLA | 5 | 2016 | Mixed-Use (Residential & Retail) | 7-story, Mixed-Use Bldg: 108-Unit Condo & 3,600 SF ground floor Retail | 10375 W WASHINGTON BLVD | 01/30/2017 | 0.5 | Mixed Use | Other | 32 | | 42 | 579 | -3 | 35 | 31 | 11 | Condominium & Retail with Credit Applied | |
| | | | | | | | | | | | | | 32 | 42 | 579 | | -3 | 35 | 31 | 11 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 46672 | Westchester | WLA | 5 | 2017 | New 74 Unit Apt Building | New 74 Unit Building replaces existing 5 SF Houses | 3739 S CARDIFF AV | 02/28/2018 | 0.1 | Apartments | Total Units | 74 | 28 | 33 | 362 | 6 | 22 | 22 | 11 | Proposed: 66-DU Standard Apartments & 8-DU Affordable Family Housing (trip credit for 5 SFDU's) | |
| | | | | | | | | | | | | | 28 | 33 | 362 | | 6 | 22 | 22 | 11 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 47180 | Westchester | WLA | 5 | 2018 | Mixed-Use Bldg | New 8 Story 79-Unit Apartment Bldg with ground floor Restaurant | 10424 W VENICE BLVD | 10/03/2018 | 0.5 | Mixed Use | Other | 29 | | 28 | 382 | 7 | 22 | 20 | 8 | | |
| | | | | | | | | | | | | | 29 | 28 | 382 | | 7 | 22 | 20 | 8 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 47648 | Westchester | WLA | 5 | 2018 | Apartments, 78 Units | new 7-story, 78-Unit Apt bldg attach to exist 7-story, 86-Unit Apt bldg | 3838 S DUNN DR | 11/12/2018 | 0.2 | Apartments | Total Units | 78 | 27 | 32 | 403 | 7 | 20 | 20 | 12 | new 7-story, 78-DU Apt bldg attached to exist, recently occupied 7-story, 86-DU Apt bldg. | |
| | | | | | | | | | | | | | 27 | 32 | 403 | | 7 | 20 | 20 | 12 | |
| 48626 | Westchester | WLA | 5 | 2019 | Apartments, 50 Units | new 6-Story, 50-Unit Apartment | 3301 S Canfield Ave | 10/18/2019 | 0.5 | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |

building w/
Ground Level
parking garage

| | | | | | | | | | | |
|------------|-------------|----|-----------|-----------|------------|---|----------|-----------|-----------|--|
| Apartments | Total Units | 50 | 16 | 20 | 245 | 5 | 11 | 12 | 8 | proposed 50-Unit Apt. replacing 3-SFDUs & 3 Apt. Units (not being claimed for trip credit) |
| | | | 16 | 20 | 245 | | 5 | 11 | 12 | 8 |

[53896](#) Westchester WLA 5 2022 Venice Bl MU 9431 W Venice Bl 47 apts, 5 very low income housing units, & 2627 SF restaurant 9431 W VENICE BL 07/26/2022 0.2

| Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|------------|-----------------|------|--------------|--------------|-----------------|---------|-----------|-----------|------------|--|
| Apartments | Total Units | 47 | 30 | 20 | 287 | 12 | 18 | -14 | 6 | Existing Use, Transit & Passy By Credits |
| Other | Total Units | 5 | | | | | | | | Very Low Income Housing |
| Other | S.F. Gross Area | 2627 | | | | | | | | Restaurant |
| | | | 30 | 20 | 287 | | 12 | 18 | -14 | 6 |

[50336](#) Metro WLA 5 2020 Culver Tower 188 du multi-family & 19 du affordable housing 3841 S Dunn Dr 12/03/2020 0.2

| Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|------------|----------------|------|--------------|--------------|-----------------|---------|-----------|-----------|-----------|--------------------|
| Apartments | Occupied Units | 188 | 25 | -20 | 96 | -7 | 32 | -2 | -18 | Multi-Family |
| Apartments | Occupied Units | 19 | | | | | | | | Affordable Housing |
| | | | 25 | -20 | 96 | | -7 | 32 | -2 | -18 |



Arborist Report

for

3751 S. Delmas Terrace
Los Angeles, CA90034

Entity for Proposal:

JGR Partners LLC
Jason Grant
325 N Maple Dr. #1011
Beverly Hills, CA 90213

Prepared by
LA Arbor Care Inc.
8335 Winnetka Ave Suite 270
Winnetka, CA 91306
866-8LA-Tree
Miguel Lopez
ISA Certified Arborist #WE-13666A
Tree Risk Assessment Qualified
January 11, 2023



Table of Contents

Background, Site conditions

Existing Trees on Private Property

Site Survey

Summary of Trees

Certification Page



Background

According to ordinance 177404 and amended ordinance 186873 the following trees native tree species are protected oak trees including indigenous Oaks Court is species Southern California black walnut western Sycamore California bakery Mexican elderberry and Toyon. Trees that are to be repaired on the side to be protected doing any grading process to within 5 feet of the drip line of the tree to preclude potential damage to the tree. 8 inch caliper or larger need to be noted too.

The protected trees may be relocated or removed upon prior approval of removal if a) it's presence prevents the reasonable development of the property, B, the health of the tree is in decline and it's restoration or feasible see, it is in danger of falling D, interferes with proposed utility or roadways with it or without property E, it has no apparent aesthetic belly will continue to be a parent and design of a proposal subdivision. Need to be removed, the first choice would be relocation else we're on the same property where the relocation is reasonable and favorable to the survival of the tree. Measures may need to be taken to mitigate adverse effects on the tree. Should I protect the tree need to be removed and relocation is not an option, trees of the project within the property by at least four trees of a protected variety with 24 inch boxes or larger trees. The size and number of replacing Trisha approximate value of the tree to be replaced.

Limits of the Assignment

The investigation is limited to visual inspection Level 1 of subject trees.

Site Conditions

The 7,303 Sqft lot located at 3751 S. Delmas Terrace is a multi family residence (2-4 Unit). The tree survey was conducted on January 11, 2023. Trees found on site on private property are non-protected species. Species include 1 Ailanthus altissima (Tree of heaven) -5dbh , 1 Juniperus (Juniper tree) - 11dbh, and 1 Dwarf Meyer lemon (Lemon tree)-1dbh. Trees located on private property will be removed.



Existing Trees On Private Property



Observations: Level 1 Assessment

-There is one 1 Tree of heaven (20'-24') located in front of the building with a 5 dbh . The trees overall health is in good condition and no signs of soil disturbance or structural concerns. This tree will be removed to allow for new construction. Replacement value is one 24'' -box tree.



-There is one 1 Juniper tree (20'-24') located at the front of the home next to the driveway with a 11 dbh. The trees overall health is in good condition and no signs of soil disturbance or structural concerns. This tree will be removed to allow for new construction. Replacement value is 1 24'' - box tree. This tree will be removed to allow construction. Replacement value is one 24'' -box tree.

Existing Trees On Private Property



-There is one 1 Dwarf Meyer lemon(5'-7') located at the back of the home next to the wall with a 1 dbh. The trees overall health is in good condition and no signs of soil disturbance or structural concerns. This tree will be removed to allow for new construction. Replacement value is 1 24'' - box tree. This tree will be removed to allow construction. Replacement value is one 24''-box tree.

Site Survey





Certification Page

Miguel Lopez

**-Certified Arborist
-Tree Risk Assessment Qualified
WE-13666A**

**California State Lic
D49-1090481 Existing Trees On Private Propert**



Email Transmittal

January 12, 2023

Mr. Eduardo Hermoso, P.E.
Transportation Engineer
WLA / Coastal Development Review
City of Los Angeles Department of Transportation
7166 W. Manchester Avenue
Los Angeles, CA 90066

Re: Trip Generation & VMT Screening Assessment for the 3751 Delmas Terrace Residential Project, City of Los Angeles

Dear Eduardo,

JGR Partners LLC is proposing to develop a residential project on a 0.17-acre lot at 3751 S. Delmas Terrace in the Palms neighborhood of the City of Los Angeles (the "City"). The project will consist of the construction of a new residential building, with five stories of Type III-A residential over one story of Type I-A parking over one story of Type I-A subterranean parking. The six-story building will contain up to 17 multifamily dwelling units, 2 of which will be reserved for Extremely Low Income (ELI) household (the "Project"). The Project will include no commercial space. The existing site contains an active residential duplex that will be removed as part of Project development. The Project site is located within the Palms – Mar Vista – Del Rey Community Plan Area and the Exposition Corridor Transit Neighborhood Plan Area. The site is bounded by Delmas Terrace to the east, and multifamily residential buildings to the west, north, and south. The Project Site Location Map is shown in Figure 1. In order to determine the level of transportation analysis required for the Project, a trip generation and vehicle miles traveled (VMT) screening analysis has been performed. The results are presented in this technical letter.

PROJECT DESCRIPTION

The conceptual site plan is provided in Figure 2. The proposed Project will include five stories of residential dwelling units; a ground floor with a lobby and limited automobile parking; and a subterranean parking level. The Project site is located in a Transit Oriented Communities (TOC) Tier 3 area. Therefore, assuming it qualifies as an Eligible Housing Development, the Project is required to provide no more than 0.5 automobile parking spaces per unit according to Assembly Bill 2345. The site is also located in a Transit Priority Area zoning overlay. The proposed building will provide residential amenities such as backyard open space, multiple recreational rooms, and open-air decks on both the sixth floor and roof.



The Project proposes to provide a total of 18 automobile parking spaces between the subterranean (12) and ground-floor (6) levels of the building. The automobile parking will be accessed via a single driveway that will intersect the west side of Delmas Terrace, at the southeast corner of the site.

The Project will also provide 18 long-term and 2 short-term bicycle parking spaces, for a total supply of 20 bicycle parking spaces. The long-term bicycle parking will be located on the subterranean parking and ground floor levels of the building, adjacent to the automobile parking. The short-term bicycle parking will be provided near the main lobby entrance of the building on the ground level. The overall Project parking supply will meet the City's Municipal Code automobile and bicycle parking requirements. The proposed Project will be constructed and operational in 2025.

TRANSPORTATION ASSESSMENT SCREENING CRITERIA

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's *Transportation Assessment Guidelines* (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to VMT for studies completed within the City. The TAG was updated in July 2020 and August 2022, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily vehicle trips, and thereby require the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The land use project would generate a net increase in daily VMT.*

PROJECT TRIP GENERATION ASSESSMENT

Along with the updated TAG, the LADOT developed the VMT Calculator Version 1.3 v141 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.



The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristics. For the proposed Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are shown in Attachment A.

As shown in Attachment A, the "Housing | Multi-Family" and "Housing | Affordable Housing – Family" land use trip rates were applied to the corresponding proposed Project and existing site land uses. As shown, based on the VMT Calculator screening results, the Project will generate 60 net daily vehicle trips and 366 net daily VMT. As the Project will generate fewer than 250 net daily vehicle trips, the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

PROJECT TRANSPORTATION IMPACTS

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 60 net daily vehicle trips to the local street system on a typical weekday, the Project is not expected to result in significant impacts to the surrounding transportation system. Therefore, neither a TA nor further analysis of transportation impacts is required for the Project.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan J. Kelly". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan J. Kelly, TE
Senior Engineer
TR 2547

RK
C22771

FIGURE 1

PROJECT SITE LOCATION MAP

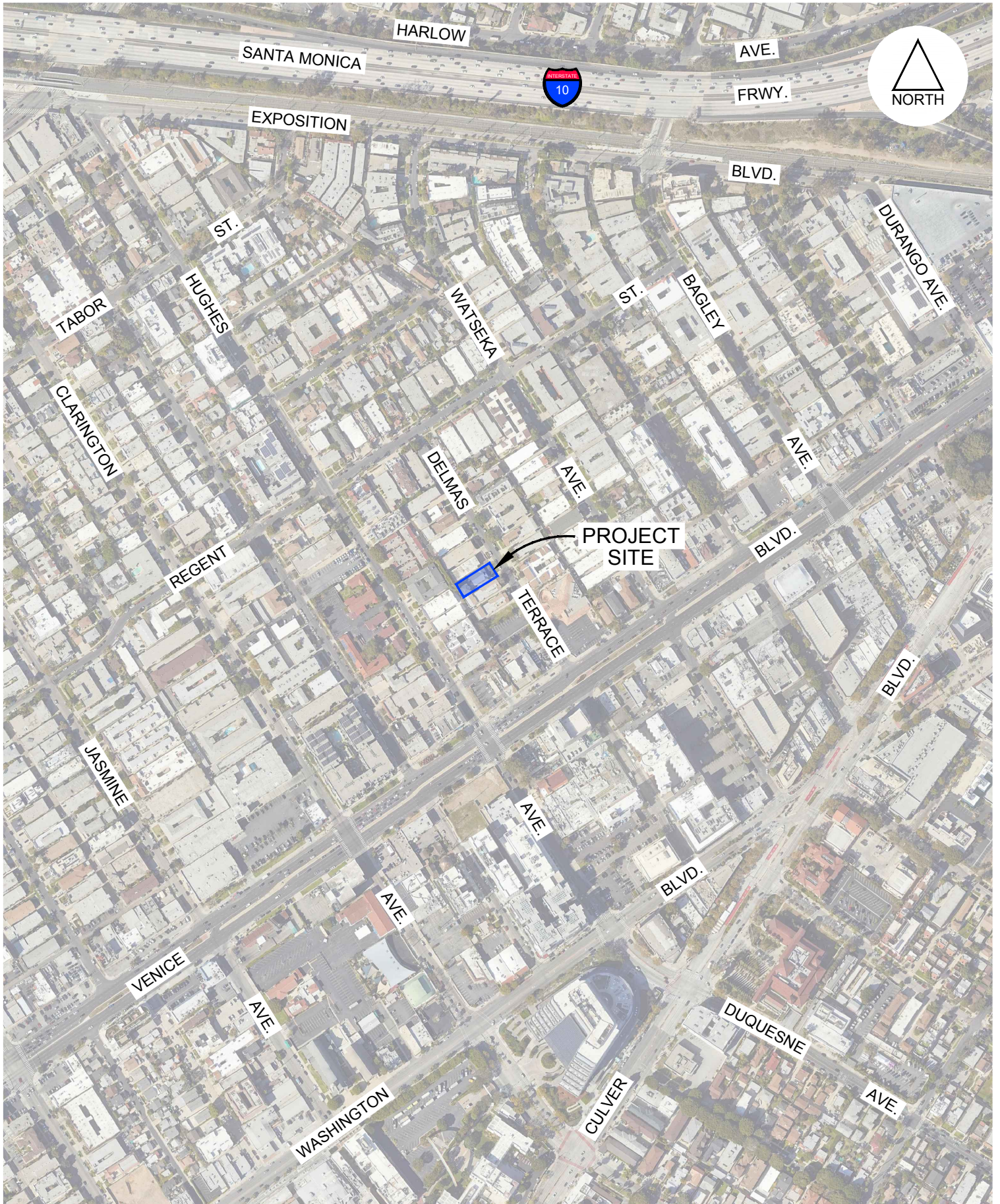


FIGURE 1

1/12/2023
FN: JC28171/PROJ-SITE LOCATION

FIGURE 2

CONCEPTUAL PROJECT SITE PLAN

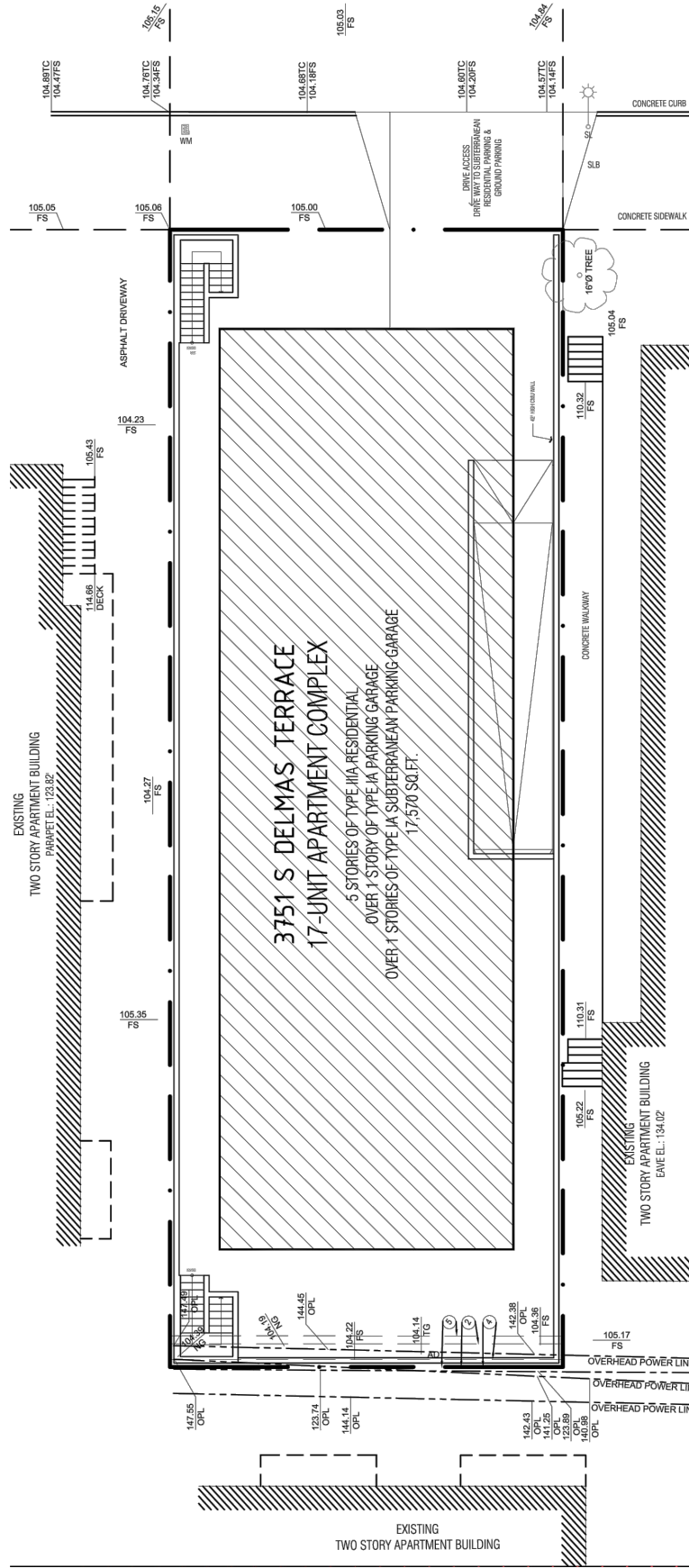


FIGURE 2

1/12/2023
FN: JC28171\SITE PLAN

ATTACHMENT A

VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



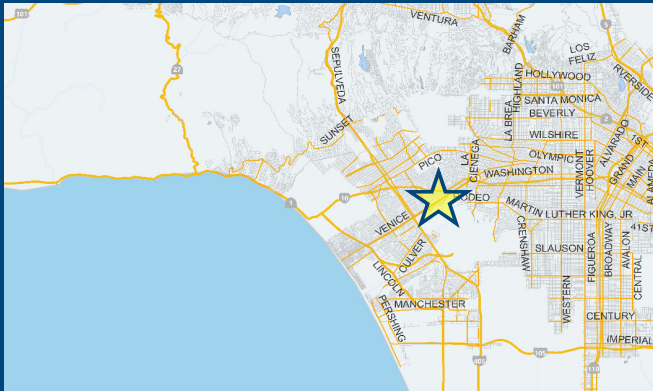
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

| Land Use Type | Value | Unit | |
|------------------------|-------|------|---|
| Housing Multi-Family | 2 | DU | + |
| Housing Multi-Family | 2 | DU | |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

| Land Use Type | Value | Unit | |
|---------------------------------------|-------|------|---|
| Housing Multi-Family | 17 | DU | + |
| Housing Multi-Family | 15 | DU | |
| Housing Affordable Housing - Family | 2 | DU | |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

| Existing Land Use | Proposed Project |
|---|----------------------------------|
| 9 Daily Vehicle Trips | 69 Daily Vehicle Trips |
| 55 Daily VMT | 421 Daily VMT |
| Tier 1 Screening Criteria | |
| Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/> | |
| Tier 2 Screening Criteria | |
| The net increase in daily trips < 250 trips | 60 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 366 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 0.000 ksf |
| The proposed project is not required to perform VMT analysis. | |



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

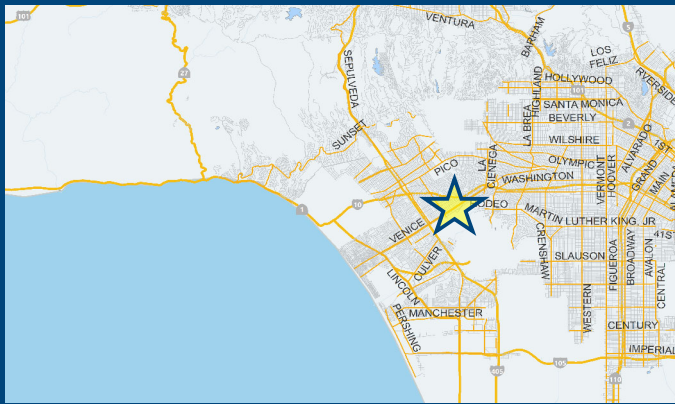


Project Information

Project:

Scenario:

Address:



| Proposed Project Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | | |
| Housing Affordable Housing - Family | | |

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 | | |
| B Transit | | |
| C Education & Encouragement | | |
| D Commute Trip Reductions | | |
| E Shared Mobility | | |
| F Bicycle Infrastructure | | |
| Implement/Improve On-street Bicycle Facility | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Bike Parking Per LAMC | Select Proposed Prj or Mitigation to include this strategy | |
| <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Secure Bike Parking and Showers | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| G Neighborhood Enhancement | | |

Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| 59 Daily Vehicle Trips | 59 Daily Vehicle Trips |
| 366 Daily VMT | 366 Daily VMT |
| N/A Household VMT per Capita | N/A Household VMT per Capita |
| N/A Work VMT per Employee | N/A Work VMT per Employee |
| Significant VMT Impact? | |
| Household: N/A Threshold = 7.4 15% Below APC | Household: N/A Threshold = 7.4 15% Below APC |
| Work: N/A Threshold = 11.1 15% Below APC | Work: N/A Threshold = 11.1 15% Below APC |



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Project Information | | | |
|---------------------------|---------------------------------|-------|----------|
| Land Use Type | | Value | Units |
| Housing | <i>Single Family</i> | 0 | DU |
| | Multi Family | 15 | DU |
| | <i>Townhouse</i> | 0 | DU |
| | <i>Hotel</i> | 0 | Rooms |
| | <i>Motel</i> | 0 | Rooms |
| Affordable Housing | Family | 2 | DU |
| | <i>Senior</i> | 0 | DU |
| | <i>Special Needs</i> | 0 | DU |
| | <i>Permanent Supportive</i> | 0 | DU |
| Retail | <i>General Retail</i> | 0.000 | ksf |
| | <i>Furniture Store</i> | 0.000 | ksf |
| | <i>Pharmacy/Drugstore</i> | 0.000 | ksf |
| | <i>Supermarket</i> | 0.000 | ksf |
| | <i>Bank</i> | 0.000 | ksf |
| | <i>Health Club</i> | 0.000 | ksf |
| | <i>High-Turnover Sit-Down</i> | 0.000 | ksf |
| | <i>Restaurant</i> | 0.000 | ksf |
| | <i>Fast-Food Restaurant</i> | 0.000 | ksf |
| | <i>Quality Restaurant</i> | 0.000 | ksf |
| | <i>Auto Repair</i> | 0.000 | ksf |
| | <i>Home Improvement</i> | 0.000 | ksf |
| | <i>Free-Standing Discount</i> | 0.000 | ksf |
| | <i>Movie Theater</i> | 0 | Seats |
| Office | <i>General Office</i> | 0.000 | ksf |
| | <i>Medical Office</i> | 0.000 | ksf |
| Industrial | <i>Light Industrial</i> | 0.000 | ksf |
| | <i>Manufacturing</i> | 0.000 | ksf |
| | <i>Warehousing/Self-Storage</i> | 0.000 | ksf |
| School | <i>University</i> | 0 | Students |
| | <i>High School</i> | 0 | Students |
| | <i>Middle School</i> | 0 | Students |
| | <i>Elementary</i> | 0 | Students |
| | <i>Private School (K-12)</i> | 0 | Students |
| Other | | 0 | Trips |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Analysis Results | | | |
|---|--------------------------|------------------------|--------------------------|
| Total Employees: N/A | | | |
| Total Population: N/A | | | |
| Proposed Project | | With Mitigation | |
| 59 | Daily Vehicle Trips | N/A | Daily Vehicle Trips |
| N/A | Daily VMT | N/A | Daily VMT |
| N/A | Household VMT per Capita | N/A | Household VMT per Capita |
| N/A | Work VMT per Employee | N/A | Work VMT per Employee |
| Significant VMT Impact? | | | |
| APC: West Los Angeles | | | |
| Impact Threshold: 15% Below APC Average | | | |
| Household = 7.4 | | | |
| Work = 11.1 | | | |
| Proposed Project | | With Mitigation | |
| VMT Threshold | Impact | VMT Threshold | Impact |
| Household > 7.4 | N/A | Household > 7.4 | N/A |
| Work > 11.1 | N/A | Work > 11.1 | N/A |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs | | | | |
|---------------------------|----------------------------------|---|-------------|--------|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Parking | Reduce parking supply | City code parking provision (spaces) | 27 | 27 |
| | | Actual parking provision (spaces) | 18 | 18 |
| | Unbundle parking | Monthly cost for parking (\$) | \$0 | \$0 |
| | Parking cash-out | Employees eligible (%) | 0% | 0% |
| | Price workplace parking | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | | Employees subject to priced parking (%) | 0% | 0% |
| | Residential area parking permits | Cost of annual permit (\$) | \$0 | \$0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|--|---|--|-------------|----|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Transit | <i>Reduce transit headways</i> | <i>Reduction in headways (increase in frequency) (%)</i> | 0% | |
| | | <i>Existing transit mode share (as a percent of total daily trips) (%)</i> | 0% | |
| | | <i>Lines within project site improved (<50%, >=50%)</i> | 0 | |
| | <i>Implement neighborhood shuttle</i> | <i>Degree of implementation (low, medium, high)</i> | 0 | 0 |
| | | <i>Employees and residents eligible (%)</i> | 0% | 0% |
| | <i>Transit subsidies</i> | <i>Employees and residents eligible (%)</i> | 0% | 0% |
| <i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i> | | \$0.00 | \$0.00 | |
| Education & Encouragement | <i>Voluntary travel behavior change program</i> | <i>Employees and residents participating (%)</i> | 0% | |
| | <i>Promotions and marketing</i> | <i>Employees and residents participating (%)</i> | 0% | |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|-------------|----|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Commuter Trip Reductions | <i>Required commute trip reduction program</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | <i>Alternative Work Schedules and Telecommute</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | | <i>Type of program</i> | 0 | 0 |
| | | <i>Degree of implementation (low, medium, high)</i> | 0 | 0 |
| | <i>Employer sponsored vanpool or shuttle</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| | | <i>Employer size (small, medium, large)</i> | 0 | 0 |
| | <i>Ride-share program</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| Shared Mobility | <i>Car share</i> | <i>Car share project setting (Urban, Suburban, All Other)</i> | 0 | 0 |
| | <i>Bike share</i> | <i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i> | 0 | 0 |
| | <i>School carpool program</i> | <i>Level of implementation (Low, Medium, High)</i> | 0 | 0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|------------------|-------------|
| Strategy Type | | Description | Proposed Project | Mitigations |
| Bicycle Infrastructure | <i>Implement/Improve on-street bicycle facility</i> | <i>Provide bicycle facility along site (Yes/No)</i> | 0 | 0 |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | <i>Include secure bike parking and showers</i> | <i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i> | 0 | 0 |
| Neighborhood Enhancement | <i>Traffic calming improvements</i> | <i>Streets with traffic calming improvements (%)</i> | 0% | 0% |
| | | <i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i> | 0% | 0% |
| | <i>Pedestrian network improvements</i> | | 0 | 0 |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|--------------------------------------|--|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| Parking | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Transit | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Education & Encouragement | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Commute Trip Reductions | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Shared Mobility | Car-share | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| | School carpool program | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|---------------------------------|---|-------------------------------|---|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|--|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| | | Bicycle Infrastructure | Implement/ Improve on-street bicycle facility | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

Final Combined & Maximum TDM Effect

| | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | |
|------------------------|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| | COMBINED TOTAL | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |
| MAX. TDM EFFECT | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | suburban center | 20% |
| | suburban | 15% |

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 15 | -20.0% | 12 | N/A | N/A | N/A |
| Home Based Other Production | 42 | -47.6% | 22 | N/A | N/A | N/A |
| Non-Home Based Other Production | 20 | -5.0% | 19 | N/A | N/A | N/A |
| Home-Based Work Attraction | 0 | 0.0% | 0 | N/A | N/A | N/A |
| Home-Based Other Attraction | 20 | -45.0% | 11 | N/A | N/A | N/A |
| Non-Home Based Other Attraction | 5 | 0.0% | 5 | N/A | N/A | N/A |

MXD Methodology with TDM Measures

| | <i>Proposed Project</i> | | | <i>Project with Mitigation Measures</i> | | |
|---------------------------------|-------------------------|---------------|-------------|---|-----------------|---------------|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Work Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A

Total Employees: N/A

APC: West Los Angeles

| | <i>Proposed Project</i> | <i>Project with Mitigation Measures</i> |
|---|-------------------------|---|
| <i>Total Home Based Production VMT</i> | N/A | N/A |
| <i>Total Home Based Work Attraction VMT</i> | N/A | N/A |
| <i>Total Home Based VMT Per Capita</i> | N/A | N/A |
| <i>Total Work Based VMT Per Employee</i> | N/A | N/A |

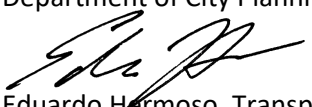
CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3751 S. Delmas Terrace
DOT Case No. Other WLA23-114535

Date: January 27, 2023

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From: 
Eduardo Hermoso, Transportation Engineer
Department of Transportation

Subject: **TRIP GENERATION ANALYSIS AND VEHICLE MILES TRAVEL ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 3751 SOUTH DELMAS TERRACE**

The Department of Transportation (DOT) has completed the review of a trip generation analysis and Vehicle Miles Travel (VMT) screening assessment report, prepared by KOA Corporation, dated January 12, 2023, for the proposed residential project located at 3751 South Delmas Terrace. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

Project Description

The project scope will include the removal of an active residential duplex to construct a new six-story residential building. The proposed project will include five stories of residential dwelling units; a ground floor that will consist of a lobby and limited automobile parking area; and one level of subterranean parking. The residential building will contain up to 17 multifamily dwelling units, two of which will be reserved for Extremely Low Income household. Vehicular access to the residential parking spaces will be accessed via a new driveway located on Delmas Terrace. The project is expected to be completed and operational in 2025.

VMT Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineer (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on socioeconomic data and the built environment factors of the project's surroundings, it was determined that the project **does not** exceed the net 250 daily vehicle trips threshold to require a transportation impact analysis. Therefore, DOT will not require the preparation of a transportation impact assessment for this project. The VMT calculator version 1.3 was the latest VMT calculator available at the time the analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page and summary report, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Highway Dedication and Street Widening Requirements

The applicant for the project shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

Driveway Access and Circulation

The proposed site plan illustrated in **Attachment B** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval, and should be coordinated with DOT's West LA Development Review Section (7166 W. Manchester Avenue, Room #11 at 213-485-1062). The applicant should also check with City Planning regarding the project's driveway placement and design.

If you have any questions, please contact me at (213) 485-1062.

Attachments

c: Dylan Sittig, Council District No. 5
Milena Zasadzien, William Lamborn, DCP
Tim Fremaux, Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Ryan Kelly, KOA Corporation

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



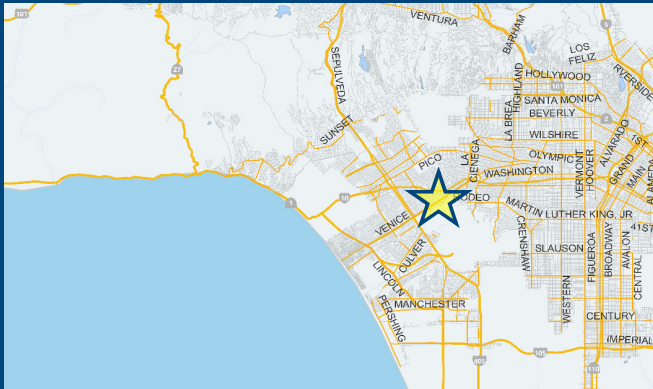
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

| Land Use Type | Value | Unit |
|------------------------|-------|------|
| Housing Multi-Family | 2 | DU |
| Housing Multi-Family | 2 | DU |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

| Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | 17 | DU |
| Housing Multi-Family | 15 | DU |
| Housing Affordable Housing - Family | 2 | DU |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---------------------------|
| 9 Daily Vehicle Trips | 69 Daily Vehicle Trips |
| 55 Daily VMT | 421 Daily VMT |
| Tier 1 Screening Criteria | |
| Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/> | |
| Tier 2 Screening Criteria | |
| The net increase in daily trips < 250 trips | 60 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 366 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 0.000 ksf |
| The proposed project is not required to perform VMT analysis. | |



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

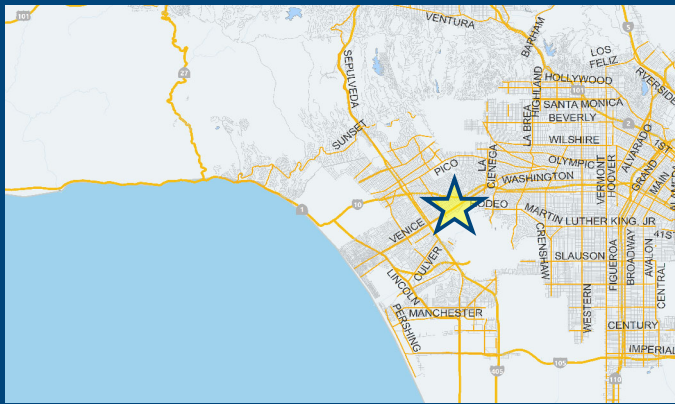


Project Information

Project:

Scenario:

Address:



| Proposed Project Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | | |
| Housing Affordable Housing - Family | | |

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 | | |
| B Transit | | |
| C Education & Encouragement | | |
| D Commute Trip Reductions | | |
| E Shared Mobility | | |
| F Bicycle Infrastructure | | |
| Implement/Improve On-street Bicycle Facility | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Bike Parking Per LAMC | Select Proposed Prj or Mitigation to include this strategy | |
| <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| Include Secure Bike Parking and Showers | Select Proposed Prj or Mitigation to include this strategy | |
| <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation | | |
| G Neighborhood Enhancement | | |

Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| 59 Daily Vehicle Trips | 59 Daily Vehicle Trips |
| 366 Daily VMT | 366 Daily VMT |
| N/A Household VMT per Capita | N/A Household VMT per Capita |
| N/A Work VMT per Employee | N/A Work VMT per Employee |
| Significant VMT Impact? | |
| Household: N/A Threshold = 7.4 15% Below APC | Household: N/A Threshold = 7.4 15% Below APC |
| Work: N/A Threshold = 11.1 15% Below APC | Work: N/A Threshold = 11.1 15% Below APC |



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Project Information | | | |
|---------------------|-----------------------------------|----------------|----------|
| Land Use Type | | Value | Units |
| Housing | Single Family | 0 | DU |
| | Multi Family | 15 | DU |
| | Townhouse | 0 | DU |
| | Hotel | 0 | Rooms |
| | Motel | 0 | Rooms |
| Affordable Housing | Family | 2 | DU |
| | Senior | 0 | DU |
| | Special Needs | 0 | DU |
| | Permanent Supportive | 0 | DU |
| Retail | General Retail | 0.000 | ksf |
| | Furniture Store | 0.000 | ksf |
| | Pharmacy/Drugstore | 0.000 | ksf |
| | Supermarket | 0.000 | ksf |
| | Bank | 0.000 | ksf |
| | Health Club | 0.000 | ksf |
| | High-Turnover Sit-Down Restaurant | 0.000 | ksf |
| | Fast-Food Restaurant | 0.000 | ksf |
| | Quality Restaurant | 0.000 | ksf |
| | Auto Repair | 0.000 | ksf |
| | Home Improvement | 0.000 | ksf |
| | Free-Standing Discount | 0.000 | ksf |
| | Movie Theater | 0 | Seats |
| | Office | General Office | 0.000 |
| Medical Office | | 0.000 | ksf |
| Industrial | Light Industrial | 0.000 | ksf |
| | Manufacturing | 0.000 | ksf |
| | Warehousing/Self-Storage | 0.000 | ksf |
| School | University | 0 | Students |
| | High School | 0 | Students |
| | Middle School | 0 | Students |
| | Elementary | 0 | Students |
| | Private School (K-12) | 0 | Students |
| Other | | 0 | Trips |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| Analysis Results | | | |
|---|--------------------------|------------------------|--------------------------|
| Total Employees: N/A | | | |
| Total Population: N/A | | | |
| Proposed Project | | With Mitigation | |
| 59 | Daily Vehicle Trips | N/A | Daily Vehicle Trips |
| N/A | Daily VMT | N/A | Daily VMT |
| N/A | Household VMT per Capita | N/A | Household VMT per Capita |
| N/A | Work VMT per Employee | N/A | Work VMT per Employee |
| Significant VMT Impact? | | | |
| APC: West Los Angeles | | | |
| Impact Threshold: 15% Below APC Average | | | |
| Household = 7.4 | | | |
| Work = 11.1 | | | |
| Proposed Project | | With Mitigation | |
| VMT Threshold | Impact | VMT Threshold | Impact |
| Household > 7.4 | N/A | Household > 7.4 | N/A |
| Work > 11.1 | N/A | Work > 11.1 | N/A |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs | | | | |
|---------------------------|----------------------------------|---|-------------|--------|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Parking | Reduce parking supply | City code parking provision (spaces) | 27 | 27 |
| | | Actual parking provision (spaces) | 18 | 18 |
| | Unbundle parking | Monthly cost for parking (\$) | \$0 | \$0 |
| | Parking cash-out | Employees eligible (%) | 0% | 0% |
| | Price workplace parking | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | | Employees subject to priced parking (%) | 0% | 0% |
| | Residential area parking permits | Cost of annual permit (\$) | \$0 | \$0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | |
|---|--|---|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Transit | Reduce transit headways | Reduction in headways (increase in frequency) (%) | 0% |
| | | Existing transit mode share (as a percent of total daily trips) (%) | 0% |
| | | Lines within project site improved (<50%, >=50%) | 0 |
| | Implement neighborhood shuttle | Degree of implementation (low, medium, high) | 0 |
| | | Employees and residents eligible (%) | 0% |
| | Transit subsidies | Employees and residents eligible (%) | 0% |
| Amount of transit subsidy per passenger (daily equivalent) (\$) | | \$0.00 | \$0.00 |
| Education & Encouragement | Voluntary travel behavior change program | Employees and residents participating (%) | 0% |
| | Promotions and marketing | Employees and residents participating (%) | 0% |
| (cont. on following page) | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|-------------|----|
| Strategy Type | Description | Proposed Project | Mitigations | |
| Commuter Trip Reductions | <i>Required commute trip reduction program</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | <i>Alternative Work Schedules and Telecommute</i> | <i>Employees participating (%)</i> | 0% | 0% |
| | | <i>Type of program</i> | 0 | 0 |
| | | <i>Degree of implementation (low, medium, high)</i> | 0 | 0 |
| | <i>Employer sponsored vanpool or shuttle</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| | | <i>Employer size (small, medium, large)</i> | 0 | 0 |
| | <i>Ride-share program</i> | <i>Employees eligible (%)</i> | 0% | 0% |
| Shared Mobility | <i>Car share</i> | <i>Car share project setting (Urban, Suburban, All Other)</i> | 0 | 0 |
| | <i>Bike share</i> | <i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i> | 0 | 0 |
| | <i>School carpool program</i> | <i>Level of implementation (Low, Medium, High)</i> | 0 | 0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

| TDM Strategy Inputs, Cont. | | | | |
|---------------------------------|---|--|------------------|-------------|
| Strategy Type | | Description | Proposed Project | Mitigations |
| Bicycle Infrastructure | <i>Implement/Improve on-street bicycle facility</i> | <i>Provide bicycle facility along site (Yes/No)</i> | 0 | 0 |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | <i>Include secure bike parking and showers</i> | <i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i> | 0 | 0 |
| Neighborhood Enhancement | <i>Traffic calming improvements</i> | <i>Streets with traffic calming improvements (%)</i> | 0% | 0% |
| | | <i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i> | 0% | 0% |
| | <i>Pedestrian network improvements</i> | | 0 | 0 |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|--------------------------------------|--|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| Parking | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Transit | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Education & Encouragement | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Commute Trip Reductions | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Shared Mobility | Car-share | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| | School carpool program | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

| | | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | | Source |
|---------------------------------|---|-------------------------------|---|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|--|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| | | Bicycle Infrastructure | Implement/ Improve on-street bicycle facility | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

Final Combined & Maximum TDM Effect

| | Home Based Work Production | | Home Based Work Attraction | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | | Non-Home Based Other Attraction | |
|------------------------|----------------------------|-----------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|---------------------------------|-----------|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| | COMBINED TOTAL | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |
| MAX. TDM EFFECT | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% |

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | suburban center | 20% |
| | suburban | 15% |

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 12, 2023

Project Name: 3751 Delmas Terrace Residential

Project Scenario: With Project

Project Address: 3751 S DELMAS TER, 90034



Version 1.3

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 15 | -20.0% | 12 | N/A | N/A | N/A |
| Home Based Other Production | 42 | -47.6% | 22 | N/A | N/A | N/A |
| Non-Home Based Other Production | 20 | -5.0% | 19 | N/A | N/A | N/A |
| Home-Based Work Attraction | 0 | 0.0% | 0 | N/A | N/A | N/A |
| Home-Based Other Attraction | 20 | -45.0% | 11 | N/A | N/A | N/A |
| Non-Home Based Other Attraction | 5 | 0.0% | 5 | N/A | N/A | N/A |

MXD Methodology with TDM Measures

| | <i>Proposed Project</i> | | | <i>Project with Mitigation Measures</i> | | |
|---------------------------------|-------------------------|---------------|-------------|---|-----------------|---------------|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Production | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Work Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Home-Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |
| Non-Home Based Other Attraction | N/A | N/A | N/A | N/A | N/A | N/A |

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A

Total Employees: N/A

APC: West Los Angeles

| | <i>Proposed Project</i> | <i>Project with Mitigation Measures</i> |
|---|-------------------------|---|
| <i>Total Home Based Production VMT</i> | N/A | N/A |
| <i>Total Home Based Work Attraction VMT</i> | N/A | N/A |
| <i>Total Home Based VMT Per Capita</i> | N/A | N/A |
| <i>Total Work Based VMT Per Employee</i> | N/A | N/A |

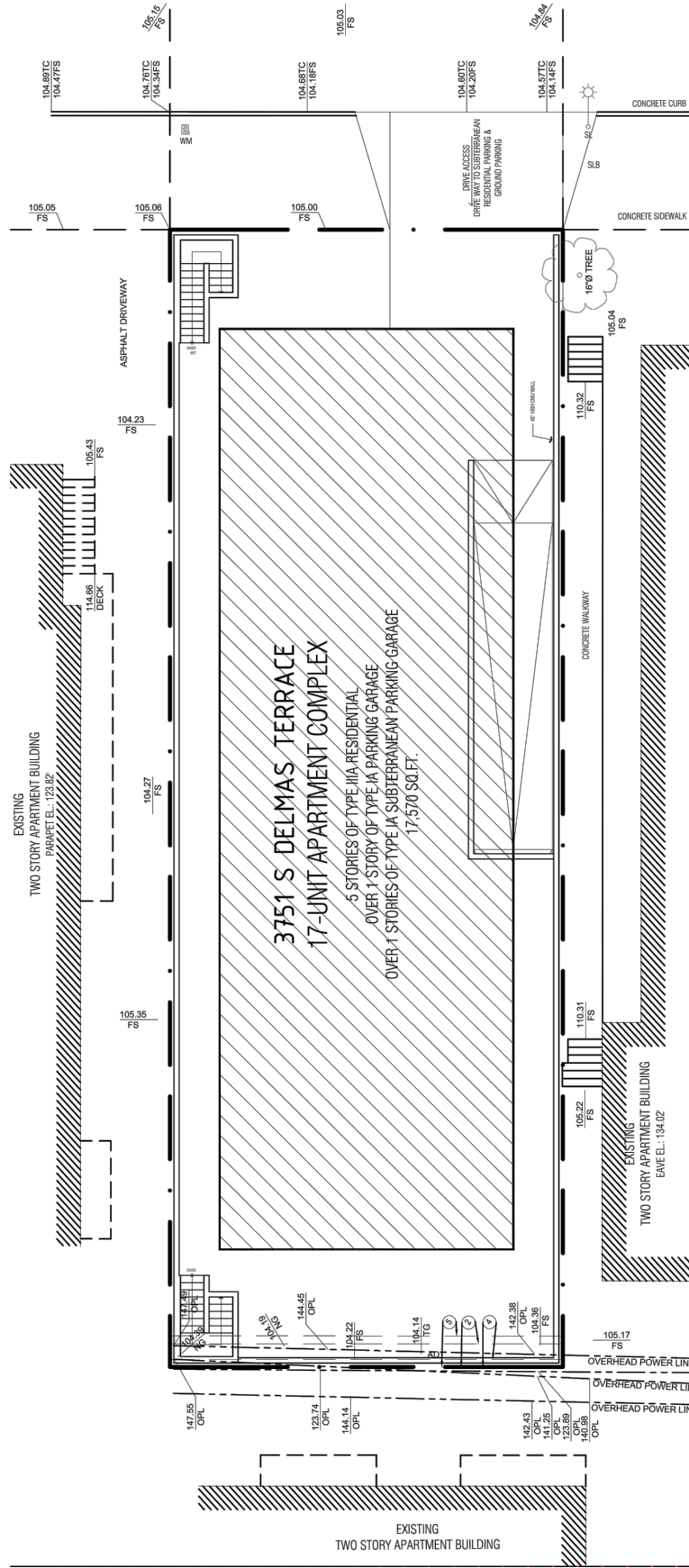


FIGURE 2

1/12/2023
 FN: JC28171\SITE PLAN



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



DOUGLASKIM+ASSOCIATES, LLC

Source: Google Earth












-  Project Site
-  Noise Measurement Locations
-  Analyzed Sensitive Receptors
-  1 Village Tree Preschool
-  2 Residences - 3752 Hughes Ave
-  3 Residences - 3745 Delmas Terrace
-  4 Residences - 3755 Delmas Terrace
-  5 Residences - 3750 Delmas Terrace
-  6 Church - 9733 Venice Blvd

Figure 1
Noise Measurement Locations

Session Report

2/4/2023

Information Panel

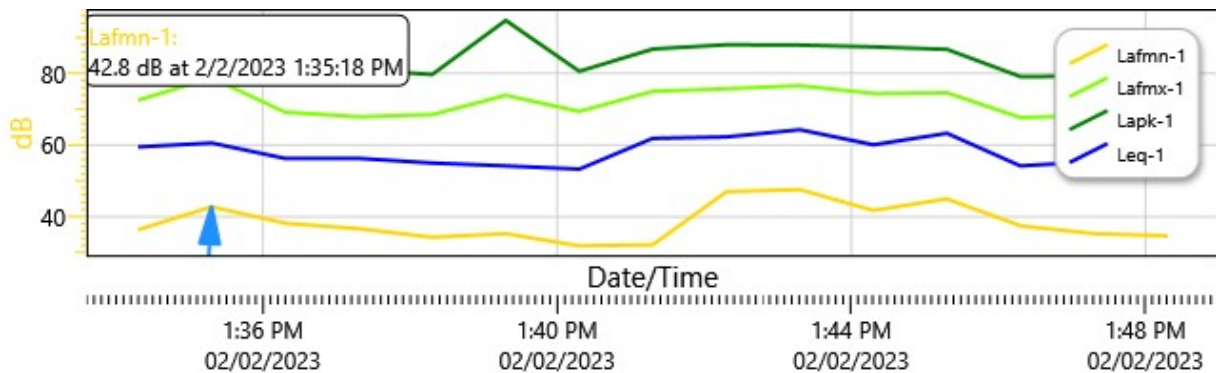
| | |
|---------------------|---------------------|
| Name | 3752 Hughest Avenue |
| Comments | |
| Start Time | 2/2/2023 1:33:18 PM |
| Stop Time | 2/2/2023 1:48:21 PM |
| Run Time | 00:15:03 |
| Serial Number | SE40213991 |
| Device Name | SE40213991 |
| Model Type | Sound Examiner |
| Device Firmware Rev | R.11C |
| Company Name | |
| Description | |
| Location | |
| User Name | |

Summary Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---------------|-------|---------|-------------|-------|-------|
| Leq | 1 | 59.5 dB | | | |
| Exchange Rate | 1 | 3 dB | Weighting | 1 | A |
| Response | 1 | FAST | Bandwidth | 1 | OFF |

Logged Data Chart

3752 Hughest Avenue: Logged Data Chart



Logged Data Table

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|-----------|--------|---------|---------|-------|
|-----------|--------|---------|---------|-------|

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|---------------------|--------|---------|---------|-------|
| 2/2/2023 1:34:18 PM | 86.5 | 36.4 | 72.5 | 59.5 |
| 1:35:18 PM | 89.8 | 42.8 | 78.8 | 60.6 |
| 1:36:18 PM | 79.7 | 38.2 | 69.2 | 56.3 |
| 1:37:18 PM | 81.1 | 36.7 | 67.9 | 56.3 |
| 1:38:18 PM | 79.7 | 34.3 | 68.5 | 55 |
| 1:39:18 PM | 94.8 | 35.3 | 73.9 | 54.2 |
| 1:40:18 PM | 80.6 | 31.9 | 69.4 | 53.3 |
| 1:41:18 PM | 86.8 | 32.2 | 75 | 61.9 |
| 1:42:18 PM | 88 | 47 | 75.7 | 62.3 |
| 1:43:18 PM | 87.9 | 47.6 | 76.6 | 64.3 |
| 1:44:18 PM | 87.4 | 41.8 | 74.4 | 60.1 |
| 1:45:18 PM | 86.7 | 45 | 74.6 | 63.3 |
| 1:46:18 PM | 79.1 | 37.5 | 67.7 | 54.2 |
| 1:47:18 PM | 79.2 | 35.3 | 68.3 | 55.4 |
| 1:48:18 PM | 85.3 | 34.7 | 70 | 53.6 |

Session Report

2/4/2023

Information Panel

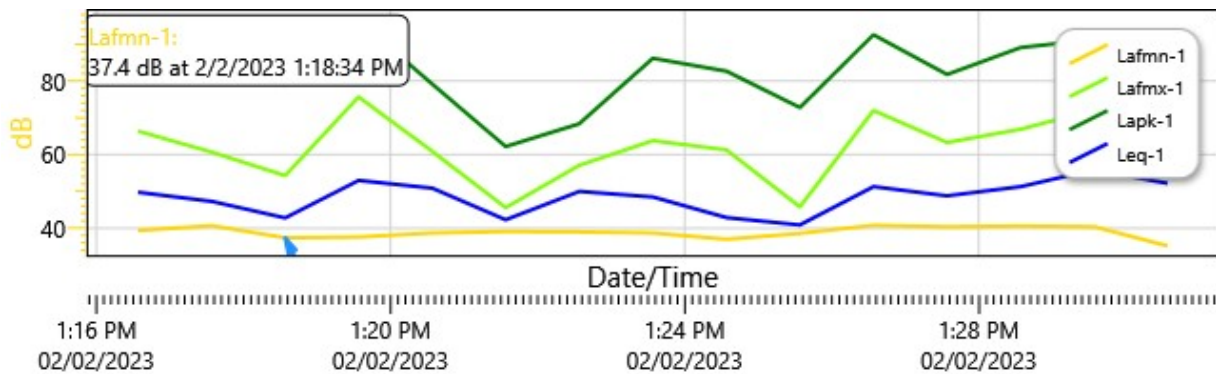
| | |
|---------------------|---------------------|
| Name | 3760 Delmas Terrace |
| Comments | |
| Start Time | 2/2/2023 1:15:34 PM |
| Stop Time | 2/2/2023 1:30:37 PM |
| Run Time | 00:15:03 |
| Serial Number | SE40213991 |
| Device Name | SE40213991 |
| Model Type | Sound Examiner |
| Device Firmware Rev | R.11C |
| Company Name | |
| Description | |
| Location | |
| User Name | |

Summary Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---------------|-------|---------|-------------|-------|-------|
| Leq | 1 | 50.2 dB | | | |
| Exchange Rate | 1 | 3 dB | Weighting | 1 | A |
| Response | 1 | FAST | Bandwidth | 1 | OFF |

Logged Data Chart

3760 Delmas Terrace: Logged Data Chart



Logged Data Table

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|-----------|--------|---------|---------|-------|
|-----------|--------|---------|---------|-------|

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|---------------------|--------|---------|---------|-------|
| 2/2/2023 1:16:34 PM | 92.6 | 39.4 | 66.4 | 49.8 |
| 1:17:34 PM | 84.8 | 40.7 | 60.7 | 47.3 |
| 1:18:34 PM | 79.2 | 37.4 | 54.3 | 42.8 |
| 1:19:34 PM | 96.5 | 37.6 | 75.7 | 53 |
| 1:20:34 PM | 79.2 | 38.7 | 60.9 | 50.9 |
| 1:21:34 PM | 62.2 | 39.1 | 45.6 | 42.3 |
| 1:22:34 PM | 68.4 | 39 | 57.1 | 50 |
| 1:23:34 PM | 86.2 | 38.7 | 63.8 | 48.5 |
| 1:24:34 PM | 82.7 | 37 | 61.3 | 42.9 |
| 1:25:34 PM | 72.8 | 38.6 | 45.8 | 40.9 |
| 1:26:34 PM | 92.6 | 40.8 | 72 | 51.3 |
| 1:27:34 PM | 81.8 | 40.4 | 63.3 | 48.8 |
| 1:28:34 PM | 89.1 | 40.6 | 66.9 | 51.3 |
| 1:29:34 PM | 91.3 | 40.4 | 72.2 | 55.9 |
| 1:30:34 PM | 87.3 | 35.2 | 73.9 | 52.2 |

Session Report

2/4/2023

Information Panel

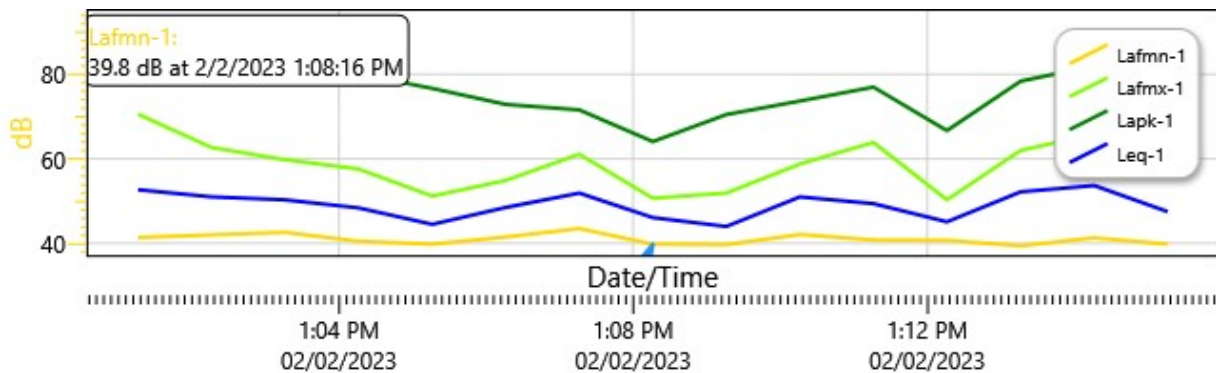
| | |
|---------------------|---------------------|
| Name | 3745 Delmas Terrace |
| Comments | |
| Start Time | 2/2/2023 1:00:16 PM |
| Stop Time | 2/2/2023 1:15:17 PM |
| Run Time | 00:15:01 |
| Serial Number | SE40213991 |
| Device Name | SE40213991 |
| Model Type | Sound Examiner |
| Device Firmware Rev | R.11C |
| Company Name | |
| Description | |
| Location | |
| User Name | |

Summary Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---------------|-------|-------|-------------|-------|-------|
| Leq | 1 | 50 dB | | | |
| Exchange Rate | 1 | 3 dB | Weighting | 1 | A |
| Response | 1 | FAST | Bandwidth | 1 | OFF |

Logged Data Chart

3745 Delmas Terrace: Logged Data Chart



Logged Data Table

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|-----------|--------|---------|---------|-------|
|-----------|--------|---------|---------|-------|

| Date/Time | Lapk-1 | Lafmn-1 | Lafmx-1 | Leq-1 |
|---------------------|--------|---------|---------|-------|
| 2/2/2023 1:01:16 PM | 92.8 | 41.4 | 70.6 | 52.7 |
| 1:02:16 PM | 84.4 | 42 | 62.7 | 51 |
| 1:03:16 PM | 82.3 | 42.6 | 59.8 | 50.3 |
| 1:04:16 PM | 80.1 | 40.5 | 57.6 | 48.4 |
| 1:05:16 PM | 76.7 | 39.8 | 51.2 | 44.5 |
| 1:06:16 PM | 72.9 | 41.5 | 54.9 | 48.5 |
| 1:07:16 PM | 71.6 | 43.5 | 61.1 | 51.9 |
| 1:08:16 PM | 64.1 | 39.8 | 50.7 | 46.1 |
| 1:09:16 PM | 70.5 | 39.7 | 51.9 | 44 |
| 1:10:16 PM | 73.7 | 42.1 | 58.8 | 51 |
| 1:11:16 PM | 77 | 40.8 | 63.9 | 49.4 |
| 1:12:16 PM | 66.7 | 40.7 | 50.3 | 45.1 |
| 1:13:16 PM | 78.4 | 39.4 | 62 | 52.2 |
| 1:14:16 PM | 82 | 41.3 | 65.9 | 53.7 |
| 1:15:16 PM | 79.4 | 39.8 | 58.3 | 47.5 |



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

| Source name | Size m/m ² | Reference | Day dB(A) | Level | | | Corrections | | |
|-------------------|--------------------------|-----------|--------------|------------------|----------------|---|-------------|----------|----------|
| | | | | Evening dB(A) | Night dB(A) | | Cwall dB | CI dB | CT dB |
| Construction Site | 643 m ² | Lw/unit | 109.7 | - | - | - | - | - | - |

Receiver list

| No. | Receiver name | Coordinates | | Building side | Floor | Height abv.grd. m | Limit Day dB(A) | Level Day dB(A) | Conflict Day dB |
|-----|----------------------------------|-------------|---------------|---------------|-------|-------------------------|-----------------------|-----------------------|-----------------------|
| | | X | Y in meter | | | | | | |
| 1 | Church | 11370905.14 | 3765767.58 | West | GF | 34.26 | - | 44.7 | - |
| 2 | Residences - 3745 Delmas Terrace | 11370844.82 | 3765805.90 | North east | GF | 34.92 | - | 52.5 | - |
| 3 | Residences - 3750 Delmas Terrace | 11370883.30 | 3765814.78 | South west | GF | 34.94 | - | 52.4 | - |
| 4 | Residences - 3752 Hughes Ave. | 11370794.31 | 3765753.15 | South west | GF | 34.14 | - | 36.5 | - |
| 5 | Residences - 3755 Delmas Terrace | 11370864.50 | 3765785.33 | North east | GF | 34.02 | - | 51.9 | - |
| 6 | Village Treet Preschool | 11370749.81 | 3765714.38 | North east | GF | 33.37 | - | 37.8 | - |




Contribution levels of the receivers

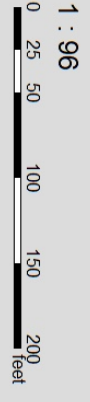
| Source name | Traffic lane | Level Day dB(A) |
|----------------------------------|--------------|-----------------|
| Church | GF | 44.7 |
| Construction Site | - | 44.7 |
| Residences - 3745 Delmas Terrace | GF | 52.5 |
| Construction Site | - | 52.5 |
| Residences - 3750 Delmas Terrace | GF | 52.4 |
| Construction Site | - | 52.4 |
| Residences - 3752 Hughes Ave. | GF | 36.5 |
| Construction Site | - | 36.5 |
| Residences - 3755 Delmas Terrace | GF | 51.9 |
| Construction Site | - | 51.9 |
| Village Treet Preschool | GF | 37.8 |
| Construction Site | - | 37.8 |



3751 South Delmas Terrace

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

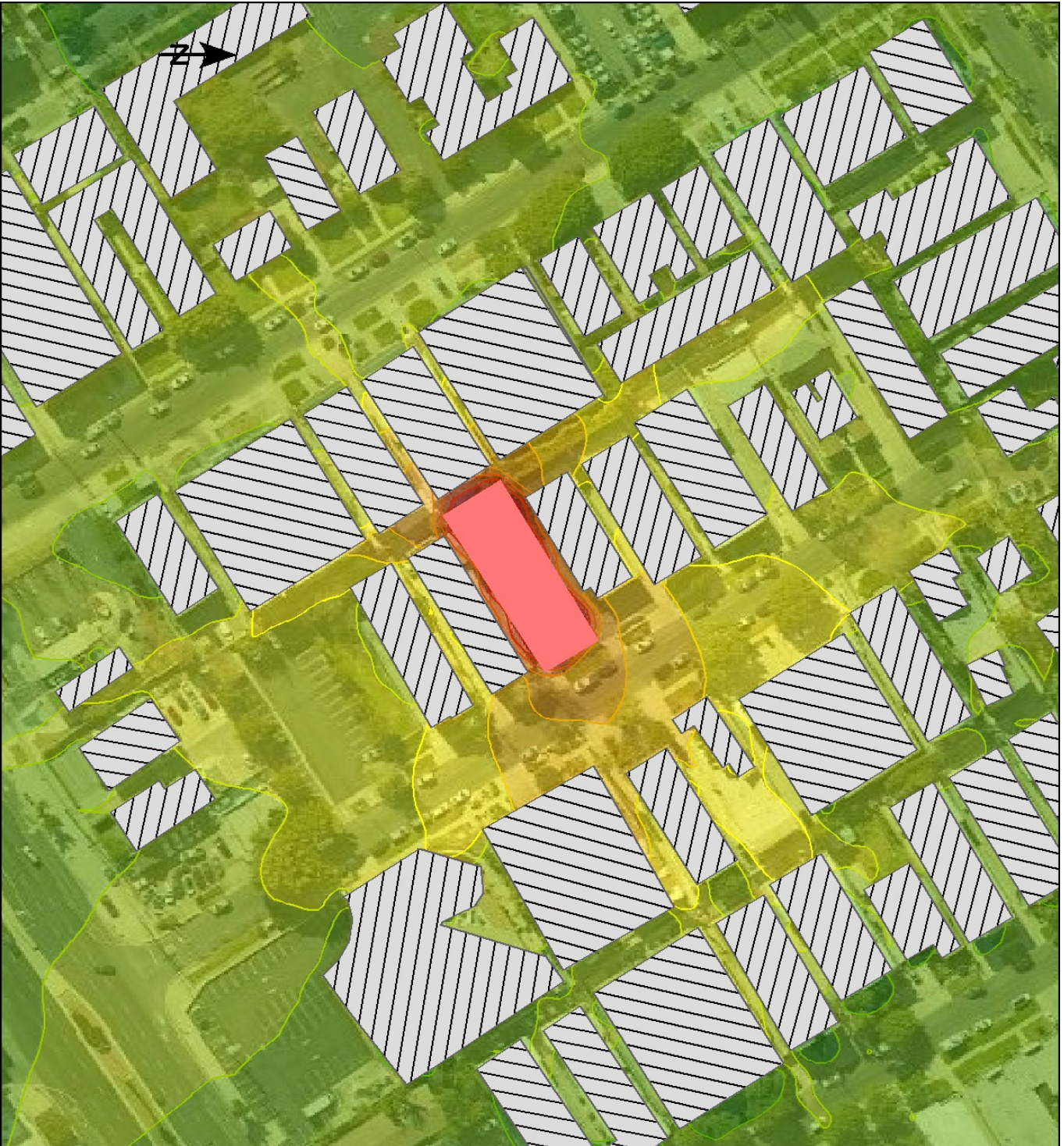
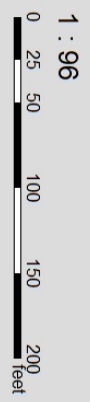
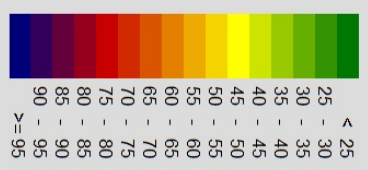


3751 South Delmas Terrace

Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



Construction Noise Impacts



DOUGLASKIM+ASSOCIATES

| | | |
|----------------------------------|-------|-------|
| Reference | 15.24 | meter |
| Sound Pressure Level (Lp) | 75.0 | dBA |
| Sound Power Level (Lw) | 109.7 | dB |

| Receptor | Existing Leq | Noise | New Leq | Difference Leq | Significant? |
|----------------------------------|--------------|-------|---------|----------------|--------------|
| Village Tree Preschool | 59.5 | 37.8 | 59.5 | 0.0 | No |
| Residences - 3752 Hughes Ave. | 59.5 | 36.5 | 59.5 | 0.0 | No |
| Residences - 3745 Delmas Terrace | 50.0 | 52.5 | 54.4 | 4.4 | No |
| Residences - 3755 Delmas Terrace | 50.0 | 51.9 | 54.1 | 4.1 | No |
| Residences - 3750 Delmas Terrace | 50.0 | 52.4 | 54.4 | 4.4 | No |



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

Project: 3751 Delmas Terrace

| | |
|---|---|
| Receiver Parameters | |
| Receiver: | Residences - Delmas Terrace (east side) |
| Land Use Category: | 2 - Residential |
| Existing Noise (Measured or Generic Value): | 48 dBA |

Number of Noise Sources: 1

| | |
|-------------------------|--|
| Noise Source Parameters | |
| Source 1 | |
| Source Type: | Stationary Source |
| Specific Source: | Parking Garage |
| Daytime hrs | Avg. Number of Autos/hr: 3 |
| Nighttime hrs | Avg. Number of Autos/hr: 1 |
| Distance | Distance from Source to Receiver (ft): 90 |
| Adjustments | Number of Intervening Rows of Buildings: 0 |
| | Noise Barrier?: No |
| | Joint Track/Crossover?: No |
| | Embedded Track?: No |
| | Aerial Structure?: No |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

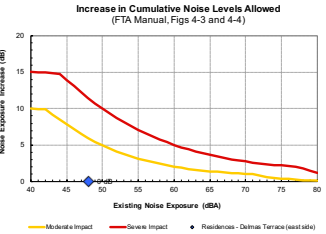
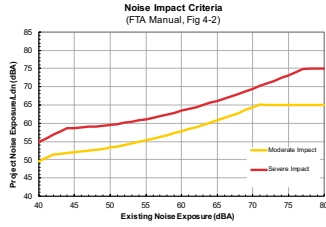
| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|----------------|--|
| Noise Barrier? | |
| No | |

| | |
|-------------------------|--------|
| Project Results Summary | |
| Existing Ldn: | 48 dBA |
| Total Project Ldn: | 48 dBA |
| Total Noise Exposure: | 48 dBA |
| Increase: | 0 dB |
| Impact? | None |

| | |
|------------------------------|------------------|
| Distance to Impact Contours | |
| Dist to Mod. Impact Contour: | (Source 1): 9 ft |
| Dist to Sev. Impact Contour: | (Source 1): 5 ft |

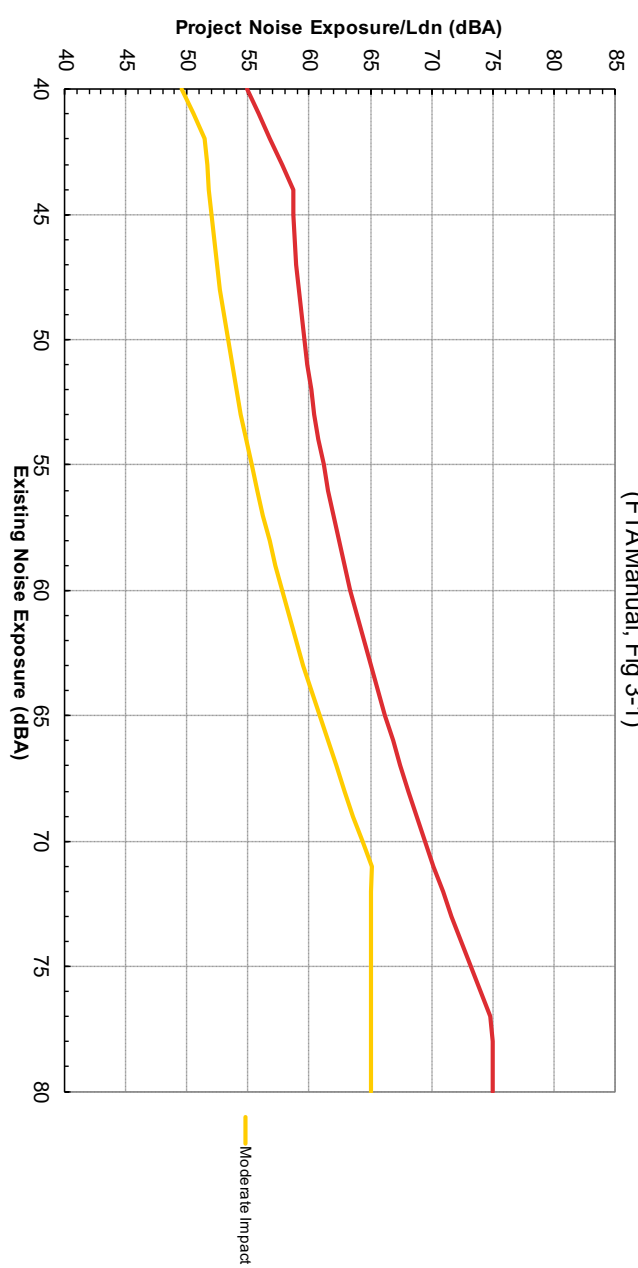
| | |
|------------------|----------|
| Source 1 Results | |
| Leq(day): | 24.8 dBA |
| Leq(night): | 20.0 dBA |
| Ldn: | 27.5 dBA |



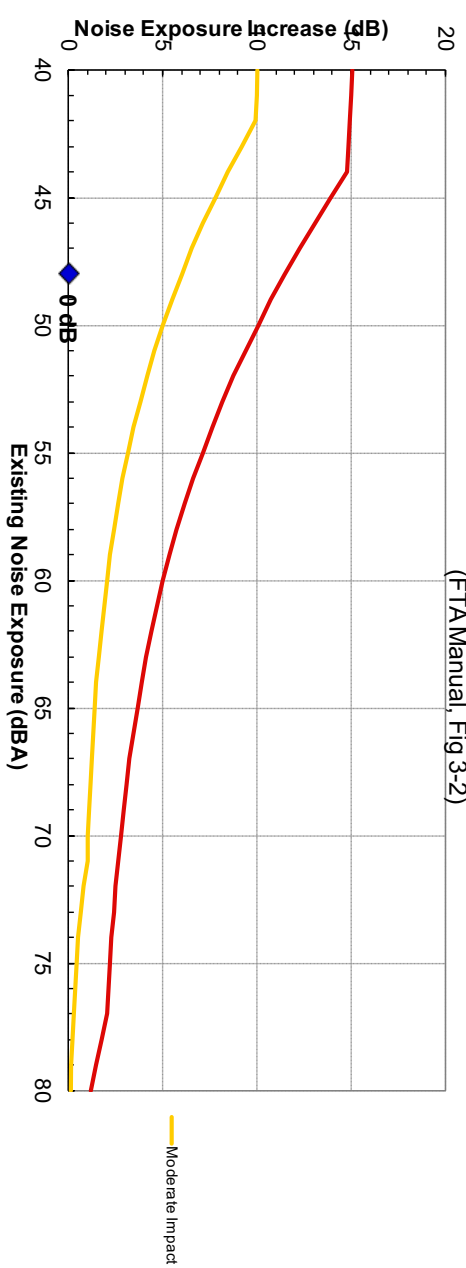
Project: 3751 Delmas Terrace
Receiver: Residences - Delmas Terrace (east side)

| Source | Distance | Project Ldn | Existing Ldn | Noise Criteria | | | Impact? |
|-------------------------|----------|---------------|---------------|----------------|---------------|---------------|-------------|
| | | | | Mod. Impact | Sev. Impact | | |
| 1 Parking Garage | 90 ft | 27.5 dBA | 48 dBA | 53 dBA | 59 dBA | 59 dBA | None |
| 2 -- | 50 ft | | 48 dBA | 53 dBA | 59 dBA | 59 dBA | |
| 3 -- | 50 ft | | 48 dBA | 53 dBA | 59 dBA | 59 dBA | |
| 4 -- | 70 ft | | 48 dBA | 53 dBA | 59 dBA | 59 dBA | |
| 5 -- | ft | | 48 dBA | 53 dBA | 59 dBA | 59 dBA | |
| 6 -- | ft | | 48 dBA | 53 dBA | 59 dBA | 59 dBA | |
| Combined Sources | | 28 dBA | 48 dBA | 53 dBA | 59 dBA | 59 dBA | None |

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



**City Of Los Angeles
Department Of Transportation**

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Robertson Bl / Exposition Bl

East/West Venice Bl

Day: Thursday **Date:** October 13, 2022 **Weather:** SUNNY

Hours: 7-10 AM & 3-6 PM **Staff:** MF

School Day: YES **District:** WESTERN **I/S CODE** 12459

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------|------------|------------|------------|------------|
| TRUCKS | 354 | 616 | 1336 | 1319 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 35 | 3 | 47 | 47 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| AM PK 15 MIN | 188 | 8.15 | 390 | 9.15 | 498 | 8.30 | 549 | 8.00 |
| PM PK 15 MIN | 237 | 5.00 | 324 | 3.15 | 669 | 4.00 | 673 | 5.30 |
| AM PK HOUR | 690 | 7.45 | 1348 | 8.30 | 1779 | 7.45 | 2139 | 7.30 |
| PM PK HOUR | 901 | 5.00 | 1141 | 3.00 | 2511 | 3.30 | 2184 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 120 | 482 | 50 | 652 |
| 8-9 | 122 | 471 | 68 | 661 |
| 9-10 | 108 | 329 | 59 | 496 |
| 3-4 | 117 | 384 | 140 | 641 |
| 4-5 | 99 | 458 | 193 | 750 |
| 5-6 | 156 | 552 | 193 | 901 |
| TOTAL | 722 | 2676 | 703 | 4101 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|------|------|-------|
| 7-8 | 147 | 236 | 318 | 701 |
| 8-9 | 285 | 514 | 504 | 1303 |
| 9-10 | 326 | 434 | 505 | 1265 |
| 3-4 | 463 | 317 | 361 | 1141 |
| 4-5 | 414 | 260 | 300 | 974 |
| 5-6 | 310 | 374 | 437 | 1121 |
| TOTAL | 1945 | 2135 | 2425 | 6505 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|--------------|----------|----------|----------|----------|
| 1353 | 0 | 0 | 0 | 0 |
| 1964 | 0 | 0 | 6 | 0 |
| 1761 | 0 | 0 | 0 | 0 |
| 1782 | 0 | 0 | 0 | 0 |
| 1724 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 |
| 10606 | 0 | 0 | 6 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|------|-----|-------|
| 7-8 | 329 | 1103 | 62 | 1494 |
| 8-9 | 395 | 1250 | 84 | 1729 |
| 9-10 | 351 | 1270 | 71 | 1692 |
| 3-4 | 398 | 1907 | 60 | 2365 |
| 4-5 | 416 | 1863 | 69 | 2348 |
| 5-6 | 433 | 1905 | 45 | 2383 |
| TOTAL | 2322 | 9298 | 391 | 12011 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|-------|------|-------|
| 7-8 | 48 | 1648 | 298 | 1994 |
| 8-9 | 70 | 1695 | 242 | 2007 |
| 9-10 | 55 | 1603 | 158 | 1816 |
| 3-4 | 108 | 1544 | 134 | 1786 |
| 4-5 | 194 | 1660 | 121 | 1975 |
| 5-6 | 177 | 1892 | 115 | 2184 |
| TOTAL | 652 | 10042 | 1068 | 11762 |

TOTAL

XING W/L

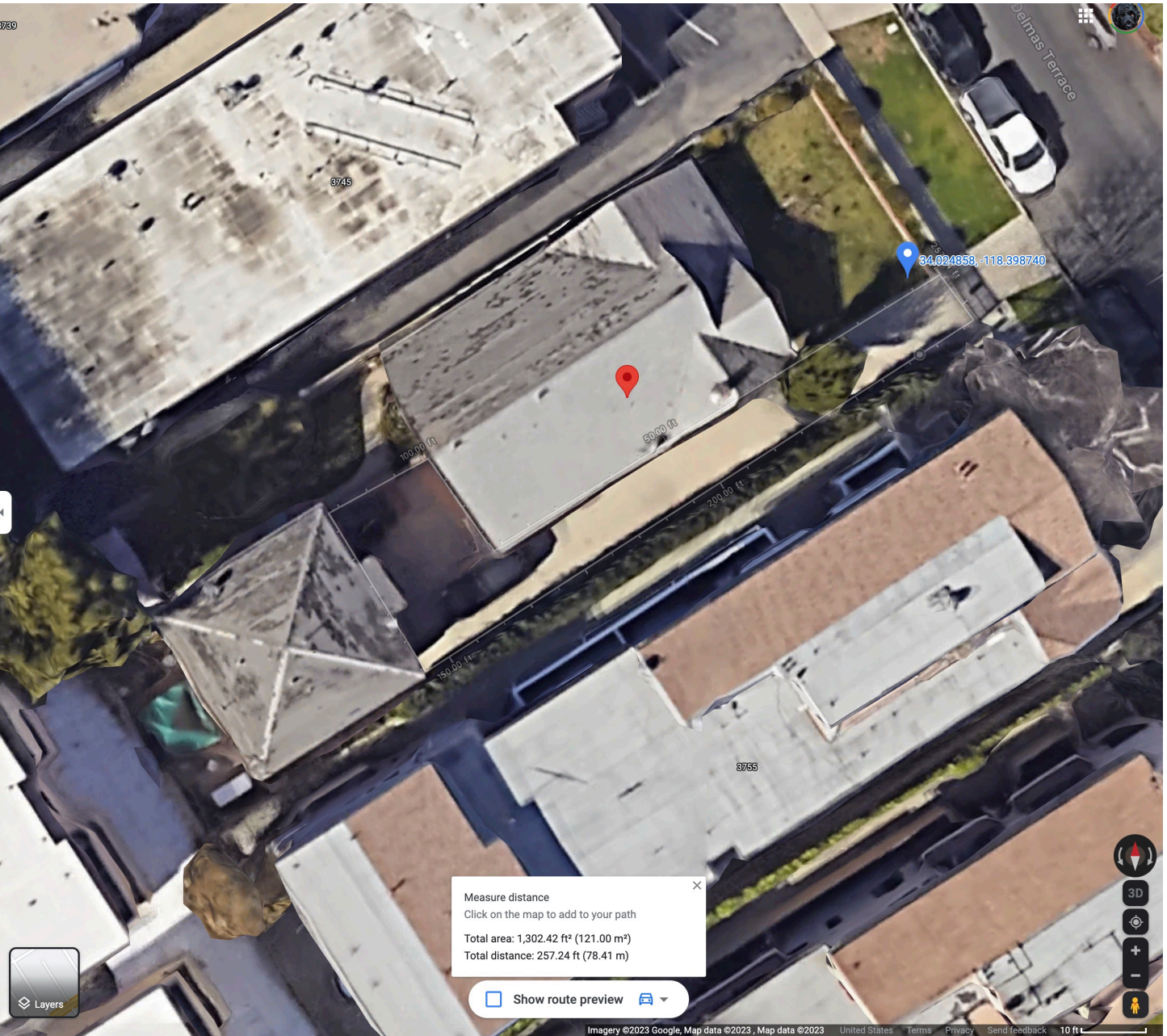
XING E/L

| E-W | Ped | Sch | Ped | Sch |
|--------------|----------|----------|----------|----------|
| 3488 | 0 | 0 | 0 | 0 |
| 3736 | 0 | 0 | 0 | 0 |
| 3508 | 0 | 0 | 0 | 0 |
| 4151 | 0 | 0 | 0 | 0 |
| 4323 | 0 | 0 | 0 | 0 |
| 4567 | 0 | 0 | 0 | 0 |
| 23773 | 0 | 0 | 0 | 0 |




DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Measure distance ✕
Click on the map to add to your path
Total area: 1,302.42 ft² (121.00 m²)
Total distance: 257.24 ft (78.41 m)

Show route preview  ▾



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

| Materials | Total SF | Height | Cubic Yards | Pounds per Cub | Tons | Truck Capacity (CY) | Truck Trips | Source |
|-----------------------------------|----------|--------|-------------|----------------|------|---------------------|-------------|---|
| Construction and Debris | 0 | 0 | - | 484 | - | 10 | - | Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula</i> |
| General Building | | 12 | - | 1,000 | - | 10 | - | |
| Single Family Residence | 2,034 | 12 | 235 | 1,000 | 118 | 10 | 47 | 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 (Constructor) | 1,300 | 0.5 | 24 | 2,400 | 29 | 10 | 5 | |
| TOTAL | | | 259 | | 146 | | 52 | |



DOUGLASKIM+ASSOCIATES,LLC

GRADING ANALYSIS



Douglas Kim + Associates, LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

| | CY | % Swell | Adjusted CY | Truck Capacity (CY) | Truck Trips |
|--------------------|-------|---------|-------------|---------------------|-------------|
| Topsoil | 206 | 56% | 322 | 10 | 64 |
| Clay (Dry) | 3,014 | 50% | 4,520 | 10 | 904 |
| Clay (Damp) | | 67% | - | 10 | - |
| Earth, loam (Dry) | | 50% | - | 10 | - |
| Earth, loam (Damp) | | 43% | - | 10 | - |
| Dry sand | | 11% | - | 10 | - |
| TOTAL | 3,220 | | 4,842 | | 968 |

Note: Topsoil considered the top ten inches of soil (Wikipedia)

Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, <https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/>

Source: US Department of Transportation Determination of Excavation and Embankment Volumes; <https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design>

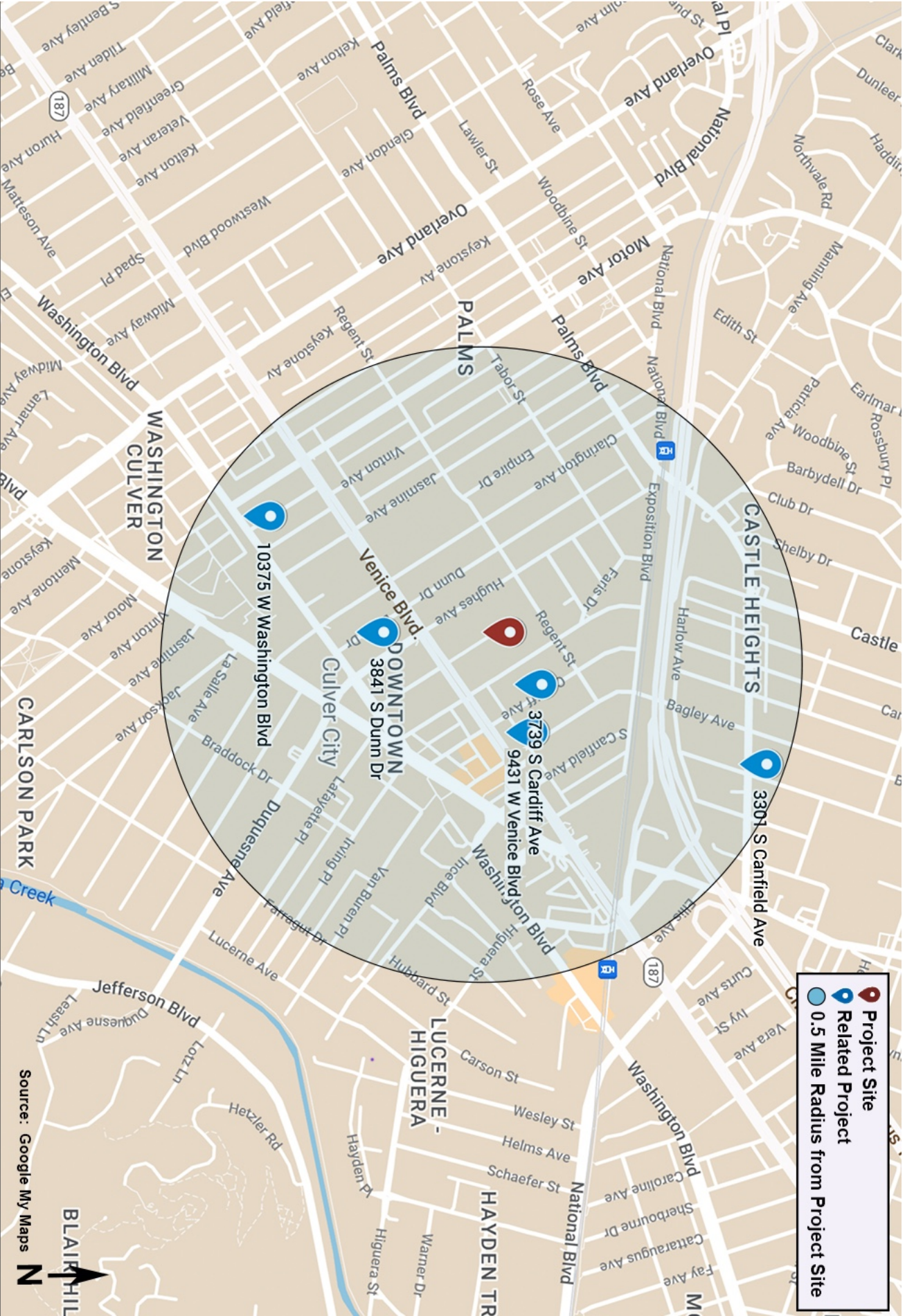


DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS



DOUGLASKIM+ASSOCIATES, LLC



Project Site (Red pin)

Related Project (Blue pin)

0.5 Mile Radius from Project Site (Black circle)

Source: Google My Maps



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

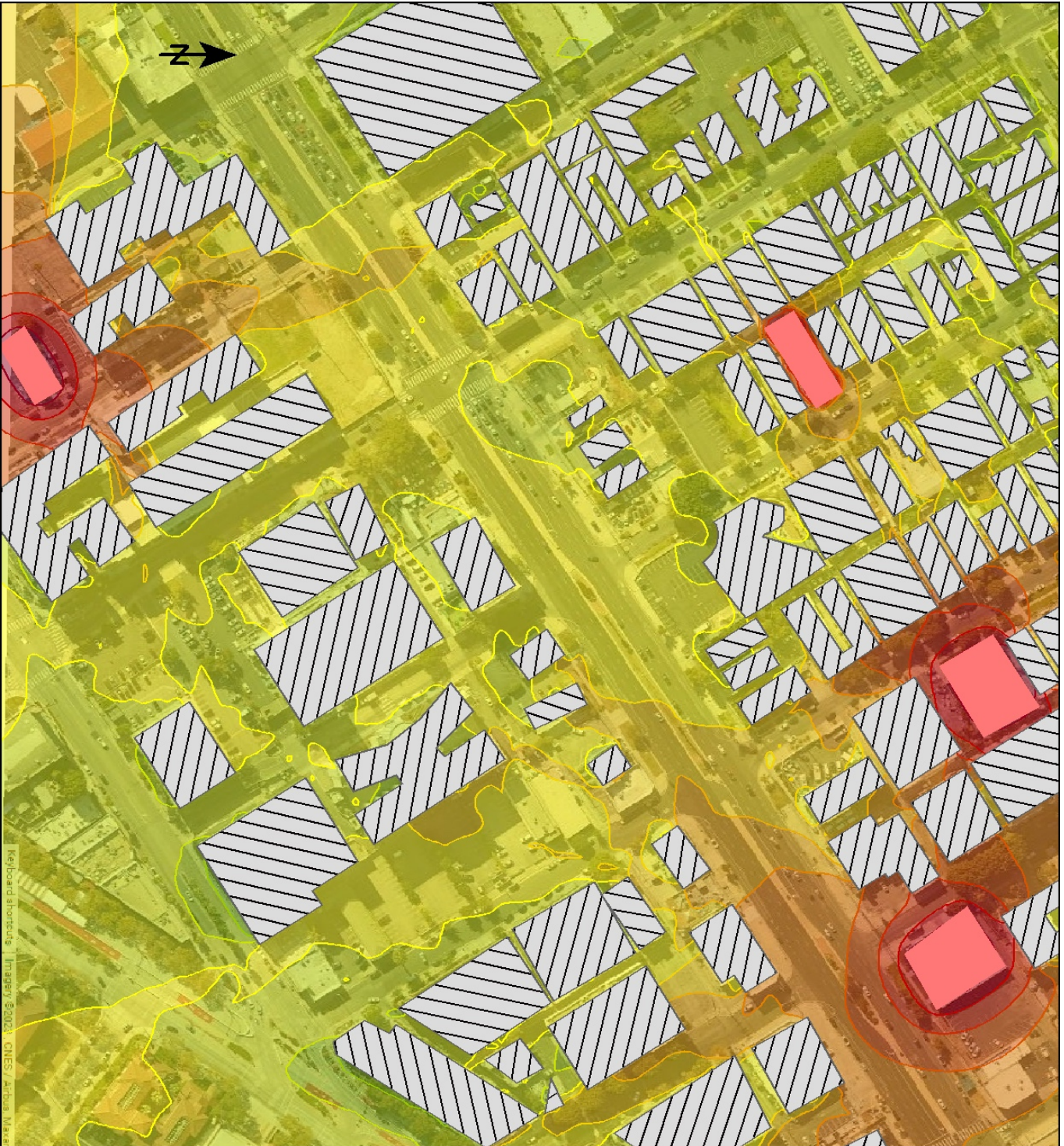
| Source name | Size m/m ² | Reference | Level | | | Corrections | | |
|------------------------------------|--------------------------|-----------|--------------|------------------|----------------|-------------|----------|----------|
| | | | Day dB(A) | Evening dB(A) | Night dB(A) | Cwall dB | CI dB | CT dB |
| Construction Site | 643 m ² | Lw/unit | 109.7 | - | - | - | - | - |
| Related Project - 9431 Venice Bl. | 1104 m ² | Lw/unit | 109.7 | - | - | - | - | - |
| Related Project -3739 Cardiff Ave. | 1087 m ² | Lw/unit | 109.7 | - | - | - | - | - |
| Related Project -3841 Dunn Dr. | 472 m ² | Lw/unit | 109.7 | - | - | - | - | - |

Receiver list

| No. | Receiver name | Coordinates | | Building side | Floor | Height abv.grd. m | Limit Day dB(A) | Level Day dB(A) | Conflict Day dB |
|-----|----------------------------------|-------------|---------------|---------------|-------|-------------------------|-----------------------|-----------------------|-----------------------|
| | | X | Y in meter | | | | | | |
| 1 | Church | 11370905.14 | 3765767.58 | West | GF | 34.26 | - | 45.3 | - |
| 2 | Residences - 3745 Delmas Terrace | 11370844.82 | 3765805.90 | North east | GF | 34.92 | - | 53.2 | - |
| 3 | Residences - 3750 Delmas Terrace | 11370883.30 | 3765814.78 | South west | GF | 34.94 | - | 52.7 | - |
| 4 | Residences - 3752 Hughes Ave. | 11370794.31 | 3765753.15 | South west | GF | 34.14 | - | 41.3 | - |
| 5 | Residences - 3755 Delmas Terrace | 11370864.50 | 3765785.33 | North east | GF | 34.02 | - | 52.4 | - |
| 6 | Village Treet Preschool | 11370749.81 | 3765714.38 | North east | GF | 33.37 | - | 43.3 | - |

Contribution levels of the receivers

| Source name | Traffic lane | Level Day dB(A) |
|------------------------------------|--------------|-----------------|
| Church | GF | 45.3 |
| Construction Site | - | 44.7 |
| Related Project -3739 Cardiff Ave. | - | 35.5 |
| Related Project -3841 Dunn Dr. | - | 25.6 |
| Related Project - 9431 Venice Bl. | - | 29.4 |
| Residences - 3745 Delmas Terrace | GF | 53.2 |
| Construction Site | - | 52.5 |
| Related Project -3739 Cardiff Ave. | - | 44.7 |
| Related Project -3841 Dunn Dr. | - | 24.7 |
| Related Project - 9431 Venice Bl. | - | 36.2 |
| Residences - 3750 Delmas Terrace | GF | 52.7 |
| Construction Site | - | 52.4 |
| Related Project -3739 Cardiff Ave. | - | 36.4 |
| Related Project -3841 Dunn Dr. | - | 37.1 |
| Related Project - 9431 Venice Bl. | - | 29.1 |
| Residences - 3752 Hughes Ave. | GF | 41.3 |
| Construction Site | - | 36.5 |
| Related Project -3739 Cardiff Ave. | - | 30.4 |
| Related Project -3841 Dunn Dr. | - | 38.8 |
| Related Project - 9431 Venice Bl. | - | 25.7 |
| Residences - 3755 Delmas Terrace | GF | 52.4 |
| Construction Site | - | 51.9 |
| Related Project -3739 Cardiff Ave. | - | 42.4 |
| Related Project -3841 Dunn Dr. | - | 27.4 |
| Related Project - 9431 Venice Bl. | - | 35.4 |
| Village Treet Preschool | GF | 43.3 |
| Construction Site | - | 37.8 |
| Related Project -3739 Cardiff Ave. | - | 41.1 |
| Related Project -3841 Dunn Dr. | - | 27.0 |
| Related Project - 9431 Venice Bl. | - | 33.6 |

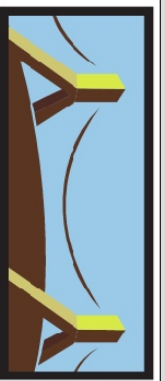
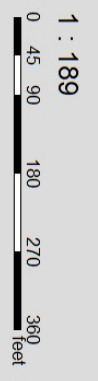


3751 South Delmas Terrace

Signs and symbols

-  Building
-  Construction Site




Levels in dB(A)





3751 South Delmas Terrace

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site



Cumulative Construction Noise Impacts



DOUGLASKIM+ASSOCIATES,LLC

| | | |
|----------------------------------|-------|-------|
| Reference | 15.24 | meter |
| Sound Pressure Level (Lp) | 75.0 | dBA |
| Sound Power Level (Lw) | 109.7 | dB |

| Receptor | Existing Leq | Noise | New Leq | Difference Leq | Significant? |
|----------------------------------|--------------|-------|---------|----------------|--------------|
| Village Tree Preschool | 59.5 | 43.3 | 59.6 | 0.1 | No |
| Residences - 3752 Hughes Ave. | 59.5 | 41.3 | 59.6 | 0.1 | No |
| Residences - 3745 Delmas Terrace | 50.0 | 53.2 | 54.9 | 4.9 | No |
| Residences - 3755 Delmas Terrace | 50.0 | 52.4 | 54.4 | 4.4 | No |
| Residences - 3750 Delmas Terrace | 50.0 | 52.7 | 54.6 | 4.6 | No |
| Church | 50.2 | 45.3 | 51.4 | 1.2 | No |

Note: Sound Power Level (Lw) assumes full sphere propagation



DOUGLASKIM+ASSOCIATES,LLC

EXISTING EMISSIONS

3751 Delmas Terrace (Existing) Detailed Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 4.2.1. Electricity Emissions By Land Use - Unmitigated
 - 4.2.3. Natural Gas Emissions By Land Use - Unmitigated
 - 4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

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 | 3751 Delmas Terrace (Existing) |
| 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 | 3751 Delmas Terrace, Los Angeles, CA 90034, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4469 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---------------------|------|---------------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Apartments Low Rise | 2.00 | Dwelling Unit | 0.17 | 2,034 | 1,500 | — | 5.00 | — |

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|---------|---------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.09 | 0.03 | 0.35 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.08 | 0.04 | 0.22 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.09 | 0.04 | 0.30 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.02 | 0.01 | 0.06 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

2.5. Operations Emissions by Sector, Unmitigated

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

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|---------|---------|---------|---------|-------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.03 | 0.02 | 0.23 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.06 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|----------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |

| | | | | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Total | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Total | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Total | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|------------------------|---------|---------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.04 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | 0.06 | < 0.005 | 0.11 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

| | | | | | | | | | | | | | | | | | | |
|------------------------|---------|---------|------|---------|---------|---------|---------|---------|---------|------|---------|---------|------|---------|------|---------|---------|---------|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 |
| Total | 0.01 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | < 0.005 | < 0.005 | < 0.005 |

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

| Vegetation | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |
| Daily, Winter (Max) | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |
| Annual | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |

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

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |
| Daily, Winter (Max) | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |
| Annual | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

3751 Delmas Terrace (Existing) Detailed Report, 1/30/2023

| Species | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - |
| Avoided | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Sequestered | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Removed | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Daily, Winter (Max) | - | - | - | - | - | - | - | - | - | - |
| Avoided | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Sequestered | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Removed | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Annual | - | - | - | - | - | - | - | - | - | - |
| Avoided | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Sequestered | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |
| Removed | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - | - | - |

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|
| Total all Land Uses | 9.00 | 9.00 | 9.00 | 3,285 | 55.0 | 55.0 | 55.0 | 20,075 |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---------------------------|----------------------|
| Apartments Low Rise | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 2 |
| 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) |
|--|--|--|--|-----------------------------|
| 4118,849999999999 | 1,373 | 0.00 | 0.00 | — |

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (KBTU/yr) |
|---------------------|----------------------|-----|--------|--------|-----------------------|
| Apartments Low Rise | 7,158 | 690 | 0.0489 | 0.0069 | 45,286 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---------------------|-------------------------|--------------------------|
| Apartments Low Rise | 74,548 | 25,712 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---------------------|------------------|-------------------------|
| Apartments Low Rise | 0.50 | 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 Low Rise | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | <0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Low Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------|-----------|-------------|----------------|---------------|------------|-------------|
| 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 |
|----------------|-----------|----------------|---------------|----------------|------------|-------------|
| 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) |
|----------------|-----------|--------|--------------------------|------------------------------|------------------------------|
| 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 |
|----------------|-----------|
| 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 |
|------------------------------|----------------------|---------------|-------------|
| 5.18.1.1. 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 | 5.68 | annual days of extreme heat |
| Extreme Precipitation | 5.50 | annual days with precipitation above 20 mm |
| Sea Level Rise | 0.00 | 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 $\frac{3}{4}$ 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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft. 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 | 67.7 | | | |
| AQ-DPM | 95.0 | | | |
| Drinking Water | 52.7 | | | |
| Lead Risk Housing | 19.5 | | | |
| Pesticides | 0.00 | | | |
| Toxic Releases | 78.7 | | | |
| Traffic | 87.7 | | | |
| Effect Indicators | — | | | |

| | |
|---------------------------------|------|
| CleanUp Sites | 53.4 |
| Groundwater | 59.6 |
| Haz Waste Facilities/Generators | 84.7 |
| Impaired Water Bodies | 66.7 |
| Solid Waste | 14.7 |
| Sensitive Population | — |
| Asthma | 32.5 |
| Cardio-vascular | 44.5 |
| Low Birth Weights | 83.6 |
| Socioeconomic Factor Indicators | — |
| Education | 36.6 |
| Housing | 70.8 |
| Linguistic | 16.4 |
| Poverty | 32.0 |
| Unemployment | 2.73 |

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 | 48.27409213 |
| Employed | 54.83125882 |
| Median HI | 39.13768767 |
| Education | — |
| Bachelor's or higher | 83.02322597 |
| High school enrollment | 4.003592968 |
| Preschool enrollment | 7.724881304 |

| | |
|--|-------------|
| Transportation | — |
| Auto Access | 51.48209932 |
| Active commuting | 87.96355704 |
| Social | — |
| 2-parent households | 25.58706532 |
| Voting | 40.04876171 |
| Neighborhood | — |
| Alcohol availability | 26.52380341 |
| Park access | 81.35506224 |
| Retail density | 88.14320544 |
| Supermarket access | 94.25125112 |
| Tree canopy | 55.61401258 |
| Housing | — |
| Homeownership | 3.015526755 |
| Housing habitability | 35.95534454 |
| Low-inc homeowner severe housing cost burden | 67.13717439 |
| Low-inc renter severe housing cost burden | 70.10137303 |
| Uncrowded housing | 44.45014757 |
| Health Outcomes | — |
| Insured adults | 22.68702682 |
| Arthritis | 96.0 |
| Asthma ER Admissions | 58.4 |
| High Blood Pressure | 94.2 |
| Cancer (excluding skin) | 82.6 |
| Asthma | 69.3 |
| Coronary Heart Disease | 96.0 |
| Chronic Obstructive Pulmonary Disease | 92.7 |

| | |
|---------------------------------------|------|
| Diagnosed Diabetes | 92.6 |
| Life Expectancy at Birth | 61.2 |
| Cognitively Disabled | 50.3 |
| Physically Disabled | 55.6 |
| Heart Attack ER Admissions | 30.6 |
| Mental Health Not Good | 66.0 |
| Chronic Kidney Disease | 95.6 |
| Obesity | 68.7 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 84.3 |
| Stroke | 93.8 |
| Health Risk Behaviors | — |
| Binge Drinking | 19.3 |
| Current Smoker | 62.2 |
| No Leisure Time for Physical Activity | 82.1 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 29.7 |
| Elderly | 64.0 |
| English Speaking | 54.3 |
| Foreign-born | 70.1 |
| Outdoor Workers | 54.4 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 3.0 |
| Traffic Density | 92.6 |
| Traffic Access | 87.4 |

| | |
|------------------------|------|
| Other Indices | – |
| Hardship | 38.2 |
| Other Decision Support | – |
| 2016 Voting | 47.4 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 59.0 |
| Healthy Places Index Score for Project Location (b) | 40.0 |
| 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 | City of Los Angeles ZIMAS database |
| Operations: Hearths | Google Earth |



DOUGLASKIM+ASSOCIATES,LLC

FUTURE EMISSIONS

3751 Delmas Terrace (Future) Detailed Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
3. Construction Emissions Details
 - 3.1. Demolition (2025) - Unmitigated
 - 3.3. Grading (2025) - Unmitigated
 - 3.5. Building Construction (2025) - Unmitigated
 - 3.7. Building Construction (2026) - Unmitigated

3.9. Building Construction (2027) - Unmitigated

3.11. Architectural Coating (2027) - Unmitigated

3.13. Trenching (2025) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

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 | 3751 Delmas Terrace (Future) |
| 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 | 3751 Delmas Terrace, Los Angeles, CA 90034, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4469 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|--------------------------------|------|---------------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Apartments Mid Rise | 17.0 | Dwelling Unit | 0.17 | 19,357 | 1,850 | — | 42.0 | — |
| Enclosed Parking with Elevator | 18.0 | Space | 0.00 | 9,606 | 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. | 3.42 | 5.57 | 9.25 | 0.01 | 0.22 | 0.28 | 0.47 | 0.20 | 0.07 | 0.26 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.19 | 17.0 | 13.0 | 0.05 | 0.53 | 3.67 | 4.21 | 0.50 | 1.44 | 1.93 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.64 | 3.58 | 5.64 | 0.01 | 0.14 | 0.28 | 0.42 | 0.12 | 0.09 | 0.21 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.12 | 0.65 | 1.03 | < 0.005 | 0.02 | 0.05 | 0.08 | 0.02 | 0.02 | 0.04 |

2.2. Construction Emissions by Year, Unmitigated

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

| Year | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|----------------------|------|------|------|------|-------|-------|-------|--------|--------|--------|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.59 | 5.33 | 8.13 | 0.01 | 0.22 | 0.24 | 0.46 | 0.20 | 0.06 | 0.26 |
| 2026 | 0.56 | 4.99 | 8.01 | 0.01 | 0.19 | 0.24 | 0.43 | 0.17 | 0.06 | 0.23 |
| 2027 | 3.42 | 5.57 | 9.25 | 0.01 | 0.19 | 0.28 | 0.47 | 0.17 | 0.07 | 0.24 |

| | | | | | | | | | | | | | |
|----------------------|------|------|------|---------|------|------|------|------|------|------|---|---|---|
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 1.19 | 17.0 | 13.0 | 0.05 | 0.53 | 3.67 | 4.21 | 0.50 | 1.44 | 1.93 | | | |
| 2026 | 0.56 | 5.00 | 7.86 | 0.01 | 0.19 | 0.24 | 0.43 | 0.17 | 0.06 | 0.23 | | | |
| 2027 | 0.54 | 4.74 | 7.78 | 0.01 | 0.17 | 0.24 | 0.41 | 0.15 | 0.06 | 0.21 | | | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | | | |
| 2025 | 0.36 | 3.48 | 4.63 | 0.01 | 0.14 | 0.28 | 0.42 | 0.12 | 0.09 | 0.21 | | | |
| 2026 | 0.40 | 3.58 | 5.64 | 0.01 | 0.14 | 0.17 | 0.31 | 0.12 | 0.04 | 0.17 | | | |
| 2027 | 0.64 | 2.65 | 4.37 | 0.01 | 0.09 | 0.13 | 0.23 | 0.09 | 0.03 | 0.12 | | | |
| Annual | — | — | — | — | — | — | — | — | — | — | | | |
| 2025 | 0.07 | 0.64 | 0.85 | < 0.005 | 0.02 | 0.05 | 0.08 | 0.02 | 0.02 | 0.04 | | | |
| 2026 | 0.07 | 0.65 | 1.03 | < 0.005 | 0.02 | 0.03 | 0.06 | 0.02 | 0.01 | 0.03 | | | |
| 2027 | 0.12 | 0.48 | 0.80 | < 0.005 | 0.02 | 0.02 | 0.04 | 0.02 | 0.01 | 0.02 | | | |

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 | SO ₂ | PM _{10E} | PM _{10D} | PM _{10T} | PM _{2.5E} | PM _{2.5D} | PM _{2.5T} |
|---------------------|------|------|------|-----------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.81 | 0.18 | 2.82 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.65 | 0.18 | 1.35 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.75 | 0.19 | 2.33 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.14 | 0.03 | 0.42 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |

2.5. Operations Emissions by Sector, Unmitigated

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

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.20 | 0.13 | 1.42 | < 0.005 | < 0.005 | 0.12 | 0.12 | < 0.005 | 0.02 | 0.02 |
| Area | 0.60 | 0.01 | 1.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.81 | 0.18 | 2.82 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.20 | 0.14 | 1.33 | < 0.005 | < 0.005 | 0.12 | 0.12 | < 0.005 | 0.02 | 0.02 |
| Area | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Energy | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.65 | 0.18 | 1.35 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.20 | 0.14 | 1.36 | < 0.005 | < 0.005 | 0.12 | 0.12 | < 0.005 | 0.02 | 0.02 |
| Area | 0.55 | 0.01 | 0.95 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|---------|---------|---------|---------|---------|---------|------|---------|---------|---------|---------|
| Total | 0.75 | 0.19 | 2.33 | < 0.005 | 0.01 | 0.12 | 0.12 | 0.01 | 0.02 | 0.03 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.04 | 0.03 | 0.25 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |
| Area | 0.10 | < 0.005 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Energy | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Water | — | — | — | — | — | — | — | — | — | — |
| Waste | — | — | — | — | — | — | — | — | — | — |
| Refrig. | — | — | — | — | — | — | — | — | — | — |
| Total | 0.14 | 0.03 | 0.42 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 |

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|---------|-------|---------|---------|---------|---------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.47 | 4.33 | 5.65 | 0.01 | 0.16 | — | 0.16 | 0.14 | — | 0.14 |
| Demolition | — | — | — | — | — | 0.41 | 0.41 | — | 0.06 | 0.06 |
| 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 | 0.06 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Demolition | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Annual | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | — | < 0.005 |
| Demolition | — | — | — | — | — | < 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 |
| Offsite | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.05 | 0.59 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.03 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | 1.11 | 0.41 | 0.01 | 0.01 | 0.24 | 0.25 | 0.01 | 0.07 |
| Average Daily | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

3.3. Grading (2025) - Unmitigated

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

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

| | | | | | | | | | | | | | |
|-----------------------------|---------|---------|------|---------|---------|---------|---------|---------|---------|------|------|---------|---------|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.09 | 10.1 | 10.0 | 0.02 | 0.46 | — | 0.46 | 0.43 | — | — | — | 0.43 | — |
| Dust From Material Movement | — | — | — | — | — | 2.08 | 2.08 | — | 1.00 | — | — | 1.00 | 1.00 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.41 | 0.41 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | — | — | 0.02 | 0.02 |
| Dust From Material Movement | — | — | — | — | — | 0.09 | 0.09 | — | 0.04 | — | — | 0.04 | 0.04 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.08 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — | — | < 0.005 | < 0.005 |
| Dust From Material Movement | — | — | — | — | — | 0.02 | 0.02 | — | 0.01 | — | — | 0.01 | 0.01 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.04 | 0.44 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | — | — | 0.02 | 0.02 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 | 0.00 |
| Hauling | 0.07 | 6.89 | 2.52 | 0.04 | 0.07 | 1.49 | 1.57 | 0.07 | 0.41 | — | — | 0.48 | 0.48 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | — | — | < 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 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | 0.29 | 0.10 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 | | | |
| Annual | — | — | — | — | — | — | — | — | — | — | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | | | |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| Hauling | < 0.005 | 0.05 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | | | |

3.5. Building Construction (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|------|------|------|---------|-------|-------|-------|--------|--------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.52 | 5.14 | 6.94 | 0.01 | 0.22 | — | 0.22 | 0.20 | — | 0.20 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.52 | 5.14 | 6.94 | 0.01 | 0.22 | — | 0.22 | 0.20 | — | 0.20 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 2.44 | 3.30 | 0.01 | 0.10 | — | 0.10 | 0.10 | — | 0.10 |
| 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 | 0.45 | 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 |

| | | | | | | | | | | |
|---------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|
| 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 |

3.9. Building Construction (2027) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|------|------|---------|---------|-------|-------|---------|--------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.48 | 4.56 | 6.90 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.48 | 4.56 | 6.90 | 0.01 | 0.17 | — | 0.17 | 0.15 | — | 0.15 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.26 | 2.45 | 3.71 | 0.01 | 0.09 | — | 0.09 | 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 | 0.05 | 0.45 | 0.68 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.98 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.11 | 0.05 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 |

| | | | | | | | | | | | | | | | | | | | |
|---------------------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.07 | 0.83 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 |
| Vendor | < 0.005 | 0.12 | 0.05 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.04 | 0.47 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.1.1. Architectural Coating (2027) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|------------------------|------|------|------|---------|-------|-------|-------|--------|--------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.83 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 |
| Architectural Coatings | 2.75 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | |
|------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Off-Road Equipment | 0.01 | 0.10 | 0.14 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Architectural Coatings | 0.33 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.20 | 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.13. Trenching (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Onsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 1.29 | 1.45 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 1.29 | 1.45 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.16 | 0.18 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.15 | 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 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | < 0.005 | < 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 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | < 0.005 | < 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 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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 Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|--------------------------------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |

| | | | | | | | | | | | | | |
|--------------------------------|---------|------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | < 0.005 | < 0.005 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 |
| Total | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | < 0.005 | < 0.005 |

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|------------------------|------|------|------|---------|---------|-------|---------|---------|--------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.15 | 0.01 | 1.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Total | 0.60 | 0.01 | 1.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.41 | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | |
|------------------------|------|---------|------|---------|---------|---------|---------|---------|---------|------|---------|---------|
| Architectural Coatings | 0.03 | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.08 | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.02 | < 0.005 | 0.17 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 |
| Total | 0.10 | < 0.005 | 0.17 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 |

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|--------------------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|--------------------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartments Mid Rise | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Enclosed Parking with Elevator | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - | - | - | - |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T |
|---------------------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - |
| Apartments Mid Rise | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |
| Daily, Winter (Max) | - | - | - | - | - | - | - | - | - | - |
| Apartments Mid Rise | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |
| Annual | - | - | - | - | - | - | - | - | - | - |
| Apartments Mid Rise | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - |

4.7. 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 | 2/1/2025 | 2/8/2025 | 5.00 | 5.00 | — |
| Grading | Grading | 2/9/2025 | 3/2/2025 | 5.00 | 15.0 | — |
| Building Construction | Building Construction | 5/3/2025 | 10/2/2027 | 5.00 | 630 | — |
| Architectural Coating | Architectural Coating | 5/4/2027 | 7/3/2027 | 5.00 | 44.0 | — |
| Trenching | Trenching | 3/3/2025 | 5/2/2025 | 5.00 | 45.0 | — |

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 | 2.00 | 6.00 | 84.0 | 0.37 |

| | | | | | | | |
|-----------------------|---------------------------|--------|---------|------|------|------|------|
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.00 | 1.00 | 367 | 0.40 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Grading | Graders | Diesel | Average | 1.00 | 6.00 | 148 | 0.41 |
| Grading | Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 7.00 | 84.0 | 0.37 |
| Building Construction | Cranes | Diesel | Average | 1.00 | 4.00 | 367 | 0.29 |
| Building Construction | Forklifts | Diesel | Average | 2.00 | 6.00 | 82.0 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |
| Trenching | Trenchers | Diesel | Average | 1.00 | 8.00 | 40.0 | 0.50 |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|------------|--------------|-----------------------|----------------|----------------|
| Demolition | — | — | — | — |
| Demolition | Worker | 10.0 | 18.5 | LDA,LDT1 ,LDT2 |
| Demolition | Vendor | — | 10.2 | HHD,T,MHDT |
| Demolition | Hauling | 10.4 | 25.0 | HHD,T |
| Demolition | Onsite truck | — | — | HHD,T |
| Grading | — | — | — | — |
| Grading | Worker | 7.50 | 18.5 | LDA,LDT1 ,LDT2 |
| Grading | Vendor | — | 10.2 | HHD,T,MHDT |
| Grading | Hauling | 64.5 | 25.0 | HHD,T |
| Grading | Onsite truck | — | — | HHD,T |

| | | | | | | | |
|-----------------------|--------------|------|------|---------------|---|---|---|
| Building Construction | — | — | — | — | — | — | — |
| Building Construction | Worker | 16.3 | 18.5 | LDA,LDT1,LDT2 | | | |
| Building Construction | Vendor | 3.39 | 10.2 | HHDT,MHDT | | | |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT | | | |
| Building Construction | Onsite truck | — | — | HHDT | | | |
| Architectural Coating | — | — | — | — | | | |
| Architectural Coating | Worker | 3.25 | 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 | 39,198 | 13,066 | 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 | 146 | — |
| Grading | — | 4,842 | 0.17 | 0.00 | — |

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|--------------------------------|--------------------|-----------|
| Apartments Mid Rise | — | 0% |
| Enclosed Parking with Elevator | 0.00 | 100% |

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|------|--------------|-----|------|------|
| 2025 | 0.00 | 690 | 0.05 | 0.01 |
| 2026 | 0.00 | 690 | 0.05 | 0.01 |
| 2027 | 0.00 | 690 | 0.05 | 0.01 |

5.9. Operational Mobile Sources

5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|
| Total all Land Uses | 69.0 | 69.0 | 69.0 | 25,185 | 421 | 421 | 421 | 153,665 |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---------------------------|----------------------|
| Apartments Mid Rise | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 17 |
| 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) |
|--|--|--|--|-----------------------------|
| 39197.924999999996 | 13,066 | 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 Mid Rise | 55,819 | 690 | 0.0489 | 0.0069 | 168,731 |
| Enclosed Parking with Elevator | 35,460 | 690 | 0.0489 | 0.0069 | 0.00 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|--------------------------------|-------------------------|--------------------------|
| Apartments Mid Rise | 633,655 | 31,711 |
| Enclosed Parking with Elevator | 0.00 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|--------------------------------|------------------|-------------------------|
| Apartments Mid Rise | 4.25 | 0.00 |
| Enclosed Parking with Elevator | 0.00 | 0.00 |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---------------------|---|-------------|-------|---------------|----------------------|-------------------|----------------|
| Apartments Mid Rise | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Mid Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

5.15. 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 | 5.68 | annual days of extreme heat |
| Extreme Precipitation | 5.50 | annual days with precipitation above 20 mm |
| Sea Level Rise | 0.00 | 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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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 | 67.7 | | | |
| AQ-DPM | 95.0 | | | |
| Drinking Water | 52.7 | | | |
| Lead Risk Housing | 19.5 | | | |
| Pesticides | 0.00 | | | |
| Toxic Releases | 78.7 | | | |
| Traffic | 87.7 | | | |
| Effect Indicators | — | | | |
| CleanUp Sites | 53.4 | | | |
| Groundwater | 59.6 | | | |
| Haz Waste Facilities/Generators | 84.7 | | | |

| | |
|---------------------------------|------|
| Impaired Water Bodies | 66.7 |
| Solid Waste | 14.7 |
| Sensitive Population | — |
| Asthma | 32.5 |
| Cardio-vascular | 44.5 |
| Low Birth Weights | 83.6 |
| Socioeconomic Factor Indicators | — |
| Education | 36.6 |
| Housing | 70.8 |
| Linguistic | 16.4 |
| Poverty | 32.0 |
| Unemployment | 2.73 |

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 | 48.27409213 |
| Employed | 54.83125882 |
| Median HI | 39.13768767 |
| Education | — |
| Bachelor's or higher | 83.02322597 |
| High school enrollment | 4.003592968 |
| Preschool enrollment | 7.724881304 |
| Transportation | — |
| Auto Access | 51.48209932 |
| Active commuting | 87.96355704 |

| | |
|--|-------------|
| Social | — |
| 2-parent households | 25.58706532 |
| Voting | 40.04876171 |
| Neighborhood | — |
| Alcohol availability | 26.52380341 |
| Park access | 81.35506224 |
| Retail density | 88.14320544 |
| Supermarket access | 94.25125112 |
| Tree canopy | 55.61401258 |
| Housing | — |
| Homeownership | 3.015526755 |
| Housing habitability | 35.95534454 |
| Low-inc homeowner severe housing cost burden | 67.13717439 |
| Low-inc renter severe housing cost burden | 70.10137303 |
| Uncrowded housing | 44.45014757 |
| Health Outcomes | — |
| Insured adults | 22.68702682 |
| Arthritis | 96.0 |
| Asthma ER Admissions | 58.4 |
| High Blood Pressure | 94.2 |
| Cancer (excluding skin) | 82.6 |
| Asthma | 69.3 |
| Coronary Heart Disease | 96.0 |
| Chronic Obstructive Pulmonary Disease | 92.7 |
| Diagnosed Diabetes | 92.6 |
| Life Expectancy at Birth | 61.2 |
| Cognitively Disabled | 50.3 |

| | |
|---------------------------------------|------|
| Physically Disabled | 55.6 |
| Heart Attack ER Admissions | 30.6 |
| Mental Health Not Good | 66.0 |
| Chronic Kidney Disease | 95.6 |
| Obesity | 68.7 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 84.3 |
| Stroke | 93.8 |
| Health Risk Behaviors | — |
| Binge Drinking | 19.3 |
| Current Smoker | 62.2 |
| No Leisure Time for Physical Activity | 82.1 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 29.7 |
| Elderly | 64.0 |
| English Speaking | 54.3 |
| Foreign-born | 70.1 |
| Outdoor Workers | 54.4 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 3.0 |
| Traffic Density | 92.6 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 38.2 |
| Other Decision Support | — |

| | |
|-------------|------|
| 2016 Voting | 47.4 |
|-------------|------|

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 59.0 |
| Healthy Places Index Score for Project Location (b) | 40.0 |
| 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 | Developer information |
| Construction: Off-Road Equipment | Default assumptions. |
| Construction: Dust From Material Movement | Assumes 206 CY of topsoil @ 56% swell factor = 322 CY and 3,014 CY of dry clay soil @ 50% swell factor = 4,520 CY |
| Construction: Trips and VMT | Assumes 10 CY haul truck capacity and 25-mile trip to landfill |



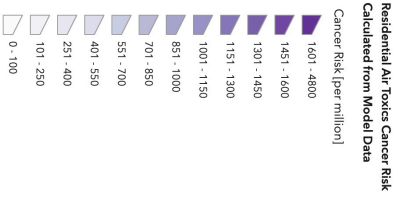
DOUGLASKIM+ASSOCIATES,LLC

MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

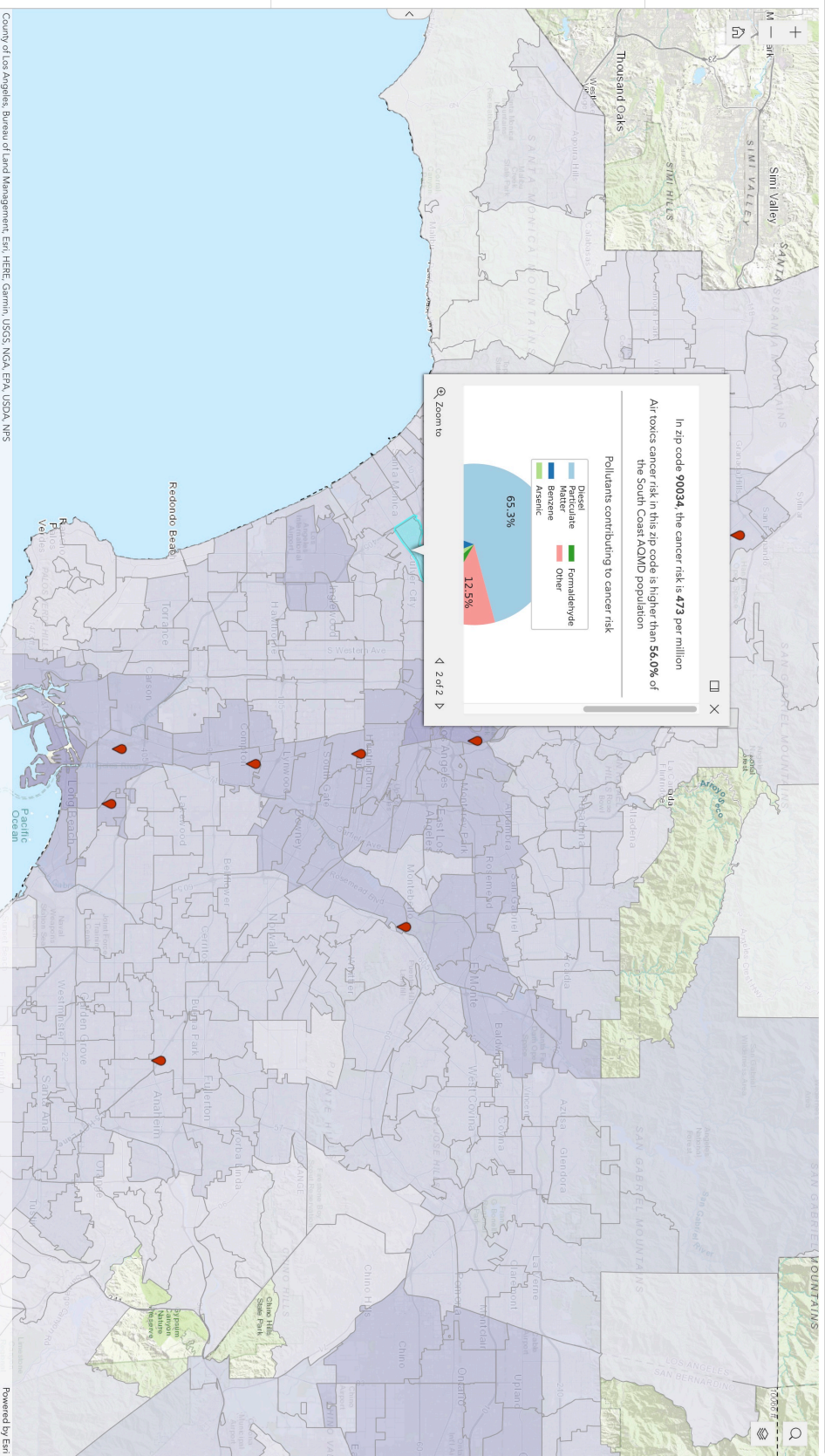
Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites



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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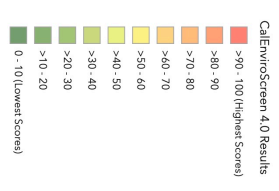
CALENVIROSCREEN 4.0 OUTPUT

The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

How to use this map

- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking the dock icon.
- Export a map view that includes the legend and pop-up using the screenshot widget.
- Learn more about CalEnviroScreen 4.0 and how this map was created here.

Overall Percentile



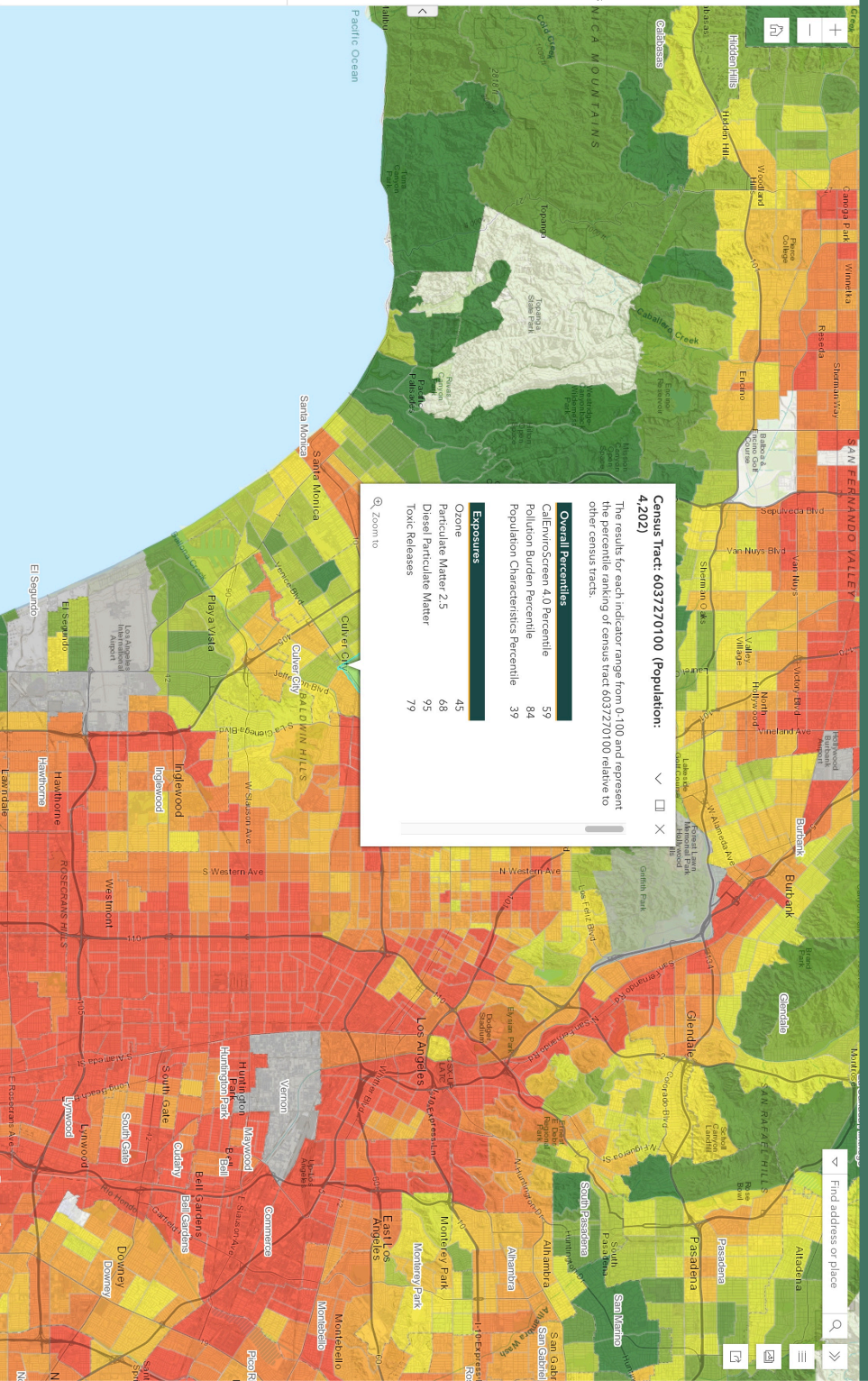
CalEnviroScreen 4.0 High Pollution, Low Population

Census Tract: 6037270100 (Population: 4,202)

The results for each indicator range from 0,100 and represent the percentile ranking of census tract 6037270100 relative to other census tracts.

| Overall Percentiles | Score |
|---------------------------------------|-------|
| CalEnviroScreen 4.0 Percentile | 59 |
| Population Burden Percentile | 84 |
| Population Characteristics Percentile | 39 |

| Exposures | Score |
|---------------------------|-------|
| Ozone | 45 |
| Particulate Matter 2.5 | 68 |
| Diesel Particulate Matter | 95 |
| Toxic Releases | 79 |





DOUGLASKIM+ASSOCIATES,LLC

GRADING ANALYSIS



Douglas Kim + Associates, LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

| | CY | % Swell | Adjusted CY | Truck Capacity (CY) | Truck Trips |
|--------------------|--------------|---------|--------------|---------------------|-------------|
| Topsoil | 206 | 56% | 322 | 10 | 64 |
| Clay (Dry) | 3,014 | 50% | 4,520 | 10 | 904 |
| Clay (Damp) | | 67% | - | 10 | - |
| Earth, loam (Dry) | | 50% | - | 10 | - |
| Earth, loam (Damp) | | 43% | - | 10 | - |
| Dry sand | | 11% | - | 10 | - |
| TOTAL | 3,220 | | 4,842 | | 968 |

Note: Topsoil considered the top ten inches of soil (Wikipedia)

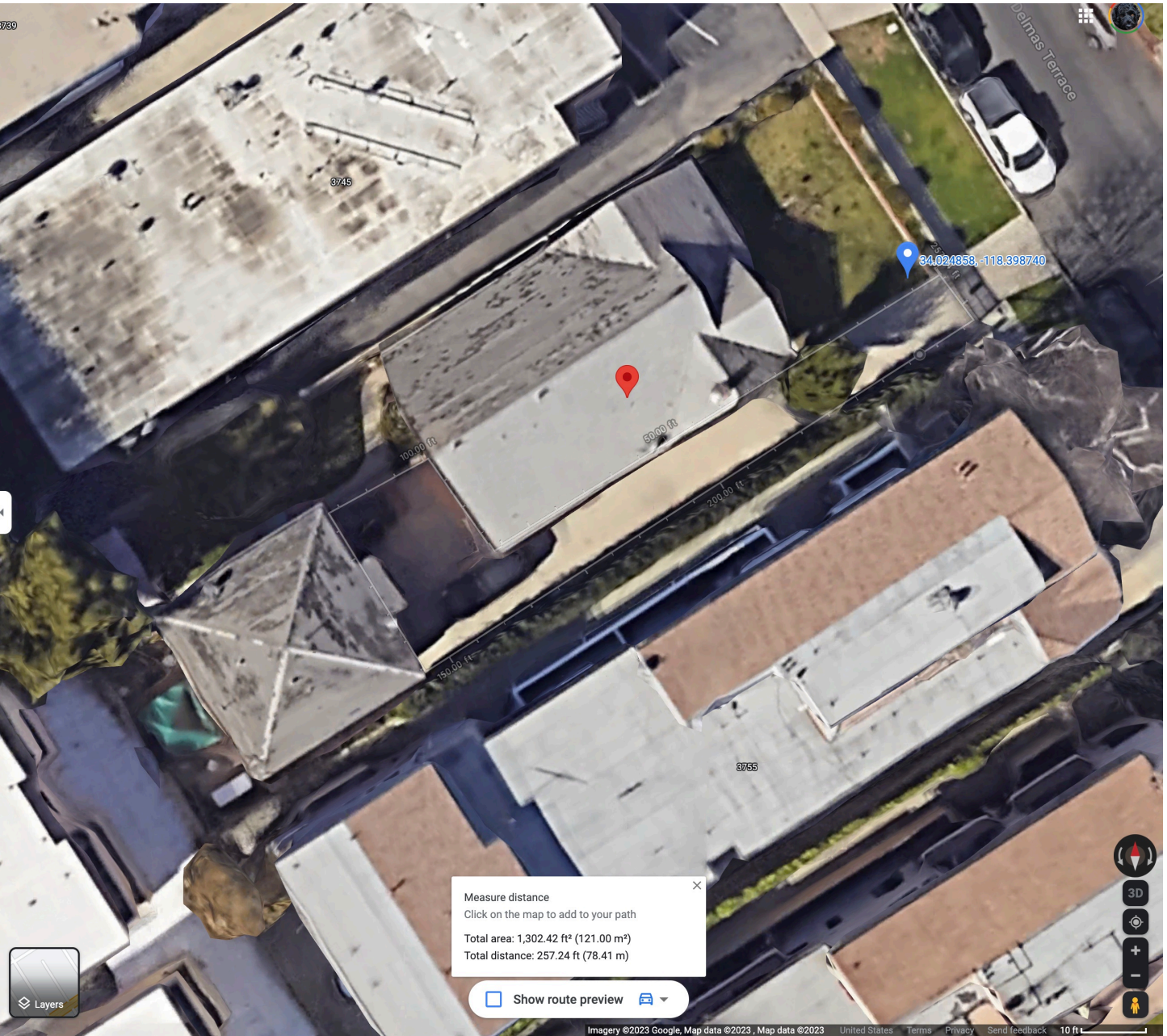
Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, <https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendments/>

Source: US Department of Transportation Determination of Excavation and Embankment Volumes; <https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design>




DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Measure distance ✕
Click on the map to add to your path
Total area: 1,302.42 ft² (121.00 m²)
Total distance: 257.24 ft (78.41 m)

Show route preview 



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

| Materials | Total SF | Height | Cubic Yards | Pounds per Cub | Tons | Truck Capacity (CY) | Truck Trips | Source |
|----------------------------------|----------|--------|-------------|----------------|------|---------------------|-------------|---|
| Construction and Debris | 0 | 0 | - | 484 | - | 10 | - | Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula</i> |
| General Building | | 12 | - | 1,000 | - | 10 | - | |
| Single Family Residence | 2,034 | 12 | 235 | 1,000 | 118 | 10 | 47 | 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 (Constructor | 1,300 | 0.5 | 24 | 2,400 | 29 | 10 | 5 | |
| TOTAL | | | 259 | | 146 | | 52 | |

RELATED PROJECTS

Centroid Info: PROJ ID: 54840
 Address: 3751 S DELMAS TERRACE
 LOS ANGELES , CA 90034
 Lat/Long: 34.025, -118.399

Buffer Radius:

Include NULL "Trip info":
 Include NULL "FirstStudySubmittalDate" (latest)
 Include "Inactive" projects:
 Include "Do not show in Related Project":
 Net_AM_Trips
 Net_PM_Trips
 Net_Daily_Trips

Record Count: 9 | Record Per Page:

Results generated since: (1/17/2023 6:42:14 PM)

| Proj ID | Office | Area | CD | Year | Project Title | Project Desc | Address | First Study Submittal Date | Distance (mile) | Trip Info | | | | | | | | | | | |
|---|-------------|------|----|------|----------------------------------|---|-------------------------|----------------------------|-----------------|-------------|-------------------|------|--------------|--------------|-----------------|---------|-----------|-----------|-----------|---|--|
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 40047 | Westchester | WLA | 5 | 2012 | United Oil 78 | Gas station w/convenience mrkt to add 6 fueling positions. | 9815 W national blvd | 04/03/2012 | 0.5 | Gas Station | Fueling Positions | 12 | 61 | 105 | 977 | 30 | 30 | 52 | 52 | Change from E 6fp to 12fp. | |
| | | | | | | | | | | | | | 61 | 105 | 977 | | 30 | 30 | 52 | 52 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 42422 | Westchester | WLA | 5 | 2014 | New 7 Story (86 Apts) | Building with 86 Apts over Ground Floor Parking Garage. | 3822 S DUNN DR | 09/23/2014 | 0.2 | Apartments | | 86 | 42 | 50 | 543 | 9 | 33 | 32 | 18 | Calculations include a 5% Transit Credit | |
| | | | | | | | | | | | | | 42 | 50 | 543 | | 9 | 33 | 32 | 18 | |
| 44720 | Westchester | WLA | 5 | 2016 | Mixed-Use (Residential & Retail) | 7-story, Mixed-Use Bldg: 108-Unit Condo & 3,600 SF ground floor Retail | 10375 W WASHINGTON BLVD | 01/30/2017 | 0.5 | Mixed Use | Other | 32 | | 42 | 579 | -3 | 35 | 31 | 11 | Condominium & Retail with Credit Applied | |
| | | | | | | | | | | | | | 32 | 42 | 579 | | -3 | 35 | 31 | 11 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 46672 | Westchester | WLA | 5 | 2017 | New 74 Unit Apt Building | New 74 Unit Building replaces existing 5 SF Houses | 3739 S CARDIFF AV | 02/28/2018 | 0.1 | Apartments | Total Units | 74 | 28 | 33 | 362 | 6 | 22 | 22 | 11 | Proposed: 66-DU Standard Apartments & 8-DU Affordable Family Housing (trip credit for 5 SFDU's) | |
| | | | | | | | | | | | | | 28 | 33 | 362 | | 6 | 22 | 22 | 11 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 47180 | Westchester | WLA | 5 | 2018 | Mixed-Use Bldg | New 8 Story 79-Unit Apartment Bldg with ground floor Restaurant | 10424 W VENICE BLVD | 10/03/2018 | 0.5 | Mixed Use | Other | 29 | | 28 | 382 | 7 | 22 | 20 | 8 | | |
| | | | | | | | | | | | | | 29 | 28 | 382 | | 7 | 22 | 20 | 8 | |
| Already constructed and operational. | | | | | | | | | | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |
| 47648 | Westchester | WLA | 5 | 2018 | Apartments, 78 Units | new 7-story, 78-Unit Apt bldg attach to exist 7-story, 86-Unit Apt bldg | 3838 S DUNN DR | 11/12/2018 | 0.2 | Apartments | Total Units | 78 | 27 | 32 | 403 | 7 | 20 | 20 | 12 | new 7-story, 78-DU Apt bldg attached to exist, recently occupied 7-story, 86-DU Apt bldg. | |
| | | | | | | | | | | | | | 27 | 32 | 403 | | 7 | 20 | 20 | 12 | |
| 48626 | Westchester | WLA | 5 | 2019 | Apartments, 50 Units | new 6-Story, 50-Unit Apartment | 3301 S Canfield Ave | 10/18/2019 | 0.5 | Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments | |

building w/
Ground Level
parking garage

| | | | | | | | | | | |
|------------|-------------|----|-----------|-----------|------------|---|----------|-----------|-----------|--|
| Apartments | Total Units | 50 | 16 | 20 | 245 | 5 | 11 | 12 | 8 | proposed 50-Unit Apt. replacing 3-SFDUs & 3 Apt. Units (not being claimed for trip credit) |
| | | | 16 | 20 | 245 | | 5 | 11 | 12 | 8 |

[53896](#) Westchester WLA 5 2022 Venice Bl MU 9431 W Venice Bl 47 apts, 5 very low income housing units, & 2627 SF restaurant 9431 W VENICE BL 07/26/2022 0.2

| Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|------------|-----------------|------|--------------|--------------|-----------------|---------|-----------|-----------|------------|--|
| Apartments | Total Units | 47 | 30 | 20 | 287 | 12 | 18 | -14 | 6 | Existing Use, Transit & Passy By Credits |
| Other | Total Units | 5 | | | | | | | | Very Low Income Housing |
| Other | S.F. Gross Area | 2627 | | | | | | | | Restaurant |
| | | | 30 | 20 | 287 | | 12 | 18 | -14 | 6 |

[50336](#) Metro WLA 5 2020 Culver Tower 188 du multi-family & 19 du affordable housing 3841 S Dunn Dr 12/03/2020 0.2

| Land Use | Unit ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|------------|----------------|------|--------------|--------------|-----------------|---------|-----------|-----------|-----------|--------------------|
| Apartments | Occupied Units | 188 | 25 | -20 | 96 | -7 | 32 | -2 | -18 | Multi-Family |
| Apartments | Occupied Units | 19 | | | | | | | | Affordable Housing |
| | | | 25 | -20 | 96 | | -7 | 32 | -2 | -18 |



9410 Topanga Canyon Boulevard, Suite 101
Chatsworth, CA 91311
Phone 310-469-6700

July 25, 2023

Jason Grant
JGR Partners LLC
325 N. Maple Drive, #1011
Beverly Hills, CA 90213

Re: Response to Tiffany Bradshaw Appeal Letter

Dear Mr. Grant:

CAJA Environmental Services, LLC (CAJA) has reviewed the Appeal Letter submitted by Tiffany Bradshaw and prepared responses to individual comments made in the letter. The responses to the Appeal Letter comments, the delineated Appeal Letter, and supporting documentation are attached.

If you require additional information, do not hesitate to contact me. Thank you.

Sincerely,

Kerrie Nicholson

Kerrie Nicholson, Principal
CAJA Environmental Services, LLC

Attachments

RESPONSES TO TIFFANY BRADSHAW APPEAL LETTER

Comment No. 1

To whom this may concern, and every department we can appeal to possible:

We are appealing to all departments. Please forward to all departments that are relevant.

My name is Tiffany Bradshaw, I have lived in this building at 3760 Delmas for over 20 years, this is my home!! am representing the many concerned citizens of Delmas Terrace that live in the various buildings on the block.

At present, our petition has 21 Delmas Terrace residents signatures:

<https://www.change.org/SaveDelmasTerrace>

We, the residents who live on Delmas Terrace are very concerned with a project you are seeking to approve. We are upset we didn't find out about this project until July 4, 2023. There was no notice to the block of this planned construction - which will inevitably be a disruption to our once peaceful, small, and already congested, dead end block.

Response to Comment No. 1

Regarding providing notice of the Project to the neighbors of the Project Site, the City conducted the regulatory noticing for the Project, providing notices about the Project in February 2023 to all owners and occupants located adjacent to the Project Site. The list of owners/occupants who received the notices and an affidavit from the company that sent out the notices confirming the mailing are attached at the end of this document. It should be noted that the occupants of the building located at 3760 Delmas Terrace were sent notices.

The remaining comments express opposition to the Project and are not comments on the content or adequacy of the Class 32 Categorical Exemption. Thus, no further response is required.

Comment No. 2

We've been told that there are are least 3 major new building projects being built within a 1 mile radius. For example, the car dealership/building on the corner is possibly slated to become another mixed use/residential building.

Response to Comment No. 2

This comment notes potential other development in the Project Site area but are not comments on the content or adequacy of the Class 32 Categorical Exemption. Thus, no further response is required.

Comment No. 3

We oppose the Department of City Planning, and the City Planning Commission, allowing the developer, Local Development Inc., additional three incentives, the block cannot accommodate this much construction or residents being added. The Transit Oriented Communities “Affordable Housing” Incentive Program is NOT affordable housing. Two units will be “affordable.” 4 out of 17 is not really “affordable housing.”

We oppose:

- 1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks
- 2) a 30% reduction in the required width or depth of the rear yard, and
- 3) an increase of two (2) additional stories up to 22 additional feet.
- 4) We oppose that the project is exempt from CEQA guidelines

Response to Comment No. 3

The Project is an Eligible Housing Development under the City’s Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program) (Section 12.22 A.31 of the Los Angeles Municipal Code [LAMC]), which was created as a result of the voter-approved Measure JJJ. The various levels of “affordable housing” under the TOC Program are defined by Section 501066 of the California Health and Safety Code. As a Tier 3 affordable housing development, the Project is allowed the incentives requested and as identified by the commentator.

Regarding the Project’s exemption from CEQA, the commentator is referred to the Class 32 Categorical Exemption, which details the requirements for qualifying for such an exemption and includes a detailed analysis of how the Project meets the requirements. Although the commentator asserts that the Project is not exempt from CEQA, the commentator provides no evidence to support the assertion. Thus, no further response can be provided.

Comment No. 4

The proposed housing project is the construction of a new, 6 story, 19,384 sq ft residential building with 17 dwelling units. The project will only provide a total of 14 automobile parking spaces. Pursuant to LAMC section 12.21-A,4, the proposed 17-unit project would be required to provide a total of 28 automobile parking spaces. The existing Delmas Terrace residents already have a shortage of parking due to high density on this street. There are approximately 35 street parking spaces, including 2 spaces designated for electric vehicles only. This one housing project will significantly increase the existing burden of parking in the neighborhood by approximately 50%. It is unreasonable and inconsiderate of the neighbors on this street.

Response to Comment No. 4

As discussed in Response to Comment No. 3, the Project is a Tier 3 development under the City’s TOC Program, and in exchange for providing a minimum of 10% of the total number of units for Extremely Low Income households, the Applicant is allowed Base Incentives and three Additional Incentives. One of the

base incentives provided under the TOC Program (TOC Affordable Housing Incentive Program Guidelines Section VI.2.a.i.3) is a vehicle parking ratio of 0.5 parking spaces per unit, resulting in a minimum vehicle parking requirement of 9 spaces. However, the Project would include 18 vehicle parking spaces, which is slightly more than 1 space per unit. Thus, the Project will not contribute to any parking shortage in the neighborhood. Additionally, it should be noted that “parking” is not an environmental issue under CEQA.

Comment No. 5

The subject site only has a base density of 10 units. The housing project will significantly increase congestion, severely impacting the well-being of the people of this quiet, quaint neighborhood.

Response to Comment No. 5

The commentator asserts that the Project will negatively affect the neighborhood. However, the commentator provides no evidence to support this assertion.

Regarding the Project increasing “congestion,” if the commentator means traffic congestion, the commentator is referred to pages 13 and 14 of the Class 32 Categorical Exemption prepared for the Project that include an analysis of the Project’s traffic impacts. As discussed therein, the Project would add approximately 60 net daily trips and would not result in any significant traffic impacts.

Regarding the “well-being of people,” without more information about the commentator’s specific concerns about the well-being of people, a detailed response cannot be provided.

Comment No. 6

Further, there will be an adverse impact on the physical environment, plus on public health and safety. The people of Delmas Terrace petition to stop any further construction on this street.

Response to Comment No. 6

The commentator asserts that the Project will cause an “adverse impact on the physical environment” and “on public health and safety,” but the commentator does not provide any evidence to support this assertion. Thus, no additional response can be provided. However, the commentator is referred to the Class 32 Categorical Exemption prepared for the Project that includes analyses regarding the Project’s impacts on the environment, which includes the human environment. As discussed therein, the Project would not result in any significant environmental impacts.

Comment No. 7

In addition, the neighborhood has a main line sewage backup problem due to tree roots penetrating and tearing the clay sewer pipes, clogging our toilet and showers.

Response to Comment No. 7

As part of the permitting process for the Project and pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines that would serve the Project and would make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. Final approval for sewer capacity and connection permit would be made during the Project's permitting process. Therefore, no significant Project impacts related to local sewer infrastructure would occur.

Comment No. 8

This height of this project will block existing views of the skyline that surrounding tenants have. There is no building on the block taller than 3 stories. There are residents I represent who have a view of a skyline they will no longer have once this is built. See photo. This person's view will be totally blocked. This person said they work from home and without that view they get severely depressed, this small amount of skyline and light helps their mental health. The view is already impacted with the two story building as is. With a 4 or 6 story building there will be absolutely no skyline view, and darkness.



Response to Comment No. 8

The blocking of views that are not public scenic views is not an environmental issue under CEQA. No public scenic views that also include the Project Site are not available from the Project Site area.

Comment No. 9

The impact on parking will be horrendous.

- As proposed now, the 6 story building will have 22 bedrooms and only 14 parking spaces. That means the 8 bedrooms will not have parking. Yes, some may have children, but some of those 22 units will also have 2 person couples in 1 bedroom and both of them will own a car (as is typical in Los Angeles). So we could potentially have 44 drivers who have 14 parking spaces.
- We are on a dead-end street with no possibility for people to park on the other end (Regent St.) because there's no way to get through. Venice Blvd is the only option.

- We are in a commercial area right off Venice Blvd, which recently had parking meters removed due to the restriping/bus and bike lane project. Such a bad idea with such a poor impact on traffic that downtown Culver City recently decided to remove this same project.
- The few meters on the corner of our street and Venice Blvd have time restrictions of approximately two hours.
- Visitors and employees from Southern California Hospital (formerly Brotman hospital) park on our street and walk over there. The hospital is a 24 hour operation, that means constant hospital workers parking on our block.
- We are the ONLY street around with non-restricted parking. For example, Watseka to the east has 1 hour street parking.
- Furthermore, because of street cleaning on Wednesdays and Thursdays, we are ALL forced to park on just one side of the street, causing many residents to park and walk blocks and blocks to find safe parking for the 2 hours of street cleaning.
- Because of parked cars, two cars cannot drive down the street comfortably, we all negotiate with oncoming cars who will pull over and who will go first. Plus we have delivery trucks, trash trucks, recycle trucks, street cleaning trucks, bulk pickup trucks that come. The street is already so congested! We already don't have enough parking for the present residents that live on the block. There are many buildings where two residents share a unit, and they have only one assigned garage or carport parking spot, so they are already forced to park on the street.

Response to Comment No. 9

Regarding parking, the commentator is referred to Response to Comment No. 1.

Comment No. 10

We can only afford one appeal, so we are already including our concerns about CEQA as well.

We are concerned about the environmental impacts as well on our block. This impacts the health of tenants with all the construction and materials used.

Response to Comment No. 10

Without additional information from the commentator regarding what specifically about the Project's "construction and materials" will impact the "health of tenants," a detailed response cannot be provided. However, if the commentator is concerned about the air quality impacts associated with Project construction, the commentator is referred to pages 27 and 28 of the Class 32 Categorical Exemption prepared for the Project that include an analysis of the Project's construction-related emissions. As discussed therein, the Project would not produce emissions in excess of the South Coast Air Quality Management District's (SCAQMD) applicable significance thresholds, and impacts would be less than significant.

Comment No. 11

We are upset that we were not informed of this mega project that impacts residents on the entire tiny block. Again, we live on a small and short dead end block that is already congested.

Response to Comment No. 11

Regarding noticing of the Project, the commentator is referred to Response to Comment No. 4.

Comment No. 12

- We have the following CEQA related concerns:
- Excess shadows
- Aesthetics (NO other buildings are even close to 6 stories)
- Air quality is already compromised as we are in the inner city
- Concerns regarding use of Hazardous material and hazards because the first page of the Director's Determination mentions not having to follow traditional environmental rules
- Noise
- Increased housing/ population in a dense dead end street
- As mentioned above, we are concerned about the strain on utilities and resources like police, fire, etc.
- Will impact animal and plant life

Response to Comment No. 12

Regarding "excess shadows," the southeastern side of the building directly to the north of the Project would experience shadow from the Project. However, at that location, there is no usable outdoor space that would experience shadow from the Project. During the day, sunlight would still continue to enter through unblocked windows in this building. The Project's shadow would not be excessive.

Regarding "aesthetics," the Project Site and surrounding area are located in a highly urbanized part of the City that contains a variety of land uses, architecture, and building height and size. While a 6-story building would be taller than the structure currently on the Project Site and taller than buildings located on that block of Delmas Terrace, the change in building height would not constitute a significant impact on the environment under CEQA.

Regarding "air quality," the commentator is referred to pages 26 through 29 of the Class 2 Categorical Exemption that was prepared for the Project that includes an analysis of the Project's air quality impacts. As discussed therein, the Project would not produce emissions in excess of SCAQMD's significance thresholds, and impacts would be less than significant.

Regarding “use of hazardous material and hazards,” the Project is a typical multi-family residential development that does not use any hazardous materials or hazards beyond typical cleaning products used by other multi-family residential development in the Project Site area.

Regarding “increased housing/population in a dense dead[-]end street,” the commentator does not provide any information regarding the specific concerns about the Project’s housing/population. However, if the commentator’s concern about how the Project’s population is about traffic congestion and parking, as commented on previously, the commentator is referred to Responses to Comments No. 5 and No. 4, respectively.

Regarding the Project’s impacts on utilities and public services, the commentator is referred to Response to Comment No. 7 and pages 30 through 43 of the Class 32 Categorical Exemption prepared for the Project that include an analysis of the Project’s impacts on utilities and public services. As discussed in detail therein, the Project’s demand for utilities and public services could be accommodated by existing infrastructure, and impacts would be less than significant.

July 6, 2023

To whom this may concern, and every department we can appeal to possible:

We are appealing to all departments. Please forward to all departments that are relevant.

My name is Tiffany Bradshaw, I have lived in this building at 3760 Delmas for over 20 years, this is my home! I am representing the many concerned citizens of Delmas Terrace that live in the various buildings on the block.

1

At present, our petition has 21 Delmas Terrace residents signatures:

<https://www.change.org/SaveDelmasTerrace>

We, the residents who live on Delmas Terrace are very concerned with a project you are seeking to approve. We are upset we didn't find out about this project until July 4, 2023. There was no notice to the block of this planned construction - which will inevitably be a disruption to our once peaceful, small, and already congested, dead end block.

We've been told that there are at least 3 major new building projects being built within a 1 mile radius. For example, the car dealership/building on the corner is possibly slated to become another mixed use/residential building.

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We oppose the Department of City Planning, and the City Planning Commission, allowing the developer, Local Development Inc., additional three incentives, the block cannot accommodate this much construction or residents being added. The Transit Oriented Communities "Affordable Housing" Incentive Program is NOT affordable housing. Two units will be "affordable." 4 out of 17 is not really "affordable housing."

We oppose:

1) a 30% reduction in the required width or depth of two (2) individual side yards or setbacks

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2) a 30% reduction in the required width or depth of the rear yard, and

3) an increase of two (2) additional stories up to 22 additional feet.

4) We oppose that the project is exempt from CEQA guidelines

The proposed housing project is the construction of a new, 6 story, 19,384 sq ft residential building with 17 dwelling units. The project will only provide a total of 14 automobile parking spaces. Pursuant to LAMC section 12.21-A,4, the proposed 17-unit project would be required to provide a total of 28 automobile parking spaces. The existing Delmas Terrace residents already have a shortage of parking due to high density on this street. There are approximately 35 street parking spaces, including 2 spaces designated for electric vehicles only. This one housing project will significantly increase the existing burden of parking in the neighborhood by approximately 50%. It is unreasonable and inconsiderate of the neighbors on this street.

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The subject site only has a base density of 10 units. The housing project will significantly increase congestion, severely impacting the well-being of the people of this quiet, quaint neighborhood.

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Further, there will be an adverse impact on the physical environment, plus on public health and safety. The people of Delmas Terrace petition to stop any further construction on this street.

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In addition, the neighborhood has a main line sewage backup problem due to tree roots penetrating and tearing the clay sewer pipes, clogging our toilet and showers.

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This height of this project will block existing views of the skyline that surrounding tenants have. There is no building on the block taller than 3 stories. There are residents I represent who have a view of a skyline they will no longer have once this is built. See photo. This person's view will be totally blocked. This person said they work from home and without that view they get severely depressed, this small amount of skyline and light helps their mental health. The view is already impacted with the two story building as is. With a 4 or 6 story building there will be absolutely no skyline view, and darkness.

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(Cont.)

The impact on parking will be horrendous.

- As proposed now, the 6 story building will have 22 bedrooms and only 14 parking spaces. That means the 8 bedrooms will not have parking. Yes, some may have children, but some of those 22 units will also have 2 person couples in 1 bedroom and both of them will own a car (as is typical in Los Angeles). So we could potentially have 44 drivers who have 14 parking spaces.

- We are on a dead-end street with no possibility for people to park on the other end (Regent St.) because there's no way to get through. Venice Blvd is the only option.

- We are in a commercial area right off Venice Blvd, which recently had parking meters removed due to the restriping/bus and bike lane project. Such a bad idea with such a poor impact on traffic that downtown Culver City recently decided to remove this same project.

- The few meters on the corner of our street and Venice Blvd have time restrictions of approximately two hours.

- Visitors and employees from Southern California Hospital (formerly Brotman hospital) park on our street and walk over there. The hospital is a 24 hour operation, that means constant hospital workers parking on our block.

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- We are the ONLY street around with non-restricted parking. For example, Watseka to the east has 1 hour street parking.

- Furthermore, because of street cleaning on Wednesdays and Thursdays, we are ALL forced to park on just one side of the street, causing many residents to park and walk blocks and blocks to find safe parking for the 2 hours of street cleaning.

- Because of parked cars, two cars cannot drive down the street comfortably, we all negotiate with oncoming cars who will pull over and who will go first. Plus we have delivery trucks, trash trucks, recycle trucks, street cleaning trucks, bulk pickup trucks that come. The street is already so congested! We already don't have enough parking for the present residents that live on the block. There are many buildings where two residents share a unit, and they have only one assigned garage or carport parking spot, so they are already forced to park on the street.

We can only afford one appeal, so we are already including our concerns about CEQA as well.

We are concerned about the environmental impacts as well on our block. This impacts the health of tenants with all the construction and materials used.

We are upset that we were not informed of this mega project that impacts residents on the entire tiny block. Again, we live on a small and short dead end block that is already congested.

We have the following CEQA related concerns:

- Excess shadows
- Aesthetics (NO other buildings are even close to 6 stories)
- Air quality is already compromised as we are in the inner city
- Concerns regarding use of Hazardous material and hazards because the first page of the Director's Determination mentions not having to follow traditional environmental rules
- Noise
- Increased housing/ population in a dense dead end street
- As mentioned above, we are concerned about the strain on utilities and resources like police, fire, etc.
- Will impact animal and plant life



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Sincerely,

Tiffany Bradshaw and the Residents of Delmas Terrace

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PENALTY OF PERJURY STATEMENT

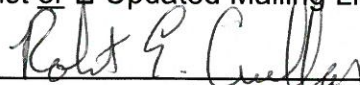
I hereby certify that to the best of my knowledge the attached adjacent ownership map or radius map correctly depicts the required data obtained from the records of the City Engineer, City Clerk, and/or the Los Angeles City Planning and, where appropriate, the State Division of Highways.

I further hereby certify that to the best of my knowledge, and under the penalty of perjury, the attached ownership list correctly shows the latest current owner addresses on the City Engineer's land records as of the following date of preparation: 02/20/23. In certain circumstances, such as in annexation proceedings, where there may be no City Engineer records, the records of the County Assessor's Office may be accepted by the City Planning Commission.

The attached Ownership List is an: Original Mailing List or Updated Mailing List

ROBERT E. CUELLAR

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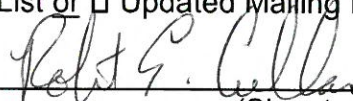
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I hereby certify that to the best of my knowledge and under the penalty of perjury, the attached occupants list correctly indicates addresses of the required occupants that fall within the radius as of the following date of preparation: 02/20/23.

The attached Occupants List is an: Original Mailing List or Updated Mailing List

ROBERT E. CUELLAR

(Print or type)



(Signature)

In certain instances, I may have been unable to verify all occupants, therefore the following indicates which occupants I was not able to identify. I understand that the Los Angeles City Planning will determine if reasonable attempts were made to secure these addresses from the information provided below.

| Ownership # | Reason Unable to Verify* | Attempts Made to Verify** | Additional Information |
|-------------|--------------------------|---------------------------|------------------------|
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| | | | |

- * (1) Secured Building
- (2) Gated Yard
- (3) Refused Access
- (4) Other: Specify

- ** (1) Returned to building on three separate occasions
- (2) Efforts to contact owner or manager without success
- (3) Contact made with owner or manager, who refused to provide the information
- (4) Other: Specify