



# DEPARTMENT OF CITY PLANNING

## APPEAL RECOMMENDATION REPORT

### City Planning Commission

**Date:** November 16, 2023  
**Time:** After 8:30 a.m.\*  
**Place:** Van Nuys City Hall, Council Chamber, 2<sup>nd</sup> Floor  
1441 Sylvan Street  
Van Nuys, CA 91401

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](mailto:cpc@lacity.org).

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

**Public Hearing:** Required  
**Appeal Status:** Not further appealable.  
**Expiration Date:** November 16, 2023  
**Multiple Approval:** No

**Case No.:** DIR-2022-8428-TOC-HCA-1A  
**CEQA No.:** ENV-2022-8429-CE  
**Related Cases:** N/A  
**Council No.:** 5 - Katy Young Yaroslavsky  
**Plan Area:** Hollywood

**Certified NC:** Mid City West  
**Zone:** [Q]R3-1

**Applicant:** Jesse Sarshar & Sharon Hanassab  
BH Holding, LLC

**Applicant's Representative:** Jason Grant, Local Development

**Appellant:** Luke Christopher Blake Derry

**Appellant's Representative:** N/A

**PROJECT LOCATION:** 806-814 North Sweetzer Avenue

**PROPOSED PROJECT:** The project proposes the demolition and removal of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. The proposed development will contain approximately 31,341 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4:1. The project will provide a total of 2,467 square feet of open space consisting of private balconies, a gym, and rear yard. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls. The project will provide a total of 26 bicycle parking stalls including, 23 long-term, and three (3) short-term parking stalls.

**APPEAL:** An appeal of the July 6, 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** a 60 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 Tier 2 project totaling 23 dwelling units, reserving two (2) units for Very Low Income (VLI) Households, and one (1) unit for Extremely Low Income (ELI) Households for a period of 55 years;

- a. **Yard/Setback.** To permit up to a maximum 30 percent reduction in the northerly side yard setback;
- b. **Height.** To permit an increase in building height by one additional story up to 11 additional feet; and
- c. **Open Space.** To permit a maximum reduction of 20 percent in the required amount of open space; and

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

#### **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 60 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 Tier 2 project totaling 23 dwelling units, reserving two (2) units for Very Low Income (VLI) Households, and one (1) unit for Extremely Low Income (ELI) Households for a period of 55 years:
  - a. **Yard/Setback.** To permit up to a maximum 30 percent reduction in the northerly side yard setback;
  - b. **Height.** To permit an increase in building height by one additional story up to 11 additional feet; and
  - c. **Open Space.** To permit a maximum reduction of 20 percent in the required amount of open space; and
- 4) **Adopt** the Planning Director's Conditions of Approval and Findings.



VINCENT P. BERTONI, AICP  
Director of Planning



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Heather Bleemers  
Senior City Planner



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Esther Ahn  
City Planner



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Trevor Martin  
City Planning Associate

**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.

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## PROJECT ANALYSIS

### PROJECT BACKGROUND

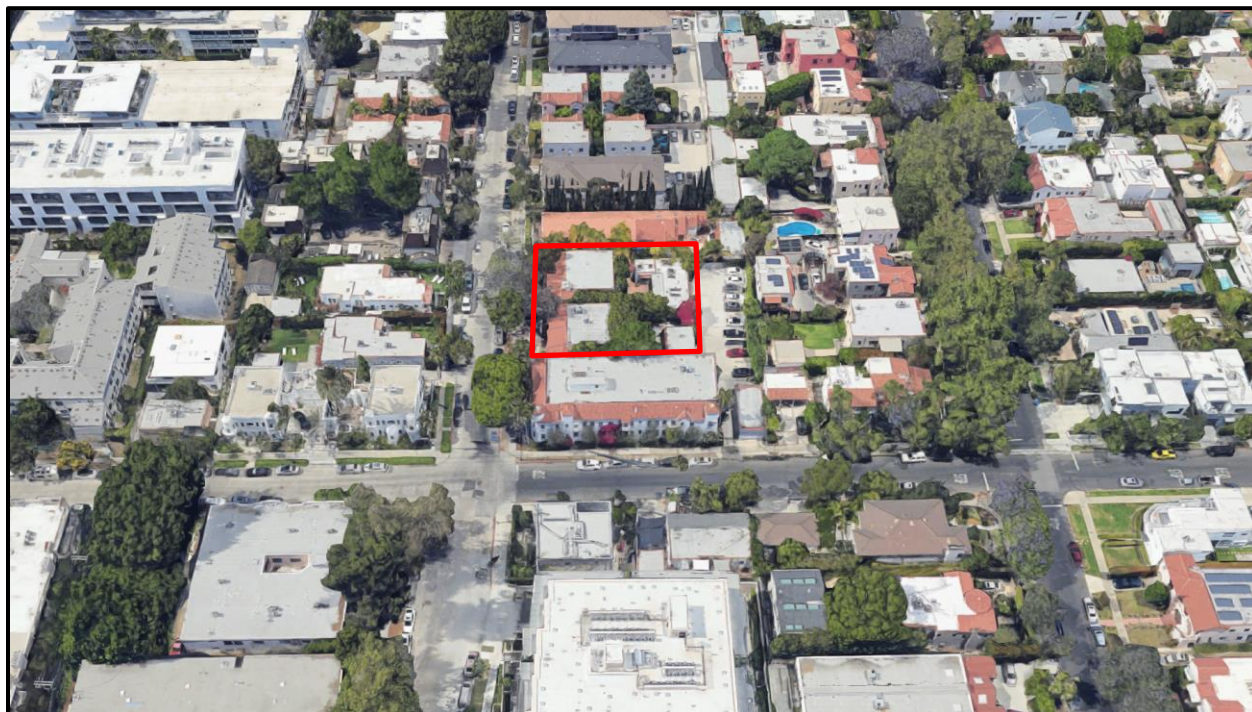
The project site is a level, rectangular-shaped parcel of land comprised of two (2) contiguous lots, encompassing 11,939 square feet (approximately 0.27 acres) of lot area. The subject property has 100 feet of street frontage along the east side of Sweetzer Avenue. The subject property is zoned [Q]R3-1 and is located within the Hollywood Community Plan area. The Community Plan Area Map designates the subject property for Medium Residential land uses, corresponding to the R3 Zone. The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), the Melrose Zone Change Permanent "Q" Condition area (ZI-2381), and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The project site is located within a Tier 2 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within one-half mile of Metro Routes 4 and 105 (Next Gen Tier 1 Rapid) bus lines, which qualify as a Major Transit Stop. As such, the project meets the eligibility requirements for a TOC Housing Development to be located within one-half mile of a Major Transit Stop.

The subject property is currently developed with two two-story duplexes. The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has applied for a new Building Permit Application (App #: 22010-10000-00201) but has yet to apply for a Demolition Permit. The Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination (RUD) Letter dated March 3, 2022, determined that since at least 2018, the subject property has been improved with two duplexes. Pursuant to SB 8, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. No income documents were provided for the four (4) units subject to replacement. Pursuant to CHAS, three (3) units need to be replaced with equivalent type, with one (1) unit restricted to Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. The project proposes a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households.

Properties within the vicinity of the project site are zoned [Q]R3-1 and R2-1XL and are designated for Medium Residential and Low Medium I Residential land uses. The subject property abuts the City of West Hollywood to the west. The surrounding properties are developed with multi-family residential buildings ranging from one to three stories in height. Adjoining the subject site to the north is a [Q]R3-1 zoned property developed with a single-story apartment building. Adjoining the site to the east and south is a reverse L-shaped lot zoned [Q]R3-1, that is developed with a two-story apartment building, detached garage, and surface parking lot. Abutting the subject site to the southwest, across Sweetzer Avenue is a [Q]R3-1 zoned property, developed with a two-story triplex that is designated as a historic monument per Historic Places LA. The historic building was constructed in 1926 and is regarded as an excellent and rare example of Moorish Revival multi-family residential architecture in Hollywood. Properties abutting the project site to the west and northwest, across Sweetzer Avenue, fall within the jurisdiction of the City of West Hollywood, and

are improved with apartment buildings ranging from one to three stories in height, as well as two-story apartment motel (The Charlie).



*Figure 1: Aerial view of the subject property.*

### **Streets**

Sweetzer Avenue, adjoining the subject property to the west, is a designated Collector Street, dedicated to a varying right-of-way width of 45 to 63 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

### **PROJECT SUMMARY**

The project involves the demolition of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households (as shown in **Figure 2** below). The proposed development will contain approximately 31,341 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4:1. The proposed building's residential units will consist of six (6) one-bedroom units, 13 two-bedroom units, and four (4) three-bedroom units. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls and will provide a total of 26 bicycle parking stalls including, 23 long-term, and three (3) short-term parking stalls. The project will provide 2,467 square feet of open space consisting of private balconies, a gym, and rear yard.

Vehicular ingress and egress for the building's parking garage will be provided via single driveway off of Sweetzer Avenue. Pedestrian access to the residential lobby of the building will be at the center of the property on Sweetzer Avenue. The project will maintain a front yard setback of 15 feet along Sweetzer Avenue, a northerly side yard setback of 5 feet, 8 inches (in lieu of the otherwise permitted 8 feet, as permitted by an Additional Incentive for a maximum 30 percent

reduction in required side yard setback), a southerly side yard setback of 8 feet, and an easterly rear yard setback of 15 feet.



*Figure 2: Rendering of the proposed project.*

## APPEAL SCOPE

The appeal challenges the Director of Planning's determination on July 6, 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-2022-8429-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.

## APPROVED ACTIONS

On July 6, 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 60 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 Tier 2 project totaling 23 dwelling units, reserving two (2) units for Very Low Income (VLI) Households, and one (1) unit for Extremely Low Income (ELI) Households for a period of 55 years;

- a. **Yard/Setback.** To permit up to a maximum 30 percent reduction in the northerly side yard setback;
- b. **Height.** To permit an increase in building height by one additional story up to 11 additional feet; and
- c. **Open Space.** To permit up to a maximum reduction of 20 percent in the required amount of open space; and

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

### **APPEAL POINTS**

On July 21, 2023, within the required 15-day appeal period, an appeal was filed by Luke Derry, an abutting property owner, for the entirety of the Director of Planning's determination. The appellant argues that the scope and scale of the proposed project will negatively impact his north abutting property located at 818-820 ½ North Sweetzer Avenue. The appellant cites specific concerns with the project's height, setbacks, and open space provided.

The appellant argues that the grant to allow a 30 percent reduction in the northerly side yard setback coupled with the proposed building height of 56 feet will limit sunlight and reduce privacy for his neighboring property. The appellant argues the proposed building should be designed with prominent step backs after the project's third story which should help mitigate impacts to sunlight and privacy. The appellant takes issue with the grant to allow up to a 20 percent reduction in open space, stating that reduction in open space will negatively affect his tenants. The appellant calls for trees and more prominent landscaping along the northerly perimeter of the project site to help maintain more privacy for his tenants. Lastly, the appellant argues that the proposed development may lead to loss of his building's two (2) "below market rate" units due his tenants being pressured to relocate as a result of the project's adverse impacts to his property.

### **RESPONSES TO APPEAL POINTS**

First, the project meets the requirements for the open space, height, yard, and density development incentives granted under the TOC Program that the appeal objects to. Measure JJJ was approved on November 8, 2016, establishing LAMC Section 12.22 A.31 and the TOC Program. The Measure required the Department of City Planning to create eligibility standards, incentives, and other necessary components for prospective Housing Developments located within a one-half mile radius of a Major Transit Stop. Under the TOC Program, TOC Guidelines were established structuring the levels of incentives, including those pertaining to setbacks, height, and open space, based on the quality and proximity of a transit stop. The three Additional Incentives regarding setbacks, height, and open space have been granted as a result of the project meeting all eligibility requirements for the TOC Affordable Housing Incentive Program. Under the TOC Affordable Housing Incentive Program, three (3) Additional Incentives may be granted for projects that include at least 11 percent of the base units for Extremely Low Income Households, at least 15 percent of the base units for Very Low Income Households, at least 30 percent of the base units for Lower Income Households, or at least 30 percent of the base units for persons and families of Moderate Income in a common interest development. The project meets the TOC Guideline requirements of providing at least 15 percent of the base units for Very Low Income Households in exchange for being granted the additional incentives. The project is



setting aside one (1) unit for Extremely Low Income Households, and two (2) units for Very Low Income Households, which equates to 20 percent of the base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives. As the three (3) Additional Incentives, the project is requesting 1) up to a 30 percent reduction in the northerly side yard setback requirement, 2) an increase in height by one additional story up to 11 additional feet; and 3) a maximum reduction of up to 20 percent in the required amount of open space. The granted incentives will allow the developer to expand the building footprint and increase the building height which in turn, will allow for the construction of more dwelling units, including affordable units, while remaining in compliance with all other applicable zoning regulations.

Second design issues are accounted for because the project has demonstrated compliance with the Citywide Design Guidelines. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping, prominent pedestrian entryways, and screening of any mechanical equipment from the public right-of-way. The project has also been conditioned to incorporate a variety of building materials and to either wrap or enclose all visible vehicular parking in order to create visually interesting building façades and minimize impacts on surrounding properties. With the exception of the reduced northerly side yard setback of 5 feet, 8 inches (in lieu of the otherwise permitted 8 feet, as permitted by an Additional Incentive for a maximum 30 percent reduction in required side yard setback), the project will maintain the minimum LAMC required setbacks, including a westerly front yard setback of 15 feet along Sweetzer Avenue, a southerly side yard setback of 8 feet, and an easterly rear yard setback of 15 feet. Lastly, the project has been reviewed and conditioned in accordance with the Melrose Zone Change Permanent “Q” Conditions.

Third, alleged adverse impacts to sunlight, privacy and adjacent “below market rate” units, fail to establish a specific adverse impact that might support disapproving the project or incentives. Under the Housing Accountability Act at Government Code Section 65589.5(j)(1), a housing development project that meets objective standards of a land use program, such as the TOC Program here, may be disapproved upon a written finding of a “specific adverse impact” as defined in Government Code Section 65589.5(d). Under the TOC Program, TOC Incentives may be disapproved in accordance with the City’s State Density Bonus Program (G.C. 65915) procedures in LAMC 12.22.A.25(g), which states that incentives may be disapproved if there is a finding of a specific adverse impact upon public health and safety or the physical environment. Both the Housing Accountability Act and State Density Bonus define a specific adverse impact as a significant, quantifiable, unavoidable, impact based on a written, objective health and safety standard; but does not include inconsistency with a zoning or planning standard within that definition. The instant appeal provides no reference to a written, objective, public health and safety standard related to its claimed impacts. In addition, what the appeal identifies as causing adverse impacts consists of claimed inconsistency with base zoning standards due to the grant of TOC Program development incentives. Those issues identified in the appeal are expressly excluded from the definition of a specific adverse impact. As a result, the appeal is unsupported on this point claiming adverse impact.

## **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 the three requested Additional Incentives under the TOC Affordable Housing Incentive Program. 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 23 dwelling units, as described herein.



**Exhibit A:**  
**Appeal Documents**

# APPLICATIONS



## APPEAL APPLICATION Instructions and Checklist

### RELATED CODE SECTION

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

### PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

### APPELLATE BODY

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

- Area Planning Commission (APC)     City Planning Commission (CPC)     City Council  
 Zoning Administrator (ZA)     Director of Planning (DIR)

### CASE INFORMATION

Case Number: DIR - 2022 - 8428 - FOC - HCA  
Project Address: 806-814 North Sweetzer Avenue  
Los Angeles  
Final Date to Appeal: 7/21/23

### APPELLANT

**For main entitlement cases, except for Building and Safety Appeals:**

**Check all that apply.**

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

**For Building and Safety Appeals only:**

**Check all that apply.**

- Person claiming to be aggrieved by the determination made by **Building and Safety**<sup>1</sup>  
 Representative     Property Owner     Applicant     Operator of the Use/Site

<sup>1</sup> Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 12.26 K, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2.

**APPELLANT INFORMATION**

Appellant Name: LUKE CHRISTOPHER BLAKE DERRY

Company/Organization: \_\_\_\_\_

Mailing Address: 826 North Kilken Drive

City: Los Angeles State: CA Zip Code: 90046

Telephone: 310) 382-6000 E-mail: Luke52142@gmail.com

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

Self  Other: \_\_\_\_\_

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

**REPRESENTATIVE / AGENT INFORMATION**

Representative/Agent Name (if applicable): \_\_\_\_\_

Company: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

**JUSTIFICATION / REASON FOR APPEAL**

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

Are specific Conditions of Approval being appealed?  YES  NO

If Yes, list the Condition Number(s) here: " 5, 6 "

On a separate sheet provide the following: 5 letters i, ii, iii

- Reason(s) for the appeal 6
- Specific points at issue
- How you are aggrieved by the decision
- How the decision-maker erred or abused their decision

**APPLICANT'S AFFIDAVIT**

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

Appellant Signature: Luke Derry Date: 7/21/23

## GENERAL NOTES

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

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

### THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: \$166.00

Reviewed & Accepted by (DSC Planner): Maxfield Vermey

Receipt No.: 202 3202002-85

Date: 7/21/23

Determination authority notified

Original receipt and BTC receipt (if original applicant)

## GENERAL APPEAL FILING REQUIREMENTS

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

### APPEAL DOCUMENTS

#### 1. Hard Copy

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

- Appeal Application
- Justification/Reason for Appeal
- Copy of Letter of Determination (LOD) for the decision being appealed

#### 2. Electronic Copy

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

#### 3. Appeal Fee

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

#### 4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

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

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

## SPECIFIC CASE TYPES

### ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

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

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g).

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.
- Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

#### WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I.

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

#### [VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A.

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

#### BUILDING AND SAFETY APPEAL

##### First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 12.26 K.1.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

##### 1. Appeal Fee

- Appeal fee shall be in accordance with LAMC Section 19.01 B.2 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

##### 2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.3. Appellants for BSAs are considered Original Applicants.

- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

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

### **Second Level Appeal**

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 12.26 K.6. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

#### 1. Appeal Fee

- Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a).

#### 2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.7. Appellants for BSAs are considered Original Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

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

## **NUISANCE ABATEMENT / REVOCATIONS**

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4. Nuisance Abatement/Revocations cases are only appealable to the City Council.

#### 1. Appeal Fee

- Applicant (Owner/Operator).* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a).

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

- Aggrieved Party.* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b).

**City of Los Angeles Planning Department  
Expedited Processing Section  
200 N. Spring Street  
Los Angeles, CA 90012**

**July 20, 2023**

**To Whom It May Concern,**

**My name is Luke Derry and I have owned the one story four-unit apartment building 818, 818 ½, 820, and 820 ½ N. Sweetzer Avenue Los Angeles, California 90069 for 27 years. This letter is regarding development proposal Case No. DIR-2022-8428-TOC-HCA WITH CEQA: ENV-2022-8429-CE at location 806-814 North Sweetzer Avenue in Los Angeles.**

**I am petitioning this proposal as it will adversely affect my tenants, two of which qualify as Below Market Rate (BMR) units.**

**The proposed development, with its scope and size, jeopardize my ability to continue to provide this housing. The height of the proposed development, the small setbacks, and the lack of landscaping along the property line are our most significant concerns. The encroachment onto our one-story building with only 5 feet setbacks (#6 letter "a 30% reduction in the northly-my property reduction side yard setback") and landscaping should be reconsidered in order to allow my tenants to continue to be provided, and in fact, to continue to have their quality of living somewhat kept in-tact so they reconsider relocating elsewhere. Step-backs, as the building gets taller, beyond the three stories, should be significant which make the building more-narrower as it gets taller. This would help preserve some of the sunlight, encroachment, and privacy for my tenants.**

**The reduction of open space (#6 letter C) "a 20% reduction of open space requirement" is a significant change that adversely will affect my tenants.**

**A significant change and proposal I suggest is to make #7 letter B which states "Trees shall be planted in the required front and rear yard setbacks at a ratio of one tree per every 300 square feet in the front and rear yard provided." The proposed development proposal backs up to a parking lot. Thus, there is no concern for privacy in the rear of the proposed development.**

**The three points myself and my tenants ask that you reconsider are: (a) locating the trees mentioned in #7 letter B to the side of the development proposal and this would also address concern (b) the small northly setbacks, and finally (c) increase in step backs as the building gets beyond 3 stories.**

**Although our city may be gaining 3 affordable BMR units with the proposed development, I am providing two BMR units that may be lost because of this development proposal. I provide an amenity to the community and have for decades. With the development as proposed, my**



units may be reclassified to "market rate" when the tenants relocate. After consulting with my tenants, and they themselves assisting drafting this letter and approving its verbiage with the above 3 mentioned adjustments, our city may be able to preserve the 2 BMR units provided by my property and gain the 3 BMR units that the development proposed.

If these adjustments were to be made, it would be an exemplary example of the city, myself, the developer, and my tenants working together to achieve the results we all want and build real community and trust.

Thank you for your consideration.

A handwritten signature in black ink that reads "LUKE DERRY". The signature is written in a cursive, slightly slanted style.

Luke Derry

Proud landlord and proud resident of the City of Los Angeles

**Regarding development proposal to demolish 806-814 North Sweetzer Avenue Los Angeles and allow significant variances for three below market rate units and for location near transit**

July 21, 2023

Ms. Yaroslavsky, Ms. Pawling, and Mr. Sitting,

My name is David Truly and I live in a BMR apartment 820 N. Sweetzer Avenue. I have lived there since 1994. I very much appreciate the charm of my current neighborhood. I also appreciate that our city needs more BMR apartments to help alleviate the current extreme housing crisis. My landlord provides two apartments, including my own, which qualify as BMR.

I have to be honest; I am at the stage in my life where I have been seriously contemplating retirement. Furthermore, I have worked at The Wallis Annenberg Center for the Performing Arts since its inception as the Director of Special Events.

Myself, my landlord, and my neighbor reviewed the proposal and we came up with the 3 proposed solutions to mitigate our concerns which we feel are not only very reasonable yet also make common sense. You see, my unit and my next-door neighbor Dina and her partner Vanessa have apartments that face southward and will directly face this proposed development daily. If we cannot make these changes it is likely I will be forced to move from my unit.

When discussing and reviewing, we realized that the proposed development has plans for large trees that are in the back or east side of the proposed development where there is only a parking lot, thus, there are no privacy or encroachment concerns there, and if the large trees were located on the proposed development's north side, which is our south side, it would make the new building less intrusive, keep our apartments more private and with less noise. This would address our setback concerns.


Finally, it is our understanding that developments with this size and scope often are required to have step backs on the additional floors.

In the large picture, having these changes, which now is the time to make them would greatly decrease my and our collective anxiety and have me reconsider relocating.

We would all very much appreciate you visiting our apartments and see for yourselves how our apartments are directly facing the proposed development and how the back or east side of the proposed development faces a large empty parking lot. We are sure you would all agree that the changes we propose will help keep both our BMR units and the development's BMR apartments, which we believe is our city's goal and again, which we endorse.

We implore you to please take the time to take a deep and focused look at the 3 proposed changes we are suggesting and requesting.

Thank you,

  
David Truly  
820 N. Sweetzer Avenue  
Los Angeles, CA 90069

July 21, 2023

Re.: Development Proposal Sweetzer Avenue

To Whom It May Concern,

I have lived at 818 ½ N. Sweetzer Avenue in Los Angeles since 2013, and my partner Veronica Haywood has been living here with me since 2020.

I reviewed and read the development proposal that my apartment will be directly facing-both my bedroom and living room will be directly facing.

Reviewing the proposed development, with exceptions given on setbacks and height our unit is dramatically impacted. For an approximately two-year building period we will endure construction yet in the long-term noise, decreased privacy and light are serious concerns.

We very much endorse the letter our landlord sent to you requesting the following changes:

1. Larger setbacks between the properties-5 feet encroaches on our privacy and will, of course, increase noise, and decrease sunlight
2. Having the upper levels of the building be "pushed back" / "step backs" would help mitigate noise, sunlight, and privacy.,
3. The most important proposal we endorse is to have the large trees and landscaping that is currently proposed to be in the back of the building be moved to the north side facing our apartment

We have been contemplating moving to Orange County to be closer to work. However, our neighborhood and our monthly rental rate have led us to dismiss those thoughts. With the proposal that is being pushed, we are now considering relocating.

We would feel significantly different if the measures we, our landlord, and our neighbor proposed are implemented.

We would appreciate your working with us and the developer to find a solution like the one we proposed that can work for all.

Dina McCrary  
818 ½ N. Sweetzer Avenue Los Angeles, California 90069

*Dina McCrary*



October 30<sup>th</sup>, 2023

Central City Planning  
Los Angeles Department of City Planning  
200 N. Spring Street, Rm 621  
Los Angeles CA 90012

**RE: DIR-2022-8428-TOC-HCA APPEAL RESPONSE**  
**ADDRESS: 806 N. SWEETZER AVE.**

Response to the appeal filed by Luke Derry dated July 21<sup>st</sup>, 2023 petitioning against granting the 1) Parking Base Incentives and 2) Additional Incentives pertaining to yards, height and open space, Item nos. 5 & 6 respectively, per the Determination Letter dated July 06, 2023

**Parking – Item #5 I through iii**

Per AB2097 the project is not required to provide parking, however, the project is providing more than the required number of spaces by LAMC. Bicycle parking is likewise provided.

**Additional Incentives – Item #6**

**A) Yards/Setback**

The requested incentive for a 30% side setback reduction is expressed in the Menu of Incentives in the Transit Oriented Communities (TOC) Guidelines which permit exceptions to zoning requirements. This enables the development to expand the building footprint and allows for the construction of more units including one (1) extremely low income and two (2) very low-income units, the City needs.

The project has been designed such that majority of the units on the Northerly side of the development have balconies facing either the front or rear yard to mitigate the reduced setback and exposure to the adjacent property. With this design concept and the existing property to the North being at least 18 feet from the property line, the reduced setback is not expected to adversely affect the neighboring property

The landscaping plans have been modified to provide a landscape buffer between the proposed project and the adjacent property. A row of Graceful Bamboo has been added to the side yard to promote a better sense of privacy between the two developments and mitigate the possible effects of the reduced side yard. This type of bamboo can reach heights up to 25 feet tall within two to three years.

**PLUSARCH, INC. | Architects and Planners**

**1770 SAWTELLE BLVD., LOS ANGELES, CA 90025 • t.310.478.6149 • email: [contact@plusarchitect.com](mailto:contact@plusarchitect.com)**



## B) Height

The requested height incentive is part of the pre-populated incentive list in the TOC Guidelines. Tier II projects such as the proposed development are permitted a maximum increase of one (1) additional story and up to 11 feet additional height. This incentive provides for an additional level of dwelling units increasing the overall space dedicated to residential spaces and allowing some units to be reserved for affordable housing. The height increase requested is within the maximum height limit established by this incentive. Additionally, the project conforms to the height limits of the Melrose [Q] Conditions requiring an additional 15 feet set back throughout the project starting at the 46 feet building height. Building step backs were provided based on both TOC and Melrose [Q] conditions. Multi-family projects are not unusual in the area and the proposed project is similar in scope to other developments in the vicinity.

## C) Open Space Reduction

The requested 30% reduction in open space requirements is expressed in the TOC Menu of incentives which facilitates the creation of more affordable units while keeping in compliance with all other zoning regulations. As with the other pre-populated incentives in the TOC Guidelines, there is no evidence that the requested incentive will have a specific adverse impact upon public health and safety or the physical environment.

Although the project is requesting an open space reduction, the actual area provided is more than reduced requirement. The zoning code only allows 50 sq. ft. of private open space per unit to be counted towards the open space requirement, however, the project provides more as the private decks are more than 50 sq. Ft. Each. Additionally, only 25% of the total required open space can be met by indoor spaces. The project is proposing a 911 sq. ft. gym located at the basement which is more than the 25% or 585 sq. ft. allowed to be credited towards this calculation. With these spaces, the project does not in any way compromise the access to ventilation and natural lighting for the building users and does not compromise the privacy of the neighboring properties.

The landscape plans are designed per the Melrose Q conditions which specify the tree ratio for every 300 sq. Ft. at the front and rear yard of the property. Although neither the zoning code nor the Melrose [Q] conditions have specific requirements for side yard landscaping, the project has elected to provide a landscaping buffer towards the adjacent property.

**PLUSARCH, INC. | Architects and Planners**

**1770 SAWTELLE BLVD., LOS ANGELES, CA 90025 • t.310.478.6149 • email: [contact@plusarchitect.com](mailto:contact@plusarchitect.com)**

**EXTENSION OF TIME LIMIT FOR AREA OR CITY PLANNING COMMISSION  
DECISIONS ON LAND USE APPLICATIONS AND APPEALS**

This form is to be used to request an extension of the time limit to act for Area or City Planning Commission decisions on legislative and quasi-judicial land use applications and appeals. This request must be made before the matter is agendized. If notice of the hearing has been mailed, the applicant is responsible for the cost of mailing the cancellation and new hearing notice.

**To Be Completed by the Applicant or Applicant's Representative:**  
(Please Type or Print)

Case No. DIR-2022-8428-TOC-HCA-1A

Street Address of Property Involved: 86-814 North Sweetzer Avenue

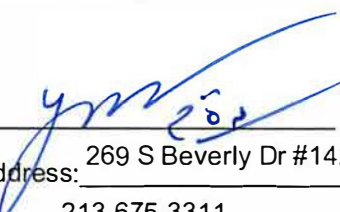
Applicant(s): Jesse Sarshar & Sarah Hanassab BH Holding, LLC

Representative: Sahab Ghods Plus Architects

Request for Extension of Time Limit: The current time limit for the Commission to decide the subject case application / appeal will expire on: 9/19/2023. It is hereby requested to extend the time limit for the City Planning Commission to act for a period of 9 weeks, or until November 16, 2023  
(Commission)

Reason(s) for Request:

Appellant's Availability

Signed:  Print Name: Jesse Sarshar Date: 10/27/2023

Mailing Address: 269 S Beverly Dr #1427 Beverly Hills, CA 90212

Telephone No. 213-675-3311 E-Mail: jsarshar@yahoo.com

**To Be Completed by Planning Department Staff:**



Pursuant to Municipal Code Section 12.22. A.25 [applicable Code Section which permits extensions of time limits by mutual written consent of the applicant and decision-maker], and in accordance with the policy of the Area/City Planning Commission delegating authority to the Director of Planning to approve extensions of time limits on its behalf, the requested time extension is deemed routine in nature and will not prejudice the future decision by the Area/City Planning Commission on the merits of the subject application or appeal, and therefore the requested time extension is granted until: November 16, 2023



Applicant to pay all BTC Public Hearing Notice costs associated with a new Hearing or cancellation.

VINCENT P. BERTONI, AICP  
Director of Planning

By: Trevor Martin, Trevor Martin, City Planning Associate, 10/31/2023  
Signature Name Title Date

c: Commission Office  
Case File

**Exhibit B:**  
**Director's Determination Case No.**  
**DIR-2022-8428-TOC-HCA**

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

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**CITY OF LOS ANGELES  
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KAREN BASS  
MAYOR

**EXECUTIVE OFFICES**

200 N. SPRING STREET, ROOM 525  
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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**

July 06, 2023

**Applicant/Owner**

Jesse Sarshar & Sharon Hanassab  
BH Holding, LLC  
269 South Beverly Drive  
Beverly Hills, CA 90212

**Representative**

Shahab Ghods  
Plus Architects  
1770 South Sawtelle Boulevard  
Los Angeles, CA 90025

**Case No.** DIR-2022-8428-TOC-HCA

**CEQA:** ENV-2022-8429-CE

**Location:** 806-814 North Sweetzer  
Avenue

**Council District:** 5 – Katy Young Yaroslavksy

**Neighborhood Council:** Mid City West

**Community Plan Area:** Hollywood

**Land Use Designation:** Medium Residential

**Zone:** [Q]R3-1

**Legal Description:** FR 9 & 10; Block A; TR 5763

**Last Day to File an Appeal:** July 21, 2023

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

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

1. **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, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve with Conditions** a 60 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 Tier 2 project totaling 23 dwelling units, reserving two (2) units for Very Low Income (VLI) Households, and one (1) unit for Extremely Low Income (ELI) Households for a period of 55 years;
  - a. **Yard/Setback.** A maximum 30 percent reduction in the northerly side yard setback;





## 5. **Base Incentives.**

- a. **Residential Density.** The project shall be limited to a maximum density of 23 residential dwelling units, (equal to a maximum density increase of 60 percent), including On-Site Restricted Affordable Units.
- b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 4:1, or a total floor area of 31,341 square feet.
- c. **Parking.**
  - i. **Automobile Parking.** Pursuant to California Government Code Section 65915(p)(3) and AB 2097, the project shall be allowed to provide a minimum of zero (0) parking spaces.
  - ii. **Bicycle parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.
  - iii. **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 LAHD.

## 6. **Additional Incentives.**

- a. **Yard/Setback.** The project shall be permitted a 30 percent reduction in the northerly side yard setback, allowing for 5 feet, 8 inches in lieu of the otherwise required 8 feet.
- b. **Height.** The project shall be permitted an increase in building height by one additional story up to 11 additional feet, equal to a maximum building height of 56 feet, 0 inches with limited additional height permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC. For any increase in height over 11 feet, the building shall be stepped back at least 15 feet from the exterior face of the ground floor of the building along any street frontage.
- c. **Open Space.** The project shall be permitted a maximum reduction of up to 20 percent from the open space requirement to allow 2,467 square feet in lieu of the otherwise required 2,340 square feet.

## **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. The landscape plan shall indicate landscape points for the project equivalent

to 10 percent more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.

- b. As illustrated in 'Exhibit A', a minimum of 50 percent of common usable open space areas shall be planted in ground cover, shrubs or trees. Trees shall be planted in the required front and rear yard setback area at a ratio of one tree per every 300 square feet of front and rear yard provided. Trees may not be less than 24-inch box in size, and shall be planted within open space areas. An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall include permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and be properly drained.
  - c. As illustrated in 'Exhibit A', the rear yard shall be used for landscaping and hardscape shall not exceed 20 percent of the area unless the hardscape is required for the purposes of complying with Los Angeles Fire Department egress path requirements. Grasscrete and other permeable paving systems shall not be considered hardscape for these purposes.
  - d. Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21 G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Street Trees shall be provided 20 feet on center with root collars to prevent uplifting of sidewalks, or to the satisfaction of Urban Forestry.
8. **Window Treatments.** Architectural window framing elements that project or recess shall be at a minimum of 3-inches from the exterior façade on 75 percent of the windows of each elevation of the structure. The architectural window framing element projection or recess may exceed the 3-inch minimum as permitted by the LAMC.
9. **Building Materials.** Each façade of the building shall incorporate a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
10. **Parking Screening.** With the exception of vehicle and pedestrian entrances and/or fresh air intake grilles, all vehicle parking shall be completely enclosed along all sides of the building.
11. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.
12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above skies.
13. **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 consistent with LADWP access requirements.
14. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

15. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
16. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
17. **Sustainability.**
  - a. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC.
  - b. **Solar Panels.** The project shall comply with Section 99.05.211.1 of the LAMC.

#### **Administrative Conditions**

18. **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.
19. **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.
20. **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.
21. **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.
22. **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 LAMC, 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.
23. **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.

24. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **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.
26. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
27. **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.
28. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

### **PROJECT BACKGROUND**

The project site is a level, rectangular-shaped parcel of land comprised of two (2) contiguous lots, encompassing 11,939 square feet (approximately 0.27 acres) of lot area. The subject property has 100 feet of street frontage along the east side of Sweetzer Avenue. The subject property is zoned [Q]R3-1 and is located within the Hollywood Community Plan Area. The Community Plan Area Map designates the subject property for Medium Residential land uses, corresponding to the R3 Zone. The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), the Melrose Zone Change Permanent "Q" Condition area (ZI-2381), a Tier 2 Transit Oriented Communities area, and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The project site is located within a Tier 2 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within one-half mile of Metro Local 4 and Local 105 bus lines, which qualify as a Major Transit Stop. As such, the project meets the eligibility requirements for a TOC Housing Development to be located within one-half mile of a Major Transit Stop.

The subject property is currently developed with two two-story duplexes. The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has applied for a new Building Permit Application (App #: 22010-10000-00201) but has yet to apply for a Demolition Permit. The Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination (RUD) Letter dated March 3, 2022, determined that since at least 2018, the subject property has been improved with two duplexes. Pursuant to SB 8, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. No income documents were provided for the four (4) units subject to replacement. Pursuant to CHAS, three (3) units need to be replaced with equivalent type, with one (1) unit restricted to Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. The project proposes a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households.

The project involves the demolition of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. The proposed development will contain approximately 31,341 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4:1. The proposed building's residential units will comprise of six (6) one-bedroom units, 13 two-bedroom units, and four (4) three-bedroom units. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls, and will provide a total of 26 bicycle parking stalls including, 23 long-term, and three (3) short-term parking stalls. The project will provide 2,467 square feet of open space comprised of private balconies, a gym, and rear yard.

Vehicular ingress and egress for the building's parking garage will be provided via single driveway off of Sweetzer Avenue. Pedestrian access to the residential lobby of the building will be at the center of the property on Sweetzer Avenue. The project will maintain a front yard setback of 15 feet along Sweetzer Avenue, a northerly side yard setback of 5 feet, 8 inches (in lieu of the otherwise permitted 8 feet, as permitted by an Additional Incentive for a maximum 30 percent reduction in required side yard setback), a southerly side yard setback of 8 feet, and an easterly rear yard setback of 15 feet.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. As such, the project is eligible for Base Incentives and up to three (3) Additional Incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 60 percent, (2) increase the maximum allowable FAR by 45 percent or to 3.25:1 if the maximum percentage increase results in a FAR of less than 3.25:1 for a project in a commercial zone, and (3) provide a minimum of zero (0) parking spaces. The project is seeking

a 60 percent density increase to 23 units, an increase in FAR to 4:1, and will provide at least the minimum number of parking spaces required. As Additional Incentives, the project is requesting, (1) up to a 30 percent reduction in the northerly side yard setback requirement, (2) an increase in height by one additional story up to 11 additional feet; and (3) a maximum reduction of up to 20 percent in the required amount of open space. The project meets the TOC Guideline requirements of providing at least 15 percent of the base units for Very Low Income Households in exchange for being granted the three requested Additional Incentives. The project is setting aside one (1) unit for Extremely Low Income Households, and two (2) units for Very Low Income Households, which equates to 20 percent of the 15 base units permitted through the underlying zoning of the site.

## **SURROUNDING PROPERTIES**

Properties within the vicinity of the project site are zoned [Q]R3-1 and R2-1XL and are designated for Medium Residential and Low Medium I Residential land uses. The subject property abuts the City of West Hollywood to the west. The surrounding properties are developed with multi-family residential buildings ranging from one to three stories in height. Adjoining the subject site to the north is a [Q]R3-1 zoned property developed with a single-story apartment building. Adjoining the site to the east and south is a reverse L-shaped lot zoned [Q]R3-1, that is developed with a two-story apartment building, detached garage, and surface parking lot. Abutting the subject site to the southwest, across Sweetzer Avenue is a [Q]R3-1 zoned property, developed with a two-story triplex that is designated as a historic monument per Historic Places LA. The historic building was constructed in 1926 and is regarded as an excellent and rare example of Moorish Revival multi-family residential architecture in Hollywood. Properties abutting the project site to the west and northwest, across Sweetzer Avenue, fall within the jurisdiction of the City of West Hollywood, and are improved with apartment buildings ranging from one to three stories in height, as well as two-story apartment motel (The Charlie).

## **STREETS**

Sweetzer Avenue, adjoining the subject property to the west, is a designated Collector Street, dedicated to a varying right-of-way width of 45 to 63 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

## **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, the Governor 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, and as amended by SB 8), which 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 (and as amended by SB 8) creates, among other things, new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. 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 currently developed with two two-story duplexes. The Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination (RUD) Letter dated March 3, 2022, determined that three (3) of the existing dwelling units need to be replaced with equivalent type, with one (1) unit restricted to Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. The project will reserve one (1) dwelling unit for Extremely Low Income Households, and two (2) dwelling units for Very Low Income Households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

## **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 the request herein does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) 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 2 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve 12 percent of the total number of on-site dwelling units for Very Low Income Households. The project will reserve one (1) on-site dwelling unit for Extremely Low Income Households and will reserve two (2) on-site dwelling units for Very Low Income Households, which complies with the required 12 percent of the 23 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 (one-half mile) 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 project site is located within one-half mile of the Metro Local 4 and Local 105 bus lines, which qualifies as a Major Transit Stop. As such, the project meets the eligibility requirements for a TOC Housing Development to be located within one-half mile of a Major Transit Stop.

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

The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination Letter, dated March 3, 2022, and attached to the subject case file, that since at least 2018, the subject property has been improved with two duplexes and that three (3) units need to be replaced with equivalent type, with one (1) unit restricted to Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. The project will reserve two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. 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.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to, a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood

Plan, 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 Eligibility Requirement No. 1 above (except Moderate Income units).*
  - a. *One (1) Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
  - b. *Two (2) Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
  - c. *Three (3) 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 is also requesting three (3) Additional Incentives: 1) up to a 30 percent reduction in the northerly side yard setback requirement, 2) an increase in height by one additional story up to 11 additional feet; and 3) a maximum reduction of up to 20 percent in the required amount of open space. The project meets the TOC Guideline requirements of providing at least 15 percent of the base units for Very Low Income Households in exchange for being granted the additional incentives. The project is setting aside one (1) unit for Extremely Low Income Households, and two (2) units for Very Low Income Households, which equates to 20 percent of the base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

As Additional Incentives, the project is requesting, (1) up to a 30 percent reduction in the northerly side yard setback requirement, (2) an increase in height by one additional story up to 11 additional feet; and (3) a maximum reduction of up to 20 percent in the required amount of open space.

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 in exchange for reserving at least 15 percent of the base units for Very Low Income Households. The project is setting aside one (1) unit for Extremely Low Income Households, and two (2) units for Very Low Income Households, which equates to 20 percent of the 15 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

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

The subject property consists of two (2) contiguous lots, all of which are located within a Tier 2 TOC 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. As such, this eligibility requirement does not apply.

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

The 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.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project seeks three (3) Additional Incentives and has demonstrated conformance to the Citywide Design Guidelines. The proposed development has been conditioned to ensure a well-designed project and in compliance with the Citywide Design Guidelines. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping, prominent pedestrian entryways, and screening of any mechanical equipment from the public right-of-way. The project has also been conditioned to incorporate a variety of building materials and to either wrap or enclose all visible vehicular parking in order to create visually interesting building façades and minimize impacts on surrounding properties. Lastly, the project has been reviewed in accordance with the Melrose Zone Change Permanent "Q" Conditions (Z1-2381).

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

Pursuant to Section 12.22-A,31(e) of the LAMC, the Director shall review a Transit Oriented Communities 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(e) 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 record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

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

**Yards/Setbacks.** The requested incentive to reduce the side yard setback requirements is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. In this case, the applicant has requested to reduce the northerly side yard setback by 30 percent, to permit a setback of 5 feet, 8 inches in lieu of the otherwise required 8 feet. The requested incentive enables the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve one (1) dwelling unit for Extremely Low Income Households, and two (2) dwelling units for Very Low Income Households, and facilitates the creation of affordable housing units.

**Height.** The requested incentive for an increase in maximum building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 2 project is permitted a maximum increase of one (1) additional story and up to 11 additional feet in building height, resulting in a total maximum building height of 56 feet in lieu of the maximum 45 feet otherwise permitted by the underlying [Q]R3-1 Zone. This requested incentive will allow the developer to increase the height of the structure to allow the units reserved for affordable housing to be constructed and increase the overall space dedicated to residential uses. The incentive further supports the applicant's decision to reserve one (1) dwelling unit for

Extremely Low Income Households, and two (2) dwelling units for Very Low Income Households, and facilitates the creation of affordable housing units.

**Open Space.** The requested open space incentive, allowing for a maximum 20 percent reduction of the open space requirement, is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to reduce open space requirements so that affordable housing units reserved for Extremely Low Income Households and Very Low Income Households can be constructed and the overall space dedicated to residential uses is increased. The incentive further supports the applicant's decision to reserve one (1) dwelling unit for Extremely Low Income Households, and two (2) dwelling units for Very Low Income Households, and facilitates the creation of affordable housing units.

Therefore, the three (3) Additional Incentives are necessary to provide for affordable housing costs.

- b. *The Incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to low-income and moderate-income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(B) and 65589.5(d)).*

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)). The 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. According to ZIMAS, the project site does not fall within a Methane Hazard Site, an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, Flood Zone, Landslide Area, Tsunami Inundation Zone, a Very High Fire Hazard Severity Zone, Hillside Area, or BOE Special Grading Area. The project site is located within a Liquefaction Area and is located within approximately 1.37 kilometers of the nearest fault zone (Hollywood Fault). Therefore, there is no substantial evidence that the proposed project, and thus the requested incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

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

There is no substantial evidence in the record indicating that the requested incentives are contrary to any 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 in Zone X, areas determined to be outside the 500-year flood plain.

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 dated April 3, 2023 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.

### **OBSERVANCE OF CONDITIONS – TIME LIMIT – LAPSE OF PRIVILEGES**

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

### **TRANSFERABILITY**

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

### **VIOLATION OF THESE CONDITIONS, A MISDEMEANOR**

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

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

### **APPEAL PERIOD - EFFECTIVE DATE**

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these

Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

**Online Application System (OAS):** The OAS (<https://planning.lacity.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 North Figueroa Street,  
4<sup>th</sup> Floor  
Los Angeles, CA 90012  
[Planning.figcounter@lacity.org](mailto:Planning.figcounter@lacity.org)*

*Van Nuys DSC  
(818) 374-5050  
6262 Van Nuys Boulevard,  
Suite 251  
Van Nuys, CA 91401  
[Planning.mbc2@lacity.org](mailto:Planning.mbc2@lacity.org)*

*West Los Angeles DSC  
(CURRENTLY CLOSED)  
(310) 231-2901  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
[Planning.westla@lacity.org](mailto: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 portal ([appointments.lacity.org](http://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

**Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal the TOC portion of this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



---

Heather Bleemers  
Senior City Planner

Reviewed by:



---

Esther Ahn  
City Planner

Prepared by:



---

Trevor Martin  
City Planning Associate

Attachments:

Exhibit A: Architectural Plans and Landscape Plans

**Exhibit C:**  
**Approved Project Plans**

# SWEETZER APARTMENTS

## PROPOSED MULTI-RESIDENTIAL PROJECT

806 N. SWEETZER AVE., LOS ANGELES, CA 90069

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SHOWN HEREON. ANY OTHER USE OF THESE PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

DATE	REVISIONS	DATE	ISSUED FOR

CONSENTARY

SIGNATURE

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN  
 1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE  
 COVER SHEET  
 PROJECT TITLE  
 SWEETZER APARTMENTS  
 806 N. SWEETZER AVE., LOS ANGELES, CA 90069

DATE  
 2021-01  
 DRAWN  
 CHECKED  
 PROJECT

SHEET  
 OF  
 A0.1

**DEVELOPER**  
 JONAH 26 LLC  
 8306 WILSHIRE BOULEVARD  
 BEVERLY HILLS, CA 90211  
 TEL: 213-675-3311  
 E-MAIL: jsarshar@yahoo.com

**ARCHITECT**  
 PLUS ARCHITECTS  
 1770 SAWTELLE BOULEVARD  
 LOS ANGELES, CA 90025  
 TEL: 310-478-6149  
 E-MAIL: plusarch@aol.com

**LANDSCAPE**  
 SEED GROUP  
 1505 BORDER AVENUE  
 TORRANCE, CA 90501  
 TEL: 310-787-1055  
 E-MAIL: art@seedgroup.com

**LID ENGINEER**  
 MNS ENGINEERING  
 1600 SAWTELLE BOULEVARD  
 SUITE 300  
 LOS ANGELES, CA 90025  
 TEL: 310-445-8474  
 E-MAIL: office@mnsengineering.com

**SURVEYOR**  
 LAND TOPOGRAPHY CORP.  
 4402 CHARLEMONT AVENUE  
 WOODLAND HILLS, CA 91364  
 TEL: 818-334-9135  
 E-MAIL: azarmypl@gmail.com

**ARCHITECTURAL**

A0.1	COVER SHEET
A0.2	AREA CALCULATION DIAGRAMS
A0.3	DOCUMENTS
SV-1	SURVEY PLAN
A1.1	SITE PLAN
A2.1	BASEMENT GARAGE L-2
A2.2	BASEMENT GARAGE L-1
A2.3	GROUND FLOOR PLAN
A2.4	2ND FLOOR PLAN
A2.5	3RD FLOOR PLAN
A2.6	4TH FLOOR PLAN
A2.7	5TH FLOOR PLAN
A2.8	ROOF PLAN
A3.1	BLDG. ELEVATION-WEST
A3.2	BLDG. ELEVATION-SOUTH
A3.3	BLDG. ELEVATION-EAST
A3.4	BLDG. ELEVATION-NORTH
A4.1	BLDG. SECTION

**BUILDING DATA:**  
**EXISTING BUILDING:** 1 & 2-STORY MULTI-RESIDENTIAL TO BE DEMOLISHED

**PROPOSED PROJECT:** 5-STORY APARTMENTS TOC TIER II PROJECT WITH 23 RESIDENTIAL RENTAL UNITS OVER 2 LEVELS OF SUBTERRANEAN PARKING GARAGE

**ZONE:** R3-1

**LOT AREA:** GROSS: 11,939.60 SQ.FT.  
 NET: 11,639.60 SQ.FT.

**OCCUPANCY:** R-2 / S-2

**BUILDING CODE:** 2020 L.A.B.C., 2020 L.A. GREEN BLDG. CODE

**CONSTRUCTION:** TYPE IA, TYPE IIIA, FULLY SPRINKLERED (NFPA 13)

**BUILDING HEIGHT:** PER ZONING CODE ALLOWED : 45'-0"  
 PROPOSED : 56'-0"

**UNIT DENSITY:**  
 11,939.60 SQ FT (LOT AREA) / 800 = 14.92 = 15 BASE UNITS  
 15 BASE UNITS X 60% INCREASE (PER TOC TIER II) = 9 UNITS  
 TOTAL ALLOWED : 15 + 9 = 24 UNITS  
 TOTAL PROPOSED : 23 UNITS

**TRANSIT ORIENTED COMMUNITY TIER II AFFORDABLE HOUSING INCENTIVES:**  
**AFFORDABILITY:**  
**REQUIRED :**  
 1) PER TOC TIER II :  
 (23) UNITS X 12% = (3) VERY LOW INCOME UNITS  
 2) FOR (3) ADDITIONAL INCENTIVES - MIN. 15% OF V.L.I.:  
 (3) V.L.I. UNITS / (15) UNITS = 20%  
 3) LINKAGE FEE EXCEPTION:  
 (23) UNITS X 11% = (3) VERY LOW INCOME UNITS  
 4) PER LAHD RUD:  
 (1) EXTREMELY LOW INCOME UNIT,  
 (1) VERY LOW INCOME UNIT, & (1) LOW INCOME UNIT

**PROVIDED :**  
 (1) EXTREMELY LOW INCOME UNIT  
 (2) VERY LOW INCOME UNITS

**TOC TIER II BASE INCENTIVES:**  
 1) RESIDENTIAL DENSITY (R3-1)  
 15 (BASE UNITS) X 60% = 9 UNITS  
 2) FAR : 4.35:1 (45% INCREASE FROM FAR: 3:1)  
 3) PARKING  
 RESIDENTIAL PARKING : 1.0 SPACES PER UNIT

**TOC TIER II ADDITIONAL INCENTIVES:**  
 1) BUILDING HEIGHT : 11'-0" ADDITIONAL HT. (1 ADDITIONAL STORY)  
 2) 30% REDUCTION OF SIDE SETBACK  
 3) 20% REDUCTION OF OPEN SPACES

**UNIT CALCULATION PER TOC TIER II:**  
 TOTAL ALLOWABLE UNITS : 24 UNITS (15 UNITS + 9 UNITS)  
 PROPOSED : 23 UNITS (INCL. 3 VERY LOW INCOME UNITS)

**UNIT COUNT:**

FLOOR	UNITS	1-BEDRM.	2-BEDRM.	3-BEDRM.	TOTAL
1ST FLOOR	1	4	-	-	5
2ND FLOOR	2	4	-	-	6
3RD FLOOR	1	5	-	-	6
4TH FLOOR	2	-	4	-	6
5TH FLOOR	-	-	-	-	-
TOTAL	6	13	4	23	

**FLOOR AREA CALCULATION PER ZONING CODE:**  
 F.A.R. ALLOWED: 7,830 X 3.00 = 23,490 SQ.FT.  
 ALLOWED PER TOC TIER II 7,830 X 4.35 = 34,060 SQ.FT.  
 F.A.R. PROPOSED: 4.00 = 31,341 SQ.FT.

**PROPOSED:**  
 GARAGE L-2 GYM & CIRCULATION 1,255 SQ.FT.  
 GARAGE L-1 CIRCULATION 244 SQ.FT.  
 1ST FLOOR LOBBY 6,296 SQ.FT.  
 2ND FLOOR 6,504 SQ.FT.  
 3RD FLOOR 6,505 SQ.FT.  
 4TH FLOOR 6,771 SQ.FT.  
 5TH FLOOR 3,919 SQ.FT.  
**TOTAL 31,494 SQ.FT.**

GARAGE L-1 9,836 SQ.FT.  
 GARAGE L-2 9,190 SQ.FT.  
**TOTAL 19,026 SQ.FT.**

**PARKING CALCULATION PER TOC II:**  
 (LAMC SEC.12.22. A31)  
**PARKING REQUIRED PER TOC TIER II BASIC INCENTIVES:**  
**RESIDENTIAL :**  
 23 UNITS x 1.0 = 23 SPACES

**TOTAL REQUIRED PARKING : 23 SPACES**  
**PARKING PROVIDED : 47 SPACES**  
 STANDARD : 24 SPACES  
 COMPACT : 22 SPACES  
 ACCESSIBLE : 1 SPACES

**ELEC. VEHICLE CAPABLE PARKING CALCULATION**  
**REQUIRED : 47 x 30% = 14.1 = 15 SPCAES**  
**PROVIDED : 15 SPACES**

**BICYCLE PARKING CALCULATION:**  
 (LAMC SEC.12.21. A4 & ORD. 185480)

**TOTAL REQUIRED : LONG TERM 23 SPACES SHORT TERM 3 SPACES**  
**TOTAL PROVIDED : 23 SPACES 3 SPACES**

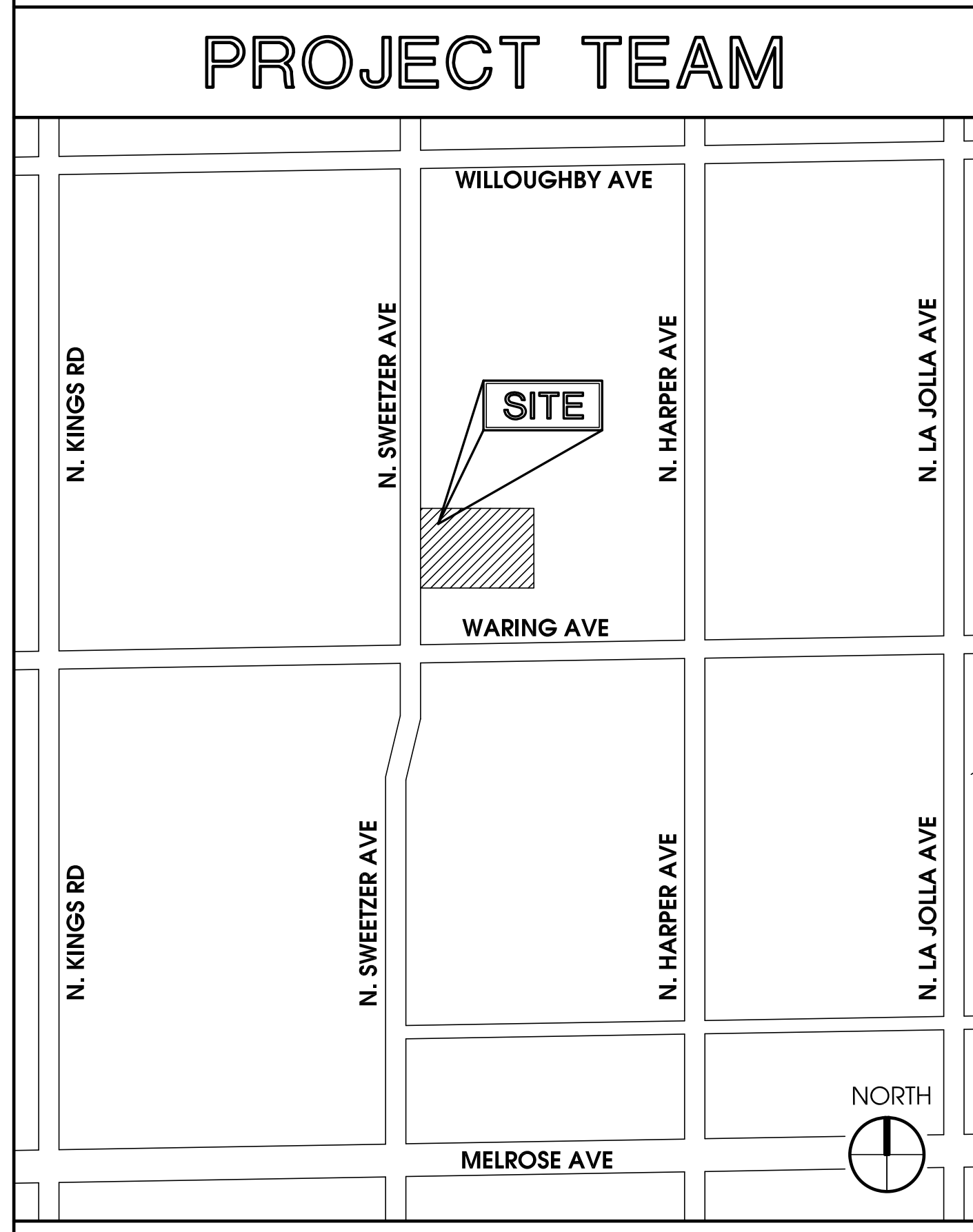
**OPEN SPACE CALCULATION:**  
**OPEN SPACE REQUIRED:** (SEE A0.2) FOR MORE INFO  
 6 UNITS X100 SQ.FT. (≤ 3 HABITABLE RMS) 600 SQ.FT.  
 13 UNITS X125 SQ.FT. (3 HABITABLE RMS) 1,625 SQ.FT.  
 4 UNITS X175 SQ.FT. (≥ 3 HABITABLE RMS) 700 SQ.FT.  
 SUB TOTAL 2,925 SQ.FT.  
 W/ 20% REDUCTION : (2,925 SQ.FT.X 20%) - 585 SQ.FT.  
**TOTAL REQUIRED : 2,340 SQ.FT.**

**OPEN SPACE PROVIDED:**  
 PRIVATE OPEN SPACE : 600 SQ.FT.  
 12 UNITS X 50 SQ.FT. 600 SQ.FT.

**COMMON OPEN SPACE :**  
 GYM @ GARAGE L-2 (25% of 2,340 sf) 585 SQ.FT.  
 REAR YARD 1,282 SQ.FT.  
**TOTAL PROVIDED 2,467 SQ.FT.**

**GRADING CALCULATION:**  
 CUT 11,207 CU.YD.  
 BACK FILL 1,400 CU.YD.  
 EXPORT 9,807 CU. YD.

**LEGAL DESCRIPTION**  
 THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:  
 LOT 9 IN BLOCK "A" OF TRACT NO. 5763, AS PER MAP RECORDED IN BOOK 62 PAGE 17 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, EXCEPTING THEREFROM THE EAST 41.6 FEET THEREOF. APN: 5529-010-011  
 PER PRELIMINARY TITLE PROVIDED BY LAWYERS TITLE REPORT, REFERENCE NO: 02-035259-AC, FILE NO: 120074514  
 LOT 10 IN BLOCK "A" OF TRACT NO. 5763, AS PER MAP RECORDED IN BOOK 62 PAGE 17 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, EXCEPTING THEREFROM THE EAST 41.6 FEET THEREOF. APN: 5529-010-012



VICINITY MAP

DRAWING INDEX

PROJECT SUMMARY

**EXHIBIT "A"**  
 Page No. 1 of 30  
 Case No. DIR-2022-8428-TOC-HCA



SWEETZER AVE.

(E) 1-STORY BUILDING

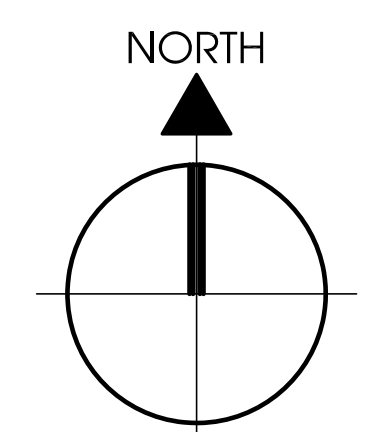
(E) 2-STORY BUILDING

(E) PARKING LOT

5-STORY TOC TIER II PROJECT  
5-STORY TOC II BONUS PROJECT  
W/ 5 STORIES 23 UNITS OF APARTMENTS O/  
2 LEVELS OF SUBTERRANEAN GARAGE  
GROUND FLOOR=217.00' FF.

**EXHIBIT "A"**  
Page No. 2 of 30  
Case No. DIR-2022-8428-TOC-HCA

**A SITE PLAN**  
SCALE: 3/16"=1'-0"



THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SHOWN HEREON. ANY OTHER USE OF THESE PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

DATE	REVISIONS	DATE	ISSUED FOR

CONSULTANT

SIGNATURE

**PLUS ARCHITECTS**  
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**SHEET TITLE**  
SITE PLAN

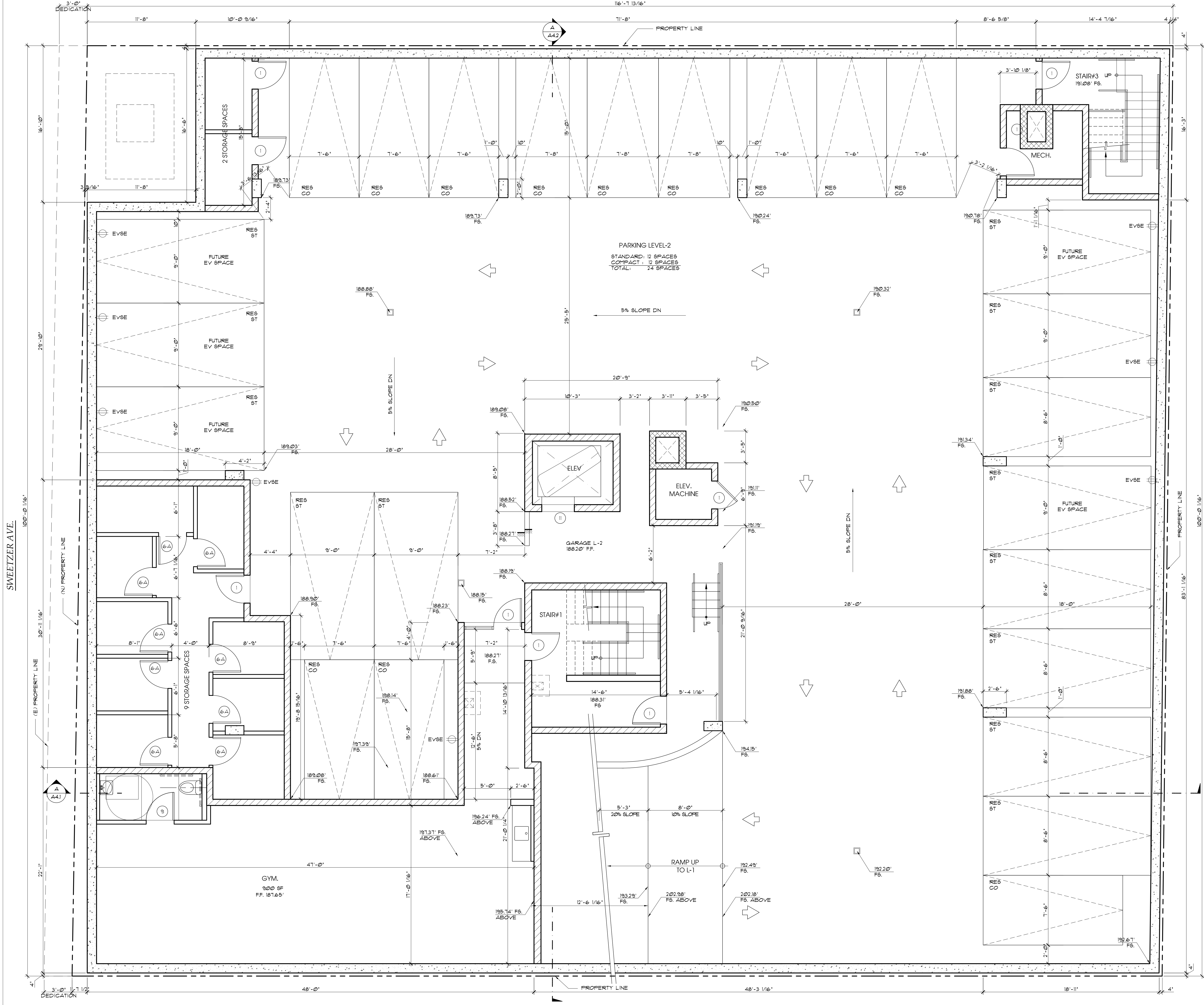
**PROJECT TITLE**  
SWEETZER APARTMENTS

1770 SAWTELLE BOULEVARD  
LOS ANGELES, CA 90025

DATE	DRAWN	CHECKED	PROJECT	2021-01

**SHEET** A1.1





- LEGEND**
- CAST-IN-PLACE CONCRETE WALL PER STRUCT. PLAN (SEE PLANS FOR FIRE RATING)
  - CAST-IN-PLACE CONCRETE WALL W/ STONE CLADDING
  - 2-HR EXT. WALL CONST. - STUCCO  
X6 STUDS PER STRUCT. PLAN # 16" O.C. W/ 2-LAYERS 5/8" TYPE 'X' GYP. BD. # INTERIOR FACE # 2 COATS OF 1/2" GYPSUM BOARD OR 5/8" TYPE 'X' GYP. BD. # EXTERIOR FACE # R-19 INSULATION
  - 2-HR CONST. CONC. MASONRY WALL PER STRUCT. PLAN
  - 2-HR EXT. WALL CONSTRUCTION W/ FIBER CEMENT CLADDING  
X6 UD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 2-HR EXT. WALL CONSTRUCTION W/ WOOD SIDING  
X6 UD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 2-HR EXT. WALL CONSTRUCTION W/ STONE CLADDING  
X6 UD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 2-HR INTERIOR PARTY WALL  
3-5/8" 20 GA. METAL STUD W/ 2 LAYERS OF 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 1-HR INTERIOR PARTY WALL  
3-5/8" 20 GA. METAL STUD W/ 2 LAYERS OF 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES # R-19 INSULATION PER FIBC 2011-06-9 (SEE STRUCT. PLANS FOR SHEAR WALL LOCATIONS)
  - 1-HR INT. CORRIDOR WALL  
6" 20 GA. METAL STUDS # 16" O.C. W/ 2-LAYER 1/2" TYPE 'X' GYP. BD. ON EACH SIDE # R-19 INSULATION PER FIBC 2011-06-9 (SEE STRUCT. PLANS FOR SHEAR WALL LOCATIONS)
  - 2-HR SHAFT WALL  
3-5/8" 20 GA. METAL STUD W/ 2-LAYERS OF 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE, 1/8" STUCCO ON CORRIDOR SIDE, STC 50
  - INTERIOR PARTITION - NON LOAD BEARING  
3-5/8" METAL STUDS W/ 5/8" TYPE 'X' GYP. BD. ON EACH SIDE (SEE STRUCT. PLANS FOR GAUGE)
  - 6" 25 GA. MTL. STUD FLUJING WALL FOR FLUJING WALL AGAINST SHEAR WALLS OR CONCRETE WALL
  - FINISH TO FINISH FLOOR DIFFERENCE
  - CLASS 1 WET STANDPIPE
  - EXIT SIGN W/ EMERGENCY LIGHT
  - AREA DRAIN
  - WALL W/ GRAB BAR BACKING  
32" TO 38" ABOVE FLR FOR 36" TO 42" FUTURE GRAB BAR
  - FLOOR MOUNTED GRAB BAR
  - DRYER VENT
  - 5 MINUTES MIN. AIR EXCHANGE FAN - FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING. FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
  - HARD WIRED PHOTOELECTRIC SMOKE DETECTORS W/ BATTERY BACK-UP  
MODEL NO 2002RAC BY 'BRK ELECTRONICS'
  - CARBON MONOXIDE ALARM  
15" WIDE BREAD BOARD
  - ROLL-DOWN SMOKE GUARD - MODEL M200 HIGH MOUNT BY 'SMOKE GUARD CORPORATION' (CBO 136, LANS 250)
  - FIRE DEPARTMENT CONNECTION  
WATER HEATER MOUNTED AT WALL  
SPRINKLER HEAD FOR WATER CURTAIN INSTALLED IN ACCORDANCE WITH FIBC 2010-10-6

**DIMENSION & FINISH NOTES:**  
1. ALL DIMENSIONS ARE FINISH UNO.

<b>DATE</b>	<b>REVISIONS</b>	<b>DATE</b>	<b>ISSUED FOR</b>
<b>CONSULTANT</b>			
<b>SIGNATURE</b>			
<b>1 A&amp;T</b>			
<b>2 A&amp;T</b>			
<b>3 A&amp;T</b>			
<b>10 A&amp;T</b>			
<b>20 A&amp;T</b>			
<b>60 A&amp;T</b>			
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<b>1 A&amp;T</b>			

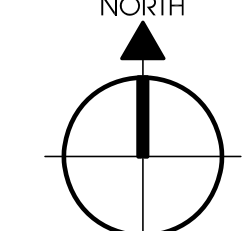
**PLUS ARCHITECTS**  
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

<b>SHEET TITLE</b>	<b>PROJECT TITLE</b>
BASEMENT L-2 FLOOR PLAN	SWEETZER APARTMENTS
4/16/2021	2021-01
DRAWN	CHECKED
DATE	BY

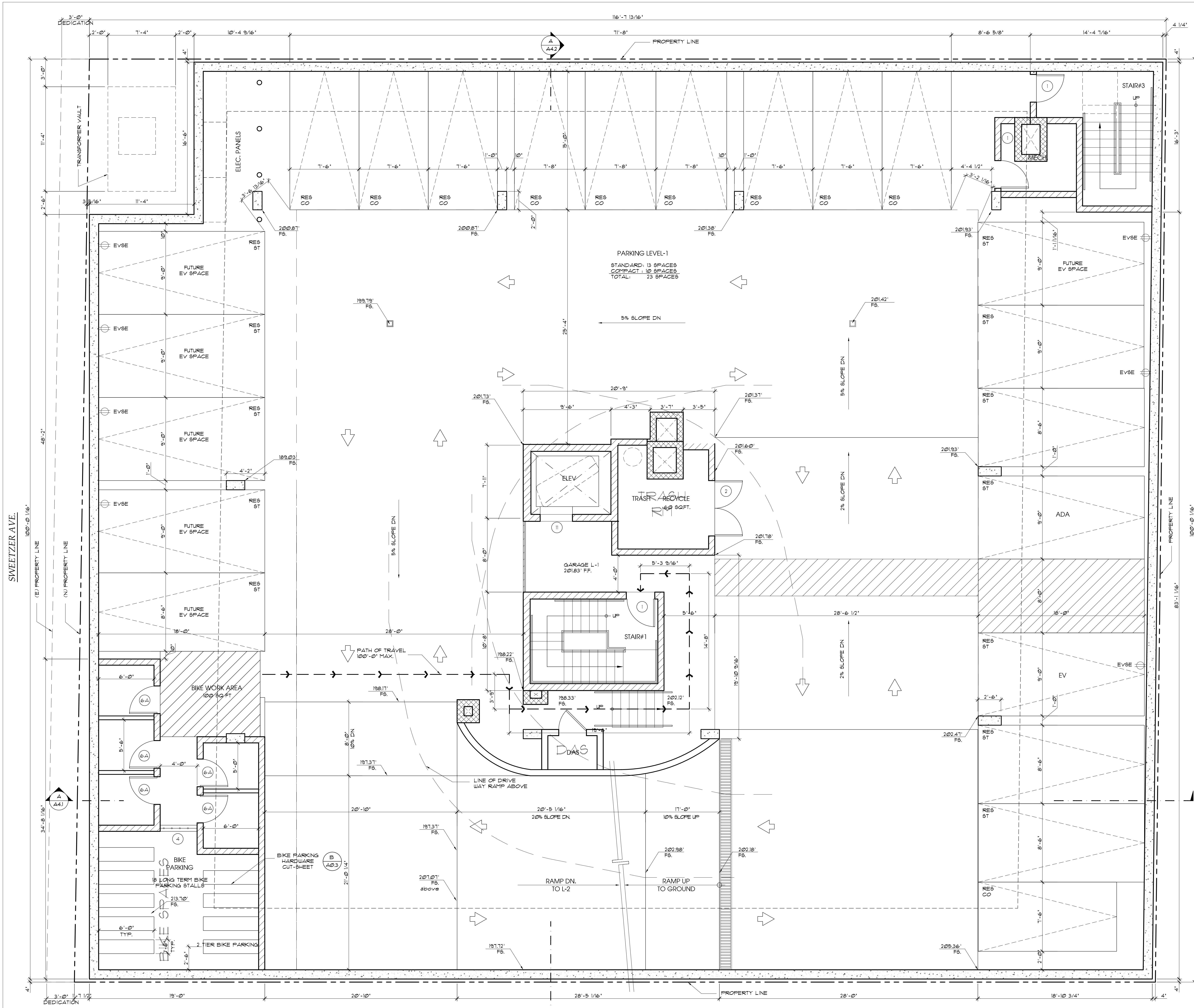
**EXHIBIT "A"**  
Page No. 3 of 30  
Case No. DIR-2022-8428-TOC-HCA

A **BASEMENT L-2 FLOOR PLAN**  
SCALE: 1/4"=1'-0"



**A2.1**





- ### LEGEND
- CAST-IN-PLACE CONCRETE WALL PER STRUCT. PLAN (SEE PLANS FOR FIRE RATING)
  - CAST-IN-PLACE CONCRETE WALL W/ STONE CLADDING
  - 2-HR EXT. WALL CONST. - STUCCO X6 UD STUDS PER STRUCT. PLAN # 16" OC W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. # INTERIOR FACE & 2 COATS OF 1/2" CEMENT PLASTER @ 5/8" TYPE 'X' GYP. BD. # EXTERIOR FACE & R-5 INSULATION
  - 2-HR CONST. CONC. MASONRY WALL PER STRUCT. PLAN
  - 2-HR EXT. WALL CONSTRUCTION W/ FIBER CEMENT CLADDING X6 UD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD ON BOTH SIDES
  - 2-HR EXT. WALL CONSTRUCTION W/ WOOD SIDING X6 UD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD ON BOTH SIDES
  - 2-HR EXT. WALL CONSTRUCTION W/ STONE CLADDING X6 UD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD ON BOTH SIDES
  - 2-HR SHAFT WALL 3-5/8" 20 GA. METAL STUD W/ 2-LAYERS OF 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 1-HR INTERIOR PARTY WALL - 6" 20 GA. METAL STUDS # 16" OC. ON 18 GA. TRACK W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES & R-19 INSULATION PER FIBC 2011-269 - 5' ON WALL W/ CONCAVE MORTAR JOINT PROVIDE CONCRETE SEALER AT AREAS SUBJECT TO FUTURE (SEE STRUCT. PLANS FOR LOCATIONS)
  - 1-HR INTERIOR CORRIDOR WALL - 6" 20 GA. METAL STUDS # 16" OC. W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON EACH SIDE & R-19 INSULATION PER FIBC 2011-269 (SEE STRUCT. PLANS FOR SHEAR WALL LOCATIONS)
  - 1-HR INT. CORRIDOR WALL - 6" 20 GA. METAL STUDS # 16" OC. W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE 1/8" STUCCO ON CORRIDOR SIDE, STC 50 - PER FIBC 2011-269
  - 2-HR SHAFT WALL 3-5/8" 20 GA. METAL STUD W/ 2-LAYERS OF 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE 1/8" STUCCO ON CORRIDOR SIDE, STC 50
  - INTERIOR PARTITION - NON LOAD BEARING 3-5/8" METAL STUDS W/ 5/8" TYPE 'X' GYP. BD. ON EACH SIDE (SEE STRUCT. PLANS FOR GAUGE)
  - 6" 20 GA. METAL STUD FIRE DEPARTMENT CONNECTION FOR PLUMBING WALL AGAINST SHEAR WALLS OR CONCRETE WALL
  - FINISH TO FINISH FLOOR DIFFERENCE
  - CLASS 1 WET STANDPIPE
  - EXIT SIGN W/ EMERGENCY LIGHT
  - AREA DRAIN WALL W/ GRAB BAR BACKING 33" TO 36" ABOVE FLS. FOR 36" TO 42" FUTURE GRAB BAR
  - FLOOR MOUNTED GRAB BAR
  - DRYER VENT
  - 5 MINUTES MIN. AIR EXCHANGE FAN - FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING. - FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.
  - HARD WIRED PHOTOELECTRIC SMOKE DETECTORS W/ BATTERY BACK-UP MODEL NO 2002RAC BY BRK ELECTRONICS
  - CARBON MONOXIDE ALARM
  - 15' WIDE BREAD BOARD
  - ROLL-DOWN SMOKE GUARD - MODEL NO 1100 HIGH MOUNT BY SMOKE GUARD CORPORATION (CBO 1136, LARR 2510)
  - FIRE DEPARTMENT CONNECTION WATER HEATER MOUNTED AT WALL SPRINKLER HEAD FOR WATER CURTAIN INSTALLED IN ACCORDANCE WITH FIBC 2011-106

**DIMENSION & FINISH NOTES:**  
 1. ALL DIMENSIONS ARE FINISH TO FINISH UNDO.

DATE	REVISIONS

DATE	ISSUED FOR

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

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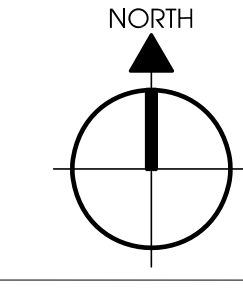
<b>SHEET TITLE</b>	<b>PROJECT TITLE</b>
BASEMENT L-1 FLOOR PLAN	SWEETZER APARTMENTS

<b>DATE</b>	<b>DRAWN</b>	<b>CHECKED</b>
4/18/2021		

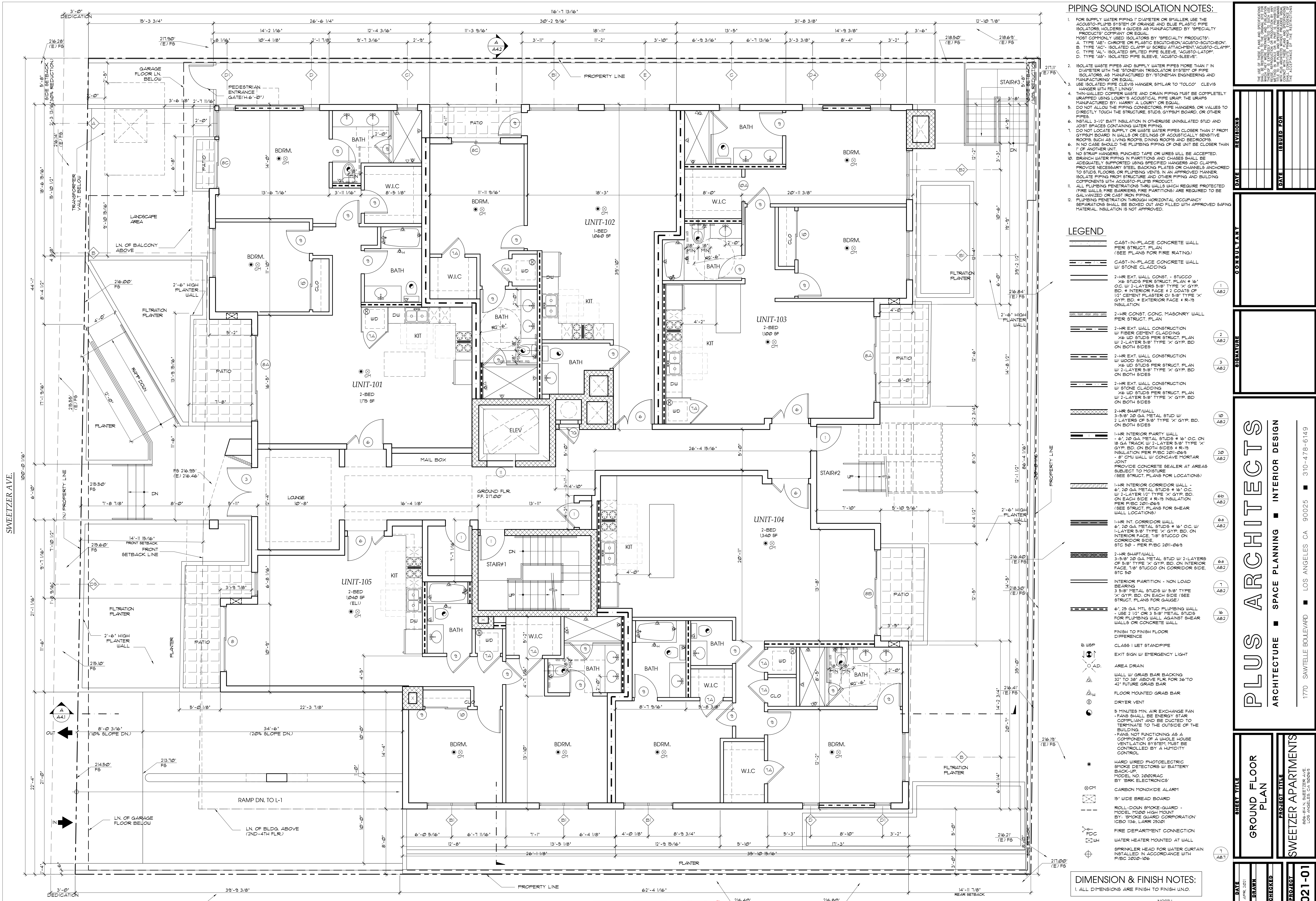
<b>PROJECT</b>	<b>2021-01</b>
<b>SHEET</b>	<b>OF</b>
<b>A2.2</b>	<b>01</b>

**EXHIBIT "A"**  
 Page No. 4 of 30  
 Case No. DIR-2022-8428-TOC-HCA

▲ **BASEMENT L-1 FLOOR PLAN**  
 SCALE: 1/4"=1'-0"







- PIPING SOUND ISOLATION NOTES:**
- FOR SUPPLY WATER PIPING 1" DIAMETER OR SMALLER USE THE ACOUSTO-PLUMB SYSTEM OF ORANGE AND BLUE PLASTIC PIPE ISOLATORS MANUFACTURED BY "SPECIALTY PRODUCTS COMPANY" OR EQUAL. MOST COMMONLY USED IS MANUFACTURED BY "SPECIALTY PRODUCTS".
  - FOR WASTE PIPING 1" DIAMETER OR SMALLER USE THE ACOUSTO-PLUMB SYSTEM OF ORANGE AND BLUE PLASTIC PIPE ISOLATORS MANUFACTURED BY "SPECIALTY PRODUCTS".
  - FOR SUPPLY WATER PIPING MORE THAN 1" IN DIAMETER USE THE STONEMAN TRI-ISO SYSTEM OF PIPE ISOLATORS AS MANUFACTURED BY STONEMAN ENGINEERING AND MANUFACTURING OR EQUAL.
  - USE ISOLATED PIPE CLEVIS HANGER SIMILAR TO "TOLCO" CLEVIS HANGER WITH "LINKS".
  - THIN-WALLED COPPER WASTE AND DRAIN PIPING MUST BE COMPLETELY WRAPPED USING LOURY'S ACOUSTICAL PIPE WRAP. THE WRAPS ARE MANUFACTURED BY HARRY A. LOURY OR EQUAL.
  - DO NOT ALLOW THE PIPING CONNECTORS, PIPE HANGERS, OR VALVES TO DIRECTLY TOUCH THE STRUCTURE, STUDS, GYPSUM BOARD, OR OTHER PIPES.
  - INSTALL 3-1/2" BATT INSULATION IN OTHERWISE UNINSULATED STUD AND JOIST SPACES CONTAINING WATER PIPING.
  - DO NOT LOCATE SUPPLY OR WASTE WATER PIPES CLOSER THAN 2" FROM GYPSUM BOARD IN WALLS OR CEILING OF ACOUSTICALLY SENSITIVE ROOMS SUCH AS LIVING ROOMS, DINING ROOMS AND BEDROOMS.
  - IN NO CASE SHOULD THE PLUMBING PIPING OF ONE UNIT BE CLOSER THAN 1" OF ANOTHER UNIT.
  - NO STRAP HANGERS, PUNCHED TAPE OR WIRES WILL BE ACCEPTED. BRANCH WATER PIPING IN PARTITIONS AND CHASES SHALL BE ADEQUATELY SUPPORTED USING SPECIFIED HANGERS AND CLAMPS. PROVIDE NECESSARY STEEL BACKING PLATES OR CHANNELS ANCHORED TO STUDS, FLOORS OR PLUMBING VENTS IN AN APPROVED MANNER. ISOLATE PIPING FROM STRUCTURE AND OTHER PIPING AND BUILDING COMPONENTS WITH ACOUSTO-PLUMB PRODUCT.
  - PLUMBING PENETRATIONS THROUGH WALLS WHICH REQUIRE PROTECTED (FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS) ARE REQUIRED TO BE GALVANIZED OR CAST IRON PIPING.
  - PLUMBING PENETRATIONS THROUGH HORIZONTAL OCCUPANCY SEPARATIONS SHALL BE BOXED OUT AND FILLED WITH APPROVED SAFING MATERIAL. INSULATION IS NOT APPROVED.

- LEGEND**
- CAST-IN-PLACE CONCRETE WALL PER STRUCT. PLAN (SEE PLANS FOR FIRE RATING)
  - CAST-IN-PLACE CONCRETE WALL W/ STONE CLADDING
  - 2-HR EXT. WALL CONST. - STUCCO W/ 2" STUDS PER STRUCT. PLAN # 16" O.C. W/ 2-LAYERS 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE & 1/2 COATS OF 1/2" GYPSUM FLASER ON 5/8" TYPE 'X' GYP. BD. # EXTERIOR FACE & R-15 INSULATION
  - 2-HR CONST. CONC. MASONRY WALL PER STRUCT. PLAN
  - 2-HR EXT. WALL CONSTRUCTION W/ FIBER CEMENT CLADDING W/ 2" STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 2-HR EXT. WALL CONSTRUCTION W/ WOOD SIDING W/ 2" STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 2-HR EXT. WALL CONSTRUCTION W/ STONE CLADDING W/ 2" STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 2-HR SHAF/WALL 3-5/8" 20 GA METAL STUD W/ 2 LAYERS OF 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 1-HR INTERIOR PARTY WALL 1/2" 20 GA METAL STUD # 16" O.C. ON 1/2" GYP. BD. ON BOTH SIDES & R-15 INSULATION PER P/B/C 2011-06-9 - 8" CHU WALL W/ CONCAVE MORTAR JOINT. PROVIDE CONCRETE SEALER AT AREAS SUBJECT TO MOISTURE (SEE STRUCT. PLANS FOR LOCATIONS)
  - 1-HR INTERIOR CORRIDOR WALL - 1/2" 20 GA METAL STUD # 16" O.C. W/ 2-LAYER 1/2" TYPE 'X' GYP. BD. ON EACH SIDE & R-15 INSULATION PER P/B/C 2011-06-9 (SEE STRUCT. PLANS FOR SHEAR WALL LOCATIONS)
  - 1-HR INT. CORRIDOR WALL - 1/2" 20 GA METAL STUD # 16" O.C. W/ 1-LAYER 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE, 1/8" STUCCO ON CORRIDOR SIDE (SEE STRUCT. PLANS FOR GAUGE)
  - 2-HR SHAF/WALL 3-5/8" 20 GA METAL STUD W/ 2-LAYERS OF 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE, 1/8" STUCCO ON CORRIDOR SIDE, STC 50
  - INTERIOR PARTITION - NON LOAD BEARING 3-5/8" METAL STUDS W/ 5/8" TYPE 'X' GYP. BD. ON EACH SIDE (SEE STRUCT. PLANS FOR GAUGE)
  - 6" 25 GA HTL. STUD PLUMBING WALL - USE 2 1/2" OR 3 5/8" METAL STUDS FOR PLUMBING WALL AGAINST SHEAR WALLS OR CONCRETE WALL
  - FINISH TO FINISH FLOOR DIFFERENCE
  - CLASS 1 UET STANDPIPE
  - EXIT SIGN W/ EMERGENCY LIGHT
  - AREA DRAIN
  - WALL W/ GRAB BAR BACKING 32" TO 38" ABOVE FLR FOR 36" TO 42" FUTURE GRAB BAR
  - FLOOR MOUNTED GRAB BAR
  - DRYER VENT
  - 5 MINUTES MIN. AIR EXCHANGE FAN - FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING. - FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL
  - HARD WIRED PHOTOELECTRIC SMOKE DETECTORS W/ BATTERY BACK-UP MODEL NO. 2002RAC BY BRK ELECTRONICS
  - CARBON MONOXIDE ALARM
  - 15" WIDE BREAD BOARD
  - ROLL-DOWN SMOKE-GUARD - MODEL M200 HIGH MOUNT BY SMOKE GUARD CORPORATION (CBO 1136, LARR 2520)
  - FIRE DEPARTMENT CONNECTION
  - WATER HEATER MOUNTED AT WALL
  - SPRINKLER HEAD FOR WATER CURTAIN INSTALLED IN ACCORDANCE WITH P/B/C 2012-10-6

- DIMENSION & FINISH NOTES:**
- ALL DIMENSIONS ARE FINISH TO FINISH UNO.

DATE	REVISIONS

DATE	ISSUED FOR

DATE	CONSUULTANT

DATE	SIGNATURE

**PLUS ARCHITECTS**

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

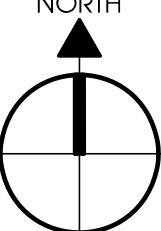
1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

<b>GROUND FLOOR PLAN</b>
<b>SWEETZER APARTMENTS</b>

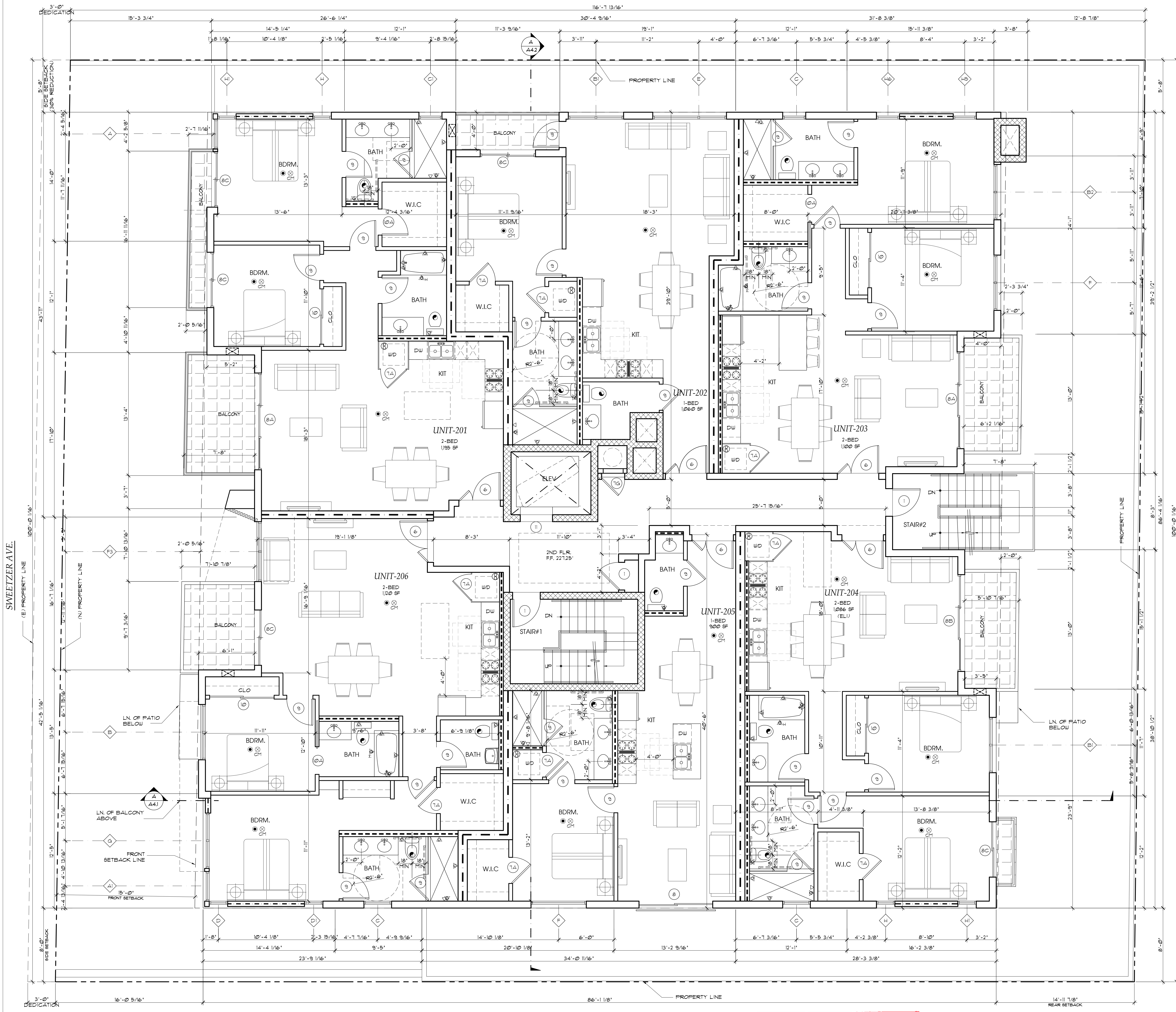
<b>2021-01</b>
<b>A2.3</b>

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Case No. DIR-2022-8428-TOC-HCA

**GROUND FLOOR PLAN**  
SCALE: 1/4"=1'-0"







- LEGEND**
- CAST-IN-PLACE CONCRETE WALL PER STRUCT. PLAN (SEE PLANS FOR FIRE RATING)
  - CAST-IN-PLACE CONCRETE WALL W/ STONE CLADDING
  - 2-HR EXT. WALL CONST. - STUCCO X6 STUDS PER STRUCT. PLAN @ 16" O.C. W/ 2-LAYERS 5/8" TYPE 'X' GYP. BD. # INTERIOR FACE 1/2 COATS OF 1/2" CEMENT PLASTER O/ 5/8" TYPE 'X' GYP. BD. # EXTERIOR FACE 1 R-19 INSULATION
  - 2-HR CONST. CONC. MASONRY WALL PER STRUCT. PLAN
  - 2-HR EXT. WALL CONSTRUCTION W/ FIBER CEMENT CLADDING X6 WD STUDS PER STRUCT. PLAN W/ 2-LAYER 5/8" TYPE 'X' GYP. BD ON BOTH SIDES
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  - 2-HR SHAFT WALL 3-5/8" 20 GA METAL STUD W/ 2 LAYERS OF 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES
  - 1-HR INTERIOR PARTY WALL - 6" 20 GA METAL STUDS @ 16" O.C. ON 18 GA TRACK W/ 2-LAYER 5/8" TYPE 'X' GYP. BD ON BOTH SIDES 4 R-19 INSULATION PER P/B/C 2011-06-9 1-8" CHU WALL W/ CONCRAVE MORTAR JOINT PROVIDE CONCRETE SEALER AT AREAS SUBJECT TO MOISTURE (SEE STRUCT. PLANS FOR LOCATIONS)
  - 1-HR INTERIOR CORRIDOR WALL - 6" 20 GA METAL STUDS @ 16" O.C. W/ 2-LAYER 1/2" TYPE 'X' GYP. BD. ON EACH SIDE 4 R-19 INSULATION PER P/B/C 2011-06-9 (SEE STRUCT. PLANS FOR SHEAR WALL LOCATIONS)
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  - DRYER VENT
  - 5 MINUTES MIN. AIR EXCHANGE FAN - FANS SHALL BE ENERGY STAR COMPLIANT AND BE DESIGNED TO TERMINATE TO THE OUTSIDE OF THE BUILDING
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  - ROLL-DOWN SMOKE-GUARD - MODEL 1200, HIGH MOUNT BY SMOKE GUARD CORPORATION (CBO 1136, LARR 2520)
  - FIRE DEPARTMENT CONNECTION WATER HEATER MOUNTED AT WALL
  - SPRINKLER HEAD FOR WATER CURTAIN INSTALLED IN ACCORDANCE WITH P/B/C 2020-106

**DIMENSION & FINISH NOTES:**  
 1. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

DATE	REVISIONS	ISSUED FOR

**CONSULTANT**

\_\_\_\_\_  
 SIGNATURE

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

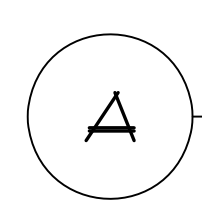
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 2ND FLOOR PLAN

**PROJECT TITLE**  
 SWEETZER APARTMENTS

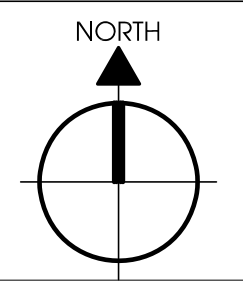
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 LOS ANGELES, CA 90063

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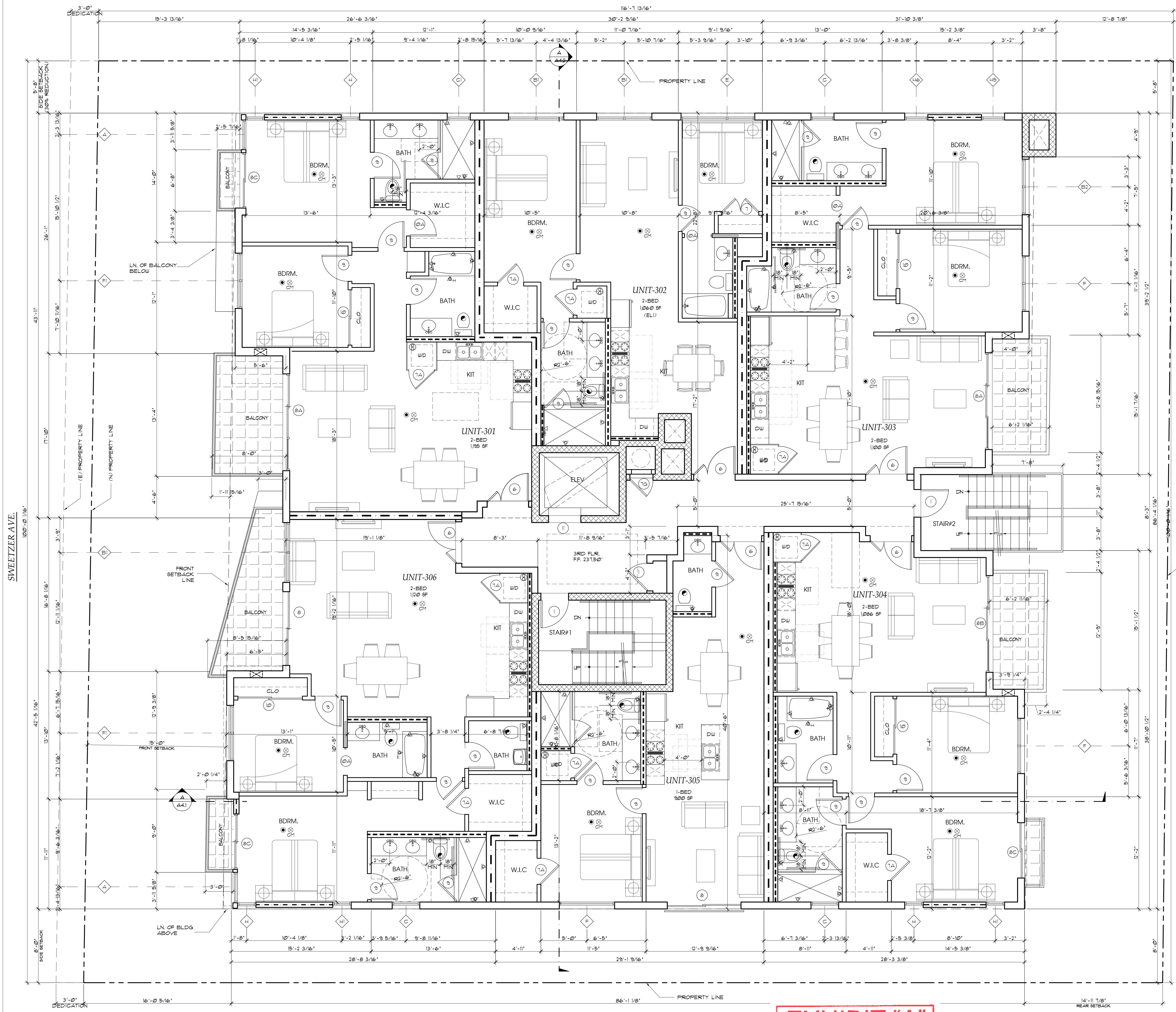
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**2ND FLOOR PLAN**  
 SCALE: 1/4"=1'-0"







**LEGEND**

- CAST-IN-PLACE CONCRETE WALL PER STRUCT. PLAN (SEE PLANS FOR FIRE RATING)
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**DIMENSION & FINISH NOTES:**  
1. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

DATE	REVISIONS

DATE	ISSUED FOR

**SIGNATURE**

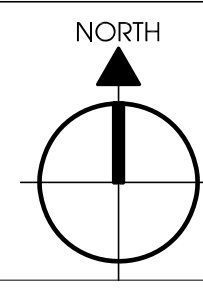
**PLUS ARCHITECTS**  
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN  
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**3RD FLOOR PLAN**  
PROJECT TITLE  
SWEETZER APARTMENTS  
864-84 N. SWEETZER AVE  
LOS ANGELES, CA 90063

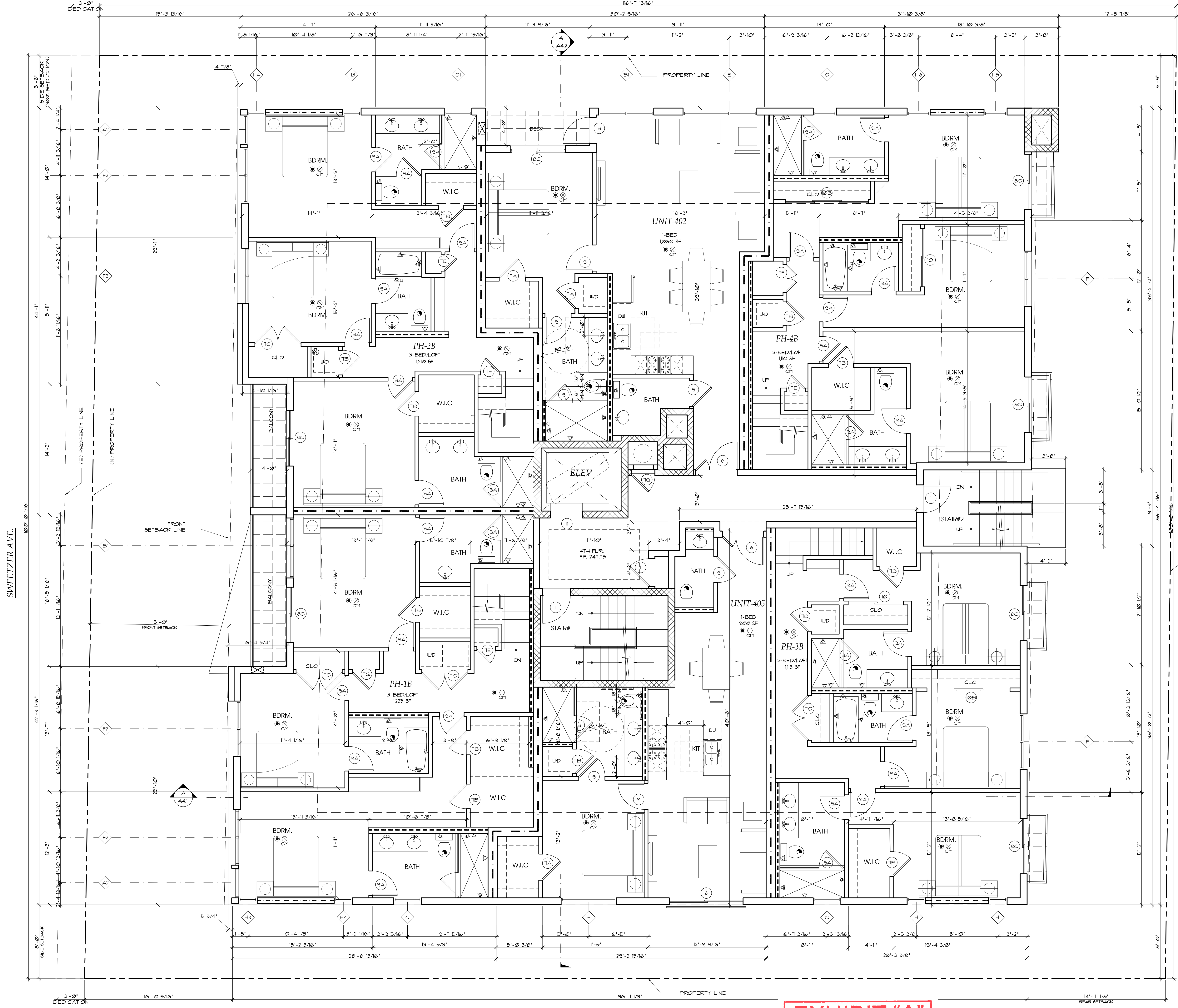
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APR. 2021			2021-01	25

**EXHIBIT "A"**  
Page No. 7 of 30  
Case No. DIR-2022-8428-TOC-HCA

**3RD FLOOR PLAN**  
SCALE: 1/4"=1'-0"







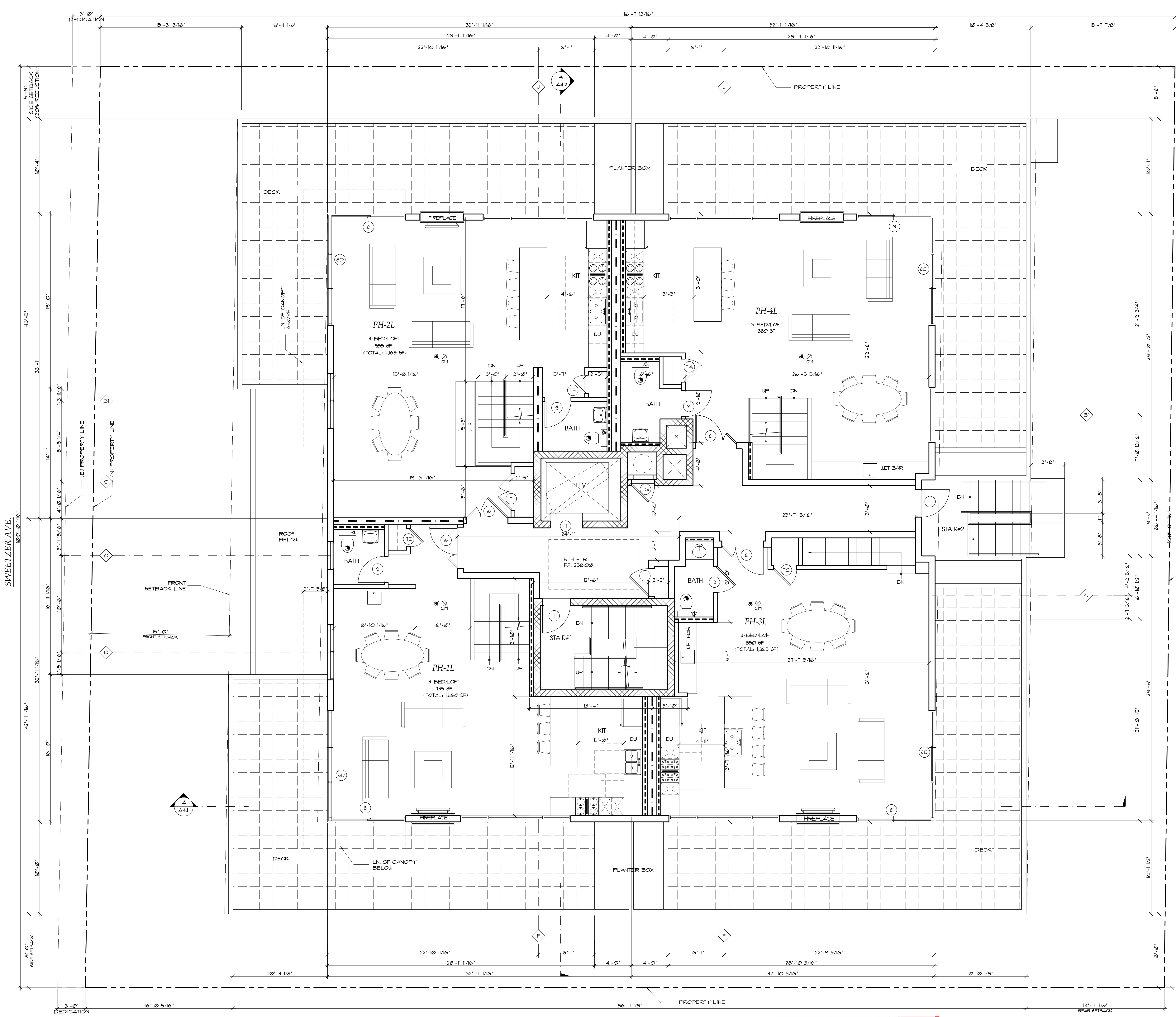
**LEGEND**

- CAST-IN-PLACE CONCRETE WALL PER STRUCT. PLAN (SEE PLANS FOR FIRE RATING)
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**DIMENSION & FINISH NOTES:**  
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<b>DATE</b> 4/18/2021	<b>DRAWN</b> [Signature]	<b>CHECKED</b> [Signature]	<b>PROJECT</b> 2021-01	<b>PROJECT TITLE</b> SWEETZER APARTMENTS
<b>DATE</b> 4/18/2021	<b>REVISIONS</b>	<b>DATE</b> 4/18/2021	<b>ISSUED FOR</b>	<b>PROJECT TITLE</b> SWEETZER APARTMENTS
<b>PLUS ARCHITECTS</b>				
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN				
1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149				
<b>4TH FLOOR PLAN</b>				
<b>EXHIBIT "A"</b>				
Page No. 8 of 30				
Case No. DIR-2022-8428-TOC-HCA				
<b>4TH FLOOR PLAN</b>				
SCALE: 1/4"=1'-0"				
<b>A2.6</b>				





**LEGEND**

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- 1-HR INTERIOR PARTY WALL - 6" 20 GA METAL STUDS @ 16" O.C. ON 3/8 GA TRACK W/ 2-LAYER 5/8" TYPE 'X' GYP. BD. ON BOTH SIDES 4 R-19 INSULATION PER P/BC 2011-069 - 8" CHU WALL W/ CONCAVE MORTAR JOINT PROVIDE CONCRETE SEALER AT AREAS SUBJECT TO MOISTURE (SEE STRUCT. PLANS FOR LOCATIONS)
- 1-HR INTERIOR CORRIDOR WALL - 6" 20 GA METAL STUDS @ 16" O.C. W/ 2-LAYER 1/2" TYPE 'X' GYP. BD. ON EACH SIDE 4 R-19 INSULATION PER P/BC 2011-069 (SEE STRUCT. PLANS FOR SHEAR WALL LOCATIONS)
- 1-HR INT. CORRIDOR WALL 6" 20 GA METAL STUDS @ 16" O.C. W/ 1-LAYER 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE 1/8" STUCCO ON CORRIDOR SIDE STC 50 - PER P/BC 2011-069
- 2-HR SHAFTHALL 3-5/8" 20 GA METAL STUD W/ 2-LAYERS OF 5/8" TYPE 'X' GYP. BD. ON INTERIOR FACE 1/8" STUCCO ON CORRIDOR SIDE, STC 50
- INTERIOR PARTITION - NON LOAD BEARING 3/8" METAL STUDS W/ 5/8" TYPE 'X' GYP. BD. ON EACH SIDE (SEE STRUCT. PLANS FOR GAUGE)
- 6" 25 GA. MTL. STUD PLUMBING WALL - USE 2 1/2" OR 3 5/8" METAL STUDS FOR PLUMBING WALL AGAINST SHEAR WALLS OR CONCRETE WALL
- FINISH TO FINISH FLOOR DIFFERENCE
- CLASS I WET STANDPIPE
- EXIT SIGN W/ EMERGENCY LIGHT
- AREA DRAIN
- WALL W/ GRAB BAR BACKING 32" TO 38" ABOVE FLR FOR 36" TO 42" FUTURE GRAB BARS
- FLOOR MOUNTED GRAB BAR
- DRYER VENT
- 5 MINUTES MIN. AIR EXCHANGE FAN - FANS SHALL BE ENERGY STAR COMPLIANT AND BE DESIGNED TO TERMINATE TO THE OUTSIDE OF THE BUILDING - FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM MUST BE CONTROLLED BY A HUMIDITY CONTROL
- HARD WIRED PHOTOELECTRIC SMOKE DETECTORS W/ BATTERY BACK-UP. MODEL NO. 2002RAC BY BINK ELECTRONICS
- CARBON MONOXIDE ALARM
- 15" WIDE BROAD BOARD
- ROLL-DOWN SMOKE-GUARD - MODEL M200 HIGH MOUNT BY SMOKE GUARD CORPORATION (CBO 1136, LARR 2520)
- FIRE DEPARTMENT CONNECTION WATER HEATER MOUNTED AT WALL SPRINKLER HEAD FOR WATER CURTAIN INSTALLED IN ACCORDANCE WITH P/BC 2020-106

**DIMENSION & FINISH NOTES:**  
 1. ALL DIMENSIONS ARE FINISH TO FINISH UNO.

DATE	REVISIONS

DATE	ISSUED FOR

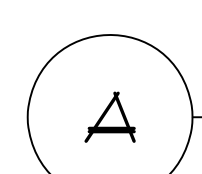
**CONSENT**

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN  
 1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

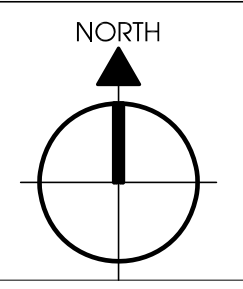
**5TH FLOOR PLAN**  
 PROJECT TITLE  
 SWEETZER APARTMENTS  
 604-84 N. SWEETZER AVE  
 LOS ANGELES, CA 90003

DATE	DRAWN	CHECKED	PROJECT	SHEET
APR. 2021			2021-01	9

**EXHIBIT "A"**  
 Page No. 9 of 30  
 Case No. DIR-2022-8428-TOC-HCA



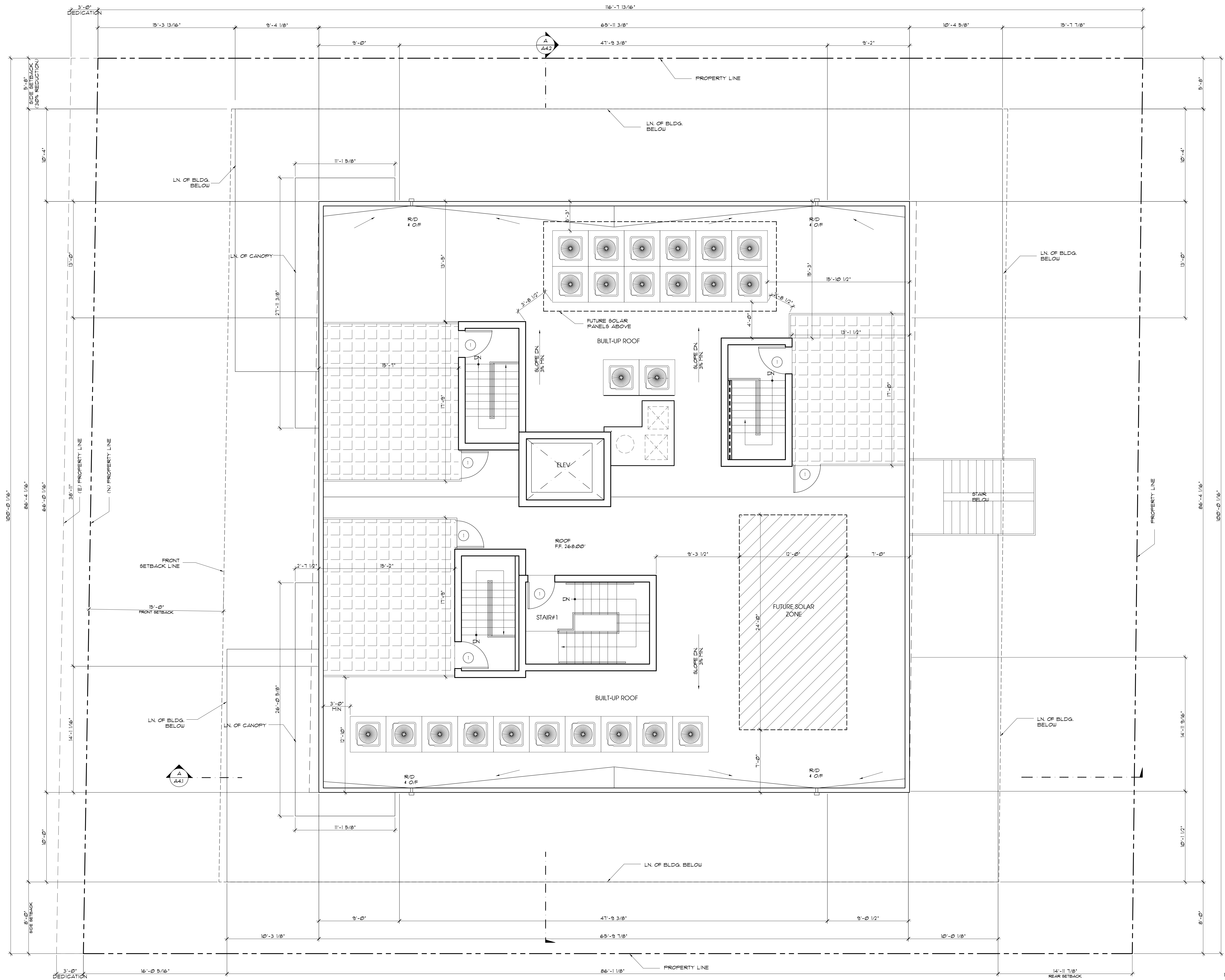
**5TH FLOOR PLAN**  
 SCALE: 1/4"=1'-0"



**A2.7**



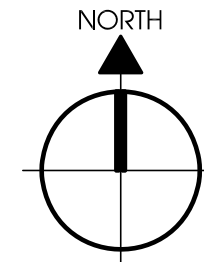
SWEETZER AVE.



**EXHIBIT "A"**  
 Page No. 10 of 30  
 Case No. DIR-2022-8428-TOC-HCA

A

**ROOF PLAN**  
 SCALE: 1/4"=1'-0"



THE USE OF THESE PLANS AND SPECIFICATIONS IS LIMITED TO THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OF THESE PLANS FOR ANY OTHER PROJECT OR SITE WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. PLUS ARCHITECTS SHALL NOT BE RESPONSIBLE FOR ANY ERRORS, OMISSIONS, OR INADEQUACIES IN THESE PLANS OR SPECIFICATIONS, OR FOR ANY CONSEQUENCES OF THE USE OF THESE PLANS AND SPECIFICATIONS.

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

SIGNATURE

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN  
 1770 SAWTELLE BOULEVARD ■ LOS ANGELES, CA 90025 ■ 310-478-6149

**PROJECT TITLE**  
 SWEETZER APARTMENTS  
 664-814 N. SWEETZER AVE  
 LOS ANGELES, CA 90063

**SHEET TITLE**  
 ROOF PLAN

**DATE** APR. 2021  
**DRAWN**  
**CHECKED**  
**PROJECT** 2021-01  
**SHEET** A2.8 **OF**



**EXTERIOR COLORS & MATERIALS**

- |   |   |   |
|---|---|---|
| <p><b>EXTERIOR FINISH COLORS :</b></p> <ul style="list-style-type: none"> <li>1 STUCCO FINISH - COLOR #1 (COLOR : T.B.D. / SAND FIN.)</li> <li>2 STUCCO FINISH - COLOR #2 (COLOR : T.B.D. / SMOOTH FIN.)</li> </ul> <p><b>EXTERIOR DOORS &amp; WINDOWS</b></p> <ul style="list-style-type: none"> <li>3 ANODIZED ALUMINUM DOORS &amp; WINDOWS BY 'ARCADIA' OR APPROVED EQUAL</li> <li>4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL</li> </ul> | <p><b>MISCELLANEOUS</b></p> <ul style="list-style-type: none"> <li>5 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : STONE FINISH)</li> <li>6 2" ALUMINUM CONTROL JOINT REVEAL BY FREY REGLET OR EQUAL (TO MATCH STUCCO COLOR)</li> <li>7 FROSTED TEMPERED GLASS PANEL &amp; METAL TUBE RAILINGS</li> <li>8 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : WOOD FINISH)</li> </ul> | <ul style="list-style-type: none"> <li>9 ALUMINUM BRAKE METAL TO MATCH DOORS &amp; WINDOWS COLOR</li> <li>10 HARDWOOD SIDING STAIN FINISH (COLOR : T.B.D.)</li> <li>11 1 1/2" DIA. METAL TUBE GUARD RAILING</li> <li>12 3" DEEP METAL FIN COLOR TO MATCH DOOR &amp; WINDOW FRAME</li> </ul> |
|---|---|---|

**EXHIBIT "A"**  
 Page No. 11 of 30  
 Case No. DIR-2022-8428-TOC-HCA

A
**BLDG. ELEVATION-WEST**  
 (SWEETZER AVE.)

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

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OF THESE PLANS AND SPECIFICATIONS FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY ARISING FROM THE USE OF THESE PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS.

DATE	REVISIONS

CONSULTANT

SIGNATURE

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

<p style="font-weight: bold; font-size: 0.8em;">SHEET TITLE</p> <p style="font-weight: bold;">BLDG. ELEVATION (WEST)</p>	<p style="font-weight: bold; font-size: 0.8em;">PROJECT TITLE</p> <p style="font-weight: bold;">SWEETZER APARTMENTS</p> <p style="font-size: 0.6em;">1770 SAWTELLE BOULEVARD LOS ANGELES, CA 90025</p>
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<p style="font-size: 0.6em;">DATE</p> <p style="font-size: 0.6em;">DRAWN</p>	<p style="font-size: 0.6em;">CHECKED</p> <p style="font-size: 0.6em;">PROJECT</p>
2021-01	2021-01

A3.1





**EXTERIOR COLORS & MATERIALS**

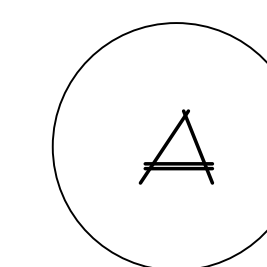
**EXTERIOR FINISH COLORS :**

- 1 STUCCO FINISH #1 (COLOR : T.B.D.)
- 2 STUCCO FINISH #2 (COLOR : T.B.D.)
- 3 ANODIZED ALUMINUM DOORS & WINDOWS BY 'ARCADIA' OR APPROVED EQUAL
- 4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL

**MISCELLANEOUS**

- 5 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : STONE FINISH)
- 6 2" ALUMINUM CONTROL JOINT REVEAL BY FREY RISLET OR EQUAL (TO MATCH STUCCO COLOR)
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- 9 ALUMINUM BRAKE METAL TO MATCH DOORS & WINDOWS COLOR
- 10 HARDWOOD SIDING STAIN FINISH (COLOR : T.B.D.)
- 11 1 1/2" DIA. METAL TUBE GUARD RAILING
- 12 3" DEEP METAL FIN COLOR TO MATCH DOOR & WINDOW FRAME

**EXHIBIT "A"**  
 Page No. 12 of 30  
 Case No. DIR-2022-8428-TOC-HCA



**BLDG. ELEVATION-WEST**  
 (SWEETZER AVE.)  
 SCALE: 1/4"=1'-0"

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SHOWN HEREON. ANY REVISIONS TO THESE PLANS SHALL BE MADE BY THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHER PROFESSIONALS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHER PROFESSIONALS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHER PROFESSIONALS.

DATE	REVISIONS

**CONSULTANT**

**SIGNATURE**

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**SHEET TITLE**  
 BLDG. ELEVATION (WEST)

**PROJECT TITLE**  
 SWEETZER APARTMENTS  
 1770 SAWTELLE BOULEVARD  
 LOS ANGELES, CA 90025

DATE	DRAWN	CHECKED	PROJECT

**SHEET** A3.1 **OF**



THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OF THESE PLANS OR SPECIFICATIONS FOR ANY OTHER PROJECT OR SITE WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. ANY REUSE OF THESE PLANS OR SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO PLUS ARCHITECTS.

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

SIGNATURE

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**SHEET TITLE**  
 BLDG. ELEVATION (SOUTH)

**PROJECT TITLE**  
 SWEETZER APARTMENTS

1770 SAWTELLE BOULEVARD  
 LOS ANGELES, CA 90025

**DATE**  
 07/20/2024

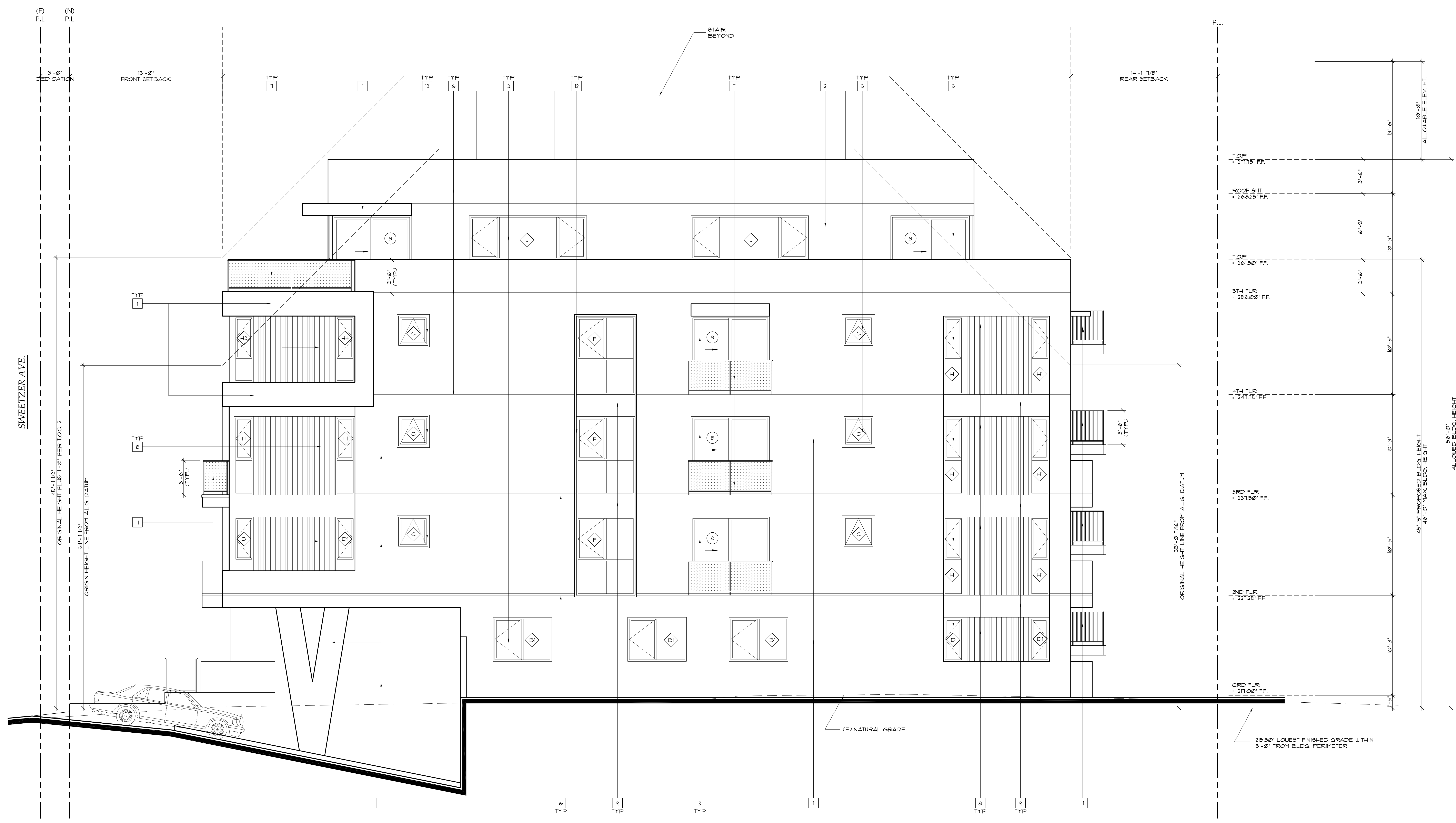
**DRAWN**  
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**PROJECT**  
 2021-01

**SHEET**  
 A3.2

**OF**  
 01



**EXTERIOR COLORS & MATERIALS**

- |   |  |  |
|---|--|--|
| <p><b>EXTERIOR FINISH COLORS :</b></p> <ul style="list-style-type: none"> <li>1 STUCCO FINISH - COLOR #1 (COLOR : T.B.D. / SAND FIN.)</li> <li>2 STUCCO FINISH - COLOR #2 (COLOR : T.B.D. / SMOOTH FIN.)</li> </ul> <p><b>EXTERIOR DOORS &amp; WINDOWS</b></p> <ul style="list-style-type: none"> <li>3 ANODIZED ALUMINUM DOORS &amp; WINDOWS BY 'ARCADIA' OR APPROVED EQUAL</li> <li>4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL</li> </ul> | <p><b>MISCELLANEOUS</b></p> <ul style="list-style-type: none"> <li>5 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : STONE FINISH)</li> <li>6 2" ALUMINUM CONTROL JOINT REVEAL BY 'FRY REGLET' OR EQUAL (TO MATCH STUCCO COLOR)</li> <li>7 FROSTED TEMPERED GLASS PANEL &amp; METAL TUBE RAILINGS</li> <li>8 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : WOOD FINISH)</li> </ul> | <ul style="list-style-type: none"> <li>9 ALUMINUM BRAKE METAL TO MATCH DOORS &amp; WINDOWS COLOR (COLOR : T.B.D.)</li> <li>10 HARDWOOD SIDING STAIN FINISH (COLOR : T.B.D.)</li> <li>11 1 1/2" DIA. METAL TUBE GUARD RAILING</li> <li>12 3" DEEP METAL FIN COLOR TO MATCH DOOR &amp; WINDOW FRAME</li> </ul> |
|---|--|--|

**EXHIBIT "A"**  
 Page No. 13 of 30  
 Case No. DIR-2022-8428-TOC-HCA

**A** **BLDG. ELEVATION-SOUTH (SIDE)**  
 SCALE: 1/4"=1'-0"

FILE: 20240720\_01\_001\_13\_Sweetzer-SP/Interior/2024-07-20\_13-14-15\_Rev0001.dwg, 4/7/2023 11:31:19 AM, California, Project Paper Set, 03/08/24 02:04:04, 1:1



SWEETZER AVE.



**EXTERIOR COLORS & MATERIALS**

**EXTERIOR FINISH COLORS :**

- 1 STUCCO FINISH #1 (COLOR : T.B.D.)
- 2 STUCCO FINISH #2 (COLOR : T.B.D.)
- 3 ANODIZED ALUMINUM DOORS & WINDOWS BY 'ARCADIA' OR APPROVED EQUAL
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**MISCELLANEOUS**

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- 12 3" DEEP METAL FIN COLOR TO MATCH DOOR & WINDOW FRAME

**EXHIBIT "A"**  
 Page No. 14 of 30  
 Case No. DIR-2022-8428-TOC-HCA

A

**BLDG. ELEVATION-SOUTH (SIDE)**

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

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SHOWN HEREON. ANY CHANGES TO THE PLANS OR SPECIFICATIONS SHALL BE MADE BY A WRITTEN AMENDMENT TO THESE PLANS AND SPECIFICATIONS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHER PROFESSIONALS OR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT.

DATE	REVISIONS	DATE	ISSUED FOR

CONSULTANT

SIGNATURE

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**BLDG. ELEVATION (SOUTH)**

**SWEETZER APARTMENTS**  
 1770 SAWTELLE BOULEVARD  
 LOS ANGELES, CA 90025

DATE	DRAWN	CHECKED	PROJECT

2021-01

SHEET	OF
A3.2	



THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY OTHER USE OF THESE PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

DATE	REVISIONS

CONSULTANT

SIGNATURE

**PLUS ARCHITECTS**  
 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN  
 1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**SHEET TITLE**  
 BLDG. ELEVATION (EAST)  
**PROJECT TITLE**  
 SWEETZER APARTMENTS  
 1770 SAWTELLE BOULEVARD  
 LOS ANGELES, CA 90025

DATE	BY	CHKD	PROJECT

**2021-01**

**A3.3**



**EXTERIOR COLORS & MATERIALS**

- |   |   |  |
|---|---|--|
| <p><b>EXTERIOR FINISH COLORS :</b></p> <p>1 STUCCO FINISH - COLOR #1 (COLOR : T.B.D. / SAND FIN.)</p> <p>2 STUCCO FINISH - COLOR #2 (COLOR : T.B.D. / SMOOTH FIN.)</p> <p><b>EXTERIOR DOORS &amp; WINDOWS</b></p> <p>3 ANODIZED ALUMINUM DOORS &amp; WINDOWS BY 'ARCADIA' OR APPROVED EQUAL</p> <p>4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL</p> | <p><b>MISCELLANEOUS</b></p> <p>5 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : STONE FINISH)</p> <p>6 2" ALUMINUM CONTROL JOINT REVEAL BY 'FRY REGLET' OR EQUAL (TO MATCH STUCCO COLOR)</p> <p>7 FROSTED TEMPERED GLASS PANEL &amp; METAL TUBE RAILINGS</p> <p>8 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : WOOD FINISH)</p> | <p>9 ALUMINUM BRAKE METAL TO MATCH DOORS &amp; WINDOWS COLOR</p> <p>10 HARDWOOD SIDING STAIN FINISH (COLOR : T.B.D.)</p> <p>11 1 1/2" DIA. METAL TUBE GUARD RAILING</p> <p>12 3" DEEP METAL FIN COLOR TO MATCH DOOR &amp; WINDOW FRAME</p> |
|---|---|--|

**A BLDG. ELEVATION-EAST (REAR SIDE.)**  
 SCALE: 1/4"=1'-0"

**EXHIBIT "A"**  
 Page No. 15 of 30  
 Case No. DIR-2022-8428-TOC-HCA





**EXTERIOR COLORS & MATERIALS**

**EXTERIOR FINISH COLORS :**

- 1 STUCCO FINISH #1 (COLOR : T.B.D.)
- 2 STUCCO FINISH #2 (COLOR : T.B.D.)

**EXTERIOR DOORS & WINDOWS**

- 3 ANODIZED ALUMINUM DOORS & WINDOWS BY 'ARCADIA' OR APPROVED EQUAL
- 4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL

**MISCELLANEOUS**

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**EXHIBIT "A"**  
Page No. 16 of 30  
Case No. DIR-2022-8428-TOC-HCA

**A** **BLDG. ELEVATION-EAST**  
(REAR SIDE.) SCALE: 1/4"=1'-0"

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SHOWN HEREON. ANY OTHER USE OF THESE PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF PLUS ARCHITECTS IS STRICTLY PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

DATE	REVISIONS

**CONSULTANT**

**SIGNATURE**

**PLUS ARCHITECTS**  
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

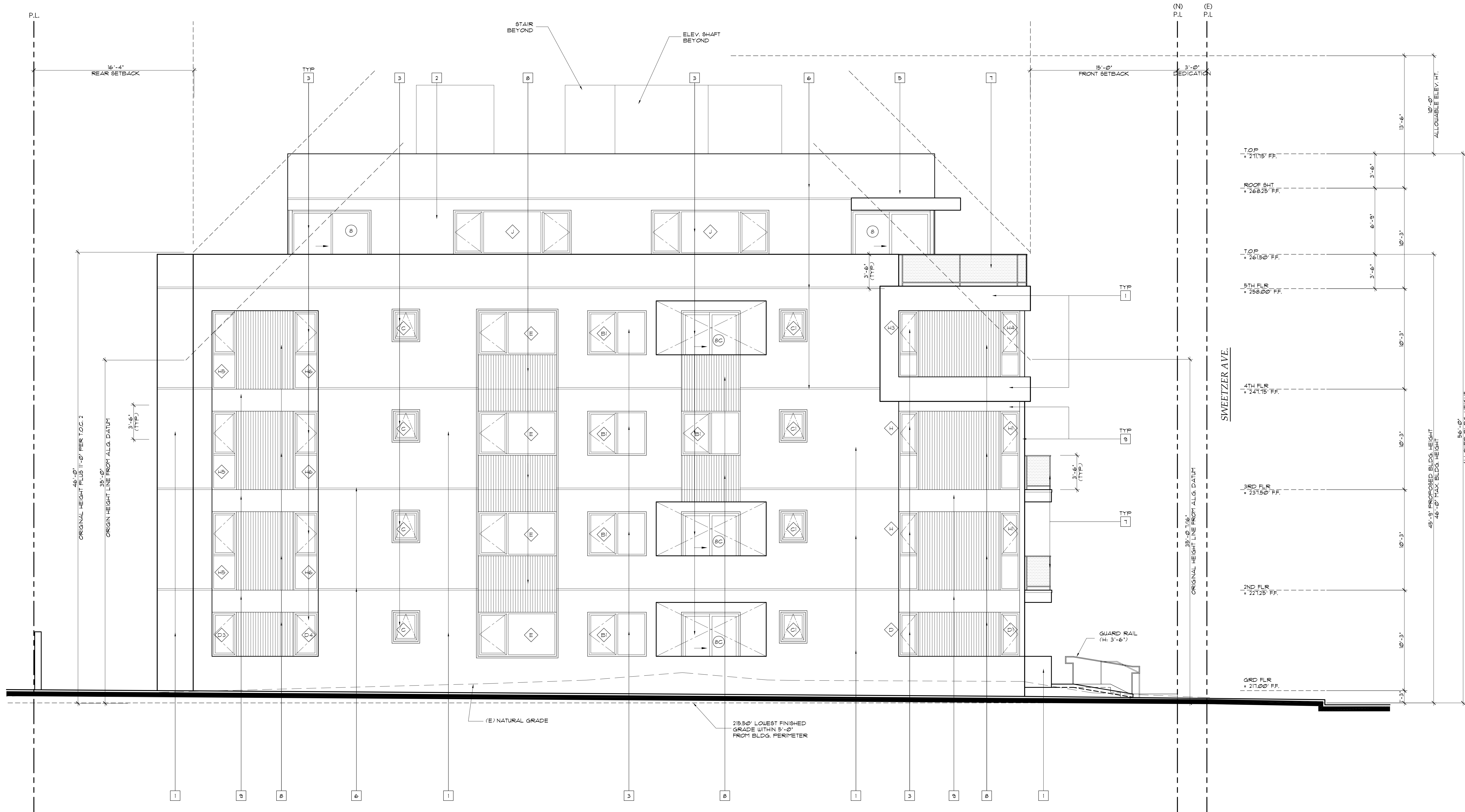
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

<b>SHEET TITLE</b> BLDG. ELEVATION (EAST)	<b>PROJECT TITLE</b> SWEETZER APARTMENTS
--	---

<b>DATE</b> 2021-01	<b>PROJECT</b> 2021-01
------------------------	---------------------------

**SHEET** **A3.3** **OF**





**EXTERIOR COLORS & MATERIALS**

- |   |  |   |
|---|--|---|
| <p><b>EXTERIOR FINISH COLORS :</b></p> <ul style="list-style-type: none"> <li>1 STUCCO FINISH - COLOR #1 (COLOR : T.B.D. / SAND FIN.)</li> <li>2 STUCCO FINISH - COLOR #2 (COLOR : T.B.D. / SMOOTH FIN.)</li> </ul> <p><b>EXTERIOR DOORS &amp; WINDOWS</b></p> <ul style="list-style-type: none"> <li>3 ANODIZED ALUMINUM DOORS &amp; WINDOWS BY 'ARCADIA' OR APPROVED EQUAL</li> <li>4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL</li> </ul> | <p><b>MISCELLANEOUS</b></p> <ul style="list-style-type: none"> <li>5 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : STONE FINISH)</li> <li>6 2" ALUMINUM CONTROL JOINT REVEAL BY 'FRY REGLET' OR EQUAL (TO MATCH STUCCO COLOR)</li> <li>7 FROSTED TEMPERED GLASS PANEL &amp; METAL TUBE RAILINGS</li> <li>8 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : WOOD FINISH)</li> </ul> | <ul style="list-style-type: none"> <li>9 ALUMINUM BRAKE METAL TO MATCH DOORS &amp; WINDOWS COLOR</li> <li>10 HARDWOOD SIDING STAIN FINISH (COLOR : T.B.D.)</li> <li>11 1 1/2" DIA. METAL TUBE GUARD RAILING</li> <li>12 3" DEEP METAL FIN COLOR TO MATCH DOOR &amp; WINDOW FRAME</li> </ul> |
|---|--|---|

A **BLDG. ELEVATION-NORTH (SIDE)**  
SCALE: 1/4"=1'-0"

**EXHIBIT "A"**  
Page No. 17 of 30  
Case No. DIR-2022-8428-TOC-HCA

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DATE	REVISIONS	ISSUED FOR

**CONSULTANT**

**SIGNATURE**

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

<b>SHEET TITLE</b> BLDG. ELEVATION (NORTH)	<b>PROJECT TITLE</b> SWEETZER APARTMENTS 1770 SAWTELLE BOULEVARD LOS ANGELES, CA 90025
---	---

<b>DATE</b> 2021-01-11 <b>DRAWN</b>	<b>PROJECT</b> 2021-01
---	---------------------------

A3.4





**EXTERIOR COLORS & MATERIALS**

**EXTERIOR FINISH COLORS :**

- 1 STUCCO FINISH #1 (COLOR : T.B.D.)
- 2 STUCCO FINISH #2 (COLOR : T.B.D.)
- 3 ANODIZED ALUMINUM DOORS & WINDOWS BY 'ARCADIA' OR APPROVED EQUAL
- 4 ANODIZED ALUMINUM STOREFRONT SYSTEM BY 'ARCADIA' OR APPROVED EQUAL

**MISCELLANEOUS**

- 5 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : STONE FINISH)
- 6 2" ALUMINUM CONTROL JOINT REVEAL BY 'FRY REGLET' OR EQUAL (TO MATCH STUCCO COLOR)
- 7 FROSTED TEMPERED GLASS PANEL & METAL TUBE RAILINGS
- 8 FIBER CEMENT PANELS BY 'AFC CLADDING' OR EQUAL (COLOR : WOOD FINISH)
- 9 ALUMINUM BRAKE METAL TO MATCH DOORS & WINDOWS COLOR
- 10 HARDWOOD SIDING STAIN FINISH (COLOR : T.B.D.)
- 11 1 1/2" DIA. METAL TUBE GUARD RAILING
- 12 3" DEEP METAL FIN COLOR TO MATCH DOOR & WINDOW FRAME

**EXHIBIT "A"**  
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**A** **BLDG. ELEVATION-NORTH (SIDE)**  
 SCALE: 1/4"=1'-0"

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE LIMITED TO THE PROJECT AND SITE SHOWN HEREON. ANY CHANGES TO THE PLANS OR SPECIFICATIONS SHALL BE MADE BY A WRITTEN AMENDMENT TO THESE PLANS AND SPECIFICATIONS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHERS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHERS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHERS.

DATE	REVISIONS

**CONSULTANT**

**SIGNATURE**

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 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

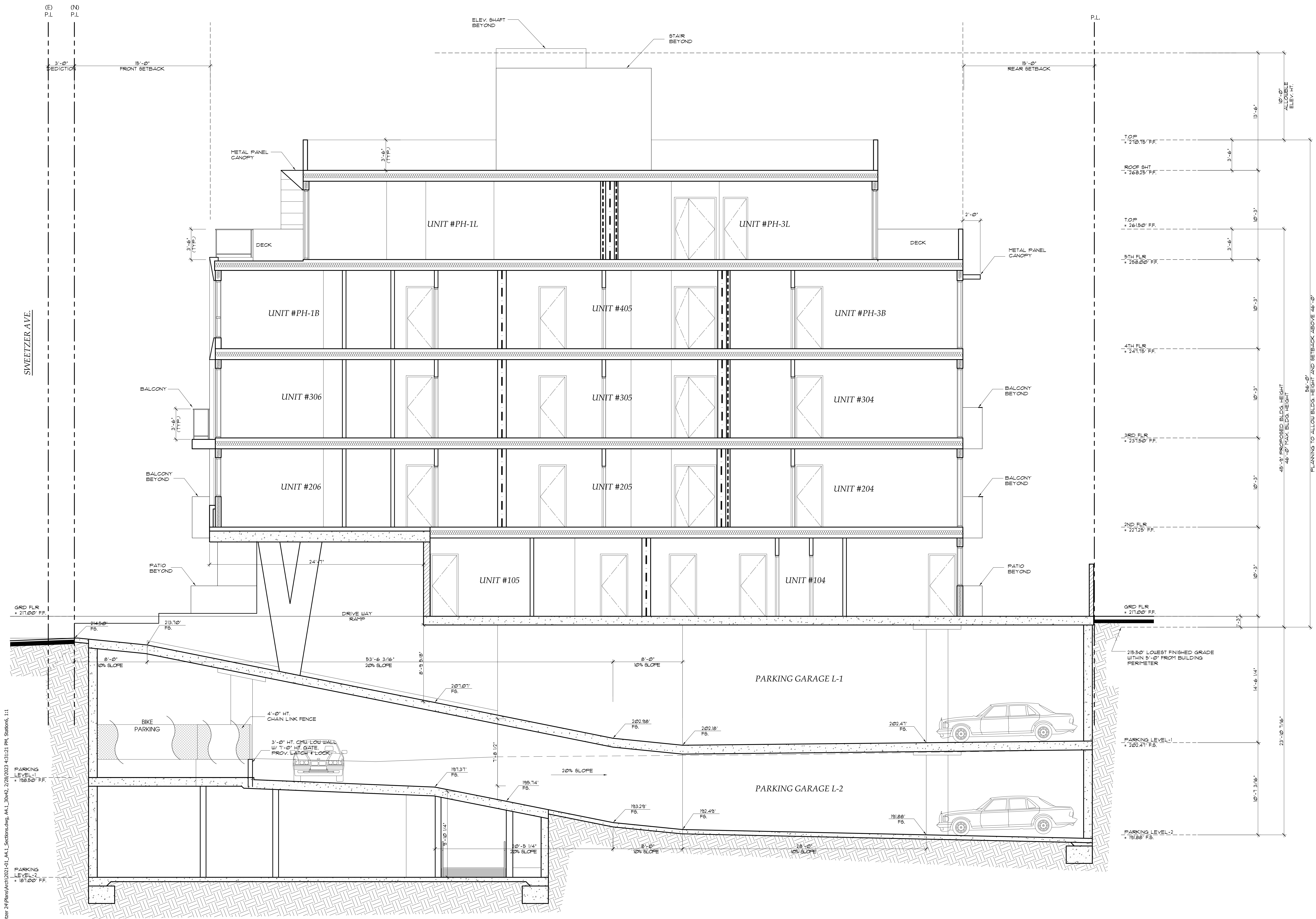
**SHEET TITLE**  
 BLDG. ELEVATION (NORTH)

**PROJECT TITLE**  
 SWEETZER APARTMENTS

DATE	DRAWN	CHECKED	PROJECT
			2021-01

**SHEET** **A3.4** **OF**





THE USER OF THESE PLANS AND SPECIFICATIONS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONTRACTS AND AGREEMENTS WITH ALL TRADES AND SUBCONTRACTORS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONTRACTS AND AGREEMENTS WITH ALL VENDORS AND SUPPLIERS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONTRACTS AND AGREEMENTS WITH ALL OTHER PARTIES INVOLVED IN THE PROJECT. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONTRACTS AND AGREEMENTS WITH ALL OTHER PARTIES INVOLVED IN THE PROJECT.

DATE	REVISIONS

DATE	ISSUED FOR

**CONSULTANT**

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 ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN  
 1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

**BUILDING SECTION**  
 PROJECT TITLE  
 SWEETZER APARTMENTS  
 806-814 N. SWEETZER AVE  
 LOS ANGELES CA 90003

DATE	DRAWN	CHECKED	PROJECT
APR. 2021			

SHEET	OF
A4.1	

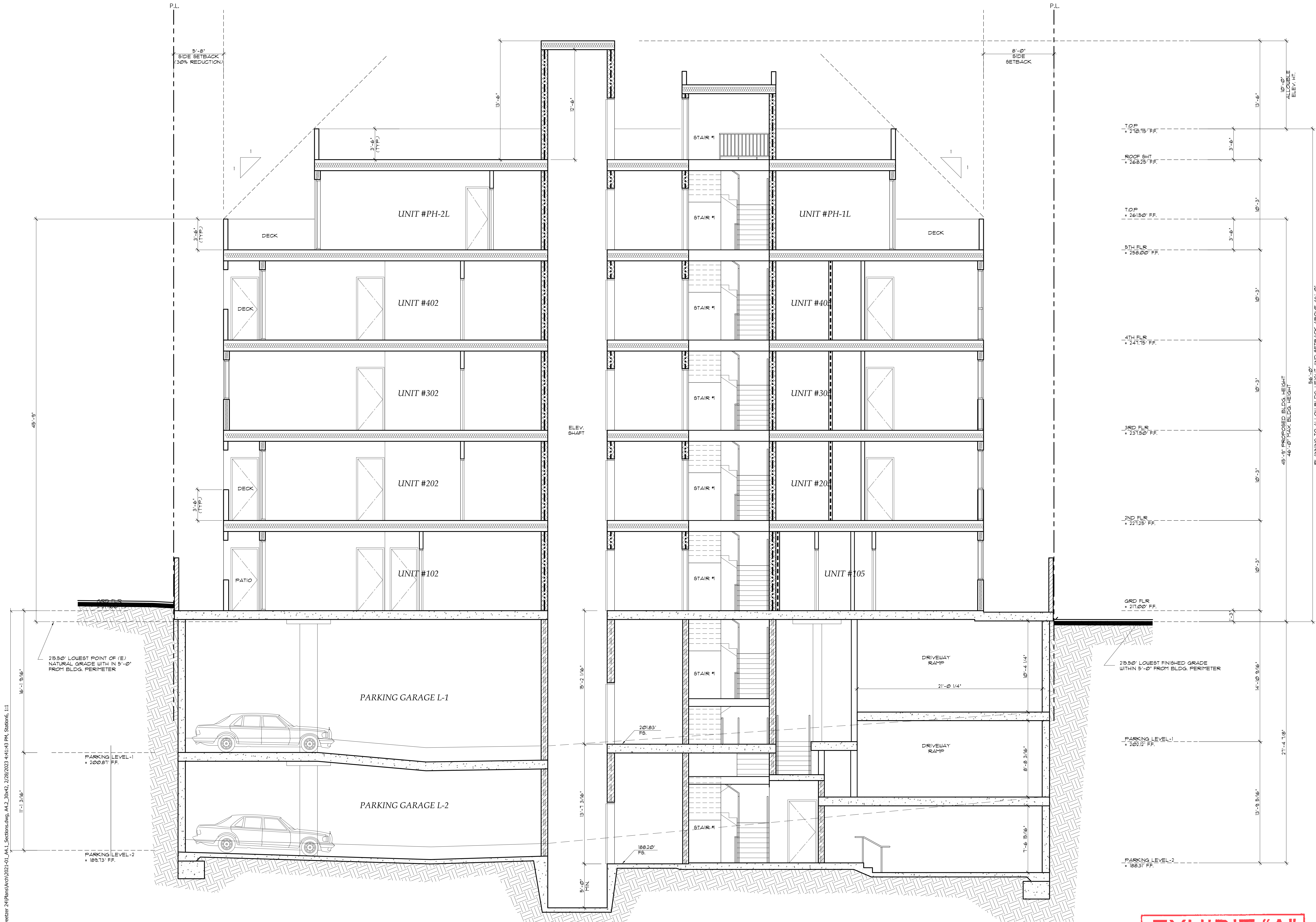
**A BUILDING SECTION**  
 SCALE: 1/4" = 1'-0"

**EXHIBIT "A"**  
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 Case No. DIR-2022-8428-TOC-HCA

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SHEET TITLE	PROJECT TITLE
BUILDING SECTION	SWEETZER APARTMENTS

DATE	DRAWN	CHECKED	PROJECT
APR. 2021			2021-01

SHEET	OF
A4.2	

**A BUILDING SECTION**  
 SCALE: 1/4" = 1'-0"

**EXHIBIT "A"**  
 Page No. 20 of 30  
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DATE 08-03-22

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REVISIONS/PLAN LOG

Revisions 04-27-23

Revisions 06-02-23

PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

COVER SHEET

SHEET NUMBER L-0 OF 12  
PROJECT NUMBER

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**806 N. SWEETZER APARTMENTS  
LOS ANGELES, CALIFORNIA 90069**

PROJECT INFORMATION

APN 5529-010-011, 5529-010-012

LOT COVERAGE		
LAND AREA	11,939.60 SF	
BUILDING FOOTPRINT	6,648 SF	55.7%
PAVED AREA	3,871 SF	32.4%
LANDSCAPE AREA	1,421 SF	11.9%

REAR YARD COMMON AREA = 1282 SF  
REAR YARD PLANTED AREA = 641 SF (50%)

SHEET INDEX

SHEET	DESCRIPTION
L-0	Cover Sheet
L-1.0	Planting Plan Ground Floor
L-1.1	Planting Plan 5th Floor
L-1.2	Tree Demo Plan
L-2.0	Irrigation Plan
L-2.1	Hydrozone Map and Water Use Calculations
L-3.0	Details
L-4.0	Notes
L-5.0	West Elevation
L-5.1	East Elevation
L-5.2	North Elevation
L-5.3	South Elevation

LANDSCAPE POINT SYSTEM		
TOTAL SQUARE FOOTAGE OF SITE: 11,939.60		
TOTAL NUMBER OF POINTS REQUIRED: 15		
ITEMS	POINTS CLAIMED	SEE NOTES
USE OF CLASS I OR CLASS II COMPOST PRODUCED USING CITY ORGANIC MATERIAL (TOPGRO) IN A MAJORITY OF ALL LANDSCAPED AREAS.	5	① ITEM# L-4.0 SHEET#
PARKWAY PLANTING	315 SF/50=6X3=18	② ITEM# L-1.0 SHEET#
<b>TOTAL POINTS CLAIMED</b>	<b>23</b>	

WATER CONSERVATION POINTS		
TOTAL SQUARE FOOTAGE OF SITE: 11,939.60		
TOTAL NUMBER OF POINTS REQUIRED: 200		
ITEMS	POINTS CLAIMED	SEE NOTES
PLANTS ON SITE THOSE THAT WILL, IN THE DESIGNED LOCATION, AND PROPERLY ESTABLISHED FOR 3 YEARS, REMAIN IN GOOD HEALTH WITH NO MORE THAN MONTHLY WATERING IN SUMMER	183X2 = 366	③ ITEM# L-1.0 SHEET#
<b>TOTAL POINTS CLAIMED</b>	<b>366</b>	

WATER AUDIT NOTE:

THE CONTRACTOR WILL CONDUCT AN IRRIGATION AUDIT USING A CERTIFIED IRRIGATION AUDITOR, AFTER THE FINAL FIELD OBSERVATION HAS BEEN COMPLETED AND ALL IRRIGATION COMPONENTS ARE INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND THE IRRIGATION SYSTEM IS ACCEPTED BY THE PROJECT ARCHITECT FOR MAINTENANCE.

THE IRRIGATION AUDIT WILL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE.

1. PLACE FLAGS AT EACH HEAD IN THE ZONE.
2. MEASURE SPACING AND MARK MID POINTS BETWEEN HEADS.
3. PLACE WATER MEASURING RECEPTACLES.
4. TAKE READINGS OF WATER LEVEL IN RECEPTACLES AND RECORD RESULTS.
5. MEASURE HEAD PRESSURE IN EACH ZONE AND RECORD RESULTS.
6. AFTER COMPLETING ZONE ADVANCE TO NEXT ZONE AND REPEAT PROCEDURE.
7. SUBMIT THE RESULTS OF THE AUDIT TO THE PROJECT ARCHITECT.

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

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

AUDIT SHALL BE IN ACCORDANCE WITH THE LATEST STATE OF CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM AS DESCRIBED IN THE LATEST LANDSCAPE IRRIGATION AUDITOR HANDBOOK. THE LANDSCAPE IRRIGATION AUDITS TO BE CONDUCTED BY A QUALIFIED INDIVIDUAL AND THE AUDIT SCHEDULE SHALL BE CONDUCTED AT LEAST ONCE EVERY FIVE YEARS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 20, DIVISION 1 OF THE LOS ANGELES COUNTY CODE.

IRRIGATION AUDIT SCHEDULES:

LANDSCAPE IRRIGATION AUDIT SCHEDULES. A SCHEDULE OF LANDSCAPE IRRIGATION AUDITS OF AT LEAST EVERY FIVE YEARS MUST BE ESTABLISHED, FOR ALL BUT SINGLE-FAMILY RESIDENCES, AND OTHER PROJECTS WITH A LANDSCAPE AREA LESS THAN 1 ACRE (0.405 HA), AS REQUIRED IN CHAPTER 20.09 OF TITLE 20 (UTILITIES CODES). AN AUDIT SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED TO THE COUNTY AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

AT A MINIMUM, AUDITS SHALL BE IN ACCORDANCE WITH THE LATEST STATE OF CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM AS DESCRIBED IN THE LANDSCAPE IRRIGATION AUDITOR HANDBOOK, PREPARED FOR THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, WATER CONSERVATION OFFICE, THE ENTIRE DOCUMENT, WHICH IS HEREBY INCORPORATED BY REFERENCE.

THE SCHEDULE SHALL PROVIDE FOR LANDSCAPE IRRIGATION AUDITS TO BE CONDUCTED BY A QUALIFIED INDIVIDUAL AS DETERMINED BY THE DIRECTOR AT LEAST ONCE EVERY FIVE YEARS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 20, DIVISION 1 OF THE LOS ANGELES COUNTY CODE.

LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE

1. MAINTENANCE PERIOD: THE MAINTENANCE PERIOD SHALL BE FOR 90 CALENDAR DAYS BEGINNING ON THE DAY OF THE CHECK INSPECTION AFTER ALL WORK HAS BEEN INSTALLED AND APPROVED BY THE LANDSCAPE ARCHITECT. THE MAINTENANCE PERIOD MAY BE EXTENDED TO INCLUDE ANY ADDITIONAL TIME THAT MAY BE REQUIRED TO MEET THE REQUIREMENTS OF THE WORK SPECIFIED.
2. GENERAL: THE GENERAL CARE AND MAINTENANCE OF ALL AREAS SHALL CONSIST OF PROPER WATERING, FERTILIZATION, WEEDING, RODENT CONTROL, CLEANUP, ETC.
3. SAFETY: ALL PLANT MATERIALS SHALL BE CHECKED AND MAINTAINED AS REQUIRED IN AN ONGOING PROGRAM TO ASSURE A SAFE ENVIRONMENT.
4. WATERING: WATER ALL PLANTINGS TO ASSURE COMPLETE GERMINATION OF ALL SEEDED AREAS AND CONTINUED GROWTH OF THE PLANTS. AREAS THAT DO NOT HAVE ADEQUATE IRRIGATION COVERAGE OR WHICH MAY REQUIRE ADDITIONAL DEEP WATERING SHALL BE WATERED BY HAND AS REQUIRED.
5. IRRIGATION COVERAGE: ADJUST ALL IRRIGATION HEADS IN EACH AREA AND ZONE OF EXPOSURE SO THAT THE OPTIMUM AMOUNT OF WATER IS APPLIED AT THE PROPER TIMES WITHOUT OVERTHROW ONTO WALLS, WALKS, ETC.
6. CULTIVATING AND WEEDING: CULTIVATE AND WEED ALL PLANTED AREAS AT REGULAR INTERVALS NOT TO EXCEED 15 DAYS. EXERCISE CARE WHEN CULTIVATING TO AVOID DAMAGE TO ROOTS OF THE GROWING PLANTS.
7. CHEMICAL HERBICIDES: A CERTIFIED TECHNICIAN SHALL APPLY CHEMICAL HERBICIDES TO CONTROL WEEDS AT THE OPTION OF THE CONTRACTOR AND UPON PRIOR APPROVAL BY THE LANDSCAPE ARCHITECT.
8. PEST AND DISEASE CONTROL: A CERTIFIED TECHNICIAN SHALL SPRAY AS NECESSARY TO CONTROL ALL INFESTATIONS.
9. RODENT CONTROL: THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO ELIMINATE ANY RODENTS ENCOUNTERED ON SITE.
10. PRUNING: ALL PRUNING SHALL BE IN ACCORDANCE WITH ISA STANDARDS. DAMAGED, DEAD OR DRYING BRANCHES SHALL BE REMOVED BACK TO THE POINT OF GROWTH.
11. PLANT REPLACEMENTS: DURING THE MAINTENANCE PERIOD, SHOULD ANY PLANT SHOW WEAKNESS AND PROBABILITY OF DYING, IT SHALL BE REPLACED BY THE CONTRACTOR WITHIN 5 DAYS OF NOTIFICATION TO DO SO.
12. OPERATING INSTRUCTIONS: AFTER THE SYSTEM HAS BEEN COMPLETED, THE CONTRACTOR SHALL INSTRUCT THE OWNER'S AUTHORIZED REPRESENTATIVE IN THE OPERATION AND MAINTENANCE OF THE SYSTEM AND SHALL FURNISH A COMPLETE SET OF OPERATING INSTRUCTIONS.
13. SITE MAINTENANCE: CONTRACTOR SHALL KEEP THE PROJECT SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. ALL DEBRIS SHALL BE REMOVED FROM SITE PER LOCAL CODE AND ORDINANCES.
14. GUARANTEE: THE ENTIRE IRRIGATION SYSTEM, INCLUDING ALL WORK DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED AGAINST ALL DEFECTS AND FAULT OF MATERIAL AND WORKMANSHIP, AND SHALL BE MAINTAINED IN PERFECT WORKING ORDER FOR ONE YEAR FROM DATE OF COMPLETION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER. ALL MATERIALS SHALL CARRY A MANUFACTURER'S GUARANTEE OF MINIMUM ONE YEAR. ANY SETTLING OF BACKFILLED TRENCHES WHICH MAY OCCUR DURING THE ONE YEAR PERIOD SHALL BE REPAIRED TO THE OWNER'S SATISFACTION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER - INCLUDING THE COMPLETE RESTORATION OF ALL DAMAGED PLANTING, PAVING OR OTHER IMPROVEMENTS OF ANY KIND.

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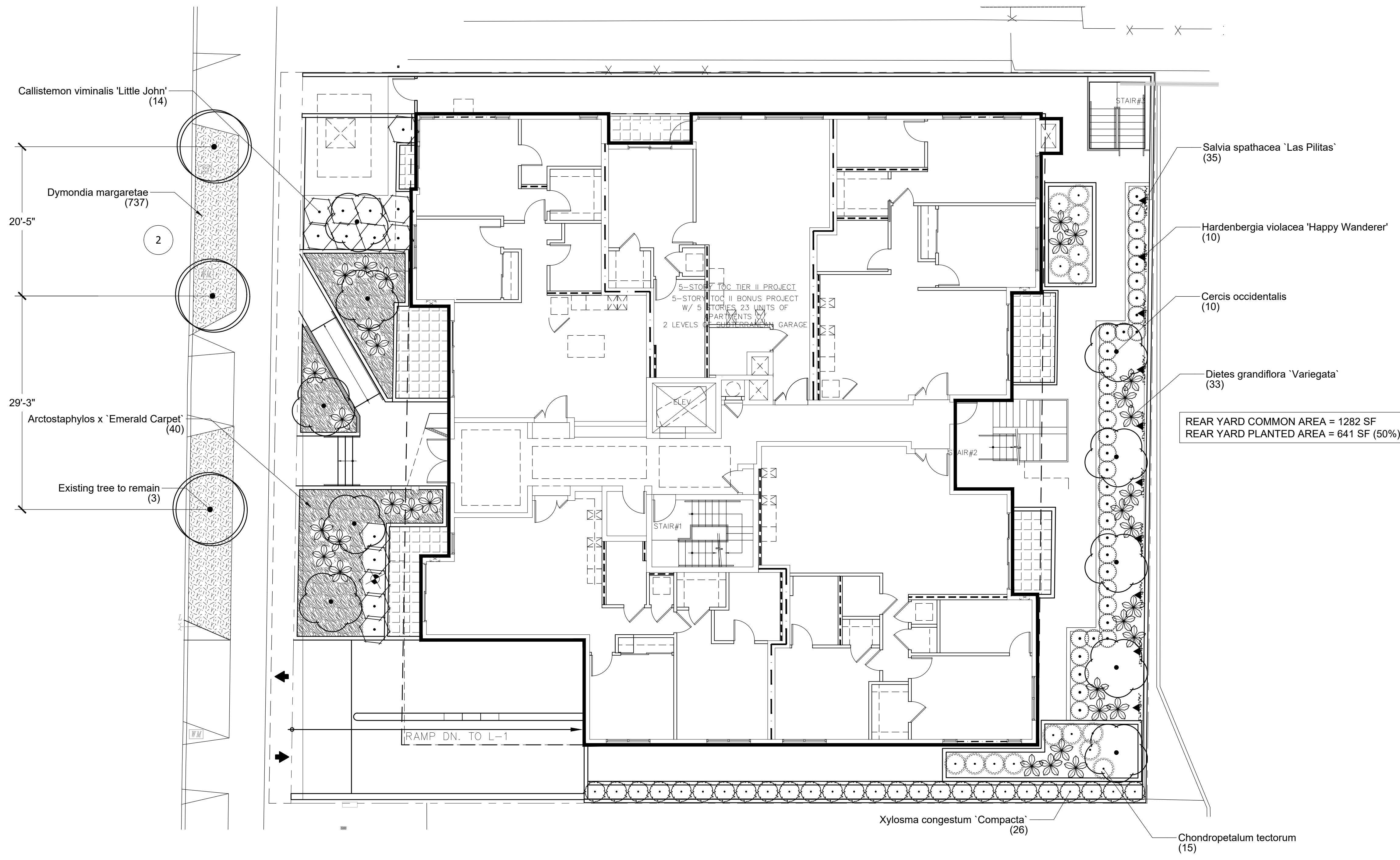
PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

PLANTING PLAN  
GROUND FLOOR

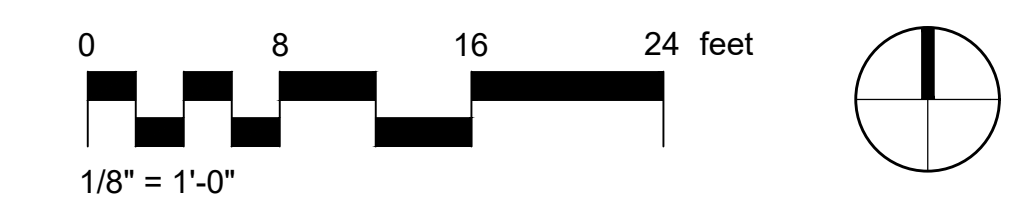


3 PLANT SCHEDULE GROUND FLOOR

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY
	<i>Cercis occidentalis</i>	Western Redbud	24"box	Low	10
	Existing tree to remain		Existing	Moderate	3
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY
	<i>Callistemon viminalis</i> 'Little John'	Little John Weeping Bottlebrush	5 gal	Low	14
	<i>Chondropetalum tectorum</i>	Cape Rush	1 gal	Low	15
	<i>Diets grandiflora</i> 'Variegata'	Striped Fortnight Lily	5 gal	Low	33
	<i>Hardenbergia violacea</i> 'Happy Wanderer'	Lilac Vine Trellis	5 gal		10
	<i>Salvia spathacea</i> 'Las Pilitas'	Hummingbird Sage	1 gal	Low	35
	<i>Xylosma congestum</i> 'Compacta'	Compact Xylosma	15 gal	Low	26
GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY
	<i>Arctostaphylos x</i> 'Emerald Carpet'	Emerald Carpet Manzanita	1 gal	Low	40
	<i>Dymondia margaretae</i>	Dymondia	flat	Low	21

**STREET TREES.** STREET TREES SHALL BE PROVIDED 20 FEET ON CENTER WITH ROOT COLLARS TO PREVENT UPLIFTING OF SIDEWALKS, TO THE SATISFACTION OF THE BUREAU OF STREET SERVICES

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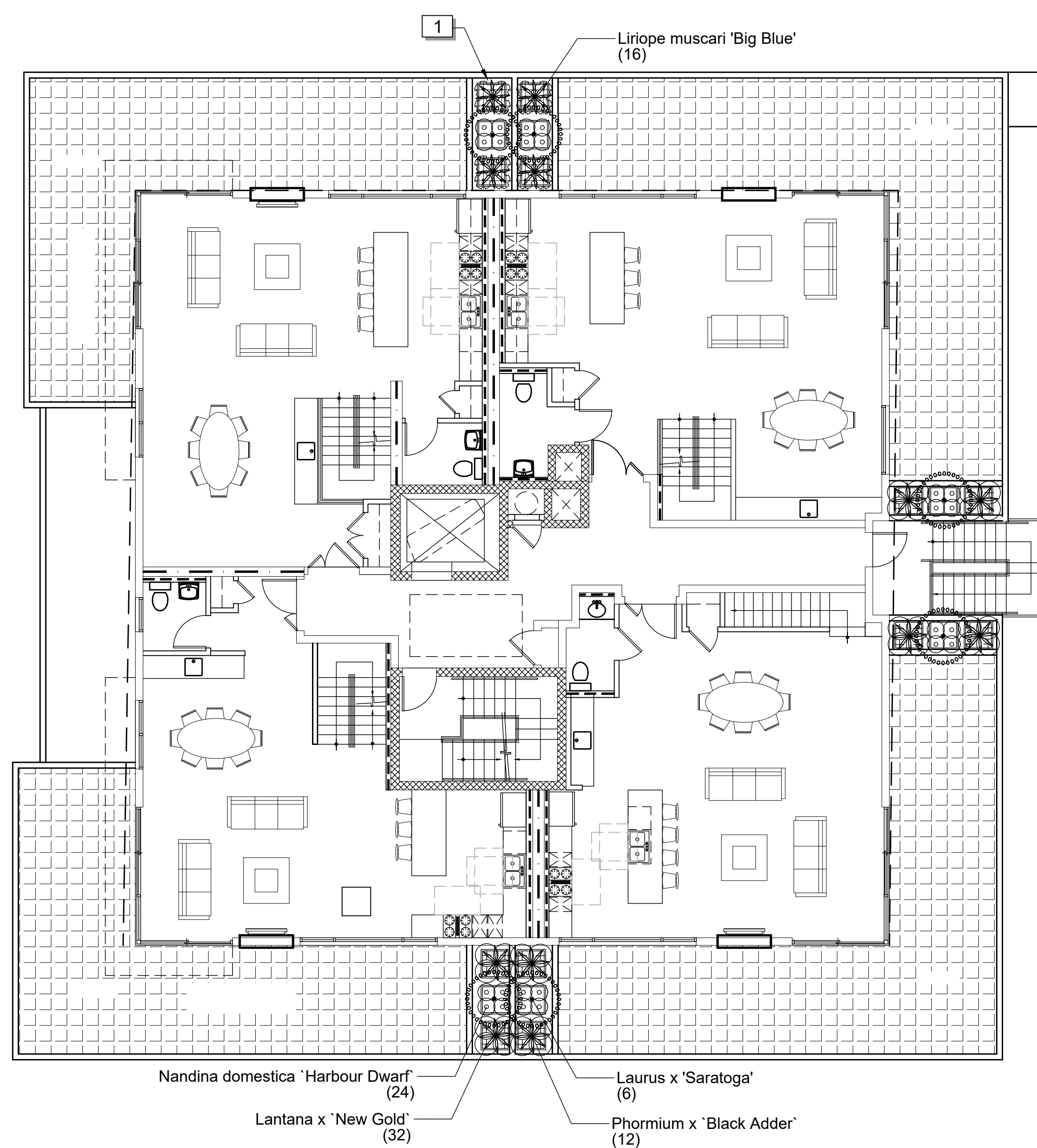
PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

PLANTING PLAN  
5TH FLOOR



PLANT SCHEDULE 5TH FLOOR

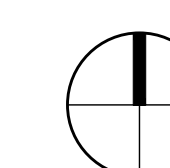
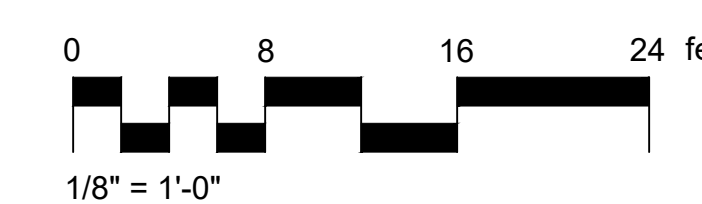
TREES	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY
●	Laurus x 'Saratoga'	Saratoga Hybrid Laurel	15 gal	Low	6
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY
+	Lantana x 'New Gold'	New Gold Lantana	1 gal	Very Low	32
⊕	Liriope muscari 'Big Blue'	Big Blue Lilyturf	1 gal	Moderate	16
○	Nandina domestica 'Harbour Dwarf'	Harbour Dwarf Heavenly Bamboo	1 gal	Low	24
✱	Phormium x 'Black Adder'	New Zealand Flax	5 gal	Low	12

REFERENCE NOTES SCHEDULE 5TH FLOOR

SYMBOL	DESCRIPTION	QTY
1	Tournesol Siteworks WR-3000F LxWxH - 30" x 30" x 27". Include CWM-R1620-2k irrigation insert.	18



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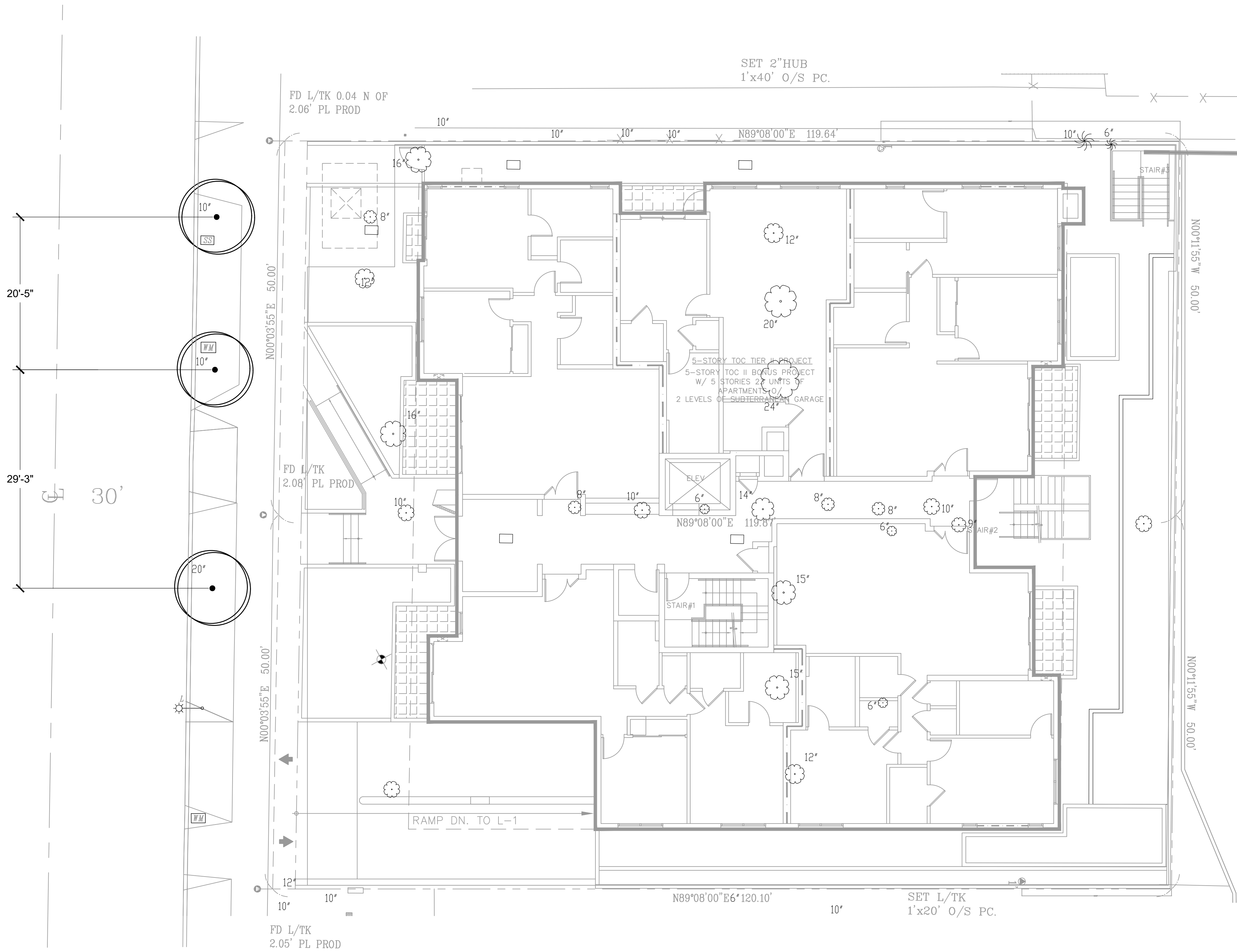


SHEET NUMBER L-1.1 OF 12  
PROJECT NUMBER

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N SWEETZER AVE



PLANT SCHEDULE - DEMOLITION

TREES	COMMON NAME	SIZE	WATER USE	QTY
	Existing palm to be removed	Existing		2
	Existing tree to be removed	Existing		21
	Existing tree to remain	Existing	Moderate	3

**SEED GROUP**  
landscape architecture

1505 border avenue  
torrance ca 90501  
T 310.787.055 F 310.787.9291



DATE 08-03-22

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REVISIONS/PLAN LOG

Revisions 04-27-23

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PROJECT AND CLIENT NAME

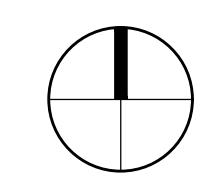
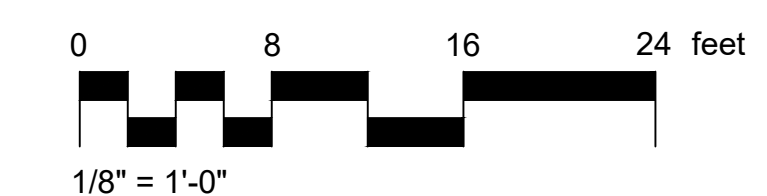
806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

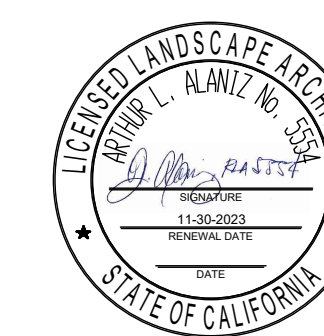
TREE DEMOLITION  
PLAN

**EXHIBIT "A"**  
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SHEET NUMBER L-1.2 OF 12  
PROJECT NUMBER

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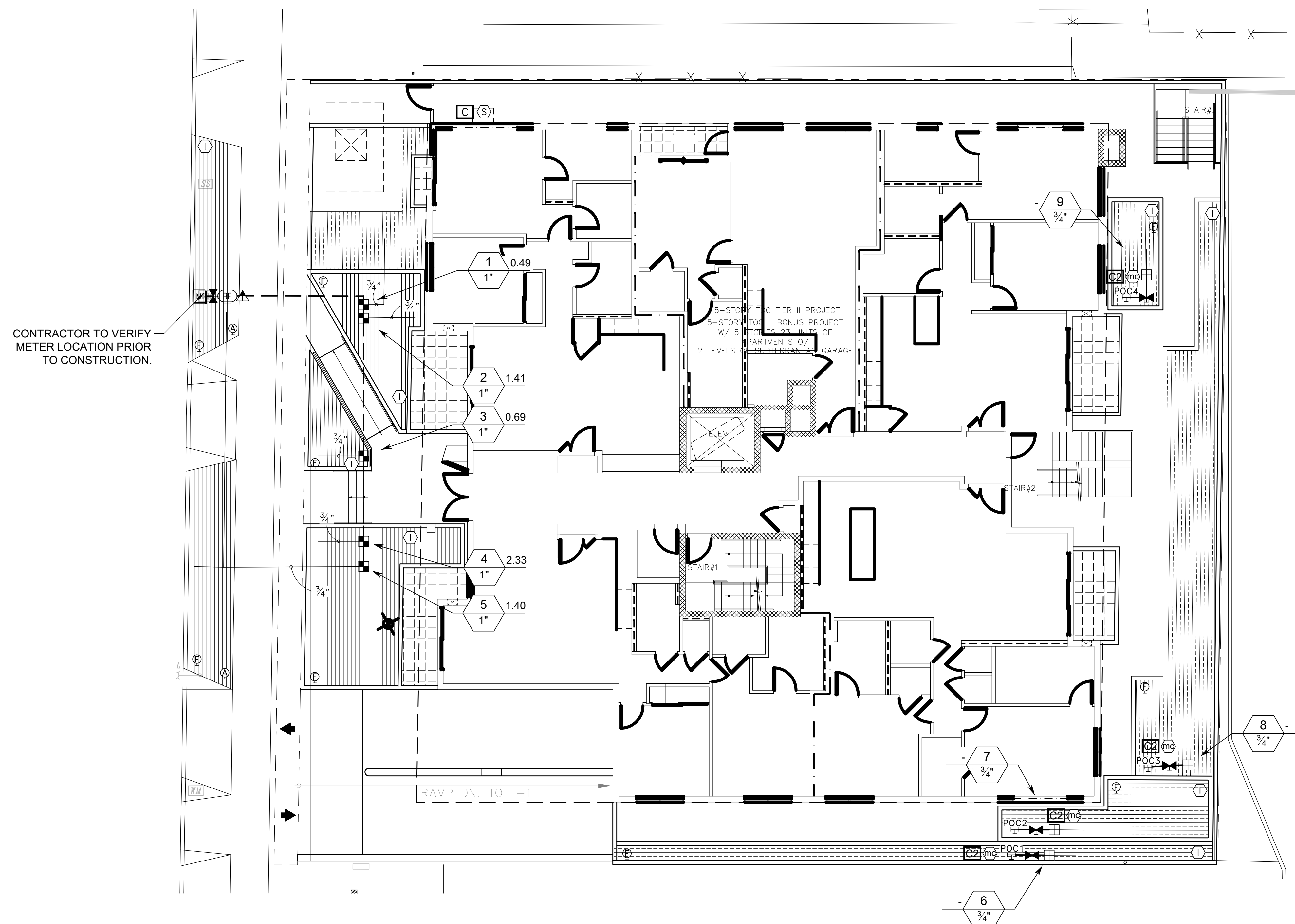
SHEET DESCRIPTION

IRRIGATION PLAN  
GROUND FLOOR

IRRIGATION SCHEDULE

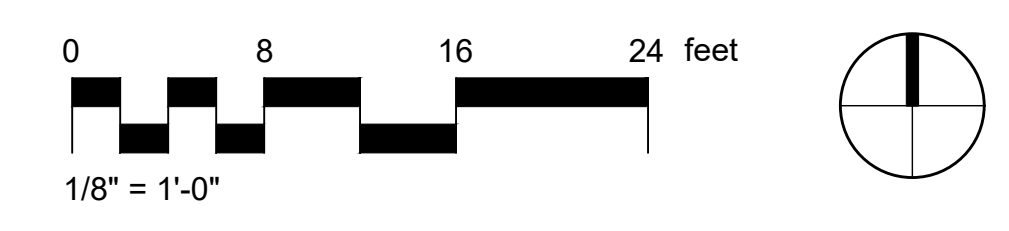
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL
■	Netafim LVCZS8010075-LF Pre-Assembled Control Zone Kit, with 1" Series 80 Control Valve, 3/4" Disc Filter, and Low Flow Pressure Regulator 0.25GPM to 4.4GPM.	6/L-3.0
⊕	Netafim TL5OV Manual flush valve.	7/L-3.0
①	Netafim CV Mister Drip operation/pressure indicator	5/L-3.0
[Hatched]	Area to Receive Dripline Netafim TLCV-06-12 Techline Pressure Compensating Landscape Dripline with Check Valve. 0.6 GPH emitters at 12" O.C. Dripline laterals spaced at 12" apart, with emitters offset for triangular pattern. 17mm.	8/L-3.0
[Hatched]	Area to Receive Dripline Netafim TLCV-06-18 Techline Pressure Compensating Landscape Dripline with Check Valve. 0.6 GPH emitters at 18" O.C. Dripline laterals spaced at 18" apart, with emitters offset for triangular pattern. 17mm.	8/L-3.0

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL
⌘	Nibco T-580-S6-R-66-LL Stainless steel ball valve shut off valve	3/L-3.0
△	Pressure Reducing Valve Watts LF25AUB-Z3, 3/4"	
Ⓡ	Febco B25Y 3/4" Reduced Pressure Backflow Preventer	4/L-3.0
Ⓢ	Hunter PC-400 with (02) PCM-300 Light Commercial & Residential Controller, 10-station expanded module controller, 120 VAC, Outdoor model	9/L-3.0
Ⓣ	Hunter Solar-Sync-Sen Solar, rain freeze sensor with outdoor interface, connects to Hunter X-Core and ACC Controllers, install as noted. Includes gutter mount bracket. Wired. Module not included.	10/L-3.0
—	Irrigation Lateral Line: PVC Schedule 40	
---	Irrigation Mainline: PVC Schedule 80	
Ⓜ	Valve Colout	
Ⓜ	Valve Number	
Ⓜ	Valve Flow	
Ⓜ	Valve Size	



NOTE:  
1. REFER TO PLUMBING PLAN FOR POINT OF CONNECTION.  
MINIMUM 3/8" COPPER WATER SUPPLY LINE REQUIRED AT EACH POC WITH A MINIMUM 30 PSI STATIC WATER PRESSURE.  
2. CONTRACTOR TO VERIFY PRESSURE PRIOR TO BEGINNING WORK.

**EXHIBIT "A"**  
Page No. 25 of 30  
Case No. DIR-2022-8428-TOC-HCA







DATE 08-03-22

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REVISIONS/PLAN LOG

Revisions 04-27-23

Revisions 06-02-23

PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

HYDROZONE MAP  
AND WATER  
CALCULATIONS

SHEET NUMBER L-2.1 OF 12  
PROJECT NUMBER

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**WATER USE CALCULATIONS**

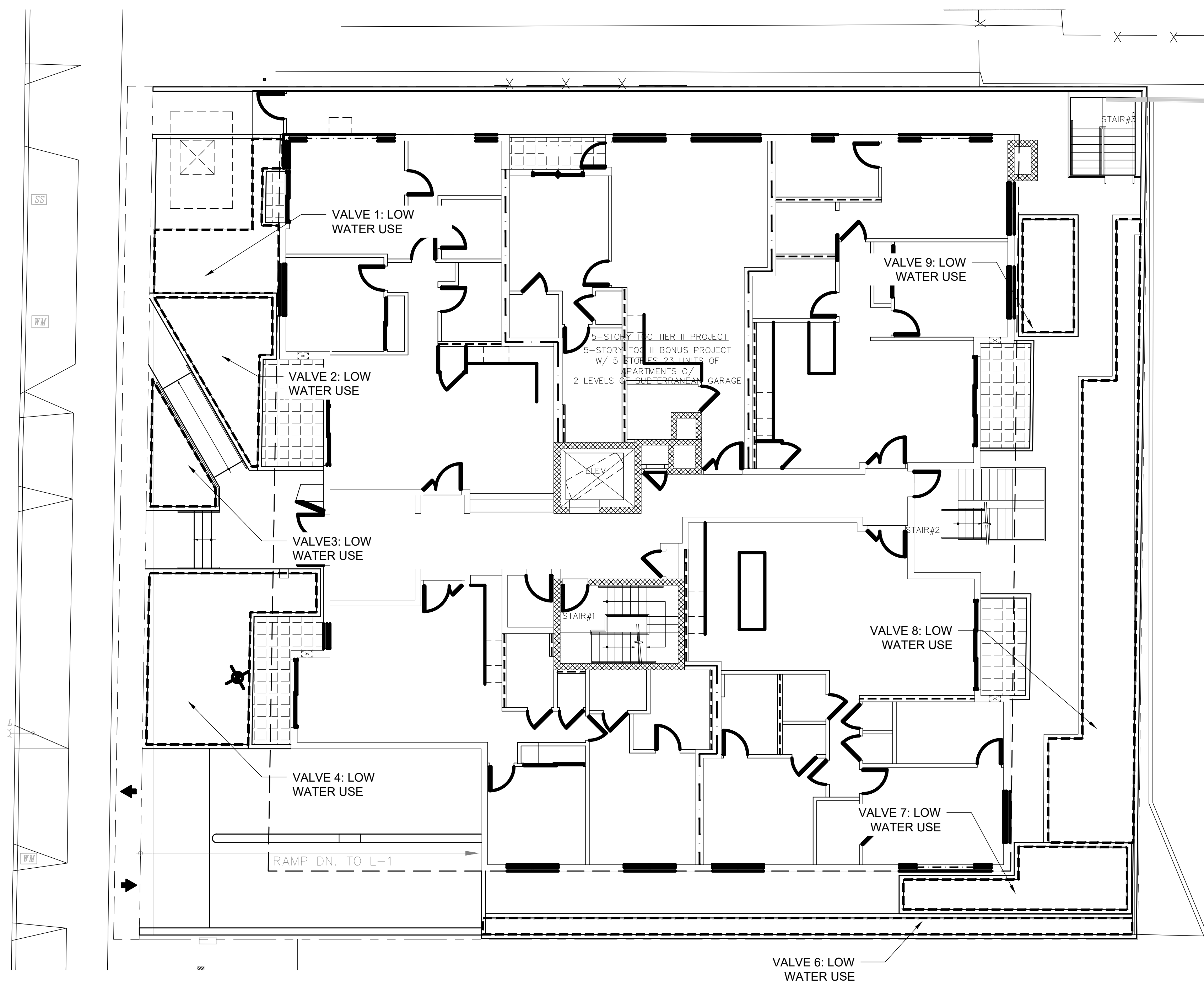
Site Information  
 Site Name → 806 N. Sweetzer  
 Site Type → Residential  
 Annual Eto (inches/yr) → 50.1  
 Allowed ETAF: 0.55

Hydrozone or Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (sqft.)	ETAF x Area	Estimated Total Water Use (gal./yr.)	
<b>Regular Landscape Areas</b>								
Valve 1	0.2	Low	Drip	0.81	130	32	997	
Valve 2	0.2	Low	Drip	0.81	141	35	1,081	
Valve 3	0.2	Low	Drip	0.81	69	17	529	
Valve 4	0.2	Low	Drip	0.81	274	68	2,101	
Valve 6	0.2	Low	Drip	0.81	146	36	1,120	
Valve 7	0.2	Low	Drip	0.81	141	35	1,081	
Valve 8	0.2	Low	Drip	0.81	440	109	3,375	
Valve 9	0.2	Low	Drip	0.81	80	20	614	
					<b>SUBTOTAL →</b>	<b>1,421</b>	<b>351</b>	<b>10,899</b>
<b>Special Landscape Areas</b>								
none					1	0	0	
					<b>SUBTOTAL →</b>	<b>0</b>	<b>0</b>	<b>0</b>
					<b>Estimated Total Water Use (ETWU) →</b>		<b>10,899</b>	
					<b>Maximum Allowed Water Allowance (MAWA) →</b>		<b>24,277</b>	

**ETAF Calculations**

<b>Regular Landscape Areas</b>		
Total ETAF x Area	351	
Total Area	85,918	1,421
Average ETAF	0.25	
<b>All Landscape Areas</b>		
Total ETAF x Area	351	
Total Area	1,421	
Sitewide ETAF	0.25	

Notes:



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Revisions 04-27-23

Revisions 06-02-23

PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

WEST ELEVATION



Laurus 'Saratoga'



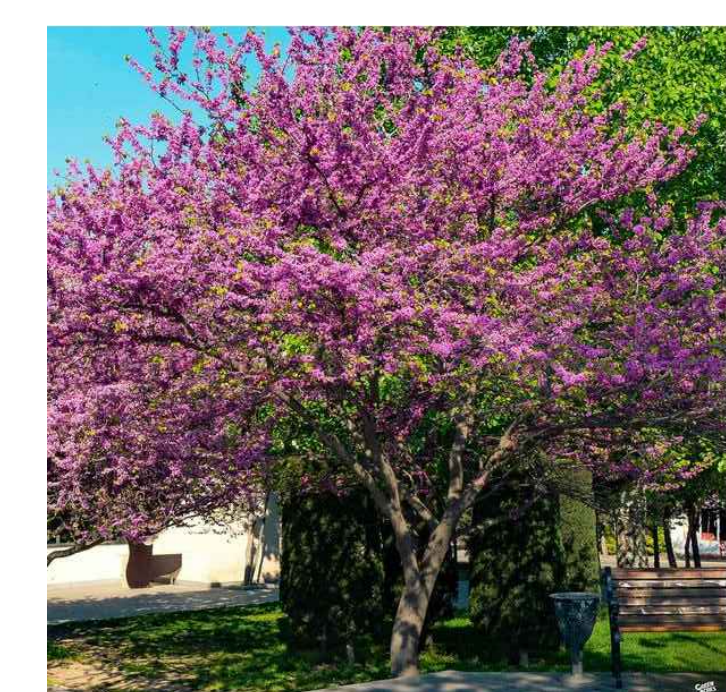
Phormium 'Black Adder'



Xylosma 'Compactum'



Callistemon viminalis 'Little John'



Cercis occidentalis

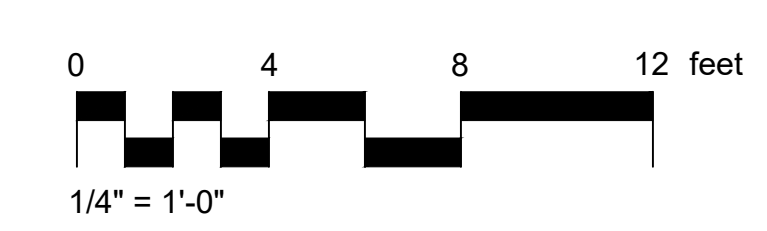


Arctostaphylos uva-ursi



Dietes grandiflora 'Variegata'

**EXHIBIT "A"**  
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Case No. DIR-2022-8428-TOC-HCA



SHEET NUMBER L-5.0 OF 12  
PROJECT NUMBER

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Revisions 04-27-23
Revisions 06-02-23

PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION  
EAST ELEVATION

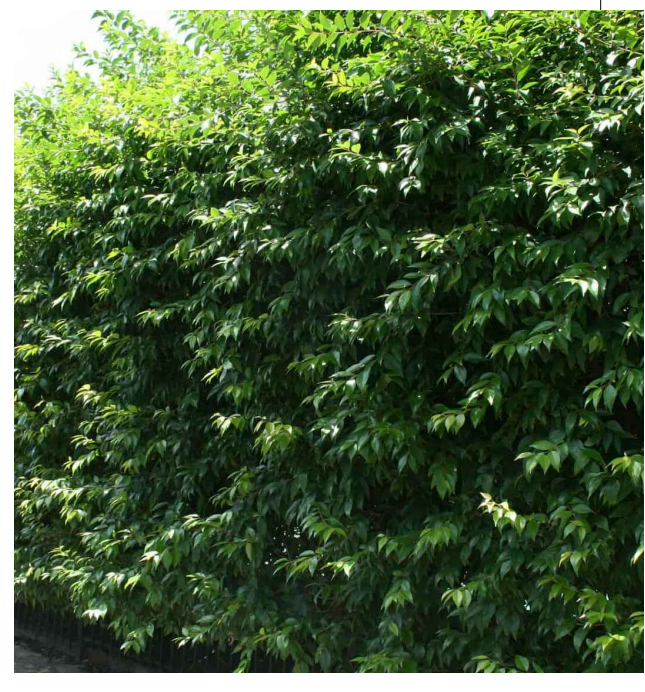
P.L.



Laurus 'Saratoga'



Phormium 'Black Adder'



Xylosma 'Compactum'



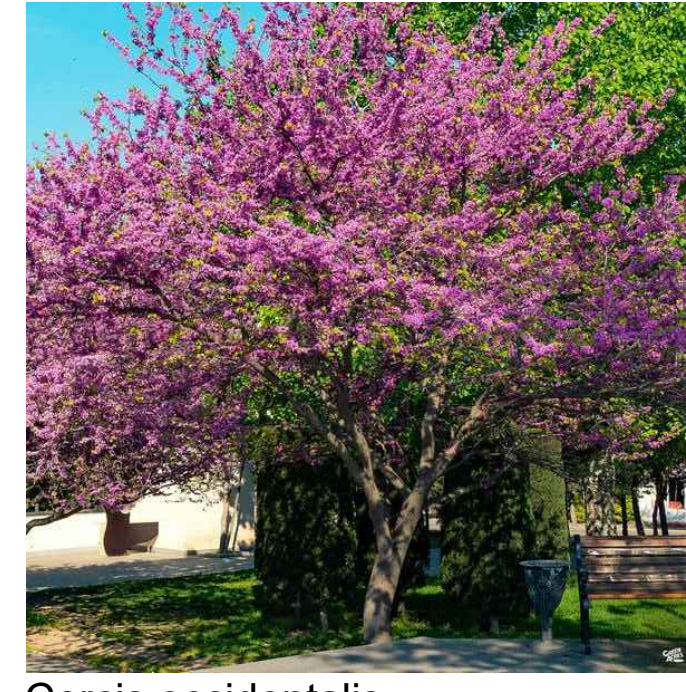
Chondropetalum tectorum



Salvia spathacea

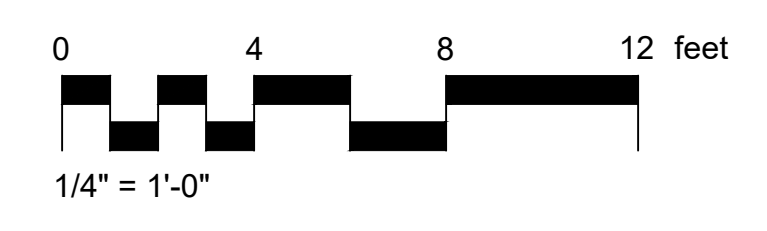


Diets grandiflora 'Variegata'



Cercis occidentalis

**EXHIBIT "A"**  
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Case No. DIR-2022-8428-TOC-HCA



SHEET NUMBER L-5.1 OF 12  
PROJECT NUMBER

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Revisions 04-27-23  
Revisions 06-02-23

PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION  
NORTH ELEVATION



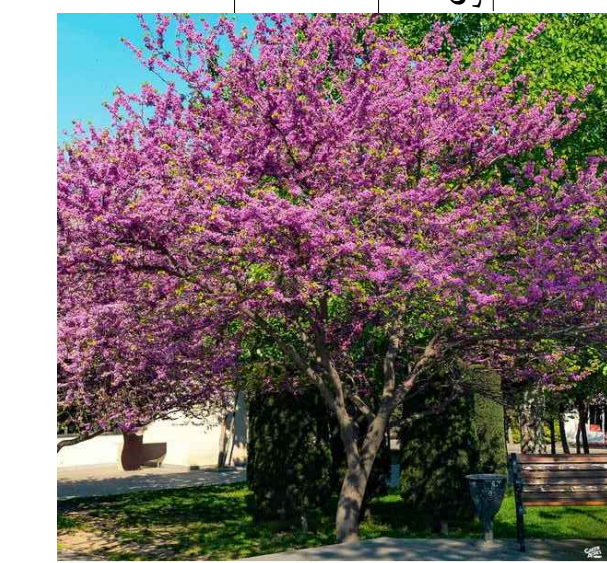
Laurus 'Saratoga'



Phormium 'Black Adder'



Diets grandiflora 'Variegata'



Cercis occidentalis



Salvia spathacea



Chondropetalum tectorum



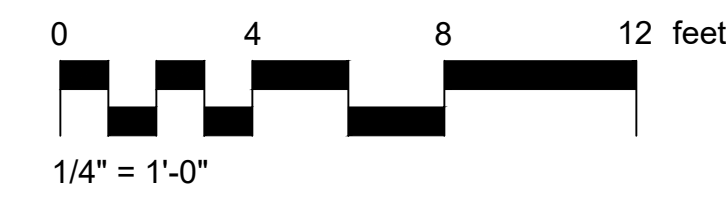
Arctostaphylos uva-ursi



Callistemon viminalis 'Little John'



**EXHIBIT "A"**  
Page No. 29 of 30  
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REVISIONS/PLAN LOG

Revisions 04-27-23  
Revisions 06-02-23

PROJECT AND CLIENT NAME

806 N. SWEETZER APTS

806 N. SWEETZER  
LOS ANGELES, CA 90069

SHEET DESCRIPTION

SOUTH ELEVATION

SHEET NUMBER L-5.3 OF 12  
PROJECT NUMBER

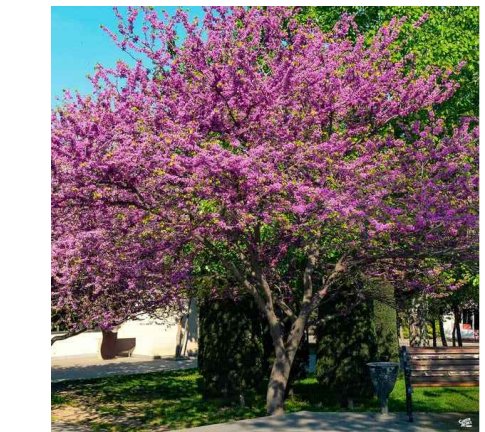
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Laurus 'Saratoga'



Phormium 'Black Adder'



Cercis occidentalis



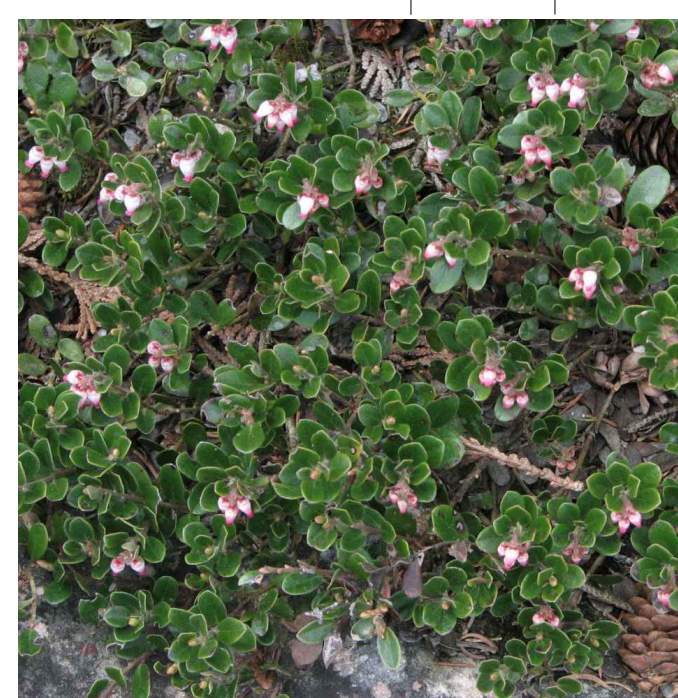
Diets grandiflora 'Variegata'



Chondropetalum tectorum



Salvia spathacea

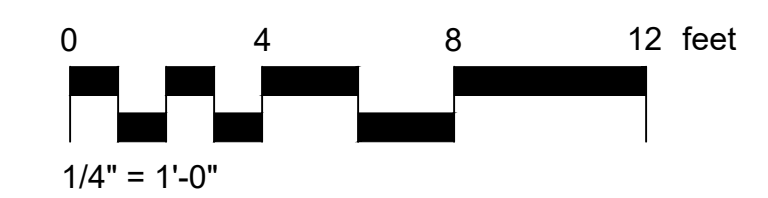


Arctostaphylos uva-ursi



Callistemon viminalis 'Little John'

**EXHIBIT "A"**  
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Case No. DIR-2022-8428-TOC-HCA





**Exhibit D:  
Environmental Documents**

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NOTICE OF EXEMPTION**  
(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS  
**DIR-2022-8428-TOC-HCA** / Transit Oriented Communities

LEAD CITY AGENCY  
**City of Los Angeles (Department of City Planning)**

CASE NUMBER  
ENV-2022-8429-CE

PROJECT TITLE  
**Sweetzer Apartments**

COUNCIL DISTRICT  
5 – Katy Young Yaroslavsky

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)  Map attached.  
**806-814 North Sweetzer Avenue**

PROJECT DESCRIPTION:  
The proposed project involves the demolition and removal of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. The proposed development will contain approximately 31,341 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4:1. The project will provide a total of 2,467 square feet of open space comprised of private balconies, a gym, and rear yard. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls.  
 Additional page(s) attached.

NAME OF APPLICANT / OWNER:  
**Jesse Sarshar & Sharon Hanassab BH Holding, LLC**

CONTACT PERSON (If different from Applicant/Owner above) | (AREA CODE) TELEPHONE NUMBER | EXT.  
**Shahab Ghods, Plus Architects** | (310) 478-6149

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)  
STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)  
Public Resources Code Section(s) \_\_\_\_\_

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)  
CEQA Guideline Section(s) / Class(es) 32

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

JUSTIFICATION FOR PROJECT EXEMPTION:  Additional page(s) attached  
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 the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.  
 None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.  
 The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

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

**CITY STAFF USE ONLY:**

CITY STAFF NAME AND SIGNATURE *Trevor Martin* STAFF TITLE  
Trevor Martin City Planning Associate

ENTITLEMENTS APPROVED  
Transit Oriented Communities



CITY OF LOS ANGELES

DEPARTMENT OF CITY PLANNING

CITY HALL • 200 NORTH SPRING STREET • LOS ANGELES, CA 90012

## Categorical Exemption

### Sweetzer Apartments

**Environmental Case Number: ENV-2022-8429-CE**

**Project Location:** 806-814 North Sweetzer Avenue

**Community Plan Area:** Hollywood

**Council District:** 5 – Katy Young Yaroslavsky

**Project Description:** The demolition and removal of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. The proposed development will contain approximately 31,341 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 4:1. The project will provide a total of 2,467 square feet of open space comprised of private balconies, a gym, and rear yard. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls. The project will provide a total of 26 bicycle parking stalls including, 23 long-term, and three (3) short-term parking stalls. The project involves the grading and export of approximately 9,807 cubic yards of soil from the site.

In order to facilitate the development of the proposed project, the applicant is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 2 project is eligible for Base Incentives and up to three (3) Additional Incentives. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 60 percent, (2) increase the maximum allowable FAR by 45 percent or to 3.25:1 if the maximum percentage increase results in a FAR of less than 3.25:1 for a project in a commercial zone, and (3) provide a minimum of zero (0) parking spaces. As Additional Incentives, the project is requesting, (1) up to a 30 percent reduction in the northerly side yard setback requirement, (2) an increase in height by one additional story up to 11 additional feet; and (3) a maximum reduction of up to 20 percent in the required amount of open space; and
2. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, foundation, street closure(s), tree removal, haul route, and building permits.

#### **PREPARED BY:**

The City of Los Angeles

Department of City Planning

#### **APPLICANT:**

Jesse Sarshar & Sharon Hanassab

BH Holding, LLC

**April 2023**

## Project Background

The project site is a level, rectangular-shaped parcel of land comprised of two (2) contiguous lots, encompassing 11,939 square feet (approximately 0.27 acres) of lot area. The subject property has 100 feet of street frontage along the east side of Sweetzer Avenue. The subject property is zoned [Q]R3-1 and is located within the Hollywood Community Plan area. The Community Plan Area Map designates the subject property for Medium Residential land uses, corresponding to the R3 Zone.

The project site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), the Melrose Zone Change Permanent "Q" Condition area (ZI-2381), a Tier 2 Transit Oriented Communities area, and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

Based upon the existing mobility and circulation networks near the proposed project, the creation of 19 net new units at the subject site will not result in significant traffic impacts in the community. Per the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), a Traffic Study is not required as the project is beneath LADOT thresholds of significance. Using the City of Los Angeles VMT Calculator, the project is expected to result in a net increase of 96 average daily vehicle trips, less than LADOT's established threshold of 250 for requiring further VMT analysis. As such, the proposed project does not need to be referred further to LADOT and does not require further VMT analysis. Therefore, the project is not expected to result in any significant impact relating to traffic.

The project site does not fall within a Methane Hazard Site, an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, Flood Zone, Landslide Area, Tsunami Inundation Zone, a Very High Fire Hazard Severity Zone, Hillside Area, or BOE Special Grading Area. The project site is located within a Liquefaction Area and is located within approximately 1.37 kilometers of the nearest fault zone (Hollywood Fault). The project involves the grading and export of approximately 9,807 cubic yards of soil from the site.

The subject property is currently developed with two two-story duplexes. The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has applied for a new Building Permit Application (App #: 22010-10000-00201) but has yet to apply for a Demolition Permit. The Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination (RUD) Letter dated March 3, 2022, determined that since at least 2018, the subject property has been improved with two duplexes. Pursuant to SB 8, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. No income documents were provided for the four (4) units subject to replacement. Pursuant to CHAS, three (3) unit(s) need to be replaced with equivalent type, with one (1) unit restricted to Extremely Low Income Households, one (1) unit restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. The project proposes a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households.



A Tree Report dated October 4, 2022, prepared by Jerrold Turney Ph.D., identified a total of nine (9) trees on the project site, one (1) of which, is a street tree located in the public right-of-way along the east side of Sweetzer Avenue. None of the total nine (9) trees surveyed have been identified as protected tree species as defined under LA City Ordinance No. 177,404.

Properties within the vicinity of the project site are zoned [Q]R3-1 and R2-1XL and are designated for Medium Residential and Low Medium I Residential land uses. The subject property abuts the City of West Hollywood to the west. The surrounding properties are developed with multi-family residential buildings ranging from one to three stories in height. Adjoining the subject site to the north is a [Q]R3-1 zoned property developed with a single-story apartment building. Adjoining the site to the east and south is a reverse L-shaped lot zoned [Q]R3-1 that is developed with a two-story apartment building, detached garage, and surface parking lot. Abutting the subject site to the southwest, across Sweetzer Avenue is a [Q]R3-1 zoned property developed with a two-story triplex that is designated as a historic monument per Historic Places LA. The historic building was constructed in 1926 and is regarded as an excellent and rare example of Moorish Revival multi-family residential architecture in Hollywood. Properties abutting the project site to the west and northwest, across Sweetzer Avenue, fall within the jurisdiction of the City of West Hollywood, and are improved with apartment buildings ranging from one to three stories in height, as well as two-story apartment motel (The Charlie).

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines, which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project has been determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. On April 1, 2023, the subject project was issued a Notice of Exemption for a Class 32 Categorical Exemption.

#### CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects.” A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

As previously stated, the project involves the demolition and removal of two existing two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. Roof and site drainage as well as sewer availability are required to comply with Bureau of Engineering and Bureau of Sanitation standards, Hydrants, Fire Department Access, and Fire Safety also require review and approval by the Los Angeles Fire Department before

permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply.

As a new residential building developed on an infill site, this project qualifies for the Categorical Exemption. The project can be characterized as infill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

The subject property is located within the Hollywood Community Plan area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Hollywood Community Plan Area Map designates the subject property for Medium Residential land uses corresponding to the R3 Zone. The subject property's R3 zoning is thus consistent with the General Plan's land use designation for the site. The project site is subject to the Melrose Zone Change Permanent "Q" Conditions that primarily regulate building design and landscaping. The property is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The proposed project is consistent with, and meets the objectives of the Hollywood Community Plan. The proposed residential development will result in a net increase of 19 dwelling units on the subject property, adding new desirable multi-family housing to the region and contribute to the City's affordable housing stock. The project meets the intent of the following objectives of the Hollywood Community Plan:

**Objective 2:** To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.

**Objective 3:** To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

In addition, the project meets the following objectives and policies of the City's Housing Element:

**Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

**Policy 1-1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

**Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

**Policy 2-2.2:** Provide incentives and flexibility to generate new multi-family housing near transit and centers, in

accordance with the General Plan Framework element, as reflected in Map ES.1.

The project makes a both practical and efficient use of the subject property by locating new, higher density residential development near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income. The project meets all applicable design guidelines and standards, and is a residential development with an appropriate, context-sensitive scale. The project will be conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project is located within one-half mile of the Metro Local 4 and Local 105 bus lines. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations within the City of Los Angeles.

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

The subject property is located wholly within the Hollywood Community Plan area within the City of Los Angeles. The project site is a level, rectangular-shaped parcel of land comprised of two (2) contiguous lots, encompassing 11,939 square feet (approximately 0.27 acres) of lot area. The project site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with residential uses that are consistent with their General Plan land use designations and zoning.

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

The project site is a level, rectangular-shaped parcel of land comprised of two (2) contiguous lots, encompassing 11,939 square feet (approximately 0.27 acres) of lot area. The subject property is currently developed with two two-story duplexes.

A Tree Report dated October 4, 2022, prepared by Jerrold Turney Ph.D., identified a total of nine (9) trees on the project site, one (1) of which, is a street tree located in the public right-of-way along the east side of Sweetzer Avenue. None of the total nine (9) trees surveyed have been identified as protected tree species as defined under LA City Ordinance No. 177,404, nor are they a habitat for any endangered, rare, or threatened species. Any removal and replacement of street trees would be conducted in accordance with Bureau of Street Services, Urban Forestry Division. Furthermore, the project site is in a long-established urban neighborhood which is fully built out with primarily residential development. The project site, therefore, has no value as habitat for endangered species, rare, or threatened species.

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

**Traffic.** A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new Los Angeles Department of Transportation (LADOT), Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT has established that any project resulting in a net increase of 250 or more daily vehicle trips requires a VMT analysis.

The project proposes the demolition and removal of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units with two (2) units reserved for Very Low Income Households, and one (1) dwelling unit reserved for Extremely Low Income Households. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls and will provide a total of 26 bicycle parking stalls. Using the City of Los Angeles VMT Calculator, the project is expected to result in a net increase of 96 average daily vehicle trips, less than LADOT's established threshold of 250 for requiring further VMT analysis. As such, the proposed project does not require further VMT analysis. Based upon the existing mobility and circulation networks near the proposed project, it has been determined that the creation of 19 new dwelling units will not result in any significant impacts relating to traffic.

**Noise.** The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

A Noise Technical Report dated October 2022, prepared by DKA Planning and attached to the subject environmental case file, concluded that no significant permanent operational or cumulative noise impacts are expected as a result of the proposed project (the Noise Study provides the full analysis). Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal

combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated at outdoor recreational spaces such as balconies and patios would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

**Air Quality.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. The 2016 Air Quality Management Plan (AQMP) was prepared by SCAQMD and adopted in April 2017 to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The project is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2020 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023). Additionally, the project's infill location would promote the concentration of development in a long-established urban neighborhood with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:



- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing BMPs, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Technical Report was prepared by DKA Planning in October 2022, which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are expected to be below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

**Water Quality.** With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the area for the past several decades. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any substantial impact on existing utilities and public services through the net addition of 19 dwelling units at the subject site.

In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply. Therefore, the proposed project can be adequately served by all required utilities and public services.

#### EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

- (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.**

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

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

The proposed five-story residential development with 23 dwelling units on the project site is consistent with the zone and land uses as designated by the Hollywood Community Plan, and as permitted by the City's TOC Affordable Housing Incentive Program pursuant to LAMC 12.22-A.31. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts

of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project would not result in a cumulatively considerable contribution to any impact. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold, it would have neither a project-specific significant impact, nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/Traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No. 144,331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Furthermore, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

**(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.**

The project site is a level, rectangular-shaped parcel of land comprised of two (2) contiguous lots, encompassing 11, 939 square feet (approximately 0.27 acres) of lot area. The proposed project involves the demolition and removal of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls will provide a total of 26 bicycle parking stalls. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning.

The project site is located in an urbanized area within the City of Los Angeles and consists primarily of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (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.**

Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Therefore, this exception does not apply.

- (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.**

Based on a review of the California Department of Toxic Substances Control “Envirostor Database,” no known hazardous waste sites are located on the project site. Additionally, there are also no listed hazardous waste sites within the immediate vicinity of the project site. The subject property is currently developed with two two-story duplexes, a residential use that is not expected to utilize hazardous waste or materials that pose significant constraint on the project site.

Additionally, the project site is not located within a Methane Zone or Methane Buffer Zone, nor is located within a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Although the project site is located in a liquefaction area, the project will comply with any applicable developmental regulations. Therefore, this exception for a Categorical Exemption does not apply to this project.

- (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.**

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. In addition, the project site is not located within a Historic Preservation Overlay Zone and thus not subject to historic preservation review. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, therefore, this exception does not apply.

## CONCLUSION

In summary, the project involves the demolition and removal of two two-story duplexes, and the construction, use, and maintenance of a new five-story residential building, 56 feet, 0 inches in height, containing a total of 23 dwelling units located on a 11,939 square-foot lot. The project will have two subterranean levels that will contain a total of 47 vehicle parking stalls and will provide a total of 26 bicycle parking stalls. The project is consistent with the surrounding

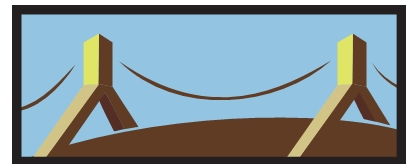
developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. In addition, the project is located in a long-established urbanized neighborhood, and thus will be adequately served by all required public utilities and services.

Furthermore, the project is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.



# 806 NORTH SWEETZER AVENUE PROJECT

## Air Quality Technical Report



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October 2022

# AIR QUALITY TECHNICAL REPORT

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## Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 806 North Sweetzer Avenue in the City of Los Angeles. The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

## Regulatory Framework

### *Federal*

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO<sub>2</sub> (nitrogen dioxide), O<sub>3</sub> (ozone), PM<sub>2.5</sub> (particulate matter, 2.5 microns), PM<sub>10</sub> (particulate matter, 10 microns), SO<sub>2</sub> (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and Pb.

**Table 1**  
**State and National Ambient Air Quality Standards and Attainment Status for LA County**

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	N/A <sup>1</sup>	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment
Respirable Particulate Matter (PM <sub>10</sub> )	24-hour	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Maintenance
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment	--	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24-hour	--	--	35 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Maintenance
	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Maintenance
Nitrogen Dioxide (NO <sub>2</sub> )	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	Attainment	100 ppb (188 µg/m <sup>3</sup> )	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Maintenance
Sulfur Dioxide (SO <sub>2</sub> )	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m <sup>3</sup>	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m <sup>3</sup>	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m <sup>3</sup>	Attainment	No Federal Standards	
Hydrogen Sulfide (H <sub>2</sub> S)	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )	N/A	No Federal Standards	

<sup>1</sup>N/A = not available  
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 ([www.arb.ca.gov/desig/adm/adm.htm](http://www.arb.ca.gov/desig/adm/adm.htm)).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO<sub>x</sub> emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO<sub>x</sub> and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO<sub>x</sub> be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

## **State**

California Clean Air Act. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA,

areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In September 2022, CARB proposes regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions in 2040. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles, buying more over time until all are zero emissions by 2042.

Toxic Air Contaminant Identification and Control Act. The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H<sub>2</sub>S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.<sup>1</sup> In the risk identification step, CARB and the Office of Environmental Health Hazard

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<sup>1</sup> California Air Resources Board, California Air Toxics Program, [www.arb.ca.gov/toxics/toxics.htm](http://www.arb.ca.gov/toxics/toxics.htm), last reviewed by CARB September 24, 2015.



Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.<sup>2</sup> In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

Assembly Bill 2588 Air Toxics “Hot Spots” Program. The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective. The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.<sup>3</sup> CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

Air Quality and Land Use Handbook. CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or

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<sup>2</sup> California Air Resources Board, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm), last reviewed by CARB July 18, 2011.

<sup>3</sup> California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.

local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations. The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

### ***Regional (South Coast Air Quality Management District)***

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or

the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

Air Quality Management Plan. The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM<sub>2.5</sub> NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO<sub>x</sub> emissions sufficiently to meet the upcoming ozone deadline standards.

The SCAQMD is updating the region’s air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella valley. This includes strengthening many stationary source controls and addressing new sources like wildfires. The 2022 AQMP will rely on the growth assumptions in SCAG’s 2020-2045 RTP/SCS.

Multiple Air Toxics Exposure Study V. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.<sup>4</sup> The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

### ***Regional (Southern California Association of Governments)***

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization

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<sup>4</sup> South Coast Air Quality Management District, MATES-V Study. <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

(MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.<sup>5,6</sup> The 2016–2040 RTP/SCS is the transportation and land use component of the region’s air quality plan. It recognized that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, it drew a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. While it has since been updated as described in the next paragraph, it remains the transportation plan that is in the applicable air quality plan for the region (i.e., 2016 Air Quality Management Plan).

SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020.<sup>7</sup> The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM<sub>2.5</sub> emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

### ***Local (City of Los Angeles)***

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the City’s General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality

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<sup>5</sup> Southern California Association of Governments, Final 2016–2040 RTP/SCS.

<sup>6</sup> California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

<sup>7</sup> California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

The Air Quality Element includes six key goals:

- Goal 1:** Good air quality in an environment of continued population growth and healthy economic structure.
- Goal 2:** Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
- Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Clean Up Green Up Ordinance. The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

California Environmental Quality Act. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

Land Use Compatibility. In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is 2.6 miles southwest of the southbound mainline of the Hollywood Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity.



It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

## **Existing Conditions**

### ***Pollutants and Effects***

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O<sub>3</sub>), nitrogen oxides (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), particulate matter ten microns or less in diameter (PM<sub>10</sub>), particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.<sup>8</sup>

**Carbon Monoxide (CO).** CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart’s contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

**Ozone (O<sub>3</sub>).** O<sub>3</sub> is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O<sub>3</sub> irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

**Nitrogen Dioxide (NO<sub>2</sub>).** NO<sub>2</sub> is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. Nitrogen oxides irritate the nose and throat, and increase one’s susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO<sub>x</sub> is as a precursor to the formation of ozone.

**Sulfur Dioxide (SO<sub>2</sub>).** Sulfur oxides (SO<sub>x</sub>) are compounds of sulfur and oxygen molecules. SO<sub>2</sub> is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles,

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<sup>8</sup> South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO<sub>2</sub> potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM<sub>10</sub>), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM<sub>10</sub> and PM<sub>2.5</sub>. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

**Lead (Pb).** Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

### ***State-Only Criteria Pollutants***

**Visibility-Reducing Particles.** Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO<sub>x</sub>, as well as PM.

**Sulfates (SO<sub>4</sub><sup>2-</sup>).** Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

**Hydrogen Sulfide (H<sub>2</sub>S).** H<sub>2</sub>S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H<sub>2</sub>S at levels above the state standard could result in exposure to a very disagreeable odor.

**Vinyl Chloride.** Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler



temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

### ***Toxic Air Contaminants (TACs)***

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.<sup>9</sup>

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer ( $\mu\text{m}$ )), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1  $\mu\text{m}$ ). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.<sup>10,11</sup>

### ***Project Site***

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County

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<sup>9</sup> California Air Resources Board, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm), last reviewed by CARB July 18, 2011.

<sup>10</sup> California Air Resources Board, Overview: Diesel Exhaust and Health, [www.arb.ca.gov/research/diesel/diesel-health.htm](http://www.arb.ca.gov/research/diesel/diesel-health.htm), last reviewed by CARB April 12, 2016.

<sup>11</sup> California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O<sub>3</sub>, PM<sub>2.5</sub>, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O<sub>3</sub> and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2018 through 2020. The one-hour State standard for O<sub>3</sub> was exceeded six times during this three-year period, while the federal standard was exceeded eleven times. CO and NO<sub>2</sub> levels did not exceed the CAAQS from 2018 to 2020 for 1-hour (and 8-hour for CO).

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90069) is approximately 447 in a million.<sup>12</sup> The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on Santa Monica Boulevard to the north and the Hollywood Freeway 2.3 miles to the northeast). In general, the risk at the Project Site is higher than 45 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037194402) is located in the 32<sup>nd</sup> percentile, which

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<sup>12</sup> South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, [https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data\\_id=data\\_Source\\_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view\\_39%2Cview\\_1](https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=data_Source_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1), accessed January 28, 2022.

means the Project Site has an overall environmental pollution burden higher than at least 32 percent of other communities within California.<sup>13</sup>

**Table 2  
Ambient Air Quality Data**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2018	2019	2020
<b>Ozone (O<sub>3</sub>)</b>			
Maximum 1-hour Concentration (ppm)	0.094	0.086	0.134
Days > 0.09 ppm (State 1-hour standard)	0	0	6
Days > 0.070 ppm (Federal 8-hour standard)	2	1	8
<b>Carbon Monoxide (CO<sub>2</sub>)</b>			
Maximum 1-hour Concentration (ppm)	1.6	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.3	1.2	1.2
Days > 9.0 ppm (State 8-hour standard)	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour Concentration (ppm)	0.0647	0.0488	0.0766
Days > 0.18 ppm (State 1-hour standard)	0	0	0
<b>PM<sub>10</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Days > 50 µg/m <sup>3</sup> (State 24-hour standard)	N/A	N/A	N/A
<b>PM<sub>2.5</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Days > 35 µg/m <sup>3</sup> (Federal 24-hour standard)	N/A	N/A	N/A
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m <sup>3</sup> = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion ( <a href="http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year">http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year</a> ) accessed October 3, 2022.			

**Sensitive Receptors.** Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

<sup>13</sup> Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed January 28, 2022.



The Project Site is located in a residential area along the Melrose Avenue corridor. Sensitive receptors within 0.25 miles (1,320 feet) of the Project Site include, but are not limited to, the following representative sampling:

- Residences, Sweetzer Avenue (west side); 70 feet west of the Project Site.
- Residences – 818 Sweetzer Avenue; five feet north of the Project Site.
- Residences – 802 Sweetzer Avenue; five feet south of the Project Site.
- Residences – Harper Avenue (west side); as close as 60 feet east of the Project Site to main residences.
- Hotel, 819 Sweetzer Avenue; 70 feet west of the Project Site.
- Shalom Garden senior citizen center, 743 Harper Avenue; 210 feet south of the Project Site.

Existing Project Site Emissions. The Project Site is improved with five residences.<sup>14</sup> As summarized in Table 3, most existing air quality emissions are associated with the 37 daily vehicle trips made to and from the Project Site.<sup>15</sup>

**Table 3**  
**Existing Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0.2	<0.1	0.3	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.2	0.1	1.5	<0.1	0.1	<0.1
<b>Regional Total</b>	<b>0.4</b>	<b>0.2</b>	<b>1.8</b>	<b>&lt;0.1</b>	<b>0.1</b>	<b>&lt;0.1</b>

*Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in Appendix).*

## Project Impacts

### Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

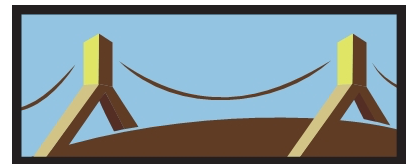
Construction. Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment

<sup>14</sup> City of Los Angeles ZIMAS database, accessed October 8, 2022.

<sup>15</sup> DKA Planning 2022 using CalEEMod model version 2022.1.

# 806 NORTH SWEETZER AVENUE PROJECT

## Noise Technical Report



Prepared by DKA Planning  
20445 Prospect Road, Suite C  
San Jose, CA 95129  
October 2022

# NOISE TECHNICAL REPORT

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## Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 806 North Sweetzer Avenue in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

## Fundamentals of Noise

### *Characteristics of Sound*

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. Table 1 provides examples of A-weighted noise levels from common sources.

**Table 1**  
**A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA $L_{eq}$ )
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10

Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.  
These noise levels are approximations intended for general reference and informational use.

Noise Definitions. This noise analysis discusses sound levels in terms of equivalent noise level ( $L_{eq}$ ), maximum noise level ( $L_{max}$ ) and the Community Noise Equivalent Level (CNEL).

- Equivalent Noise Level ( $L_{eq}$ ):  $L_{eq}$  represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the  $L_{eq}$  for one hour is the energy average noise level



during that hour.  $L_{eq}$  can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

- Maximum Noise Level ( $L_{max}$ ):  $L_{max}$  represents the maximum instantaneous noise level measured during a given time period.
- Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Effects of Noise. The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.<sup>1</sup> The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.<sup>2</sup>

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.<sup>3</sup> Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level

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<sup>1</sup> National Institute of Health, National Institute on Deafness and Other Communication, [www.nidcd.nih.gov/health/noise-induced-hearing-loss](http://www.nidcd.nih.gov/health/noise-induced-hearing-loss).

<sup>2</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>3</sup> Ibid.

increases of 10 dBA or greater are perceived as a doubling in loudness.<sup>4</sup> However, during daytime, few people are highly annoyed by noise levels below 55 dBA  $L_{eq}$ .<sup>5</sup>

**Noise Attenuation.** Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.<sup>6</sup> The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

## **Regulatory Framework**

### **Noise**

**Federal.** No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

**State.** The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 2 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

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<sup>4</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

<sup>5</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>6</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes the following objective and policy that are relevant for the Proposed Project:

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

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.





City of Los Angeles Municipal Code. The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.



**Table 2  
State of California Noise/Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (dB, L <sub>dn</sub> or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels Hotels	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable

	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.
	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.
	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.
	Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

*Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

*Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of “offending” noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, 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) 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 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.

## **Existing Conditions**

### ***Noise Sensitive Receptors***

The Project Site is located in a residential area along the Melrose Avenue corridor. Sensitive receptors within 0.25 miles (1,320 feet) of the Project Site include, but are not limited to, the following representative sampling:

- Residences, Sweetzer Avenue (west side); 70 feet west of the Project Site.
- Residences – 818 Sweetzer Avenue; five feet north of the Project Site.
- Residences – 802 Sweetzer Avenue; five feet south of the Project Site.
- Residences – Harper Avenue (west side); as close as 60 feet east of the Project Site to main residences.
- Hotel, 819 Sweetzer Avenue; 70 feet west of the Project Site.
- Shalom Garden senior citizen center, 743 Harper Avenue; 210 feet south of the Project Site.

### ***Existing Ambient Noise Levels***

The Project Site is improved with five residences<sup>7</sup>, where there are minor sources of on-site operational noise. These include air conditioning units that occasionally generate minor levels of noise. There is also intermittent noise from cars that park on the two driveways for the parcels and/or the rear garage structures that including tire friction as vehicles navigate to and from

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<sup>7</sup> City of Los Angeles ZIMAS database, accessed October 8, 2022.

parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also intermittent noise from solid waste management and collection activities that occur on Sweetzer Avenue.

The existing residences also produce noise off-site, as 37 daily vehicle trips travel to and from the Project Site,<sup>8</sup> as traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.<sup>9</sup> This includes traffic on Melrose Avenue one block to the south, which carries about 2,680 vehicles at Crescent Heights Boulevard in the A.M. peak hour.<sup>10</sup>

In October 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.<sup>11</sup> As shown in Table 3, noise levels along roadways near the Project Site ranged from 56.2 to 57.6 dBA  $L_{eq}$ , which was generally consistent with the traffic volumes on Harper Avenue and Sweetzer Avenue, respectively. Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” for the types of land uses near the Project Site.

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<sup>8</sup> DKA Planning 2022 using the CalEEMod model version 2022.1.

<sup>9</sup> World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

<sup>10</sup> DKA Planning 2022, based on City database of traffic volumes on Melrose Ave at Crescent Heights Bl, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/13104\\_CREMEL150603.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/13104_CREMEL150603.pdf), 2015 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>11</sup> Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.



Figure 1  
Noise Measurement Locations



Table 3  
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility <sup>b</sup>
		dBA (L <sub>eq</sub> )	dBA (CNEL) <sup>a</sup>		
A. 819 Sweetzer Ave.	Traffic on Sweetzer Ave.	57.6	55.6	Residences – Sweetzer Ave (west side), 818 and 802 Sweetzer Ave.	Normally Acceptable
B. 813 Harper Ave.	Traffic on Harper Ave.	56.2	54.2	Residences - Harper Ave	Normally Acceptable

<sup>a</sup> Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.

<sup>b</sup> Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Source: DKA Planning, 2022



## Project Impacts

### *Methodology*

On-Site Construction Activities. Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

Off-Site Construction Noise Activities. The Project's off-site construction noise impact from haul trucks, vendor deliveries, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,<sup>12</sup> the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.<sup>13</sup> It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

On-Site Operational Noise Activities. The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

Off-Site Operational Noise Activities. The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Proposed Project would double traffic volumes on key roadways that access the Project site.

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<sup>12</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

<sup>13</sup> Caltrans, Technical Noise Supplement Table 3-3, 2013.

## ***Thresholds of Significance***

Construction Noise Thresholds. Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- 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. 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 moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.<sup>14</sup>

## **Analysis of Project Impacts**

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less Than Significant Impact.**

### ***Construction***

#### *On-Site Construction Activities*

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<sup>14</sup> As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Construction would generate noise during the construction process that would span 24 months of demolition, site preparation, grading, utilities trenching, building construction, and application of architectural coatings, as shown in Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

**Table 4  
Construction Schedule Assumptions**

<b>Phase</b>	<b>Duration</b>	<b>Notes</b>
Demolition	Months 1-2	Removal of 7,955 square feet of building floor area hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 3	Grubbing and removal of trees, plants, landscaping, weeds
Grading	Months 4-5	Approximately 14,735 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 6-9	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-24	Footings and Foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 20-24	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2022.		

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., site preparation, trenching, building construction, architectural coatings), noise impacts are generally lesser 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. Figure 2 illustrates how noise would propagate from the construction site during the demolition and grading phase.





**Figure 2**  
**Construction Noise Sound Contours**

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 5, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as temporary sound barriers. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

**Table 5  
Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA L <sub>eq</sub> )	Existing Ambient Noise Level (dBA L <sub>eq</sub> )	New Ambient Noise Level (dBA L <sub>eq</sub> )	Increase (dBA L <sub>eq</sub> )	Potentially Significant?
1. Residences – Sweetzer Ave. (west side)	59.2	57.6	61.5	3.9	No
2. Residences – 818 Sweetzer Ave.	58.0	57.6	60.8	3.2	No
3. Residences – 802 Sweetzer Ave.	59.9	57.6	61.9	4.3	No
4. Residences – Harper Ave.	43.2	56.2	56.4	0.2	No
Source: DKA Planning, 2022.					

*Off-Site Construction Activities*

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 190 peak hourly PCE vehicle trips, as summarized in Table 6, during the grading phase, assuming all workers travel to the worksite at the same time and that all worker trips, vendor trips, and haul trips use the same route to travel to and from the Project Site. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 7.1 percent of traffic volumes on Melrose Avenue one block to the south, which carries about 2,680 vehicles at Crescent Heights Boulevard in the A.M. peak hour.<sup>15</sup> Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Melrose Avenue would likely serve as part of the haul route for any soil exported from the Project Site given its access to arterials that would connect to the Hollywood Freeway. Because the Project’s construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Melrose Avenue, the Project’s construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project’s noise impacts from construction-related traffic would be less than significant.

<sup>15</sup> DKA Planning 2022, based on City database of traffic volumes on Melrose Ave at Crescent Heights Bl, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/13104\\_CREMEL150603.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/13104_CREMEL150603.pdf), 2015 traffic counts adjusted by one percent growth factor to represent existing conditions.

**Table 6  
Construction Vehicle Trips (Maximum Hourly)**

Construction Phase	Worker Trips <sup>a</sup>	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Melrose Ave. <sup>e</sup>
Demolition	10	0	44 <sup>b</sup>	54	2.0
Site Preparation	5	0	0	5	0.2
Grading	8	0	183 <sup>c</sup>	190	7.1
Trenching	5	0	0	5	0.2
Building Construction	25	15 <sup>d</sup>	0	40	1.5
Architectural Coating	5	0	0	5	0.2

<sup>a</sup> Assumes all worker trips occur in the peak hour of construction activity.  
<sup>b</sup> The project would generate 707 haul trips over a 44-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent  
<sup>c</sup> The project would generate 2,947 haul trips over a 44-day period with seven-hour work days. Assumes a 19.1 PCE.  
<sup>d</sup> This phase would generate about six vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE.  
<sup>e</sup> Percent of existing traffic volumes on Melrose Avenue at Crescent Heights Boulevard.

Source: DKA Planning, 2022

**Operation**

*On-Site Operational Noise*

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project’s on-site operational noise impacts would be considered less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of large rooftop units suitable for cooling large volumes of a building would be located on the rooftop, approximately 56 feet 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.<sup>16</sup>

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site are two-stories in height, there would be no sound path from the HVAC equipment to residences that would be up to 40-45 feet lower than the roof of the Proposed Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.<sup>17</sup> A 3'6" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. 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.

Other mechanical equipment would be fully enclosed within the development and shielded from outside sources. This includes mechanical rooms on underground levels L-1 and L-2. Elevator equipment (including hydraulic pumps, switches, and controllers) would be in the subterranean basement level L-2, also shielded from nearby sensitive receptors.

Nearby residences across Sweetzer Avenue would have a direct line of sight to the driveway, approximately 70 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of five vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of two vehicles 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.

**Table 7  
Parking Garage-Related Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
Residences – Sweetzer Avenue (west side)	33.0	55.6	55.6	<0.1	No
Source: DKA Planning, 2022, using FTA Noise Impact Assessment Spreadsheet.					

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,

<sup>16</sup> 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.

<sup>17</sup> Ibid.

and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. 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:
  - Private ground-level patios on the west and east elevations.
  - Private balconies on all floors on the west and east elevations.

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.<sup>18</sup>

Noise from any socializing and passive recreation would not result in significant noise 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 Level L-1 of the parking garage. Haul trucks would access solid waste from Sweetzer Avenue, 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.<sup>19</sup> Intermittent solid waste management activities would operate during the day, much as they do under existing conditions. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

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<sup>18</sup> Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

<sup>19</sup> RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can 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.<sup>20</sup> The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day much as they do under existing conditions and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.<sup>21</sup>

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would be considered less than significant.

### *Off-Site Operational Noise*

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 88 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026.<sup>22</sup> The majority of vehicle-related impacts at the Project Site would come from up to nine and seven net vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.<sup>23</sup> This would represent 4.1 percent of the 218 vehicles currently using Harper Avenue at Waring Avenue one block east of the Project Site in the A.M. peak hour.<sup>24</sup>

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA  $L_{eq}$ , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

- b. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

### **Less Than Significant Impact.**

<sup>20</sup> Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

<sup>21</sup> While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

<sup>22</sup> DKA Planning, 2022 based on ITE Trip Generation rates, 10<sup>th</sup> Edition.

<sup>23</sup> DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

<sup>24</sup> DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Harper Avenue at Waring Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/HARWAR06.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HARWAR06.pdf), 2008 traffic counts adjusted by one percent growth factor to represent existing conditions.



The Project Site is located about 7.9 miles south of the Hollywood Burbank Airport, 6.1 miles northeast of the Santa Monica Airport and 9.3 miles north of Los Angeles International Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

## **Cumulative Impacts**

### ***Construction***

#### *On-Site Construction Noise*

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There are no related projects identified by the City of Los Angeles within 0.25 miles (1,320 feet) of the Proposed Project.<sup>25</sup>

Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

#### *Off-Site Construction Noise*

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would contribute 190 peak hourly PCE vehicle trips during the grading phase, which would represent about 7.1 percent of traffic volumes on Melrose Avenue, which carries about 2,680 vehicles at Crescent Heights Boulevard in the A.M. peak hour.<sup>26</sup> Any related projects

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<sup>25</sup> Personal communication, Alessandro Mercuri, City of Los Angeles; October 4, 2022.

<sup>26</sup> DKA Planning 2022, based on City database of traffic volumes on Melrose Ave at Crescent Heights Bl, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/13104\\_CREMEL150603.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/13104_CREMEL150603.pdf), 2015 traffic counts adjusted by one percent growth factor to represent existing conditions.

would have to add 2,490 peak hour vehicles trips to double volumes on Melrose Avenue. As there are no related projects within 0.25 miles of the Project Site, cumulative noise due to construction traffic from the Project and related projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from off-site construction would be less than significant.

### ***Operation***

The Project Site and Melrose Avenue corridor have been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

#### *On-Site Stationary Noise Sources*

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The presence of intervening multi-story buildings along Melrose Avenue and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

#### *Off-Site Mobile Noise Sources*

The Project would add up to The Project could add up 88 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026.<sup>27</sup> This includes nine and seven net vehicles added to local roadways during the peak A.M. and P.M. hours, respectively.<sup>28</sup> This would represent 4.1 percent of the 218 vehicles currently using Harper Avenue at Waring Avenue one block east of the Project Site in the A.M. peak hour.<sup>29</sup> As there are no other related projects within 0.25 miles, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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<sup>27</sup> DKA Planning, 2022 based on ITE Trip Generation rates, 10<sup>th</sup> Edition.

<sup>28</sup> DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer’s hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

<sup>29</sup> DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Harper Avenue at Waring Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/HARWAR06.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HARWAR06.pdf), 2008 traffic counts adjusted by one percent growth factor to represent existing conditions.

# TECHNICAL APPENDIX





DOUGLASKIM+ASSOCIATES,LLC

## AMBIENT NOISE MEASUREMENTS



DOUGLASKIM+ASSOCIATES, LLC

Figure 1  
Noise Measurement Locations



# Session Report

10/12/2022

## Information Panel

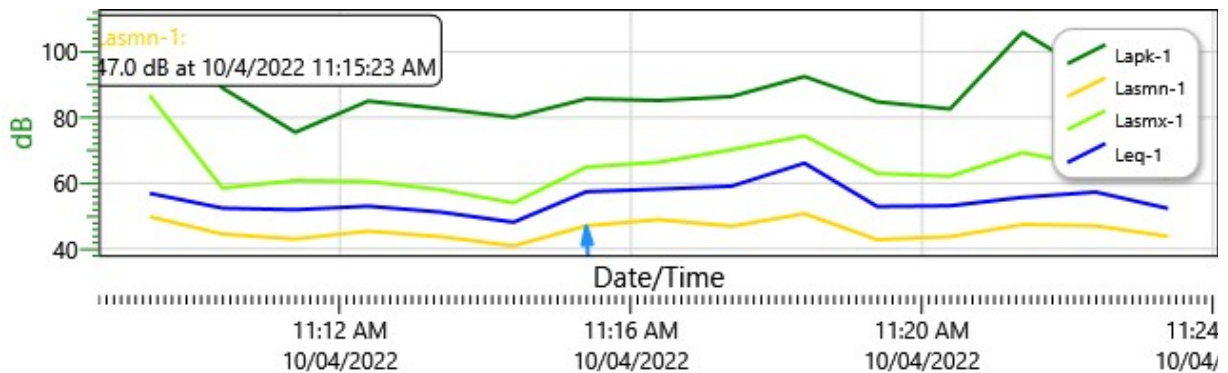
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Comments	
Start Time	10/4/2022 11:08:23 AM
Stop Time	10/4/2022 11:23:33 AM
Run Time	00:15:10
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

819 Sweetzer Ave: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------



Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
10/4/2022 11:09:23 AM	109.6	49.8	86.7	56.9
11:10:23 AM	89	44.5	58.5	52.4
11:11:23 AM	75.5	43	60.8	51.9
11:12:23 AM	85	45.4	60.5	53
11:13:23 AM	82.7	43.7	58	51.2
11:14:23 AM	80.1	40.9	54	48.1
11:15:23 AM	85.7	47	64.9	57.4
11:16:23 AM	85.2	48.9	66.4	58.2
11:17:23 AM	86.4	46.9	70.2	59.1
11:18:23 AM	92.5	50.7	74.4	66.1
11:19:23 AM	84.8	42.8	63	52.9
11:20:23 AM	82.6	43.7	62.1	53.1
11:21:23 AM	106	47.4	69.3	55.7
11:22:23 AM	92.6	47	65.1	57.3
11:23:23 AM	89.1	43.8	61.6	52.3

# Session Report

10/12/2022

## Information Panel

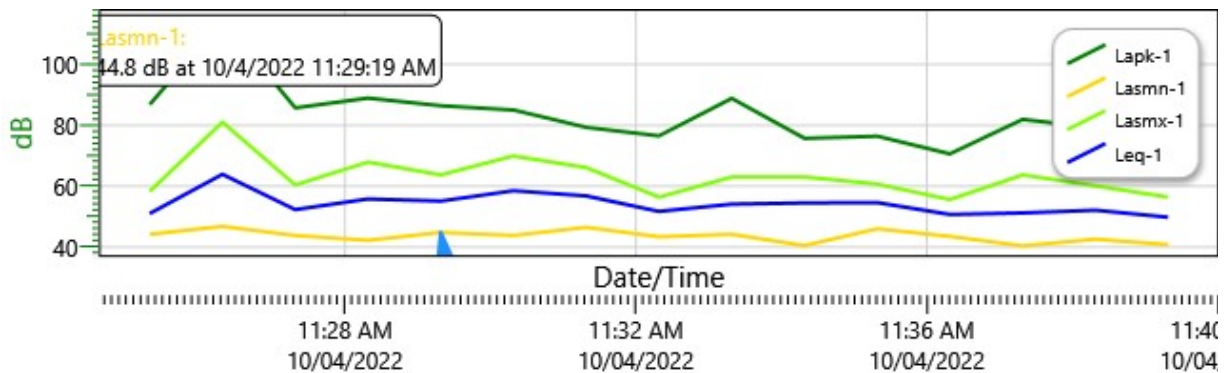
Name	813 North Harper Avenue
Comments	
Start Time	10/4/2022 11:24:19 AM
Stop Time	10/4/2022 11:39:31 AM
Run Time	00:15:12
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

813 North Harper Avenue: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
10/4/2022 11:25:19 AM	86.8	44.2	58.3	51
11:26:19 AM	114.4	46.8	81	63.9
11:27:19 AM	85.7	43.8	60.4	52.3
11:28:19 AM	88.9	42.2	67.9	55.8
11:29:19 AM	86.4	44.8	63.7	55.1
11:30:19 AM	85	43.8	69.9	58.5
11:31:19 AM	79.3	46.5	66.1	56.8
11:32:19 AM	76.5	43.4	56.4	51.7
11:33:19 AM	88.8	44.2	63	54.1
11:34:19 AM	75.7	40.5	63	54.5
11:35:19 AM	76.4	46	60.7	54.6
11:36:19 AM	70.6	43.5	55.6	50.7
11:37:19 AM	81.9	40.4	63.7	51.2
11:38:19 AM	79.2	42.6	60.1	52.1
11:39:19 AM	82.1	40.8	56.4	49.8





DOUGLASKIM+ASSOCIATES,LLC

## CONSTRUCTION NOISE CALCULATIONS

## Noise emissions of industry sources

Source name	Size m/m <sup>2</sup>	Reference	Day dB(A)	Level		Corrections		
				Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	1051 m <sup>2</sup>	Lw/unit	109.7	-	-	-	-	-

## Receiver list

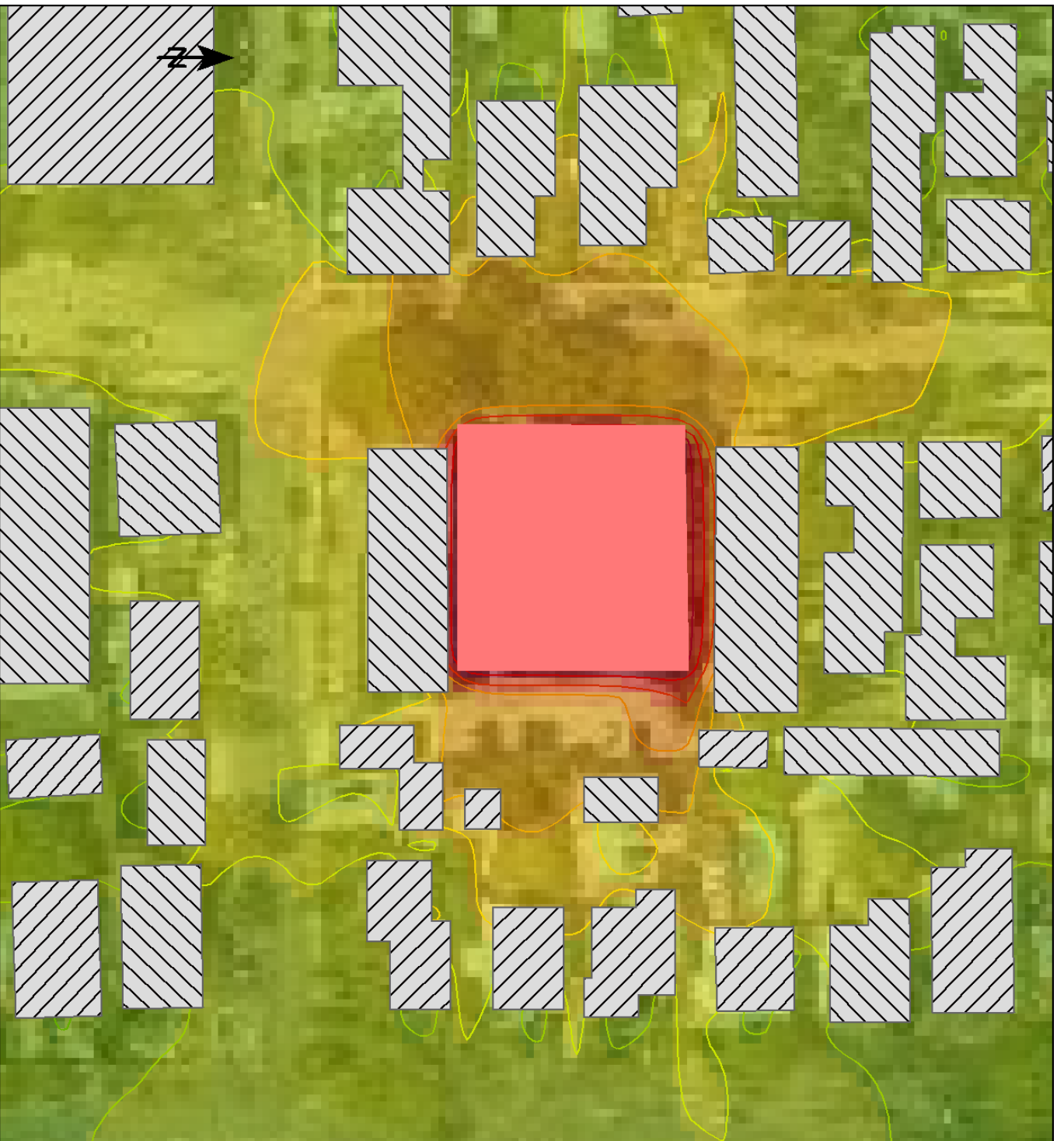
No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X	Y						
1	Residences - 802 Sweetzer Ave	11373596.17	3772492.91	West	GF	69.11	-	59.9	-
2	Residences - 818 Sweetzer Ave	11373595.91	3772537.47	West	GF	70.42	-	58.0	-
3	Residences - Harper Avenue	11373673.53	3772520.27	East	GF	70.05	-	43.2	-
4	Residences - Sweetzer Ave (west side)	11373568.45	3772520.02	East	GF	69.02	-	59.2	-



## Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Residences - 802 Sweetzer Ave	GF	59.9
Construction Site	-	59.9
Residences - 818 Sweetzer Ave	GF	58.0
Construction Site	-	58.0
Residences - Harper Avenue	GF	43.2
Construction Site	-	43.2
Residences - Sweetzer Ave (west side)	GF	59.2
Construction Site	-	59.2

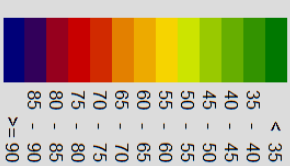
806 North Sweetzer Avenue



Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)

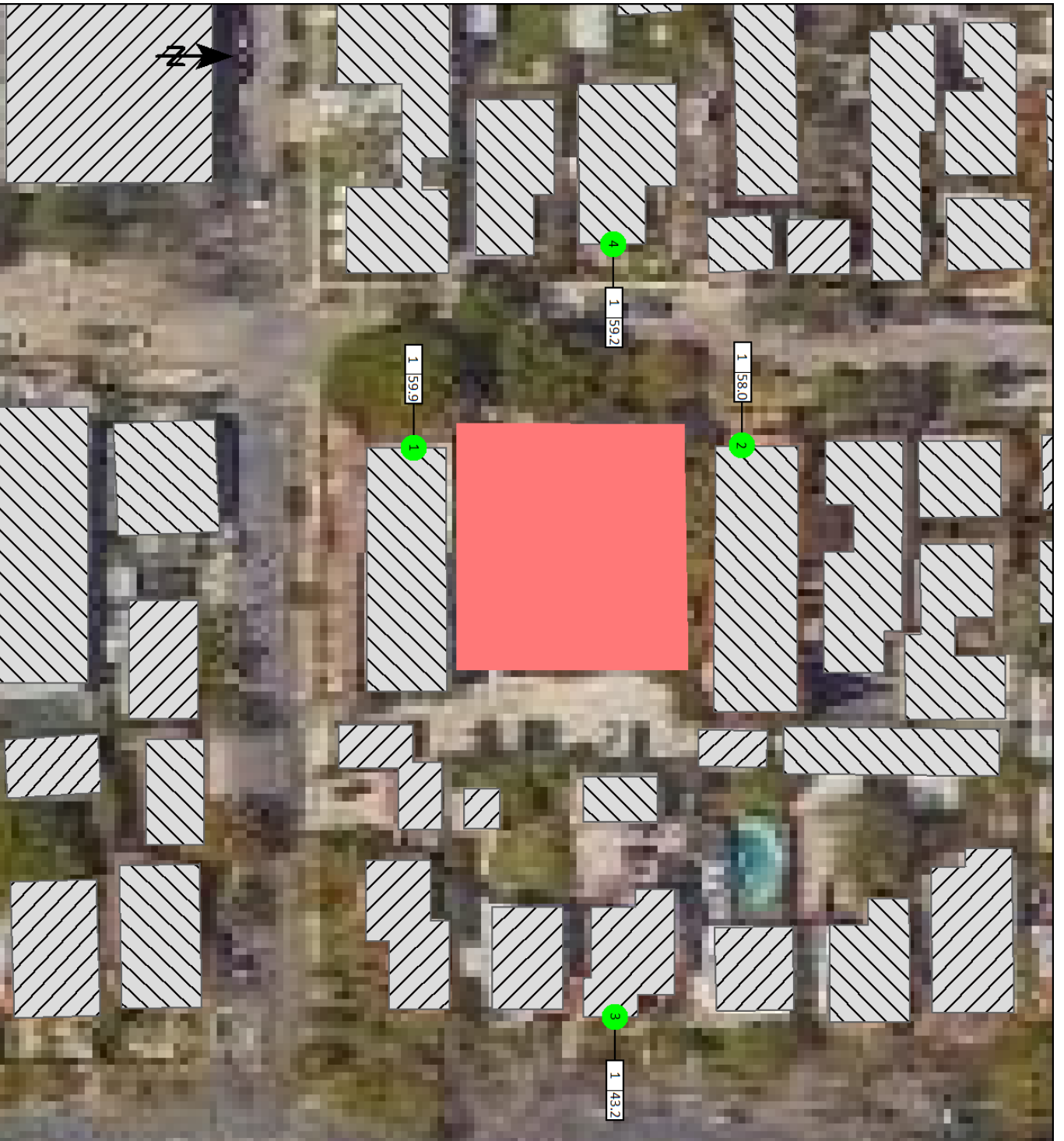


1 : 57





DOUGGLASS KIM + ASSOCIATES, LLC

806 North Sweetzer Avenue



Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 57



DOUGGLASS KIM + ASSOCIATES, LLC



## Construction Noise Impacts



DOUGLASKIM+ASSOCIATES

<b>Reference</b>	15.24	meter
<b>Sound Pressure Level (Lp)</b>	75.0	dBA
<b>Sound Power Level (Lw)</b>	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Sweetzer Ave (west side)	57.6	59.2	61.5	3.9	<b>No</b>
Residences - 818 Sweetzer Ave	57.6	58.0	60.8	3.2	<b>No</b>
Residences - 802 Sweetzer Ave	57.6	59.9	61.9	4.3	<b>No</b>
Residences - Harper Ave	56.2	43.2	56.4	0.2	<b>No</b>

# OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	43.8	54	2.0%
Site Preparation	5	0		5	0.2%
Grading	7.5	0	182.8	190	7.1%
Trenching	5	0		5	0.2%
Building Construction	24.6	15.2		40	1.5%
Architectural Coatings	4.91	0		4.91	0.2%

*Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are a blend of vehicle types with a 9.5*

2680 Traffic Volumes on Melrose Avenue at Crescent Heights Boulevard



DOUGLASKIM+ASSOCIATES,LLC

## OPERATIONS NOISE CALCULATIONS





### Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 10th Edition

Land Use Code Setting Time Period Trip Type # Data Sites	221 Multifamily Housing (Mid-Rise)					
	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
	Weekday		Weekday		Weekday	
	Vehicle 8		Vehicle 4		Vehicle 3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

	Hourly Trips		Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	0	0
1-2 AM	0.5	0.25	0	0
2-3 AM	0.4	0.2	0	0
3-4 AM	0.7	0.35	0	0
4-5 AM	1.1	0.55	0	0
5-6 AM	3.3	1.65	1	1
6-7 AM	8.0	4	4	4
7-8 AM	14.9	7.45	7	7
8-9 AM	12.3	6.15	5	5
9-10 AM	8.6	4.3	4	4
10-11 AM	7.4	3.7	3	3
11-12 PM	9.0	4.5	4	4
12-1 PM	9.4	4.7	4	4
1-2 PM	8.9	4.45	4	4
2-3 PM	10.8	5.4	5	5
3-4 PM	11.6	5.8	5	5
4-5 PM	16.8	8.4	7	7
5-6 PM	20.3	10.15	9	9
6-7 PM	15.9	7.95	7	7
7-8 PM	12.6	6.3	6	6
8-9 PM	10.3	5.15	5	5
9-10 PM	7.7	3.85	3	3
10-11 PM	5.5	2.75	2	2
11-12 AM	3.1	1.55	1	1

ADT

88

5

2

Project: 806 North Sweetzer Avenue

Receiver Parameters	
Receiver:	Residences - Sweetzer Ave (west side)
Land Use Category:	2 - Residential
Existing Noise (Measured or Generic Value):	58 dBA

Noise Source Parameters

Number of Noise Sources: 1	
Noise Source Parameters	
Source 1	Source Type: Stationary Source
	Specific Source: Parking Garage
Daytime hrs	Avg. Number of Autos/hr: 5
Nighttime hrs	Avg. Number of Autos/hr: 2
Distance	Distance from Source to Receiver (ft): 70
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

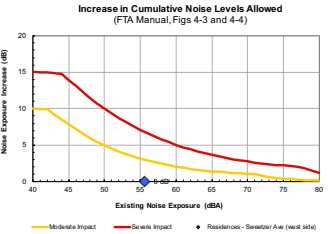
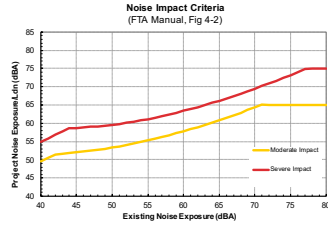
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

Project Results Summary	
Existing Ldn:	58 dBA
Total Project Ldn:	58 dBA
Total Noise Exposure:	58 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	
Ldn(day):	29.7 dBA
Ldn(night):	25.8 dBA
Ldn:	33.0 dBA

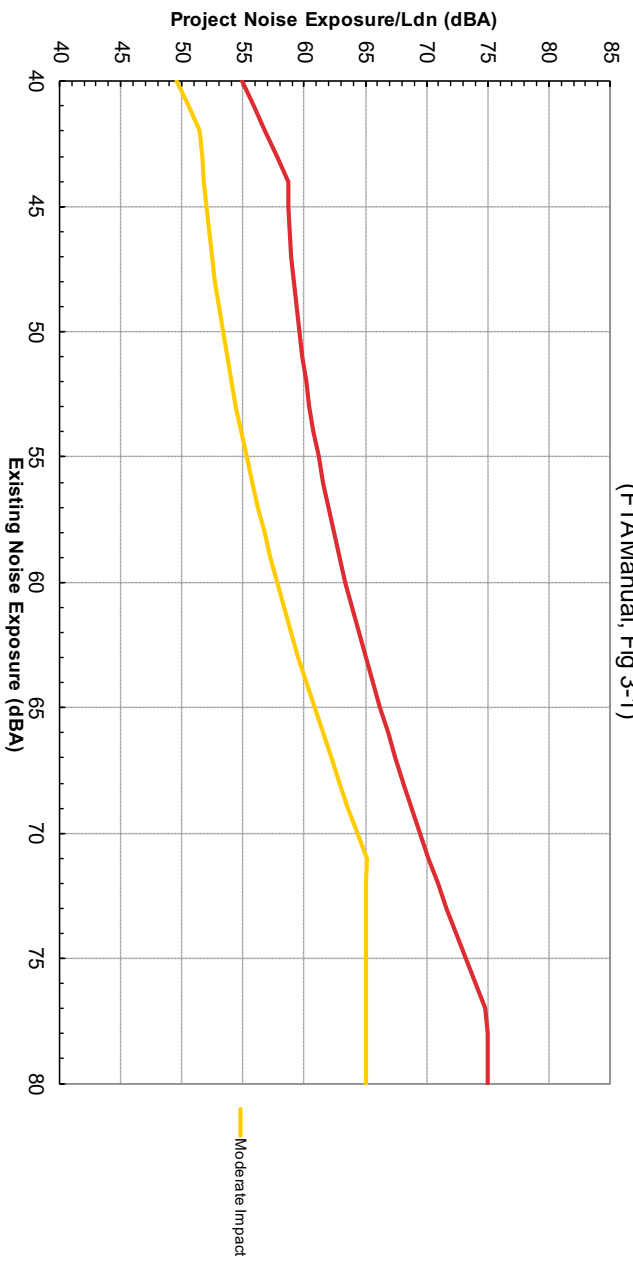


**Project:** 806 North Sweetzer Avenue  
**Receiver:** Residences - Sweetzer Ave (west side)

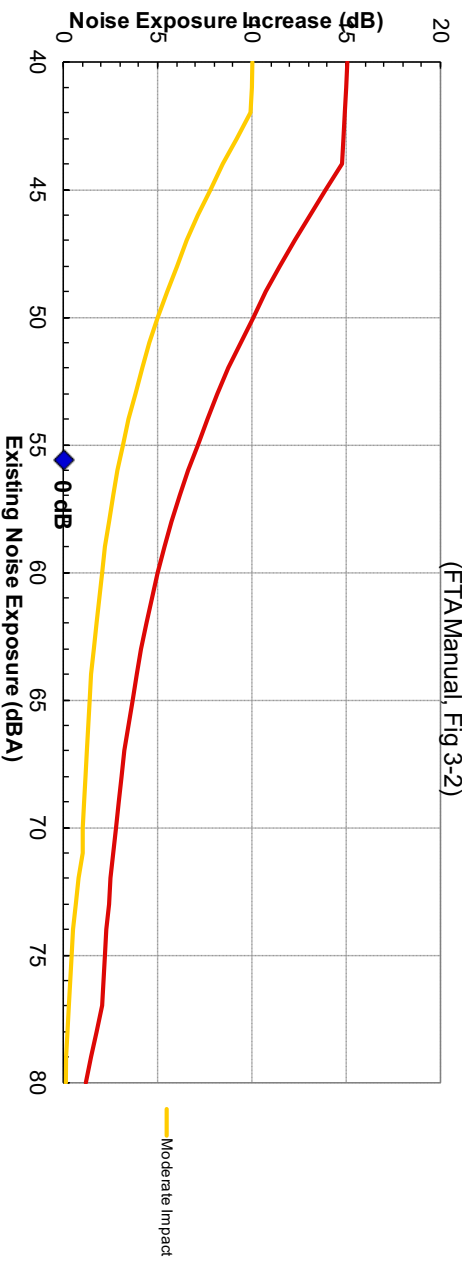
Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact		
1 Parking Garage	70 ft	33.0 dBA	56 dBA	55 dBA	61 dBA	61 dBA	None
2 --	50 ft		56 dBA	55 dBA	61 dBA	61 dBA	
3 --	50 ft		56 dBA	55 dBA	61 dBA	61 dBA	
4 --	70 ft		56 dBA	55 dBA	61 dBA	61 dBA	
5 --	ft		56 dBA	55 dBA	61 dBA	61 dBA	
6 --	ft		56 dBA	55 dBA	61 dBA	61 dBA	
<b>Combined Sources</b>		<b>33 dBA</b>	<b>56 dBA</b>	<b>55 dBA</b>	<b>61 dBA</b>	<b>61 dBA</b>	<b>None</b>



**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

# 24 Hours Traffic Volume

## City of Los Angeles Department of Transportation

RAW DATA 0  
COUNTER MANDO  
DATE 10/31/2006  
START TIME 00:00  
DATE PREPARED \*\*\*\*\*  
SENSOR LAYOUT '11'  
SENSOR SPACING '160'

LOCATION HARPER AV AT WARING AV  
INTERSECTION N/S STREET  
DESCRIPTION 3426077530

DAY OF WEEK TUESDAY  
DOT DISTRICT WESTERN  
WEATHER CLOUDY

### NORTH / WEST BOUND

### SOUTH / EAST BOUND

TIME	1ST	2ND	3RD	4TH	HOUR TOTAL	1ST	2ND	3RD	4TH	HOUR TOTAL	TOTAL
	QTR	QTR	QTR	QTR		QTR	QTR	QTR	QTR		
12 AM	20	21	21	15	77	17	18	19	12	66	143
1 AM	12	16	12	15	55	9	7	9	6	31	86
2 AM	12	13	11	3	39	10	4	8	5	27	66
3 AM	4	0	4	0	8	1	2	4	2	9	17
4 AM	3	2	3	2	10	2	1	2	1	6	16
5 AM	3	3	3	5	14	2	2	0	1	5	19
6 AM	2	2	1	2	7	2	2	4	6	14	21
7 AM	9	5	10	8	32	6	16	22	21	65	97
8 AM	14	30	24	23	91	15	28	26	26	95	186
9 AM	15	13	20	13	61	14	22	24	21	81	142
10 AM	13	14	10	20	57	21	11	10	11	53	110
11 AM	12	18	5	15	50	15	42	40	18	115	165
12 NN	20	18	19	12	69	13	22	17	32	84	153
1 PM	21	19	17	28	85	18	26	19	10	73	158
2 PM	22	19	30	32	103	13	21	8	14	56	159
3 PM	40	28	28	33	129	22	16	16	14	68	197
4 PM	34	40	37	55	166	12	24	14	21	71	237
5 PM	54	55	56	40	205	20	14	17	26	77	282
6 PM	52	44	34	44	174	27	26	27	42	122	296
7 PM	40	45	48	70	203	44	56	58	80	238	441
8 PM	43	54	50	68	215	66	56	51	56	229	444
9 PM	42	58	60	46	206	62	66	58	51	237	443
10 PM	54	60	51	70	235	45	36	48	31	160	395
11 PM	38	44	31	31	144	32	20	25	31	108	252

FIRST 12-HOURS PEAK QUARTER COUNT  
LAST 12-HOURS PEAK QUARTER COUNT  
24 HOUR VEHICLES TOTAL  
TOTAL VEHICLES STANDARD DEVIATION (STD)

30	8 AM	2ND
70	7 PM	4TH
	2435	
[+,-]	72.90	

42	11 AM	2ND
80	7 PM	4TH
	2090	4525
[+,-]	67.31	133.39

### PEAK HOURS VOLUME

#### NORTH / WEST BOUND

#### SOUTH / EAST BOUND

#### BOTH DIRECTIONS

	PEAK HOUR	VOLUME VEHICLES		PEAK HOUR	VOLUME VEHICLES		PEAK HOUR	VOLUME VEHICLES
FIRST 12H PEAK	8 AM	91		11 AM	115		115	206
LAST 12H PEAK	10 PM	235		7 PM	238		238	473
FIRST 12H PEAK STD		[+,-] 5.72			[+,-] 12.32			18.03
LAST 12H PEAK STD		[+,-] 235.00			[+,-] 12.99			247.99



## TRAFFIC VOLUME ADJUSTMENTS

North/South Harper Avenue  
 East/West Waring Avenue  
 Year 2006  
 Hour 7:45-8:45  
 Source [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/HARWAR06.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HARWAR06.pdf)



DOUGLASKIM+ASSOCIATES,LLC

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	28	67	1552	1543		1.07%
2006	28	67	1,552	1,543	95	
2007	28	68	1,568	1,558	96	
2008	29	68	1,583	1,574	97	
2009	29	69	1,599	1,590	98	
2010	29	70	1,615	1,606	99	
2011	29	70	1,631	1,622	100	
2012	30	71	1,647	1,638	101	3,285
2013	30	72	1,664	1,654	102	
2014	30	73	1,681	1,671	103	
2015	31	73	1,697	1,688	104	
2016	31	74	1,714	1,704	105	
2017	31	75	1,732	1,721		
2018	32	75	1,749	1,739		
2019	32	76	1,766	1,756		
2020	32	77	1,784	1,774		
2021	33	78	1,802	1,791		
<b>2022</b>	<b>33</b>	<b>79</b>	<b>1,820</b>	<b>1,809</b>		

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	24	58	1,345	1,338	6,048,810	82.5%
MDT	4	9	209	208	940,092	12.8%
HDT	0	0	6	6	25,348	0.3%
Buses	0	0	2	2	9,386	0.1%
MCY	1	2	37	37	167,287	2.3%
Aux	1	1	32	32	142,856	1.9%
Total	29	70	1,631	1,622	7,333,779	100.0%



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:  
**North/South** Crescent Heights Blvd  
**East/West** Melrose Ave  
**Day:** Wednesday **Date:** June 3, 2015 **Weather:** SUNNY  
**Hours:** 7-10 & 3-6 **Chckrs:** NDS  
**School Day:** YES **District:** \_\_\_\_\_ **I/S CODE** \_\_\_\_\_

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	24	26	77	84
<b>BUSES</b>	4	14	16	24
	2	5	45	56

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	144	9.45	380	8.45	234	8.30	424	8.15
<i>PM PK 15 MIN</i>	312	17.15	221	15.30	362	17.30	296	17.45
<i>AM PK HOUR</i>	526	8.15	1361	8.00	840	8.15	1660	8.15
<i>PM PK HOUR</i>	1150	17.00	840	15.00	1403	17.00	1031	17.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	16	262	26	304
8-9	52	374	64	490
9-10	63	398	65	526
15-16	85	638	88	811
16-17	88	780	69	937
17-18	105	958	87	1150
<b>TOTAL</b>	<b>409</b>	<b>3410</b>	<b>399</b>	<b>4218</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	70	741	232	1043
8-9	76	1026	259	1361
9-10	83	788	215	1086
15-16	80	620	140	840
16-17	81	553	116	750
17-18	76	565	100	741
<b>TOTAL</b>	<b>466</b>	<b>4293</b>	<b>1062</b>	<b>5821</b>

**TOTAL**

N-S
1347
1851
1612
1651
1687
1891
<b>10039</b>

**XING S/L**

Ped	Sch
12	0
19	0
21	0
87	1
73	1
41	0
<b>253</b>	<b>2</b>

**XING N/L**

Ped	Sch
14	0
15	0
11	0
39	0
49	0
39	0
<b>167</b>	<b>0</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	41	431	12	484
8-9	66	689	44	799
9-10	68	685	37	790
15-16	136	1046	70	1252
16-17	135	980	48	1163
17-18	132	1226	45	1403
<b>TOTAL</b>	<b>578</b>	<b>5057</b>	<b>256</b>	<b>5891</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	83	1201	16	1300
8-9	135	1499	24	1658
9-10	101	1393	30	1524
15-16	86	829	41	956
16-17	80	817	37	934
17-18	70	921	40	1031
<b>TOTAL</b>	<b>555</b>	<b>6660</b>	<b>188</b>	<b>7403</b>

**TOTAL**

E-W
1784
2457
2314
2208
2097
2434
<b>13294</b>

**XING W/L**

Ped	Sch
5	0
10	0
14	0
39	0
25	1
28	1
<b>121</b>	<b>2</b>

**XING E/L**

Ped	Sch
4	0
8	0
12	0
28	1
11	0
20	0
<b>83</b>	<b>1</b>

**TRAFFIC VOLUME ADJUSTMENTS**

North/South Crescent Heights Boulevard  
 East/West Melrose Avenue  
 Year 2015  
 Hour 8:15-9:15  
 Source [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/13104\\_CREMEL150603.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/13104_CREMEL150603.pdf)



	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total			840	1660		1.07%

2015	-	-	840	1,660	-	
2016	-	-	848	1,677	-	
2017	-	-	857	1,693	-	
2018	-	-	865	1,710	-	
2019	-	-	874	1,727	-	
2020	-	-	883	1,745	-	
2021	-	-	892	1,762	-	
<b>2022</b>	-	-	<b>901</b>	<b>1,780</b>	-	2,680

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	-	-	728	1,439	6,048,810	82.5%
MDT	-	-	113	224	940,092	12.8%
HDT	-	-	3	6	25,348	0.3%
Buses	-	-	1	2	9,386	0.1%
MCY	-	-	20	40	167,287	2.3%
Aux	-	-	17	34	142,856	1.9%
Total	-	-	883	1,745	7,333,779	100.0%





DOUGLASKIM+ASSOCIATES,LLC

## DEMOLITION ANALYSIS



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	-	<i>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)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence	7,955	12	3,536	1,000	1,768	10	707	
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 (Construction Debris)		0.5	-	2,400	-	10	-	
<b>TOTAL</b>			<b>3,536</b>		<b>1,768</b>		<b>707</b>	



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	409	56%	637	10	127
Clay (Dry)	9,398	50%	14,098	10	2,820
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
<b>TOTAL</b>	<b>9,807</b>		<b>14,735</b>		<b>2,947</b>

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>



inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.<sup>16</sup> The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.<sup>17</sup> SCAQMD provides LSTs applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD does not provide an LST for SO<sub>2</sub> since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O<sub>3</sub> formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).<sup>18</sup> This is appropriate given the 0.27-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

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<sup>16</sup> South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

<sup>17</sup> South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

<sup>18</sup> South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO<sub>2</sub>, CO, and PM<sub>10</sub> were initially published in June 2003 and revised in July 2008.<sup>19</sup> The LSTs for PM<sub>2.5</sub> were established in October 2006.<sup>20</sup> Updated LSTs were published on the SCAQMD website on October 21, 2009.<sup>21</sup> Table 4 presents the significance criteria for both construction and operational emissions.

**Table 4**  
**SCAQMD Emissions Thresholds**

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO <sub>x</sub> )	100	103	55	103
Carbon Monoxide (CO)	550	572	550	572
Sulfur Oxides (SO <sub>x</sub> )	150	--	150	--
Respirable Particulates (PM <sub>10</sub> )	150	4	150	1
Fine Particulates (PM <sub>2.5</sub> )	55	3	55	1

*/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Northwest Coastal LA County source receptor area. The SCAQMD has not developed LST values for VOC or SO<sub>x</sub>. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008).*

*Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019*

Operations. CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.<sup>22</sup> Details describing the operational emissions of the Project can be found in in the Technical Appendix.

<sup>19</sup> South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>20</sup> South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

<sup>21</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

<sup>22</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for

Toxic Air Contaminants Impacts (Construction and Operations). Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

## **Thresholds of Significance**

### ***State CEQA Guidelines Appendix G***

Would the Project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan;*
- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*
- c) *Expose sensitive receptors to substantial pollutant concentrations; or*
- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

### ***City and SCAQMD Thresholds***

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

#### *(a) Construction*

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

#### *(i) Combustion Emissions from Construction Equipment*

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

#### *(ii) Fugitive Dust—Grading, Excavation and Hauling*

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;

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CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) *Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road*

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) *Other Mobile Source Emissions*

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:<sup>23</sup>

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO<sub>x</sub>; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM<sub>10</sub> or SO<sub>x</sub>; (4) 55 pounds per day for PM<sub>2.5</sub>; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m<sup>3</sup>] over a 1-hour period or 9.0 ppm [10,350 µg/m<sup>3</sup>] averaged over an 8-hour period) and NO<sub>2</sub> (0.18 ppm [339 µg/m<sup>3</sup>] over a 1-hour period, 0.1 ppm [188 µg/m<sup>3</sup>] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m<sup>3</sup>] averaged over an annual period).
- Maximum on-site localized PM<sub>10</sub> or PM<sub>2.5</sub> emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m<sup>3</sup> or 1.0 µg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.

(b) *Operation*

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.<sup>24</sup> As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

<sup>23</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

<sup>24</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.



- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;<sup>25</sup> (2) 55 pounds per day for NO<sub>x</sub>; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO<sub>x</sub>; (5) 150 pounds per day for PM<sub>10</sub>; and (6) 55 pounds per day for PM<sub>2.5</sub>.<sup>26</sup>
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO<sub>2</sub> (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).<sup>27</sup>
- Maximum on-site localized operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions exceed the incremental 24-hour threshold of 2.5 µg/m<sup>3</sup> or 1.0 µg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.<sup>28</sup>
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

### (c) Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:<sup>29</sup>

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an

<sup>25</sup> For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

<sup>26</sup> South Coast Air Quality Management District, Quality Significance Thresholds, [www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf), last updated March 2015.

<sup>27</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

<sup>28</sup> South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM<sub>2.5</sub> Significance Thresholds, October 2006.

<sup>29</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

acute or chronic hazard index of 1.0.<sup>30</sup> For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) *Consistency with Applicable Air Quality Plans*

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:<sup>31</sup>

- Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
  
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

Project Design Features. The Project would comply with the update to the 2020 Los Angeles Green Building Code (LAGBC),<sup>32</sup> which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).<sup>33</sup> Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity.

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

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<sup>30</sup> Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

<sup>31</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

<sup>32</sup> City of Los Angeles Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>.

<sup>33</sup> California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>.

cars.

## Analysis of Project Impacts

### a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2016-2040 RTP/SCS provides socioeconomic forecast projections of regional population growth.<sup>34</sup> The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,<sup>35</sup> the Project would add a net residential population of approximately 44 people to the Project Site based on the 18 net dwelling units proposed. The Project's residential population would represent approximately 0.006 percent of the forecasted growth between 2012 and 2040 in the City and would therefore be consistent with the projections in the AQMP.

As of September 3, 2020, the 2020 RTP/SCS is the adopted metropolitan transportation plan for the region. The 2020 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045. The Project's residential population would represent approximately 0.005 percent of the forecasted population growth between 2016 and 2045. When the AQMP is updated in 2022, it will use these growth forecasts as the basis of its attainment plan.

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<sup>34</sup> The current applicable air quality attainment plan for the region is the 2016 AQMP, which is based on the growth assumptions in the 2016 RTP/SCS. As such, the 2016 RTP/SCS was used as the basis for this analysis.

<sup>35</sup> Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and population within a high quality transit area (HQT). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O<sub>3</sub> control plan with new commitments for short-term NO<sub>x</sub> and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM<sub>2.5</sub> NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO<sub>x</sub> reductions from residential appliances. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as "Medium Residential" in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016 RTP/SCS and 2016 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.



**City of Los Angeles Policies**

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a HQTAs, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.<sup>36</sup>
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 2 based on the shortest distance between any point on the lot and qualified Major Transit Stops.<sup>37</sup>
- There is substantial public transit service in the area, including:
  - LADOT DASH (Farifax) local circulator shuttle service on Melrose Avenue, one block south of the Project Site at Harper Avenue.
  - West Hollywood Cityline Local-West circulator shuttle service on Kings Road, one block west of the Project Site.
- The project will provide three short- and 23 long-term bicycle parking spaces on-site.

The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in Table 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

**Table 5  
Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
<b>Policy 1.3.1.</b> Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
<b>Policy 1.3.2.</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Not Applicable.</b> The Project would not involve use of unpaved roads or parking lots.
<b>Policy 2.1.1.</b> Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to	<b>Consistent.</b> The Project is a residential project and would not have any employees. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and

<sup>36</sup> Southern California Association of Governments Data Portal [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_active-transportation.pdf?1606001530](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530),

<sup>37</sup> 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).

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	active transportation options. The Project Site is well-served by public transit, including LADOT DASH (Fairfax) circulator shuttle service on Melrose Avenue one block south of the Project Site. West Hollywood also operates its Cityline local shuttle service around the Project Site. Residents and visitors would have three short- and 23 long-term bicycle parking spaces on-site for residents and visitors.
<b>Policy 2.1.2.</b> Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	<b>Consistent.</b> Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home ( <a href="https://www.nber.org/papers/w26948">https://www.nber.org/papers/w26948</a> ). As such, the Proposed Project could help reduce commuting to work through telecommuting.
<b>Policy 2.2.1.</b> Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	<b>Consistent.</b> As the Project Site is classified as a TOC Tier 2 site, the Project would encourage alternate modes for residents and visitors, who can use public transit, including LADOT DASH (Fairfax) circulator shuttle service on Melrose Avenue one block south of the Project Site. West Hollywood also operates its Cityline local shuttle service around the Project Site. Residents and visitors would have three short- and 23 long-term bicycle parking spaces on-site for residents and visitors.
<b>Policy 2.2.2.</b> Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> As noted above, the Project Site's TOC Tier 2 status allows the garage to limit parking. The development would provide transportation options to residents as an option to driving.
<b>Policy 2.2.3.</b> Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	<b>Not Applicable.</b> The Project would not include facilities for special events.
<b>Policy 3.2.1.</b> Manage traffic congestion during peak hours.	<b>Consistent.</b> The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including LADOT DASH (Fairfax) circulator shuttle service on Melrose Avenue one block south of the Project Site. West Hollywood also operates its

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
	Cityline local shuttle service around the Project Site. Residents and visitors would have three short- and 23 long-term bicycle parking spaces on-site for residents and visitors.
<b>Policy 4.1.1.</b> Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent.</b> The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
<b>Policy 4.1.2.</b> Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent.</b> The Project would be entitled and environmentally cleared at the local level.
<b>Policy 4.2.1.</b> Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.2.2.</b> Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	<b>Consistent.</b> The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
<b>Policy 4.2.3.</b> Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent.</b> The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including LADOT DASH (Fairfax) circulator shuttle service on Melrose Avenue one block south of the Project Site. West Hollywood also operates its Cityline local shuttle service around the Project Site. Residents and visitors would have three short- and 23 long-term bicycle parking spaces on-site for residents and visitors. The Project would also include 15 electric vehicle charging stations and/or conduits and supplies for future charging stations.
<b>Policy 4.2.4.</b> Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent.</b> The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
<b>Policy 4.2.5.</b> Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent.</b> The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including LADOT DASH (Fairfax) circulator shuttle service on Melrose Avenue one block south of the Project Site. West Hollywood also operates its Cityline local shuttle service around the Project Site. Residents and visitors would have three short- and 23 long-term bicycle parking spaces on-site for residents and visitors.
<b>Policy 4.3.1.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
minimize significant health risks posed by air pollution sources.	
<b>Policy 4.3.2.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 5.1.1.</b> Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's water port and airport facilities.
<b>Policy 5.1.2.</b> Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's buildings and operations.
<b>Policy 5.1.3.</b> Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's Water and Power energy plants.
<b>Policy 5.1.4.</b> Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	<b>Consistent.</b> The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
<b>Policy 5.2.1.</b> Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	<b>Not Applicable.</b> This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
<b>Policy 5.3.1.</b> Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include 15 electric vehicle charging stations and/or conduits and supplies for future charging stations.
<b>Policy 6.1.1.</b> Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	<b>Not Applicable.</b> This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2022.	



**b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

**Less Than Significant Impact.**

**Construction**

A cumulatively considerable net increase would occur if the project’s construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD’s significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.<sup>38</sup>

Construction-related emissions were estimated using the SCAQMD’s CalEEMod 2022.1 model and a projected construction schedule of at least 24 months. Table 6 summarizes the estimated construction schedule that was modeled for air quality impacts.

**Table 6  
Construction Schedule Assumptions**

<b>Phase</b>	<b>Duration</b>	<b>Notes</b>
Demolition	Months 1-2	Removal of 7,955 square feet of building floor area hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 3	Grubbing and removal of trees, plants, landscaping, weeds
Grading	Months 4-5	Approximately 14,735 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 6-9	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-24	Footings and Foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 20-24	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2022.		

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

<sup>38</sup> South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: “As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

- 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.

### ***Regional Emissions***

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO<sub>x</sub> emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 14,735 cubic yards of soil (including swell factors for topsoil and clay) would be exported from the Project Site to accommodate a one-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in Table 7, construction of the Project would produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

## Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.<sup>39</sup> LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2018-2020) for the Project area.

**Table 7  
Daily Construction Emissions**

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2023	0.6	6.2	7.0	<0.1	1.2	0.4
2024	3.1	15.3	12.6	<0.1	3.5	1.8
2025	3.1	6.4	10.2	<0.1	0.7	0.3
Maximum Regional Total	3.1	15.3	12.6	<0.1	3.5	1.8
Regional Threshold	75	100	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Maximum Localized Total	2.9	11.4	10.7	<0.1	2.6	1.5
Localized Threshold	N/A	103	572	N/A	4	3
<b>Exceed Threshold?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>
<p><i>The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)</i></p> <p><i>Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Modeling sheets included in the Technical Appendix.</i></p>						

Maximum on-site daily construction emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the north and south of the Project Site on Sweetzer Avenue. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO<sub>2</sub> and CO during the construction phase. Similarly, construction activities would not produce PM<sub>10</sub> and PM<sub>2.5</sub> emissions that exceed localized

<sup>39</sup> South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub> through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

## Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include hearths, consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space heating and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 125 vehicle trips to the local roadway network on a weekday at the start of operations in 2026.<sup>40</sup>

As shown in Table 8, the Project’s emissions would not exceed the SCAQMD’s regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

**Table 8  
Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	1.0	<0.1	2.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.4	0.3	3.6	<0.1	0.3	0.1
Regional Total	1.4	0.4	5.7	<0.1	0.3	0.1
Existing Total	-0.4	-0.2	-1.8	<0.1	-0.1	<0.1
Net Regional Total	1.0	0.2	3.9	<0.1	0.2	0.1
Regional Significance Threshold	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Net Localized Total	0.8	0.1	1.8	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	572	N/A	1	1
<b>Exceed Threshold?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>
<i>LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County SRA            Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.</i>						

<sup>40</sup> DKA Planning 2022, using CalEEMod model version 2022.1.



### c. Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** There are several sensitive receptors within 0.25 miles of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences, Sweetzer Avenue (west side); 70 feet west of the Project Site.
- Residences – 818 Sweetzer Avenue; five feet north of the Project Site.
- Residences – 802 Sweetzer Avenue; five feet south of the Project Site.
- Residences – Harper Avenue (west side); as close as 60 feet east of the Project Site to main residences.
- Hotel, 819 Sweetzer Avenue; 70 feet west of the Project Site.
- Shalom Garden senior citizen center, 743 Harper Avenue; 210 feet south of the Project Site.

### **Construction**

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants  $\text{NO}_x$ , CO,  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$  to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 7, during construction of the Project, maximum daily localized unmitigated emissions of  $\text{NO}_2$ , CO,  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$  from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 24 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would

result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

### **Operation**

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).<sup>41</sup> The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.<sup>42</sup> Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.<sup>43</sup> Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or

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<sup>41</sup> California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

<sup>42</sup> South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

<sup>43</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 88 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026.<sup>44</sup> The majority of vehicle-related impacts at the Project Site would come from up to nine and seven net vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.<sup>45</sup> This would represent 4.1 percent of the 218 vehicles currently using Harper Avenue at Waring Avenue one block east of the Project Site in the A.M. peak hour.<sup>46</sup> Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 2,180 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.<sup>47</sup>

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.<sup>48</sup> However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.<sup>49</sup> The Project would not generate a

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<sup>44</sup> DKA Planning, 2022 based on ITE Trip Generation rates, 10<sup>th</sup> Edition.

<sup>45</sup> DKA Planning 2022. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

<sup>46</sup> DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Harper Avenue at Waring Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/HARWAR06.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HARWAR06.pdf), 2008 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>47</sup> South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

<sup>48</sup> California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public\\_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

<sup>49</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

**d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less Than Significant Impact.** The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

**Cumulative Impacts**

While the Proposed Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. There are no related projects identified by the City of Los Angeles within 0.25 miles of the Proposed Project.<sup>50</sup>

**AQMP Consistency**

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

**Construction**

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.<sup>51</sup> Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 7, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was

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<sup>50</sup> Personal communication, Alessandro Mercuri, City of Los Angeles; October 4, 2022.

<sup>51</sup> 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.



projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

### ***Operation***

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore,

the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

# TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

## EXISTING EMISSIONS



# 806 North Sweetzer Avenue (Existing) Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	806 North Sweetzer Avenue (Existing)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	806 N Sweetzer Ave, Los Angeles, CA 90069, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4337
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	5.00	Dwelling Unit	0.27	7,955	2,000	—	15.0	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.4. Operations Emissions Compared Against Thresholds

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

Unr/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.38	0.17	1.79	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	2.38	379	382	0.26	0.01	1.44	394
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.18	0.35	0.19	1.38	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	2.38	365	368	0.26	0.01	0.09	379
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.18	0.35	0.17	1.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	2.38	339	341	0.26	0.01	0.59	352
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.06	0.03	0.27	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.39	56.0	56.4	0.04	< 0.005	0.10	58.3

### 2.5. Operations Emissions by Sector, Unmitigated

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

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

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Mobile	0.18	0.16	0.14	1.49	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	306	306	0.02	0.01	1.38	311
Area	0.03	0.21	< 0.005	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.76	0.76	< 0.005	< 0.005	—	0.78
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	70.1	70.1	0.01	< 0.005	—	70.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Waste	—	—	—	—	—	—	—	—	—	—	—	2.02	0.00	2.02	0.20	0.00	—	7.07
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.21	0.38	0.17	1.79	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	2.38	379	382	0.26	0.01	1.44	394
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.16	0.16	1.37	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	293	293	0.02	0.01	0.04	297
Area	0.00	0.18	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	70.1	70.1	0.01	< 0.005	—	70.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Waste	—	—	—	—	—	—	—	—	—	—	—	2.02	0.00	2.02	0.20	0.00	—	7.07
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.18	0.35	0.19	1.38	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	2.38	365	368	0.26	0.01	0.09	379
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16	0.14	0.14	1.26	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	265	265	0.02	0.01	0.53	270
Area	0.02	0.20	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.52	0.52	< 0.005	< 0.005	—	0.53
Energy	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	70.1	70.1	0.01	< 0.005	—	70.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Waste	—	—	—	—	—	—	—	—	—	—	—	2.02	0.00	2.02	0.20	0.00	—	7.07
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.18	0.35	0.17	1.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	2.38	339	341	0.26	0.01	0.59	352
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.03	0.03	0.03	0.23	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	43.9	43.9	< 0.005	< 0.005	0.09	44.6
Area	< 0.005	0.04	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.09	0.09	< 0.005	< 0.005	—	0.09



Energy	< 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	—	11.6	11.6	< 0.005	< 0.005	—	11.7	
Water	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.45	0.51	0.01	< 0.005	—	0.71
Waste	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.17
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.03	0.06	0.03	0.27	< 0.005	< 0.005	0.02	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.39	56.0	56.4	0.04	< 0.005	0.10	58.3	

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.18	0.16	0.14	1.49	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	306	306	0.02	0.01	1.38	311	
Total	0.18	0.16	0.14	1.49	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	306	306	0.02	0.01	1.38	311	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.18	0.16	0.16	1.37	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	293	293	0.02	0.01	0.04	297	
Total	0.18	0.16	0.16	1.37	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	293	293	0.02	0.01	0.04	297	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.03	0.03	0.03	0.23	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	43.9	43.9	< 0.005	< 0.005	0.09	44.6	
Total	0.03	0.03	0.03	0.23	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	43.9	43.9	< 0.005	< 0.005	0.09	44.6	

Total	0.03	0.03	0.03	0.23	< 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	—	43.9	43.9	< 0.005	< 0.005	0.09	44.6
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## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	33.9	33.9	< 0.005	< 0.005	—	34.0	
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.9	33.9	< 0.005	< 0.005	—	34.0	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	33.9	33.9	< 0.005	< 0.005	—	34.0	
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.9	33.9	< 0.005	< 0.005	—	34.0	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5.60	5.60	< 0.005	< 0.005	—	5.63	
Total	—	—	—	—	—	—	—	—	—	—	—	—	5.60	5.60	< 0.005	< 0.005	—	5.63	

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Apartments Low Rise	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	36.3	36.3	< 0.005	< 0.005	—	36.4
Total	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	36.3	36.3	< 0.005	< 0.005	—	36.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	36.3	36.3	< 0.005	< 0.005	—	36.4
Total	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	36.3	36.3	< 0.005	< 0.005	—	36.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 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	—	6.01	6.01	< 0.005	< 0.005	—	6.02
Total	< 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	—	6.01	6.01	< 0.005	< 0.005	—	6.02

### 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (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	
Consumer Products	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	





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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Total	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Total	—	—	—	—	—	—	—	—	—	—	—	0.36	2.74	3.10	0.04	< 0.005	—	4.29
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.45	0.51	0.01	< 0.005	—	0.71
Total	—	—	—	—	—	—	—	—	—	—	—	0.06	0.45	0.51	0.01	< 0.005	—	0.71

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
GHGs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06



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

#### 4.9. User Defined Emissions By Equipment Type

##### 4.9.1. Unmitigated

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

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



Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**4.10. Soil Carbon Accumulation By Vegetation Type**

**4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated**

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

## 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
Apartments Low Rise	36.6	40.7	31.4	13,302	321	357	275	116,642

### 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	5
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)
16108.875	5,370	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	17,896	690	0.0489	0.0069	113,214
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### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)		Outdoor Water (gal/year)		
Apartments Low Rise	186,369		34,282		

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	1.25	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
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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
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5.16.2. Process Boilers

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat
Extreme Precipitation	6.85	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	N/A
Snowpack	N/A	N/A	N/A	N/A	N/A
Air Quality	0	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	N/A	N/A	N/A	N/A
Air Quality	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	59.7
AQ-PM	66.8
AQ-DPM	62.9
Drinking Water	94.2
Lead Risk Housing	33.4
Pesticides	0.00
Toxic Releases	73.3
Traffic	73.9
Effect Indicators	—
Clean Up Sites	17.1
Groundwater	66.9
Haz Waste Facilities/Generators	45.7
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	6.18
Cardio-vascular	14.9
Low Birth Weights	70.4
Socioeconomic Factor Indicators	—
Education	8.42
Housing	56.0
Linguistic	21.4
Poverty	43.7
Unemployment	11.9

## 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	53.54805595
Employed	97.89554729
Median HI	73.45053253
Education	—
Bachelor's or higher	94.90568459
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	42.71782369
Active commuting	59.70742974
Social	—
2-parent households	35.12126267
Voting	37.48235596
Neighborhood	—
Alcohol availability	14.23071988
Park access	16.73296548
Retail density	93.01937636
Supermarket access	94.25125112
Tree canopy	42.93596818
Housing	—
Homeownership	16.33517259
Housing habitability	19.97946875
Low-inc homeowner severe housing cost burden	13.11433338

Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	73.50186064
Arthritis	89.6
Asthma ER Admissions	92.7
High Blood Pressure	89.6
Cancer (excluding skin)	45.0
Asthma	72.9
Coronary Heart Disease	83.6
Chronic Obstructive Pulmonary Disease	84.0
Diagnosed Diabetes	95.3
Life Expectancy at Birth	68.5
Cognitively Disabled	46.5
Physically Disabled	46.5
Heart Attack ER Admissions	92.5
Mental Health Not Good	72.2
Chronic Kidney Disease	93.4
Obesity	64.9
Pedestrian Injuries	94.7
Physical Health Not Good	85.2
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	4.6
Current Smoker	68.2
No Leisure Time for Physical Activity	94.4
Climate Change Exposures	—

Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	79.8
Elderly	78.6
English Speaking	53.6
Foreign-born	33.6
Outdoor Workers	95.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	8.1
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	1.9
Other Decision Support	—
2016 Voting	51.0

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	32.0
Healthy Places Index Score for Project Location (b)	77.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

### 7.4. Health & Equity Measures



No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	City of Los Angeles ZIMAS database 3,126 sf at 806 Sweetzer lot; 3,713 and 1,116 for two buildings on 814 Sweetzer lot
Operations: Hearths	Google Earth



DOUGLASKIM+ASSOCIATES,LLC

## FUTURE EMISSIONS

# 806 North Sweetzer Avenue (Future) Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	806 North Sweetzer Avenue (Future)
Lead Agency	–
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	806 N Sweetzer Ave, Los Angeles, CA 90069, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4337
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	23.0	Dwelling Unit	0.27	31,494	1,282	–	56.0	–
Enclosed Parking with Elevator	47.0	Space	0.00	19,026	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)

Unr/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.93	3.05	6.35	10.2	0.02	0.26	0.43	0.68	0.24	0.10	0.33	—	2,023	2,023	0.08	0.05	1.98	2,042
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.67	1.28	15.3	12.6	0.04	0.57	2.95	3.52	0.53	1.24	1.77	—	4,766	4,766	0.23	0.49	0.19	4,919
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.68	0.91	5.41	6.75	0.01	0.22	0.57	0.80	0.21	0.20	0.41	—	1,663	1,663	0.07	0.09	0.85	1,692
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	0.17	0.99	1.23	< 0.005	0.04	0.10	0.15	0.04	0.04	0.07	—	275	275	0.01	0.01	0.14	280

### 2.2. Construction Emissions by Year, Unmitigated

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

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



2024	0.80	0.68	5.93	8.93	0.01	0.26	0.37	0.63	0.24	0.09	0.33	—	1,831	1,831	0.07	0.05	1.86	1,849
2025	0.93	3.05	6.35	10.2	0.02	0.25	0.43	0.68	0.23	0.10	0.33	—	2,023	2,023	0.08	0.05	1.98	2,042
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.78	0.61	6.22	7.02	0.01	0.27	0.93	1.15	0.25	0.18	0.39	—	1,884	1,884	0.09	0.15	0.07	1,932
2024	1.67	1.28	15.3	12.6	0.04	0.57	2.95	3.52	0.53	1.24	1.77	—	4,766	4,766	0.23	0.49	0.19	4,919
2025	0.75	0.63	5.47	8.49	0.01	0.22	0.37	0.59	0.20	0.09	0.29	—	1,804	1,804	0.08	0.05	0.04	1,820
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.13	0.11	1.04	1.19	< 0.005	0.04	0.13	0.17	0.04	0.02	0.06	—	281	281	0.01	0.02	0.15	287
2024	0.68	0.56	5.41	6.75	0.01	0.22	0.57	0.80	0.21	0.20	0.41	—	1,663	1,663	0.07	0.09	0.85	1,692
2025	0.44	0.91	3.14	4.92	0.01	0.12	0.21	0.33	0.11	0.05	0.16	—	1,013	1,013	0.04	0.03	0.42	1,023
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.02	0.02	0.19	0.22	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.01	—	46.5	46.5	< 0.005	< 0.005	0.02	47.5
2024	0.12	0.10	0.99	1.23	< 0.005	0.04	0.10	0.15	0.04	0.04	0.07	—	275	275	0.01	0.01	0.14	280
2025	0.08	0.17	0.57	0.90	< 0.005	0.02	0.04	0.06	0.02	0.01	0.03	—	168	168	0.01	< 0.005	0.07	169

## 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/mt.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.73	1.39	0.39	5.72	0.01	0.01	0.31	0.32	0.01	0.05	0.07	9.18	1,231	1,240	0.99	0.04	3.14	1,280
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	1.14	0.40	3.30	0.01	0.01	0.31	0.32	0.01	0.05	0.06	9.18	1,188	1,197	0.99	0.04	0.30	1,235

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.61	1.29	0.40	4.68	0.01	0.01	0.29	0.30	0.01	0.05	0.06	9.18	1,161	1,170	0.99	0.04	1.42	1,208			
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.23	0.07	0.85	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.01	1.52	192	194	0.16	0.01	0.24	200			

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)																					
Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e			
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.45	0.41	0.31	3.56	0.01	0.01	0.31	0.31	0.01	0.05	0.06	—	864	864	0.04	0.03	2.91	878			
Area	0.27	0.98	0.02	2.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	6.89	6.89	< 0.005	< 0.005	—	6.92			
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	349	349	0.03	< 0.005	—	350			
Water	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4			
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4			
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.23	0.23			
Total	0.73	1.39	0.39	5.72	0.01	0.01	0.31	0.32	0.01	0.05	0.07	9.18	1,231	1,240	0.99	0.04	3.14	1,280			
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.45	0.41	0.34	3.28	0.01	0.01	0.31	0.31	0.01	0.05	0.06	—	828	828	0.04	0.04	0.08	839			
Area	0.00	0.73	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00			
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	349	349	0.03	< 0.005	—	350			
Water	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4			
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4			
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.23	0.23			

Total	0.45	1.14	0.40	3.30	0.01	0.01	0.31	0.32	0.01	0.05	0.06	9.18	1,188	1,197	0.99	0.04	0.30	1,235
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.42	0.38	0.32	3.20	0.01	0.01	0.29	0.30	< 0.005	0.05	0.06	—	796	796	0.04	0.03	1.20	808
Area	0.18	0.90	0.01	1.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.72	4.72	< 0.005	< 0.005	—	4.74
Energy	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	349	349	0.03	< 0.005	—	350
Water	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4
Waste	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	26.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.23	0.23
Total	0.61	1.29	0.40	4.68	0.01	0.01	0.29	0.30	0.01	0.05	0.06	9.18	1,161	1,170	0.99	0.04	1.42	1,208
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.06	0.58	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	132	132	0.01	0.01	0.20	134
Area	0.03	0.16	< 0.005	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.78	0.78	< 0.005	< 0.005	—	0.78
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.8	57.8	< 0.005	< 0.005	—	58.0
Water	—	—	—	—	—	—	—	—	—	—	—	0.27	1.86	2.14	0.03	< 0.005	—	3.04
Waste	—	—	—	—	—	—	—	—	—	—	—	1.25	0.00	1.25	0.12	0.00	—	4.37
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	0.11	0.23	0.07	0.85	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.01	1.52	192	194	0.16	0.01	0.24	200

### 3. Construction Emissions Details

#### 3.1. Demolition (2023) - Unmitigated

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

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

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.99	5.91	0.01	0.21	—	0.21	0.20	—	0.20	—	0.20	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.56	0.56	—	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	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.60	0.71	< 0.005	0.03	—	0.03	0.02	—	0.02	—	0.02	—	103	103	< 0.005	< 0.005	—	103
Demolition	—	—	—	—	—	—	0.07	0.07	—	0.01	0.01	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	—	17.0	17.0	< 0.005	< 0.005	—	17.1
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.69	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	137	137	0.01	< 0.005	0.02	138	—	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.07	0.02	1.16	0.41	0.01	0.01	0.07	0.08	0.01	0.02	0.03	—	895	895	0.05	0.14	0.05	939
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	<0.005	<0.005	0.00	0.00	0.00	—	16.7	16.7	<0.005	<0.005	0.03	17.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	<0.005	0.14	0.05	<0.005	<0.005	0.01	0.01	<0.005	<0.005	<0.005	—	108	108	0.01	0.02	0.11	113
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	<0.005	<0.005	<0.005	0.02	0.00	0.00	<0.005	<0.005	0.00	0.00	0.00	—	2.77	2.77	<0.005	<0.005	0.01	2.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	<0.005	<0.005	0.03	0.01	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	—	17.9	17.9	<0.005	<0.005	0.02	18.8

### 3.3. Site Preparation (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.54	5.02	5.57	0.01	0.27	—	0.27	0.25	—	0.25	—	858	858	0.03	0.01	—	861
Dust From Material Movement:	—	—	—	—	—	—	—	0.21	0.21	—	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Off-Road Equipment	0.04	0.03	0.29	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01	—	0.01	—	49.3	49.3	< 0.005	< 0.005	—	49.5
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	—	8.17	8.17	< 0.005	< 0.005	—	8.20
Dust From Material Movement:	—	—	—	—	—	—	< 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	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	0.02	0.03	0.35	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	68.4	68.4	< 0.005	< 0.005	0.01	69.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	3.99	3.99	< 0.005	< 0.005	0.01	4.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.66	< 0.005	< 0.005	< 0.005	0.67	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Daily, Summer (Max)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Daily, Winter (Max)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	–	0.53	0.49	–	0.49	–	1,713	1,713	0.07	0.01	–	1,719	
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	0.00	–	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Off-Road Equipment	0.17	0.14	1.37	1.29	< 0.005	0.06	–	0.06	0.06	–	0.06	–	207	207	0.01	< 0.005	–	207	
Dust From Material Movement:	–	–	–	–	–	–	–	–	0.25	0.25	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	0.00	–	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	

Off-Road Equipment	0.03	0.03	0.25	0.24	< 0.005	0.01	—	0.01	0.01	0.01	—	0.01	—	34.2	34.2	< 0.005	< 0.005	—	34.3
Dust From Material Movement:	—	—	—	—	—	—	0.05	0.05	—	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	—	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	0.03	0.04	0.48	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	100	100	< 0.005	< 0.005	0.01	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.22	0.06	3.83	1.42	0.02	0.04	0.22	0.26	0.04	0.07	0.11	—	2,953	2,953	0.16	0.47	0.18	3,098	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	12.3	12.3	< 0.005	< 0.005	0.02	12.4	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.47	0.17	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	356	356	0.02	0.06	0.35	374	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	2.03	2.03	< 0.005	< 0.005	< 0.005	2.06	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	58.9	58.9	< 0.005	0.01	0.06	61.9	—

### 3.7. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	—	—	1,309		
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	—	—	1,309		
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Off-Road Equipment	0.40	0.34	3.35	4.18	0.01	0.15	—	0.15	0.14	—	0.14	—	0.14	—	781	781	0.03	0.01	—	—	—	784		
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Off-Road Equipment	0.07	0.06	0.61	0.76	< 0.005	0.03	—	0.03	0.03	—	0.03	—	0.03	—	129	129	0.01	< 0.005	—	—	—	130		
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Worker	0.12	0.11	0.12	1.85	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	347	347	0.01	0.01	—	—	—	352		
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	—	—	180	180	0.01	0.02	—	—	—	188		
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		

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.14	1.57	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	—	329	329	0.01	0.01	0.04	333															
Vendor	0.01	0.01	0.22	0.11	< 0.005	< 0.005	0.01	0.01	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	180	180	0.01	0.02	0.01	188																
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	0.00	0.00	0.00																
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—																
Worker	0.07	0.06	0.08	0.99	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	200	200	0.01	0.01	0.35	202																
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	108	—	108	108	< 0.005	0.01	0.13	112																
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	0.00	0.00																	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—																
Worker	0.01	0.01	0.02	0.18	0.00	0.00	0.00	< 0.005	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	—	33.1	33.1	< 0.005	< 0.005	0.06	33.5																
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	17.8	—	17.8	17.8	< 0.005	< 0.005	0.02	18.6																
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	0.00	0.00																	

**3.9. Building Construction (2025) - Unmitigated**

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

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



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Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.28	2.75	3.71	0.01	0.12	—	0.12	0.11	—	0.11	—	697	697	0.03	0.01	—	699
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.50	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02	—	115	115	< 0.005	< 0.005	—	116
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.11	1.71	0.00	0.02	0.02	0.02	0.00	0.00	0.00	—	339	339	0.01	0.01	1.24	345
Vendor	0.01	0.01	0.20	0.10	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01	—	177	177	0.01	0.02	0.48	185
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.12	1.45	0.00	0.02	0.02	0.00	0.00	0.00	0.00	—	322	322	0.01	0.01	0.03	326
Vendor	0.01	0.01	0.21	0.10	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	—	177	177	0.01	0.02	0.01	185
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.81	0.00	0.01	0.01	0.00	0.00	0.00	0.00	—	174	174	0.01	0.01	0.29	177
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	—	94.5	94.5	< 0.005	0.01	0.11	98.7





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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments	0.45	0.41	0.31	3.56	0.01	0.01	0.05	0.06	0.01	0.02	0.02	—	864	864	0.04	0.03	2.91	878	
Mid Rise																			
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	0.00	0.00	0.00	0.00	0.00
Total	0.45	0.41	0.31	3.56	0.01	0.01	0.05	0.06	0.01	0.02	0.02	—	864	864	0.04	0.03	2.91	878	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Apartme Mid Rise	0.45	0.41	0.34	3.28	0.01	0.01	0.05	0.06	0.01	0.02	0.02	—	828	828	0.04	0.04	0.08	839
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	0.00	0.00	0.00	0.00
Total	0.45	0.41	0.34	3.28	0.01	0.01	0.05	0.06	0.01	0.02	0.02	—	828	828	0.04	0.04	0.08	839
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.08	0.07	0.06	0.58	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	132	132	0.01	0.01	0.20	134
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	0.00	0.00	0.00	0.00
Total	0.08	0.07	0.06	0.58	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	132	132	0.01	0.01	0.20	134

## 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)	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise		—	—	—	—	—	—	—	—	—	—	—	—	143	143	0.01	< 0.005	—	144
Enclosed Parking with Elevator		—	—	—	—	—	—	—	—	—	—	—	—	133	133	0.01	< 0.005	—	133
Total		—	—	—	—	—	—	—	—	—	—	—	—	276	276	0.02	< 0.005	—	277

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	143	143	0.01	< 0.005	—	—	144
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	133	133	0.01	< 0.005	—	—	133
Total Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	276	276	0.02	< 0.005	—	—	277
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.6	23.6	< 0.005	< 0.005	—	—	23.8
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22.0	22.0	< 0.005	< 0.005	—	—	22.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.6	45.6	< 0.005	< 0.005	—	—	45.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.2	73.2	0.01	< 0.005	—	73.4	
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	—	0.00	

Total	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.2	73.2	0.01	< 0.005	—	73.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.2	73.2	0.01	< 0.005	—	73.4
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	—	0.00
Total	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.2	73.2	0.01	< 0.005	—	73.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.1	12.1	< 0.005	< 0.005	—	12.1
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	—	0.00
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.1	12.1	< 0.005	< 0.005	—	12.1

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



### 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.64	11.3	12.9	0.17	< 0.005	—	18.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.27	1.86	2.14	0.03	< 0.005	—	3.04



Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	—	0.00	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	1.86	2.14	0.03	< 0.005	—	—	3.04

#### 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	TOG	ROG	NOX	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	—	26.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	—	26.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	—	26.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	7.54	0.00	7.54	0.75	0.00	—	—	26.4



Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.04	0.04
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.04	0.04

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

#### 4.8. Stationary Emissions By Equipment Type

##### 4.8.1. Unmitigated

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

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

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

#### 4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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



4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	10/1/2023	11/30/2023	5.00	44.0	-
Site Preparation	Site Preparation	12/1/2023	12/31/2023	5.00	21.0	-
Grading	Grading	1/1/2024	2/29/2024	5.00	44.0	-
Building Construction	Building Construction	3/1/2024	9/30/2025	5.00	413	-
Architectural Coating	Architectural Coating	6/1/2025	9/30/2025	5.00	87.0	-
Trenching	Trenching	3/1/2024	6/30/2024	5.00	86.0	-

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41

Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

### 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	10.0	25.0	HHD,T
Demolition	Onsite truck	—	—	HHD,T
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1 ,LDT2
Site Preparation	Vendor	—	10.2	HHD,T,MHDT
Site Preparation	Hauling	0.00	25.0	HHD,T
Site Preparation	Onsite truck	—	—	HHD,T
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1 ,LDT2
Grading	Vendor	—	10.2	HHD,T,MHDT

Grading	Hauling	41.9	20.0	HHDT	
Grading	Onsite truck	—	—	HHDT	
Building Construction	—	—	—	—	
Building Construction	Worker	24.6	18.5	LDA,LDT1,LDT2	
Building Construction	Vendor	5.58	10.2	HHDT,MHDT	
Building Construction	Hauling	0.00	20.0	HHDT	
Building Construction	Onsite truck	—	—	HHDT	
Architectural Coating	—	—	—	—	
Architectural Coating	Worker	4.91	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	0.00	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	63,775	21,258	0.00	0.00	—

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,768	—
Site Preparation	—	—	10.5	0.00	—
Grading	—	14,735	0.27	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
2023	0.00	690	0.05	0.01
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01



## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	125	113	94.1	43,414	1,097	990	825	380,699
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	–
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	23
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)

63775.35	21,258	0.00	0.00	-
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### 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	75,520	690	0.0489	0.0069	228,283
Enclosed Parking with Elevator	70,233	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	857,297	21,975
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	5.75	0.00

Enclosed Parking with Elevator	0.00	0.00
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### 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
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### 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
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#### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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### 5.17. User Defined

Equipment Type	Fuel Type
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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)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat
Extreme Precipitation	6.85	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	N/A	N/A	N/A	N/A
Air Quality	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	N/A	N/A	N/A	N/A
Air Quality	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	59.7			
AQ-PM	66.8			
AQ-DPM	62.9			
Drinking Water	94.2			
Lead Risk Housing	33.4			
Pesticides	0.00			
Toxic Releases	73.3			
Traffic	73.9			
Effect Indicators	—			

CleanUp Sites	17.1
Groundwater	66.9
Haz Waste Facilities/Generators	45.7
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	6.18
Cardio-vascular	14.9
Low Birth Weights	70.4
Socioeconomic Factor Indicators	—
Education	8.42
Housing	56.0
Linguistic	21.4
Poverty	43.7
Unemployment	11.9

## 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	53.54805595
Employed	97.89554729
Median HI	73.45053253
Education	—
Bachelor's or higher	94.90568459
High school enrollment	100
Preschool enrollment	95.7141024

Transportation	—
Auto Access	42.71782369
Active commuting	59.70742974
Social	—
2-parent households	35.12126267
Voting	37.48235596
Neighborhood	—
Alcohol availability	14.23071988
Park access	16.73296548
Retail density	93.01937636
Supermarket access	94.25125112
Tree canopy	42.93596818
Housing	—
Homeownership	16.33517259
Housing habitability	19.97946875
Low-inc homeowner severe housing cost burden	13.11433338
Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	73.50186064
Arthritis	89.6
Asthma ER Admissions	92.7
High Blood Pressure	89.6
Cancer (excluding skin)	45.0
Asthma	72.9
Coronary Heart Disease	83.6
Chronic Obstructive Pulmonary Disease	84.0

Diagnosed Diabetes	95.3
Life Expectancy at Birth	68.5
Cognitively Disabled	46.5
Physically Disabled	46.5
Heart Attack ER Admissions	92.5
Mental Health Not Good	72.2
Chronic Kidney Disease	93.4
Obesity	64.9
Pedestrian Injuries	94.7
Physical Health Not Good	85.2
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	4.6
Current Smoker	68.2
No Leisure Time for Physical Activity	94.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	79.8
Elderly	78.6
English Speaking	53.6
Foreign-born	33.6
Outdoor Workers	95.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	8.1
Traffic Density	74.1
Traffic Access	87.4

Other Indices	–
Hardship	1.9
Other Decision Support	–
2016 Voting	51.0

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	32.0
Healthy Places Index Score for Project Location (b)	77.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Population based on 2.42 residents/DU per City of Los Angeles
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	.



<p>Construction: Dust From Material Movement</p>	<p>Assumes 9,807 CY of net export, with 409 CY of topsoil @ 56% swell factor = 637 CY and 9,398 CY of dry clay @ 50% swell factor = 14,098 CY                  Note: Topsoil considered the top ten inches of soil (Wikipedia)                  Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, <a href="https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendment">https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amendment</a>                  Source : US Department of Transportation Determination of Excavation and Embankment Volumes; <a href="https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design">https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design</a></p>
<p>Construction: Trips and VMT</p>	<p>10 CY haul truck capacity, 25-miles one-way to landfill</p>
<p>Operations: Hearths</p>	<p>Project plans</p>



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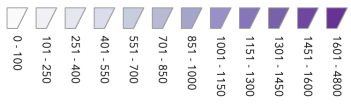
## MATES V TOXIC EMISSIONS OVERVIEW

### About Air Toxics Cancer Risk

Information about community profile statistics  
Information about emission sources  
Download PDF

### Residential Air Toxics Cancer Risk at MATES Monitoring Sites

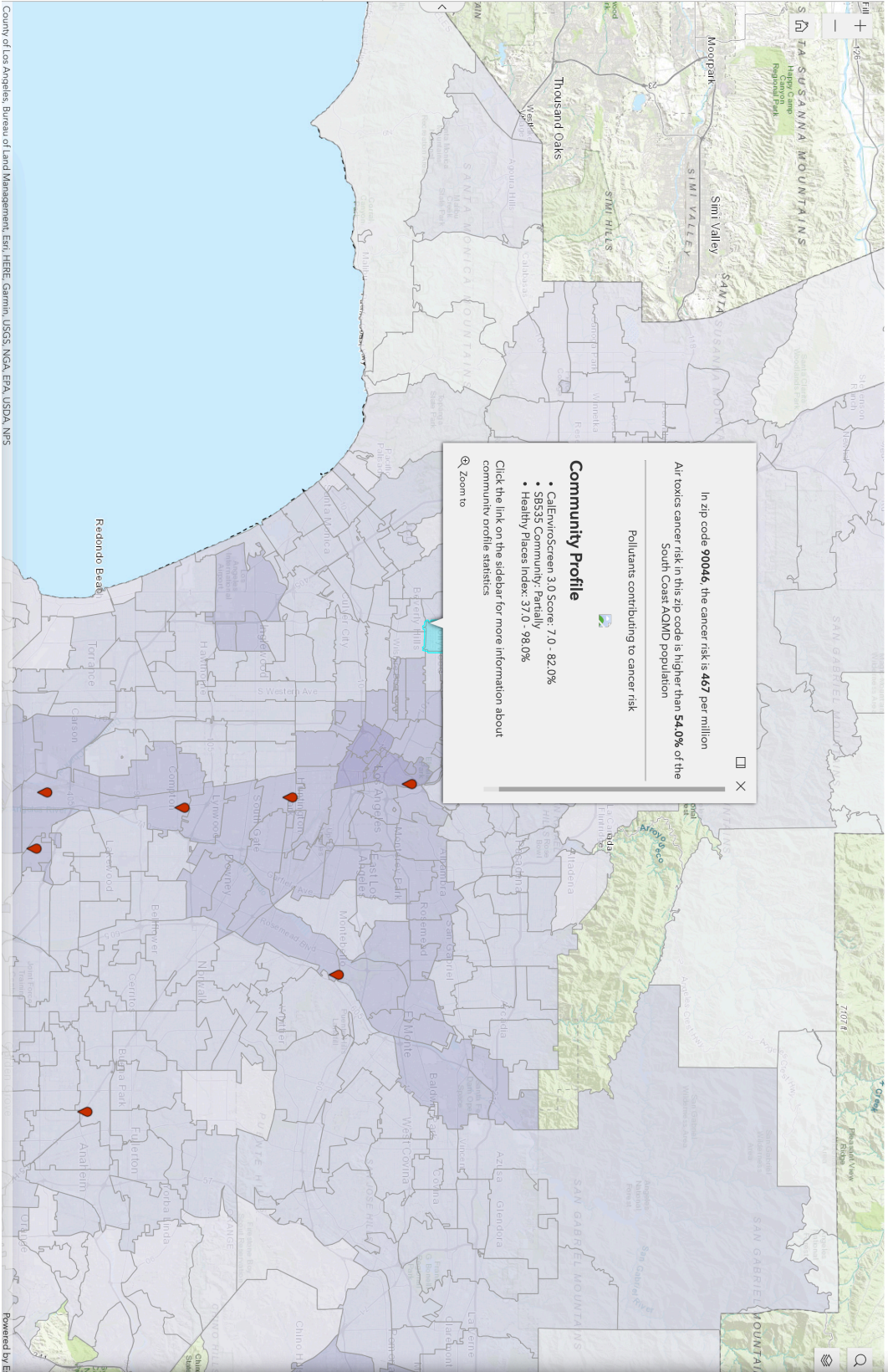
### Residential Air Toxics Cancer Risk Calculated from Model Data



### 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.

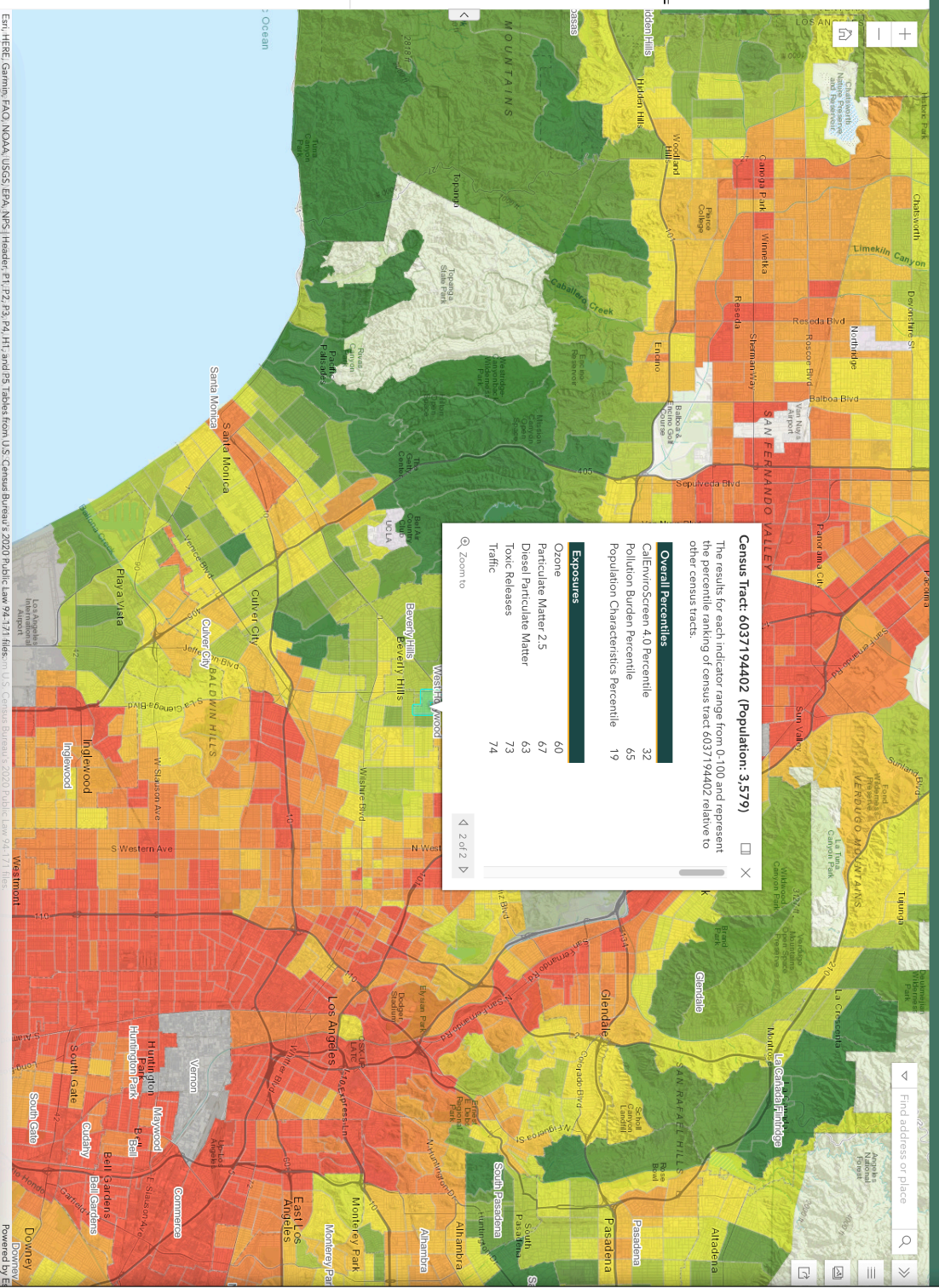
**How to use this map**

- 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
- >90 - 100 (Highest Scores)
  - >80 - 90
  - >70 - 80
  - >60 - 70
  - >50 - 60
  - >40 - 50
  - >30 - 40
  - >20 - 30
  - >10 - 20
  - 0 - 10 (Lowest Scores)

**CalEnviroScreen 4.0 High Pollution, Low Population**



Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, | Header, FT, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files; m U.S. Census Bureau's 2020 Public Law 94-171 files.





DOUGLASKIM+ASSOCIATES,LLC

## GRADING ANALYSIS



DouglasKim+ASSOCIATES, LLC

**SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS**

	CY	% Swell	Adjusted CY	Truck Capacity (CY)	Truck Trips
Topsoil	409	56%	637	10	127
Clay (Dry)	9,398	50%	14,098	10	2,820
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
<b>TOTAL</b>	<b>9,807</b>		<b>14,735</b>		<b>2,947</b>

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



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	-	<i>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)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence	7,955	12	3,536	1,000	1,768	10	707	
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 (Construction Debris)		0.5	-	2,400	-	10	-	
<b>TOTAL</b>			<b>3,536</b>		<b>1,768</b>		<b>707</b>	



TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application that includes changes to the building footprint, including demolition or grading permit applications, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report (CP-4068) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 806-814 N Sweetzer Ave

Date of Field Visit: 10/01/22

Does the property contain any of the following protected trees or shrubs?

- Yes (Mark any that apply below)
  - Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
  - Southern California Black Walnut (*Juglans californica*)
  - Western Sycamore (*Platanus racemosa*)
  - California Bay (*Umbellularia californica*)
  - Mexican Elderberry (*Sambucus mexicana*)
  - Toyon (*Heteromeles arbutifolia*)
- No

Does the property contain any street trees in the adjacent public right-of-way?

- Yes     No

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

- Yes     No



Does the project occur within the Coastal Zone and contain any of the following trees?

- Yes** (Mark any that apply below)
  - Blue Gum Eucalyptus (*Eucalyptus globulus*)
  - Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
  - Other Eucalyptus species
- No**

### Tree Expert Credentials (if applicable)

Name of Tree Expert: Jerrold Turney

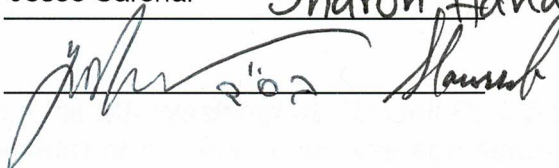
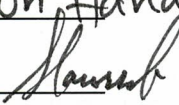
Mark which of the following qualifications apply:

- Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- Registered consulting arborist with the American Society of Consulting Arborists

Certification/License No.: WC-2364

### Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Jesse Sarshar Sharon Hanassab  
Owner Signature   Date NOV-1-22



Jerrold Turney Ph.D.  
Consultant in Plant Pathology and Arboriculture  
ISA Certified Arborist #WC-2364  
Pest Control Adviser License #75603

## Tree Inspection Report

For  
BH Holding, LLC  
269 S. Beverly Dr.  
Beverly Hills, CA 90212

806 & 812 N. Sweetzer Ave.  
Los Angeles, CA

Prepared by  
Jerrold Turney Ph.D.  
Prepared on October 4, 2002

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## **Introduction**

On Saturday, October 1, 2022, I inspected the trees at 806 and 812 North Sweetzer, Los Angeles CA 90069. The purpose of the inspection was to identify each tree to species and determine if any of the trees were protected trees in Los Angeles. The inspection was performed on foot and took 1 hour. All the trunk diameters are measured at 4.5 feet above ground level. All of the trees, except the street tree, will be removed for the construction of a new structure.

## **Observations**

There are 3 *Afrocarpus gracilior* and 4 *Pyrus kawakamii* trees in the rear of the property (photographs 1-6). There is one *Yucca guatemalensis* in the front of the property (photograph #7). There are no native trees on the property or on the adjacent properties.

## **Tree Descriptions**

Tree #1. *Afrocarpus gracilior*, located along the driveway on the south side of the property (photograph #1). The trunk diameter is 13 inches, and the height of the tree is approximately 35 feet. The canopy is codominant with the tree number 2 extending 10 feet south and 10 feet east. The branches extend over the roof of the building. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #2. *Afrocarpus gracilior*, located in the center of the building and 11 feet north of tree number one (photograph #2). The trunk diameter is 15 inches, and the height of the tree is approximately 35 feet. The canopy is codominant with trees number 1 and 3 and extends 10 feet east. The branches extend over the roof of the building. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #3. *Afrocarpus gracilior*, located on the north side of the lot and adjacent to the stairs (photograph #3). The trunk diameter is 14 inches, and the height of the tree is approximately 35 feet. The canopy is codominant with tree number 2 and extends 10 feet north and 10 feet east. The branches extend over the roof of the building. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #4. *Pyrus kawakamii*, located along the fence along the northern property line (photograph #4). The trunk diameter is 5 inches, and the height of the tree is approximately 15 feet. The canopy is 10 feet by 10 feet. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #5. *Pyrus kawakamii*, located along the fence along the northern property line (photograph #5). The trunk diameter is 6 inches, and the height of the tree is approximately 15 feet. The canopy is 10 feet by 10 feet. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #6. *Pyrus kawakamii*, located along the driveway on the south side of the property (photograph #6). The trunk diameter is 7 inches, and the height of the tree is approximately 15 feet. The canopy is 10 feet by 10 feet. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #7. *Pyrus kawakamii*, located along the driveway on the south side of the property (photograph #6). The trunk diameter is 8 inches, and the height of the tree is approximately 15 feet. The canopy is 10 feet by 10 feet. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #8. *Yucca guatemalensis*, located in the front of the property along the driveway (photograph #7). The tree has 4 small trunks, one measuring 2 inches and the other 3 3.5 inches each. The height of the tree is approximately 15 feet. The tree is healthy with no signs or symptoms of disease or insect pests.

Tree #9. *Ficus benjamina*, located along the street in the parkway (photograph #10). The trunk diameter is 25 inches. The tree is approximately 30 feet tall, and the canopy spread is 20 feet. The leaves are heavily infested with thrips. Other than the thrips the tree is in good health. It appears that the tree has been topped to control the height of the tree. The tree will be retained.

### Executive Summary

There are no native trees on the property or on the adjacent properties. None of the trees on the property are protected by the City of Los Angeles. All of the trees will be removed to allow for the demolition of the existing structure and the construction of a new structure. The street tree in front of the property will be retained.

If there are any questions regarding this report, please contact me at [jturney1954@gmail.com](mailto:jturney1954@gmail.com).



Jerrold Turney Ph.D.  
Certified Arborist/Plant Pathologist

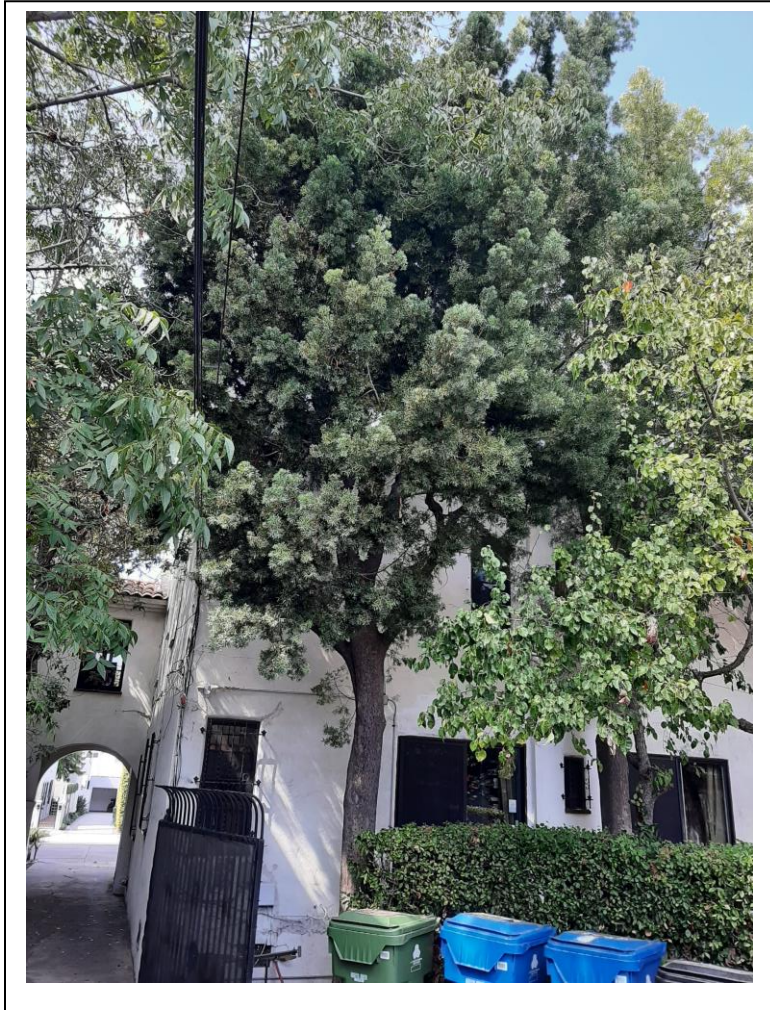


## Tree Table

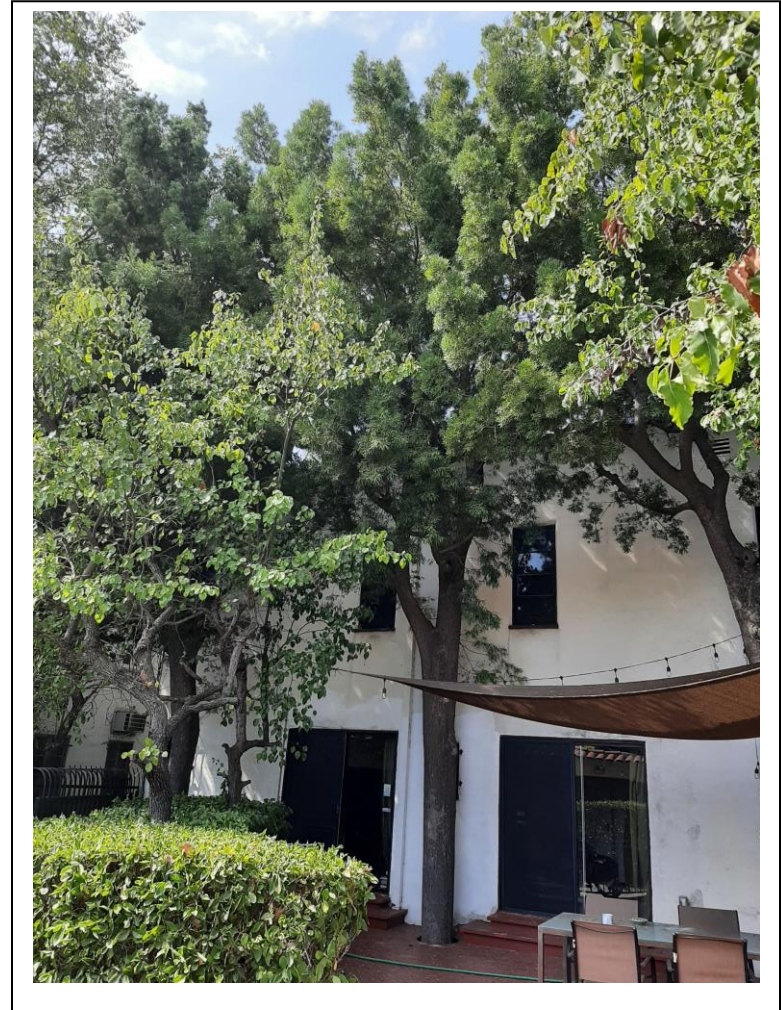
Tree #	Name	Diameter	Height	Canopy Spread	Health	Remove
1	Afrocarpus gracilior	13 inches	35 feet	20 feet	Good	Yes
2	Afrocarpus gracilior	15 inches	35 feet	20 feet	Good	Yes
3	Afrocarpus gracilior	14 inches	35 feet	20 feet	Good	Yes
4	Pyrus kawakamii	5 inches	15 feet	10 feet	Good	Yes
5	Pyrus kawakamii	6 inches	15 feet	10 feet	Good	Yes
6	Pyrus kawakamii	7 inches	15 feet	10 feet	Good	Yes
7	Pyrus kawakamii	8 inches	15 feet	10 feet	Good	Yes
8	Yucca guatemalensis	2 -3.5 inches	15 feet	5 feet	Good	Yes

## Street Tree Table

Tree #	Name	Diameter	Height	Canopy Spread	Health	Remove
1	Ficus benjamina	25 inches	30 feet	20 feet	Good	no

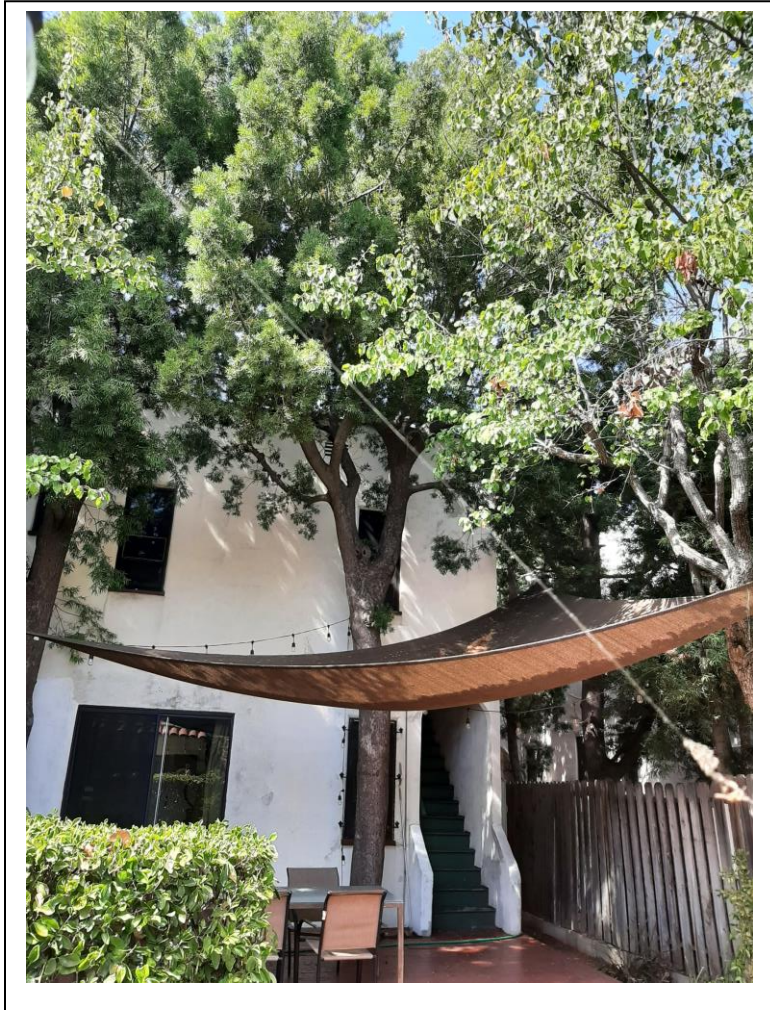


Photograph #1. Tree #1, *Afrocarpus gracilior* along the driveway

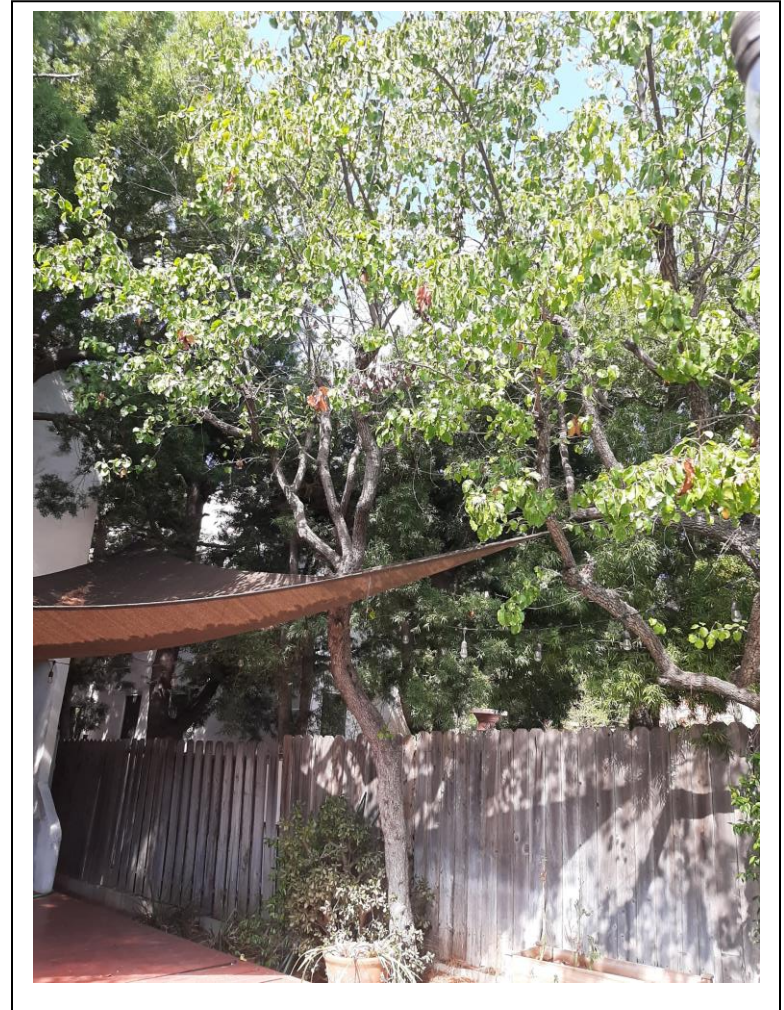


Photograph #2. Tree #2, *Afrocarpus gracilior* in the center of the building



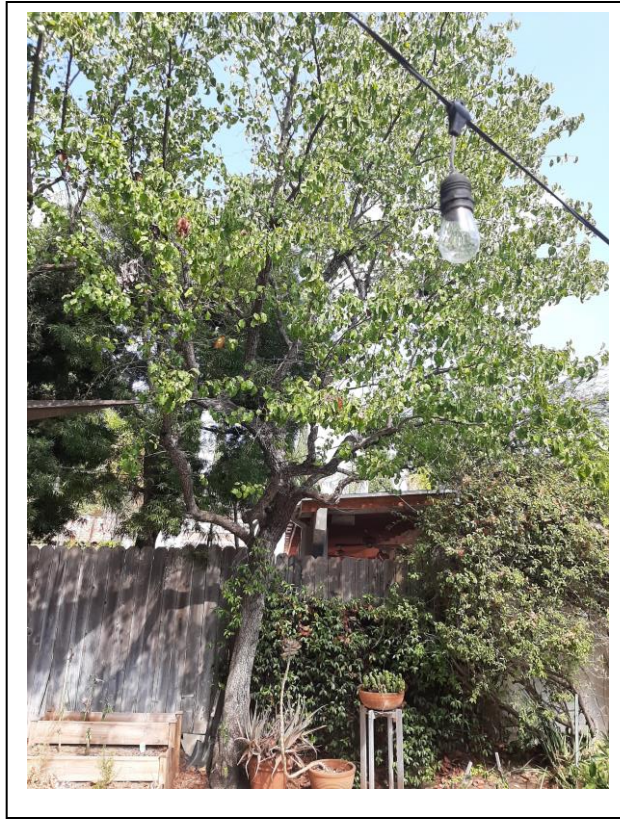


Photograph #3. Tree #3, *Afrocarpus gracilior* on north side of property



Photograph #4. Tree #4, Pear tree along the fence on north side of the property





Photograph #5. Tree #5, Pear tree along the fence on north side of property



Photograph #6. Trees # 6 and #7, Pear trees along the driveway.





Photograph #7. Tree #8, *Yucca guatemalensis* along the driveway in the front of the property.



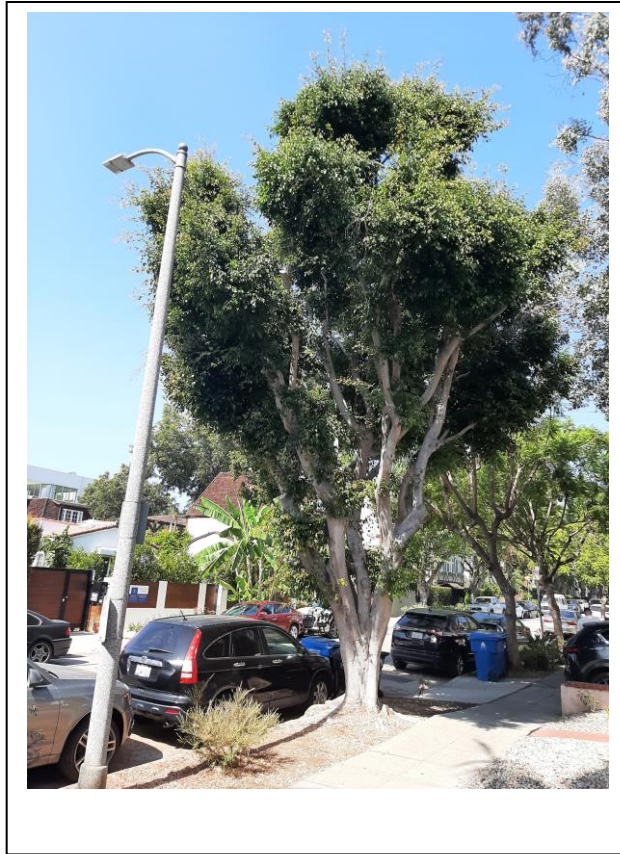


Photograph #8. *Afrocarpus gracilior* leaves.



Photograph #9. *Pyrus kawakamii* leaves.





Photograph # 10. Tree #9, *Ficus benjamina* along street.



Photograph #11. *Ficus benjamina* leaves. Twisted and contorted leaves are infested with thrips.

REPORT OF  
GEOTECHNICAL INVESTIGATION  
PROPOSED MULTI-UNIT RESIDENTIAL BUILDING PROJECT  
LOTS 9 AND 10 OF TRACT NO. 5763  
806-814 NORTH SWEETZER AVENUE  
LOS ANGELES, CALIFORNIA 90069

FOR  
MR. JESSE SARSHAR

PROJECT NO. 21-382-02  
JUNE 28, 2021



June 28, 2021

21-382-02

Mr. Jesse Sarshar  
269 S. Beverly Drive, #1427  
Beverly Hills, CA 90212

Subject: Report Of Geotechnical Investigation  
Proposed Multi-Unit Residential Building Project  
Lots 9 And 10 Of Tract No. 5763  
806-814 North Sweetzer Avenue  
Los Angeles, California 90069

Dear Mr. Sarshar:

### INTRODUCTION

This report presents the results of a geotechnical investigation for the subject project. During the course of this investigation, the engineering properties of the subsurface materials were evaluated in order to provide recommendations for design and construction of temporary excavation/shoring, foundations, basement walls, grade slabs, and grading. The investigation included subsurface exploration, soil sampling, laboratory testing, engineering evaluation and analysis, consultation and preparation of this report.

During the course of preparation of this report, the topographic survey prepared by the offices of Land Topography Corp., was used as reference. Also used as reference during this investigation was the project plans provided by the client.

The enclosed Drawing No. 1 shows the approximate locations of the drilled borings in relation to the site boundaries and the proposed building. This drawing also shows the approximate locations of the Cross Section A-A' and B-B'. Drawing Nos. 2 and 3 show the profiles of the Cross Sections A-A' and B-B'.

Figure No. 1 shows the Site Vicinity Map, Figure No. 2 shows the Regional Topographic Map, Figure No. 3 shows the Regional Geologic Map, and Figure No. 4 shows the Historically Highest Groundwater Contour Map.

The attached Appendix I, describes the method of field exploration. Figure Nos. I-1 and I-2 present summaries of the materials encountered at the location of our borings. Figure No. I-3 presents the Uniform Soil Classification System Chart; a guide to the log of borings.

The attached Appendix II describes the laboratory testing procedures. Figure Nos. II-1 and II-2 present the results of direct shear and consolidation tests performed on selected undisturbed samples.

Appendix III present the construction procedure for anchor shafts, observation, and testing requirements during the installation of the tieback anchors.

The presented design recommendations for excavation and foundation are based on the provided plans and assumed structural loading data. This office should be consulted, if the actual structural loading and excavation depths are different from those used during this investigation. Modifications to the presented design recommendations may then be made to reflect the actual conditions.

### **PROJECT CONSIDERATION**

It is our understanding that the proposed project will consist of construction of a 24-unit residential building at the subject site. The proposed building is expected to be a 5-story structure constructed over 2 to 3 levels of basement. The basement will be used for garage, storage, and Gym. The basement level is expected to be established at some 20 to 30 feet below grade. See the enclosed Cross Sections A-A' and B-B' for building profile.

It is anticipated that the perimeter walls of the basement will be extended to close proximity of the respective property lines. Therefore, during the course of basement garage construction, temporary shoring will be required. The temporary shoring system should be in a form of cantilevered soldier piles where total height of excavation is less than 15 feet. In the areas where total height of excavation exceed 15 feet, the soldier piles should be laterally supported by internal bracing or anchor tie-backs.



Where adequate horizontal space beyond the planned line of excavation is available (within the basement excavation for foundations, elevator shaft, etc.) unsupported, open excavation slopes with gradients as recommended in this report may be used.

Structural loading data was not available at the time of this investigation. For the purpose of this report, it is assumed that maximum concentrated loads of the interior columns will be on the order of 750 kips, combined dead plus frequently applied live loads. Perimeter wall footings are expected to exert loads of on the order of 20 kips per lineal foot.

### **ANTICIPATED SITE GRADING WORK**

The major portion of the site grading work will involve making excavation to establish the basement grades. As part of the site grading work, subgrade preparation will also be made for support of basement garage slabs. Also, some backfilling will also be made in the areas of ramp and behind the retaining walls (within the over-excavated areas). The wall backfill should be non-expansive and granular in nature. Therefore, only the excavated sandy soils should be used for wall backfilling.

It is anticipated that, after completion of the site grading work, materials will be exported from the site.

### **SITE CONDITIONS**

#### **SURFACE CONDITIONS**

The subject site is located at 806-814 North Sweetzer Avenue, Los Angeles, California. The site consists of two contiguous lots covering a plan area of about 11,939 square feet.

At the time of our field investigation, the site was occupied by residential buildings, garage structures, and pavement which will be removed from the site. The site was noted to be generally level.

Existing off-site buildings occur to the north and south of the property. See the enclosed Site Plan; Drawing No. 1, for detail.

## **SUBSURFACE CONDITIONS**

Correlation of the subsoil between the borings was considered to be good. Generally, the site, to the depths explored, was found to be covered by surficial fill underlain by natural deposits of silty clay, silty and/or clayey sand and silt-sand mixture. Thickness of the existing fill was found to be on the order of 2 feet at the location of our borings. Deeper fill, however, may be present between and beyond our borings and beneath the existing buildings. Such fill soils, however, are expected to be automatically removed by the planned basement garage excavations.

The upper soils through which the basement garage excavations will be made were found to consist of fill over silty clay, silty sand, silty and/or clayey sand and sand-silt mixture. The native soils were found to be generally firm to stiff and dense to very dense in-place. The results of our laboratory investigations indicated that these materials were of moderate to high strengths.

The native soils at the foundation levels were found to consist of mainly sand (silty and/or/clayey) which were found to be dense in-place. The results of our laboratory testing indicated that the soils below the base of the proposed building were of moderate to high strengths and low compression.

The clayey sand soils at the basement level were found to be potentially expansive. The expansion index of such soils was found to be 46.

## **GROUNDWATER**

During the course of our investigation, groundwater was encountered in our borings near a depth of 35 feet which was stabilized at a depth of 32 feet. The State Maps, however, show the historically highest groundwater in the vicinity of the subject site to be close to 30 feet deep which is some 2 feet above the stabilized level of 32 feet in our deep boring (B-1) and below the foundation footings in the basement. See the enclosed Figure No. 4.

Water is expected to be intercepted during drilling for the shoring piles. For displacement of accumulated water at the bottom of shafts, concrete should be placed from the bottom of the holes using "treme". In addition, when placing concrete below water, the strength of concrete should be taken at least 1,000 psi above the project

specifications. Also, some additive should be used to reduce the chances of dilution and aggregate segregation.

### CAVING CONSIDERATIONS

Due to the method of drilling (use of continuous auger) caving was not detected during the course of our field exploration. Although forming will not be required during foundation construction (due to fine grained soils) lagging will be required between the soldier piles to reduce the chances of sloughing.

Caving may be experienced during drilling of the shoring piles within the water carrying sand layers. Therefore, driller's mud can be used to maintain stability of the side walls of the borings within which shoring piles will be installed. The driller's mud will then be displaced during placement of concrete using "treme".

The deeper basement portion of the proposed building will be established close to the historically highest groundwater level. Therefore, for the purpose of this project, a thick slab (mat) foundation should be used for support of the proposed building. The bottom of the "mat" should be properly waterproofed. Considering potential fluctuation of the water level, "mat" should be designed assuming water level at a depth of 25 feet (5 feet above the current level).

### SEISMIC DESIGN CONSIDERATIONS

In accordance with the ASCE7-16, corresponding to LABC 2020, the project site can be classified as site "D". The mapped spectral accelerations of  $S_s=2.104$  (short period) and  $S_1=0.753$  (1-second period) can be used for this project. These parameters correspond to site Coefficients values of  $F_a=1.0$  and  $F_v = \text{null}$  (see the Note below), respectively.

The seismic design parameters would be as follows:

$S_{MS}=F_a(S_s) = 1.0(2.104) = 2.104$	$S_{M1}=F_v(S_1) = \text{null}$ (see Note below)
$S_{DS}=2/3(S_{MS}) = 2/3(2.104) = 1.403$	$S_{D1}=2/3(S_{M1}) = \text{null}$ (see Note below)

Note: Since the seismic factor  $S_1$  is greater than 0.2 site-specific ground motion hazard analyses may be required. The project structural engineer shall determine if an

exemption can be applied in accordance with ASCE7-16 Section 11.4.8. If an exemption applies, a long period coefficient ( $F_v$ ) of 1.7 may be utilized for calculation of the seismic parameters  $S_{M1}$  and  $S_{D1}$  in the above Table.

### **EVALUATION OF LIQUEFACTION POTENTIAL**

During the course of our investigation, groundwater was encountered in our borings which was stabilized at a depth of about 32 feet. The historically highest groundwater level in the vicinity of the subject site is shown by the State maps to be close to 30 feet deep (see the enclosed Figure No. 4). For evaluating liquefaction potential at the site, SPT (Standard Penetration Test) were conducted from a depth of 10 feet.

The results of our liquefaction analysis (using CivilTech program) with lower level peak ground acceleration (PGA) corresponding to  $2/3$  of  $PGA_M$  (a value of 0.661g) and the predominant earthquake magnitude of 6.74 with 10% probability of exceedance in 50 years (475-year return period) a factor of safety of greater than 1.1 was obtained for all layers. The corresponding seismic related total and differential settlements were found to be on the order of 0.14 and 0.09 of an inch respectively and therefore insignificant. See the enclosed engineering calculation sheets.

When using higher level peak ground acceleration value of 0.991g corresponding to PGA based on  $PGA_M$  (Maximum Considered Earthquake-Geometric Mean, MCEg, adjusted to site effects, ASCE 7-16 Eq. 11.8-1) and the predominant earthquake magnitude of 6.90 with 2% probability of exceedance in 50 years (2475-year return period) a factor of safety of greater than 1.0 was also obtained for all layers. The corresponding seismic related total and differential settlements were found to be on the order of 0.72 and 0.48 of one inch. On this basis, it is our opinion that soil liquefaction will not affect the proposed building. The use of "mat" will also alleviate the possible adverse effects of the liquefaction.

## EVALUATION AND RECOMMENDATIONS

### GENERAL

Based on the geotechnical engineering data derived from this investigation, the site is considered to be suitable for the proposed development. The support system for the proposed building should consist of thick slab (Mat) foundation. Before "Mat" foundation is cast, the subgrade should be properly prepared to receive the thick slab. This will include scarification and compaction of the subgrade in-place to a relative compaction of at least 90 percent at some 3 percent higher than the optimum moisture content. The base of the mat should be properly waterproofed. Considering potential fluctuation of the water level, "mat" should be designed assuming water level at a depth of 25 feet (5 feet above the current level).

It is anticipated that the perimeter walls of the basement will be extended to close proximity of the respective property lines. Therefore, during the course of basement garage construction, temporary shoring will be required. The temporary shoring system should be in the form of cantilevered soldier piles in the areas where total height of excavation is less than 15 feet areas of the ramp). In the areas where total height of excavation exceeds 15 feet, line the vertical soldier piles should be laterally supported by internal bracing or anchor tie-back.

Where adequate horizontal space beyond the planned line of excavation is available (within the basement excavation for foundations, elevator shaft, etc.) unsupported, open excavation slopes with gradients as recommended in this report may be used.

New grade slabs in the areas of ramp and street level can be supported on new compacted fill placed on native soils. The fine grained soils should be placed back to a relative compaction of at least 90 percent at some 3 percent higher than the optimum moisture content. Due to expansive character of site soils, the grade slabs for this project should be at least 5 inches thick and be reinforced with # 4 bars placed at every 16 inches on center each way.



The following sections present our specific recommendations for site grading, site drainage, temporary excavations, foundations, lateral design, grade slabs, basement walls, percolation testing, and observations during construction.

## **GRADING RECOMMENDATIONS**

The major portion of the suite grading work will involve making excavation to establish the basement grades. As part of the site grading work, subgrade preparation will also be made for support of basement garage slabs. Also, some backfilling will also be made in the areas of ramp and behind the retaining walls (within the over-excavated areas). The wall backfill should be non-expansive and granular in nature. Therefore, only the excavated sandy soils should be used for wall backfilling.

It is anticipated that, after completion of the site grading work, materials will be exported from the site.

Prior to placing any fill, the Soil Engineer should observe the bottoms. The areas to receive fill should be scarified to a depth of 8 inches, moistened to near optimum moisture content, and compacted to at least 90 percent of the maximum dry density as determined by the ASTM Designation D 1557 Compaction Method.

General guidelines regarding site grading are presented below which may be included in the earthwork specification. It is recommended that all fill be placed under engineering observation and in accordance with the following guidelines:

1. Only the excavated granular soils can be reused for wall backfilling.
2. Before wall backfilling, subdrain should be installed. The subdrain system should consist of 4-inch diameter perforated pipes embedded in about 1 cubic feet of free draining gravel per foot of pipe.
3. An approved filter fabric should then be wrapped around the free draining gravel in order to reduce the chances of siltation. Non-perforated outlet pipes should then be used to pass through the wall into an interior sump. The subdrain pipes should be laid at a minimum grade of two percent for self-cleaning.
4. The excavated sandy soils from the site are considered to be satisfactory to be reused in the areas of compacted fill and wall backfill provided that rocks larger than 6 inches in diameter are removed.

5. Fill material, approved by the Soil Engineer, should be placed in controlled layers. Each layer should be compacted to at least 90 percent of the maximum unit weight as determined by ASTM designation D 1557-00 for the material used.
6. The fill material shall be placed in layers which, when compacted, shall not exceed 8 inches per layer. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer.
7. When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed until the moisture content is near optimum. When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved.
8. Inspection and field density tests should be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort should be made with adjustment of the moisture content or layer thickness, as necessary, until at least 90 percent compaction is obtained.

## **SITE DRAINAGE**

Site drainage should be provided to divert roof and surface waters from the property through non-erodible drainage devices to the street. In no case should the surface waters be allowed to pond adjacent to building or behind the basement garage walls. A minimum slope of one and two percent are recommended for paved and unpaved areas, respectively.

The site drainage recommendations should also include the following:

1. Having positive slope away from the buildings, as recommended above;
2. Installation of roof drains, area drains and catch basins with appropriate connecting lines;
3. Managing landscape watering;
4. Regular maintenance of the drainage devices;
5. Installing waterproofing or damp proofing, whichever appropriate, beneath concrete grade slabs and behind the basement walls.
6. The owners should be familiar with the general maintenance guidelines of the City requirements.

## TEMPORARY EXCAVATION

**Unshored Excavations:** Where space limitations permit, unshored temporary excavation slopes could be used. Based upon the engineering characteristics of the site upper soils, it is our opinion that temporary excavation slopes in accordance with the following table should be used:

<b>Maximum Depth of Cut (Ft)</b>	<b>Maximum Slope Ratio (Horizontal: Vertical)</b>
0-4	Vertical
>4	1:1

Water should not be allowed to flow over the top of the excavation in an uncontrolled manner. No surcharge should be allowed within a 45-degree line drawn from the bottom of the excavation. Excavation surfaces should be kept moist but not saturated to retard raveling and sloughing during construction.

It would be advantageous, particularly during wet season construction, to place polyethylene plastic sheeting over the slopes. This will reduce the chances of moisture changes within the soil banks and material wash into the excavation.

**Cantilevered Soldier Piles:** Cantilevered soldier piles should be used as a means of temporary shoring where total height of excavation is less than 15 feet. The soldier piles consist of structural steel beams encased in slurry mix. The lateral resistance for cantilevered soldier piles may be assumed to be offered by available passive pressure below the basement level.

An allowable passive pressure of 500 pounds per square foot per foot of depth may be used below the basement level for soldier piles having center-to-center spacing of at least 2-1/2 times the pile diameter. Maximum allowable passive pressure should be limited to 4,800 pounds per square foot. The maximum center-to-center spacing of the vertical shafts should be maintained no greater than 10 feet.

For design of temporary support, active pressure on piles may be computed using an equivalent fluid density of 30 pounds per cubic foot. Uniform surcharge may be computed using an active pressure coefficient of 0.30 times the uniform load.

The point of fixity of the cantilevered soldier piles may be assumed to occur at some 2 feet below the base of the excavation. In order to limit local sloughing, it is recommended that lagging be used between the soldier piles. All wood members left in ground should be pressure treated. For the purpose of design, lagging pressure should not exceed 350 pounds per square foot.

It should be noted that the recommendations presented in this section are for use in design and for cost estimating purposes prior to construction. The contractor is solely responsible for safety during construction.

### **TOLERABLE LATERAL MOVEMENTS**

For the purpose of this project, where off-site buildings occur within a horizontal distance equal to the depth of excavation, the temporary shoring should be designed to allow lateral deflection of less than  $\frac{1}{2}$  of one inch at the tops of the piles. In the areas where the shoring system supports public right-of-way, and where off-site buildings occur outside a horizontal distance equal to the depth of the first row of the lateral support, the tolerable lateral movement at the tops of the shoring piles could be increased to one inch.

### **MONITORING**

The lateral support of the existing off-site buildings should be maintained by the planned temporary shoring for the subject project. The project Structural Engineer should use appropriate surcharge from the off-site buildings and add to the lateral earth pressure. Proper monitoring program should be maintained during basement garage excavation to assure the shoring pile deflections would not exceed the tolerable limits.

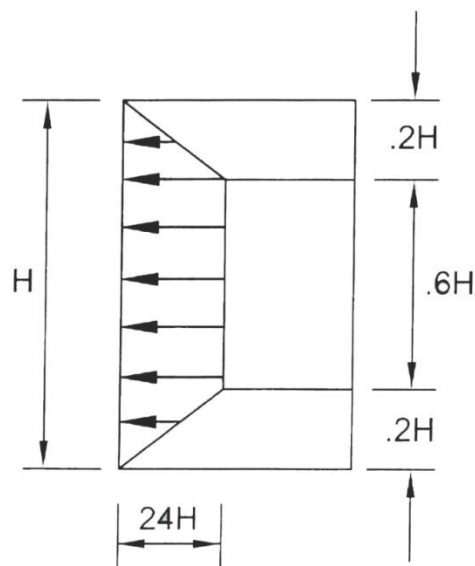
**Braced Shoring:** Where total height of excavation exceeds 15 feet, the vertical shafts should be laterally supported by internal bracing or anchor tiebacks. It is anticipated that one to two rows of lateral support will be required for this project.

It should be noted that, if tiebacks are used, permissions should be obtained to extend the anchor shafts beneath the adjacent properties. Also, the foundations of the off-site structures and utility lines within the anticipated lengths of the tie back anchors

should be studied to assure that the existing substructures would not be interfered by the installation of the anchor shafts. The anchor shafts should be tested for the pullout capacities.

The anchors normally consist of drilled, cast-in-place concrete shafts stressed against and tied to the vertical soldier piles. These elements are drilled in an inclined manner beneath the adjacent grounds after the basement excavation is reached to the levels of the anchor rows.

When internal bracing or tieback anchors are used against the vertical piles, trapezoidal pressure distribution should be used for design of the temporary shoring. The following sketch shows the recommended lateral earth pressure distribution behind restrained shoring system.



Lateral pressure due to uniform surcharge loads, such as those from existing off-site improvements, should be added to the above pressure diagram. Such loads should be computed using an at-rest pressure coefficient of 0.64 times the assumed uniform loads.

It is noted that, where off-site buildings occur within a horizontal distance equal to the height of excavation, the tolerable limit of lateral movement at the top of the shoring piles could be limited to  $\frac{1}{2}$  of one inch. Where the shoring system supports public right-of-way, and where off-site buildings occur at least 20 feet from the planned line of



excavation, the tolerable lateral movement at the tops of the shoring piles can be increased to one inch. The temporary shoring should be monitored after the excavation reaches the final depth. The frequency of monitoring would depend on the rate of movement of the piles. The results of monitoring should be provided to the Project Soil and Structural Engineers for review and comment. If excessive lateral movements are noted, additional lateral support system in a form of added tie back anchors or internal bracing may be required.

For the purpose of design, it may be assumed that the potential wedge of failure would be a plane drawn at a 55-degree angle with the horizontal through the bottom of the excavation. Only the portion of the tieback anchor shafts beyond the potential failure wedge should be considered to be effective in resisting lateral loads.

The range of friction values to be used in the lateral capacity design of the anchor shafts is based on several factors, with the upper limit being the strength of the soils. Any disturbance in the soils, such as spalling would reduce the effective friction values around the anchor shafts.

A unit friction value of 600 pounds per square foot may be used to calculate the load supporting capacities of the anchor tie backs. This assumes that the concrete will be placed using gravity. For post grouted anchors where the concrete is placed using high pressure (between 700 to 1,000 psi) a skin friction value of 2,500 pounds per square foot can be used.

Only the frictional resistance developed beyond the assumed failure plane should be used in resisting lateral loads. Structural concrete should be placed in the lower portion of the drilled shafts to the assumed failure plane. Concreting of the anchors should be done by pumping the concrete into the bottom of the shaft. The anchor shaft between the failure plane and the face of the shoring may be backfilled with sand after concrete placement.

It is possible that the calculated capacities of the anchors based on the given unit friction value would be significantly different from the actual capacities based on the developed friction values. It is, therefore, suggested that the first series of the installed anchors be tested to verify the calculated capacities. The friction value may then be modified based on the actual capacities of the anchor shafts.

The construction procedure of the anchor shafts and observation and testing requirements during the installation of the tieback anchors are presented in the Appendix III attached to this report.

It should be noted that the recommendations presented in this section are for use in design and for cost estimating purposes prior to construction. The contractor is solely responsible for safety during construction.

## **FOUNDATIONS**

The support system for the proposed building should consist of thick slab (Mat) foundation. Before “Mat” foundation is cast, the subgrade should be properly prepared to receive the thick slab. This will include scarification and compaction of the subgrade in-place to a relative compaction of at least 90 percent at some 3 percent higher than the optimum moisture content. The base of the mat should be properly waterproofed. Considering potential fluctuation of the water level, “mat” should be designed assuming water level at a depth of 25 feet (5 feet above the current level).

For the purpose of design, the “Mat” as beam-on-elastic-foundation a modulus of subgrade reaction (MSR),  $K$ , of 300 kips per cubic foot may be used. This is a unit value for use with a one-foot square footing. The modulus should be reduced in accordance with the following equation when used with larger foundations:

$$K_R = K \left[ \frac{B + 1}{2B} \right]^2$$

Where:  $K_R$  = Reduced Subgrade Modulus;  
 $K$  = Unit Subgrade Modulus; and  
 $B$  = Foundation width in feet

Although the contact pressure beneath the “Mat” may be in a range of about 3,000 pounds per square foot, an allowable maximum bearing value of 7,500 pounds per square foot will be available at the base of the “Mat” for the corner and edge pressures which are normally higher. The vertical forces on soldier piles can be resisted through a skin friction value of 300 pounds per square foot.

The above given values for MSR and bearing values are for the total of dead, plus frequently applied live loads. For short term transient loading, wind or seismic forces, the given values may be increased by one-third.

It is anticipated that total settlements at the center, edge and corners of the "Mat" are expected to be on the order of 2.0, 1.00 and 0.75 inch, respectively. Maximum differential settlement within a typical bay of 25 feet apart is expected to be on the order of 1/4 of one inch. Due to granular nature of the foundation bearing materials, it is anticipated that the major portion of the settlements will occur during construction.

### **LATERAL DESIGN**

Lateral resistance at the base of foundation in contact with native soils may be assumed to be the product of the dead load forces and a coefficient of friction of 0.30. Passive pressure on the face of footings may also be used to resist lateral forces.

A passive pressure of zero at the finished grades and increasing at a rate of 250 pounds per square foot per foot of depth to a maximum value of 3,000 pounds per square foot may be used for footings poured against native soils.

### **GRADE SLABS**

The "mat" can be supported on the finished grades, provided that any disturbed soils associated with use of earth-moving equipment, are scarified, and compacted in-place to a relative compaction of at least 90 percent at some 3 percent higher than the optimum moisture content. Grade slabs outside the "Mat" (areas of ramp and near grade hardscape, may be cast on the finished grades which consist of properly compacted fill soils. Due to potentially expansive character of the site soils, it is recommended that the grade slabs for this project be at least 5 inches thick and be reinforced with # 4 bars placed at every 16 inches on center both ways.

In the areas where moisture sensitive floor covering is used and slab dampness cannot be tolerated, a vapor-barrier should be used beneath the slabs. This normally consists of a 10-mil polyethylene film covered with 2 inches of clean sand.

## **BASEMENT WALLS**

The perimeter walls of the basement garage are expected to be buried to a maximum depth of 30 feet. Static design of these walls (being restrained against rotation) could be based on an equivalent fluid pressure of 70 pounds per square foot per foot of depth. Cantilevered retaining walls (in the ramp areas and elsewhere) can be designed based on an equivalent fluid pressure of 35 pounds per square foot per foot of depth. The supporting engineering calculations are enclosed with this report.

The above given pressures assume that no hydrostatic pressure will occur behind the retaining walls. This will require installation of proper subdrain behind the basement garage walls.

Subdrain normally consists of 4-inch diameter perforated pipes encased in gravel (at least one cubic foot per lineal foot of the pipes). In order to reduce the chances of siltation and drain clogging, the free-draining gravel should be wrapped in filter fabric proper for the site soils.

It should be noted that, if adequate space behind the exterior walls of the basement garage is not available to use standard pipe and gravel subdrain, the exterior walls of the basement garage should be equipped with a subdrain similar to those presented on Sketch No. 1 below.

Use of alternative subdrain will require that a "request-for-modification" form with proper fees be submitted to the City Grading Department.

In addition to the lateral earth pressure, the basement garage walls should also be designed for any applicable uniform surcharge loads imposed on the adjacent grounds. For cantilevered retaining walls, the uniform surcharge effects may be computed using a coefficient of 0.30 times the assumed uniform loads. For restrained walls, a coefficient of 0.52 times the assumed uniform loads should be used.

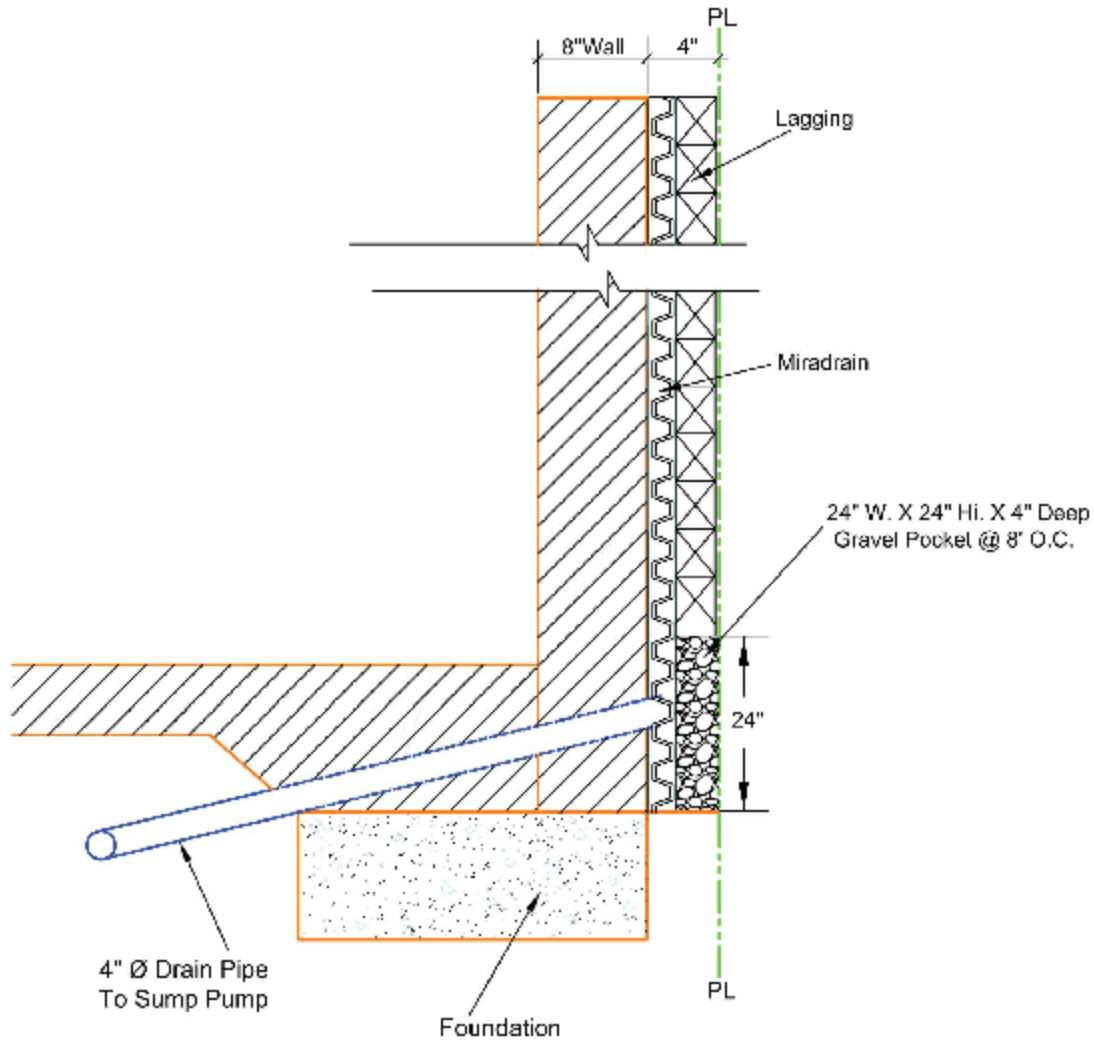
It is noted that, based on the new Code requirement, the basement walls greater than 6 feet should be designed not only for static, but also for seismic lateral earth pressures. For the purpose of this project, the magnitude of seismic lateral earth pressure should be assumed maximum at the ground surface and decrease at a rate of 33 pounds per square foot per foot of depth to a value of zero at the base of the retaining wall (see the enclosed supporting engineering calculations). The point of

application of the lateral thrust of the seismic pressure should be assumed 0.6 time the wall height, measured from the bottom of the wall.

Where adequate space is available, granular soil may be placed behind the walls (after the subdrain is installed) to a relative compaction of at least 90 percent. At least one field density tests should be taken for each 2 feet of the backfill. The degree of compaction of the wall backfill should be verified by the Soil Engineer.

Where space is limited, free-draining gravel should be placed behind the retaining walls. The gravel should then be capped with at least 18 inch thick site soils also compacted to a relative compaction of at least 90 percent. It should be noted that the backfill placed behind the basement garage walls should be made after the concrete decking is cast. All grading surrounding the building should be such to ensure that water drains freely from the site and does not pond.





Sketch 1. Subdrain assembly for basement walls with limited spacing.

### ON-SITE PERCOLATION TESTING

During the course of our investigation, water was found at a depth of 35 feet in our deep boring which stabilized at a depth of 32 feet. The State Maps show that the historically highest groundwater level is close to 30 feet which is near the proposed building foundation. Considering that the base of the proposed building will be established close to the historically highest water level, use of on-site infiltration cannot be used for this project. Therefore, the stormwater should be diverted to areas of planter and any excess water should be carried to the curb side, after going through the filtration process.

## **OBSERVATION DURING CONSTRUCTION**

The presented recommendations in this report assume that all foundations will be in a form of thick slab (Mat) established in native soils. All footing excavations should be observed and approved by a representative of this office before reinforcing is placed.

Drilling of the soldier piles should be made under continuous observation of an Inspector representing this office. It is essential to assure that all shoring piles are drilled to proper depths and diameters.

Site grading work, such as wall backfilling, and subgrade preparation for basement slab support, should be conducted under observation and testing by a representative of this firm. All backfill soils should be properly compacted to at least 90 percent relative compaction. For proper scheduling, please notify this office at least 24 hours before any observation work is required.

## **CLOSURE**

The findings and recommendations presented in this report were based on the results of our field and laboratory investigations combined with professional engineering experience and judgment. The report was prepared in accordance with generally accepted engineering principles and practice. We make no other warranty, either express or implied.

It is noted that the conclusions and recommendations presented are based on exploration "window" borings and excavations which is in conformance with accepted engineering practice. Some variations of subsurface conditions are common between "windows" and major variations are possible.

-oOo-

The following Figures and Appendices are attached and complete this report:

Engineering Calculations – Earth Pressures

Drawing No. 1 - Site Plan

Drawing No. 2 - Cross Section A-A'

Drawing No. 3 - Cross Section B-B'

Figure No. 1 - Site Vicinity Map

Figure No. 2 - Regional Topographic Map

Figure No. 3 - Regional Geologic Map

Figure No. 4 - Historically Highest Groundwater (Contour Map)

Appendix I- Method of Field Exploration

Log of Borings Figure Nos. 1-1 and I-2

Unified Soil Classification System Figure No. I-3

Appendix II- Methods of Laboratory Testing

Figure Nos. II-1 and II-2

Appendix III- Construction Procedure For Anchor Tieback

Respectfully Submitted,

**APPLIED EARTH SCIENCES**



Fereidoun "Fred" Jahani  
Project Engineer  
RE62875



Caro J. Minas, President  
Geotechnical Engineer  
GE 601



FJ/CJM/se

Distribution: (4) Addressee

Average Soil Strength Parameters: 5-20'		Height of Wall		Seismic	
Saturated Unit Weight, $\gamma = 133$ pcf		H= 30 ft		PGAM	
Cohesion, C = 240 psf		Weight of Surcharge Load on Wedge		0.991	
Friction Angle, $\phi = 28.5^\circ$		W <sub>q</sub> = 0.3 K			

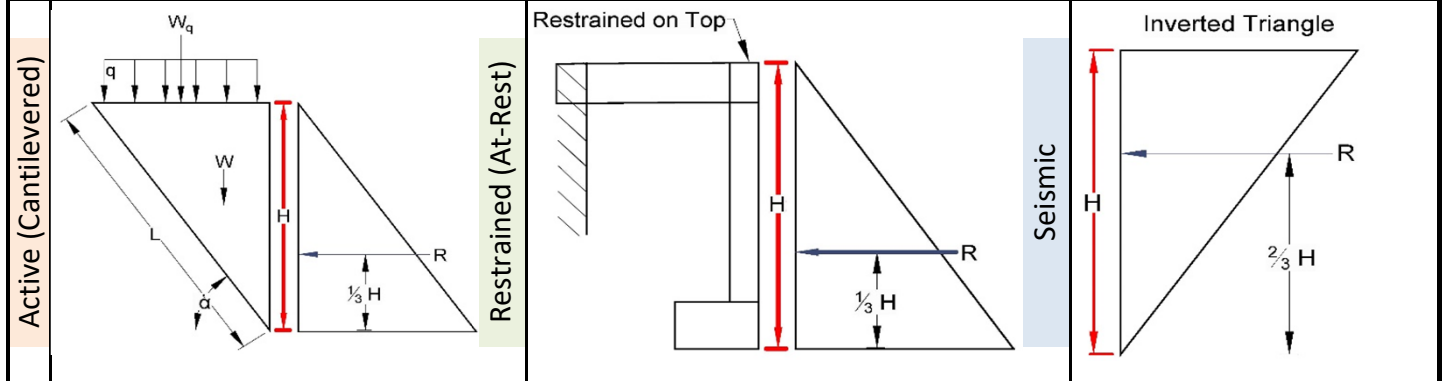
					Driving Force	Resisting Force		Factory of Safety	
SECTION	A (sf)	W (K)	L (feet)	$\alpha$ (degrees)	$W \sin \alpha \cos \alpha$ (k)	$W \cos^2 \alpha \tan \phi$ (k)	$C L \cos \alpha$ (k)	$\Sigma RF / \Sigma DF$	
I	267.7	35.6	34.91	59.25	15.78	5.10	4.28	15.8	9.4
$\Sigma$					15.78	9.38		0.59	

TEMPORARY	FOR TEMPORARY CONDITION: FACTOR OF SAFETY = 1.25 [1.25 (DF) = (RF) + UBF]							
	1.25	*	15.78	=	9.38	+	UBF	
	UBF	=	19.72	-	9.38	=	10.34 k/ft.	
	Equivalent Fluid Density: $G_h = 2(UBF)/H^2$				$G_h = 23.0$ PCF			
Therefore, for Cantilivered Temporary Condition, use recommended value of:								30 PCF

PERMANENT	FOR PERMANENT CONDITION: FACTOR OF SAFETY = 1.5 [1.5 (DF) = (RF) + UBF]							
	1.5	*	15.78	=	9.38	+	UBF	
	UBF	=	23.67	-	9.38	=	14.29 k/ft.	
	Equivalent Fluid Density: $G_h = 2(UBF)/H^2$				$G_h = 31.7$ PCF			
Therefore, for Cantilivered Permanent Condition, use recommended value of:								35 PCF

AT-REST	FOR RESTRAINED CONDITION (AT-REST): $K_o = 1 - \sin(\phi)$							
	$K_o = 1$	-	SIN	28.5				
	$K_o = 1$	-	0.48	=	0.52			
	Equivalent Fluid Density: $G_h = K_o * \gamma$				$G_h = 69.54$ PCF			
Therefore, for Restrained (At-Rest) Condition, use recommended value of:								70 PCF

SEISMIC	FOR SEISMIC CONDITION: $P_{AE} = \frac{3}{8} \gamma H^2 (K_h)$ $K_h = (\frac{2}{3} * PGAM) / 2$							
	$K_h = 2/3$	*	0.991	/	2	=	0.33	
	$P_{AE} = 3/8$	*	133	*	900	*	0.33	= 14828
	Equivalent Fluid Pressure: $EFP = 2P_{AE}/H^2$				$EFP = 32.95$ PCF			
Therefore, for Seismic Condition, use recommended value of:								33 PCF



## LATERAL EARTH PRESSURE CALCULATIONS

### ACTIVE (Temporary/Permanent), RESTRAINED & SEISMIC

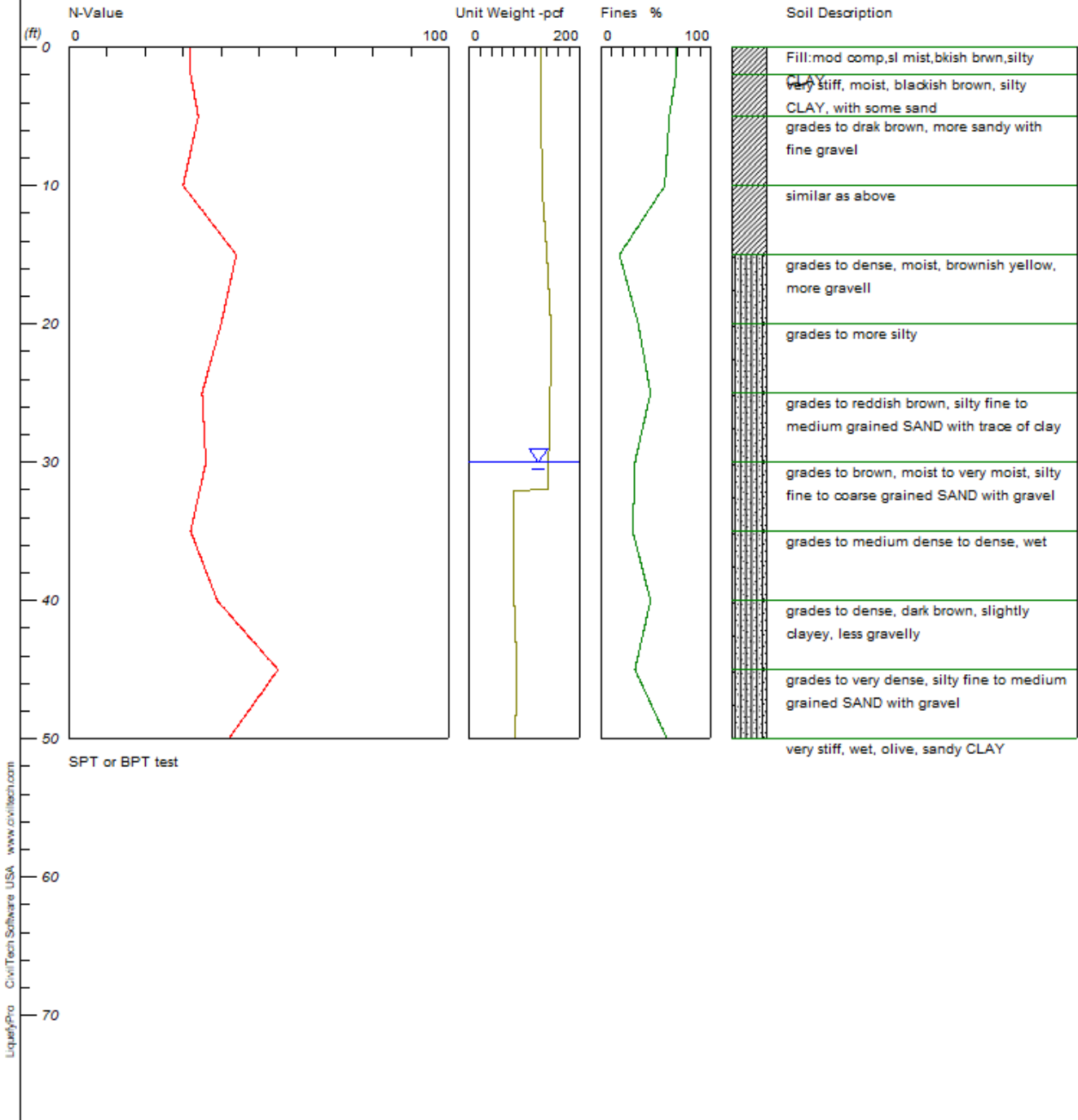
Address: 806-814 N. Sweetzer Avenue, Los Angeles		Wall Location: Sec A-A'		Basement Walls	
<b>APPLIED EARTH SCIENCES</b> GEOTECHNICAL • GEOLOGY • ENVIRONMENTAL ENGINEERING CONSULTANTS		PROJECT #: 21-382-02		CALC SHEET No.: 1	

# LIQUEFACTION ANALYSIS

806-814 N. Sweetzer Avenue

Hole No.=B-1 Water Depth=30 ft

Magnitude=6.90  
Acceleration=0.991g



LiquifyPro CivilTech Software USA www.civiltech.com

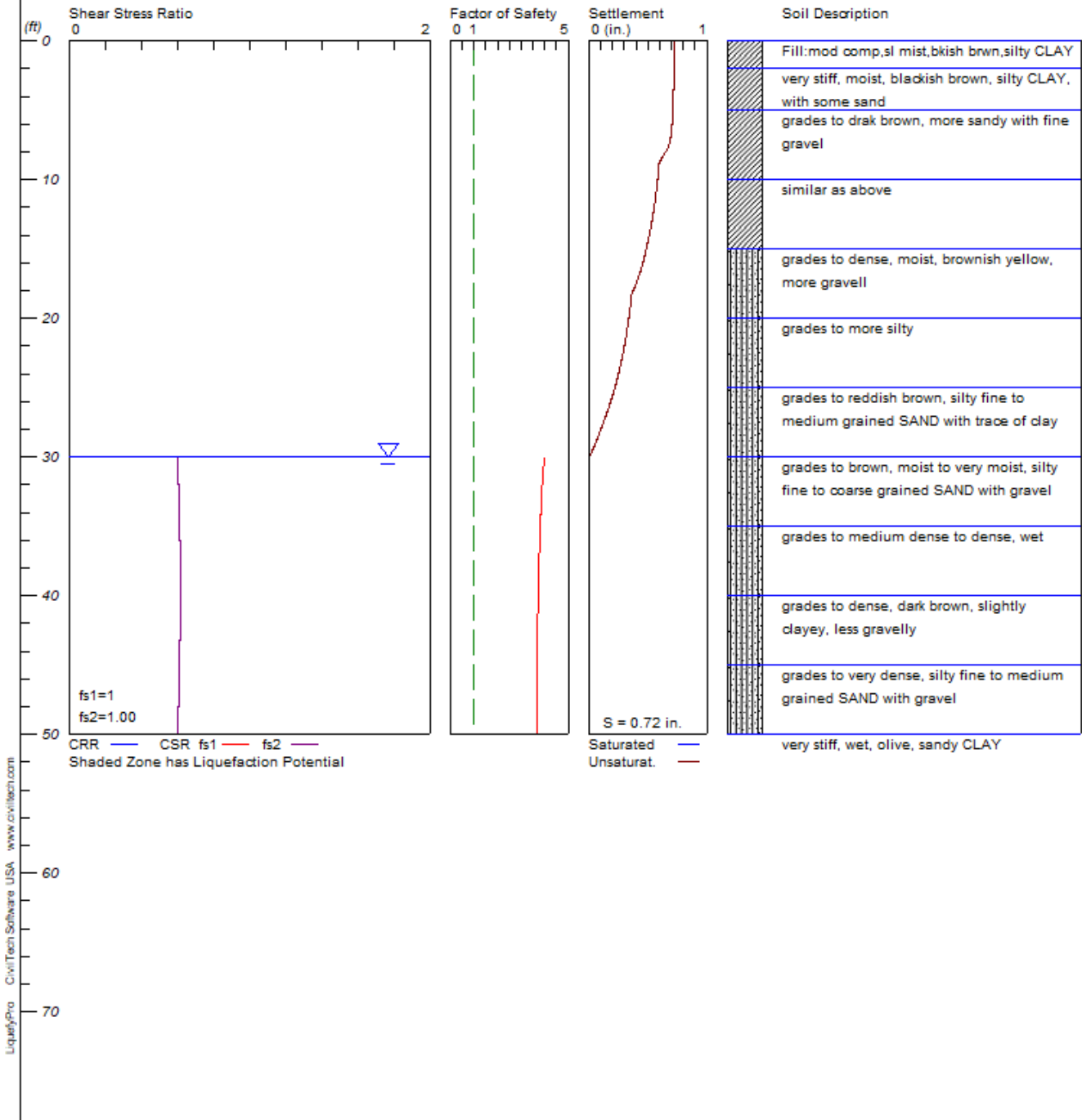


# LIQUEFACTION ANALYSIS

806-814 N. Sweetzer Avenue

Hole No.=B-1 Water Depth=30 ft

Magnitude=6.90  
Acceleration=0.991g



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LIQUEFACTION ANALYSIS SUMMARY

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Surface Elev.=  
Hole No.=B-1  
Depth of Hole= 50.00 ft  
Water Table during Earthquake= 30.00 ft  
Water Table during In-Situ Testing= 32.00 ft  
Max. Acceleration= 0.99 g  
Earthquake Magnitude= 6.90

Input Data:

Surface Elev.=  
Hole No.=B-1  
Depth of Hole=50.00 ft  
Water Table during Earthquake= 30.00 ft  
Water Table during In-Situ Testing= 32.00 ft  
Max. Acceleration=0.99 g  
Earthquake Magnitude=6.90  
No-Liquefiable Soils: Based on Analysis

1. SPT or BPT Calculation.
  2. Settlement Analysis Method: Ishihara / Yoshimine
  3. Fines Correction for Liquefaction: Stark/Olson et al.\*
  4. Fine Correction for Settlement: During Liquefaction\*
  5. Settlement Calculation in: All zones\*
  6. Hammer Energy Ratio, Ce = 1.2
  7. Borehole Diameter, Cb= 1.15
  8. Sampling Method, Cs= 1
  9. User request factor of safety (apply to CSR) , User= 1.0  
Plot two CSR (fs1=1, fs2=User)
  10. Use Curve Smoothing: Yes\*
- \* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
0.00	32.00	130.00	68.00
2.00	32.00	130.00	68.00
5.00	34.00	130.00	62.00
10.00	30.00	131.00	58.00
15.00	44.00	140.00	17.00
20.00	40.00	147.00	34.00
25.00	35.00	146.00	45.00
30.00	36.00	143.00	31.00
35.00	32.00	143.00	29.00
40.00	39.00	143.00	45.00
45.00	55.00	148.00	31.00
50.00	42.00	145.00	60.00

Output Results:

Settlement of Saturated Sands=0.00 in.

Settlement of Unsaturated Sands=0.72 in.

Total Settlement of Saturated and Unsaturated Sands=0.72 in.

Differential Settlement=0.362 to 0.478 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
0.00	2.48	0.64	5.00	0.00	0.72	0.72
2.00	2.48	0.64	5.00	0.00	0.72	0.72
4.00	2.48	0.64	5.00	0.00	0.71	0.71
6.00	2.48	0.64	5.00	0.00	0.70	0.70
8.00	2.48	0.63	5.00	0.00	0.65	0.65
10.00	2.48	0.63	5.00	0.00	0.58	0.58
12.00	2.48	0.63	5.00	0.00	0.55	0.55
14.00	2.48	0.62	5.00	0.00	0.51	0.51
16.00	2.48	0.62	5.00	0.00	0.46	0.46
18.00	2.48	0.62	5.00	0.00	0.38	0.38
20.00	2.48	0.61	5.00	0.00	0.34	0.34
22.00	2.48	0.61	5.00	0.00	0.30	0.30
24.00	2.49	0.61	5.00	0.00	0.25	0.25
26.00	2.45	0.61	5.00	0.00	0.18	0.18
28.00	2.42	0.60	5.00	0.00	0.10	0.10
30.00	2.39	0.60	5.00	0.00	0.00	0.00
32.00	2.36	0.61	3.89	0.00	0.00	0.00
34.00	2.34	0.61	3.83	0.00	0.00	0.00
36.00	2.32	0.61	3.79	0.00	0.00	0.00
38.00	2.30	0.61	3.75	0.00	0.00	0.00
40.00	2.29	0.61	3.72	0.00	0.00	0.00
42.00	2.27	0.61	3.70	0.00	0.00	0.00
44.00	2.26	0.61	3.69	0.00	0.00	0.00
46.00	2.24	0.61	3.68	0.00	0.00	0.00

48.00	2.22	0.61	3.68	0.00	0.00	0.00
50.00	2.21	0.60	3.68	0.00	0.00	0.00

---

\* F.S.<1, Liquefaction Potential Zone  
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

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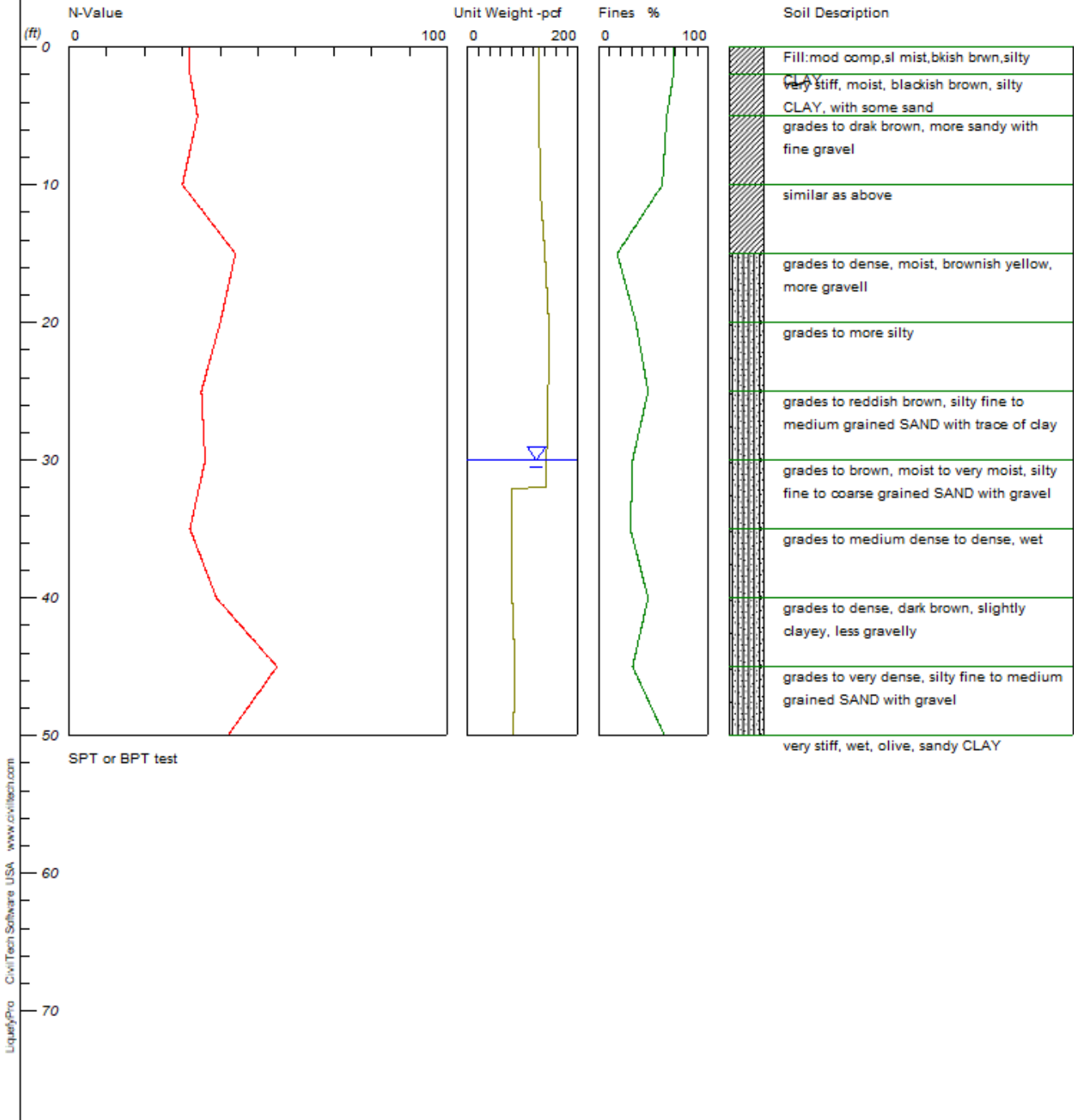
1 atm (atmosphere)	= 1 tsf (ton/ft <sup>2</sup> )
CRRm	Cyclic resistance ratio from soils
CSRsf	Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S.	Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat	Settlement from saturated sands
S_dry	Settlement from Unsaturated Sands
S_all	Total Settlement from Saturated and Unsaturated Sands
NoLiq	No-Liquefy Soils

# LIQUEFACTION ANALYSIS

806-814 N. Sweetzer Avenue

Hole No.=B-1 Water Depth=30 ft

Magnitude=6.74  
Acceleration=0.661g



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Applied Earth Sciences

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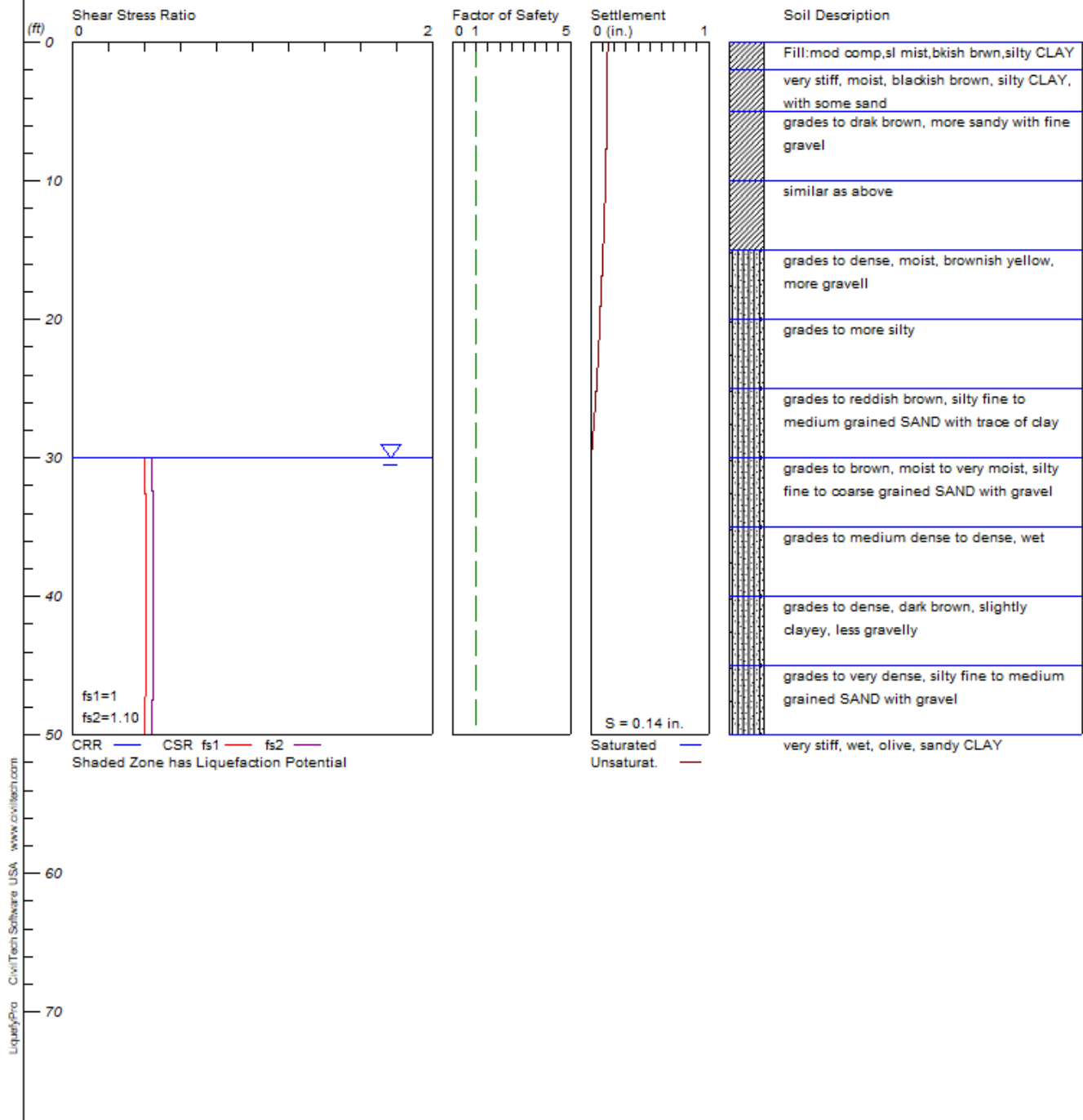


# LIQUEFACTION ANALYSIS

806-814 N. Sweetzer Avenue

Hole No.=B-1 Water Depth=30 ft

Magnitude=6.74  
Acceleration=0.661g



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LIQUEFACTION ANALYSIS SUMMARY

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Subtitle: 21-382-02\_10%

Surface Elev.=

Hole No.=B-1

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Water Table during Earthquake= 30.00 ft

Water Table during In-Situ Testing= 32.00 ft

Max. Acceleration= 0.66 g

Earthquake Magnitude= 6.74

Input Data:

Surface Elev.=

Hole No.=B-1

Depth of Hole=50.00 ft

Water Table during Earthquake= 30.00 ft

Water Table during In-Situ Testing= 32.00 ft

Max. Acceleration=0.66 g

Earthquake Magnitude=6.74

No-Liquefiable Soils: Based on Analysis

1. SPT or BPT Calculation.
  2. Settlement Analysis Method: Ishihara / Yoshimine
  3. Fines Correction for Liquefaction: Stark/Olson et al.\*
  4. Fine Correction for Settlement: During Liquefaction\*
  5. Settlement Calculation in: All zones\*
  6. Hammer Energy Ratio, Ce = 1.2
  7. Borehole Diameter, Cb= 1.15
  8. Sampling Method, Cs= 1
  9. User request factor of safety (apply to CSR) , User= 1.1  
Plot two CSR (fs1=1, fs2=User)
  10. Use Curve Smoothing: Yes\*
- \* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
0.00	32.00	130.00	68.00
2.00	32.00	130.00	68.00
5.00	34.00	130.00	62.00
10.00	30.00	131.00	58.00
15.00	44.00	140.00	17.00
20.00	40.00	147.00	34.00
25.00	35.00	146.00	45.00
30.00	36.00	143.00	31.00
35.00	32.00	143.00	29.00
40.00	39.00	143.00	45.00
45.00	55.00	148.00	31.00
50.00	42.00	145.00	60.00

Output Results:

Settlement of Saturated Sands=0.00 in.

Settlement of Unsaturated Sands=0.14 in.

Total Settlement of Saturated and Unsaturated Sands=0.14 in.

Differential Settlement=0.071 to 0.093 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
0.00	2.63	0.43	5.00	0.00	0.14	0.14
2.00	2.63	0.43	5.00	0.00	0.14	0.14
4.00	2.63	0.43	5.00	0.00	0.14	0.14
6.00	2.63	0.42	5.00	0.00	0.13	0.13
8.00	2.63	0.42	5.00	0.00	0.13	0.13
10.00	2.63	0.42	5.00	0.00	0.12	0.12
12.00	2.63	0.42	5.00	0.00	0.11	0.11
14.00	2.63	0.42	5.00	0.00	0.11	0.11
16.00	2.63	0.41	5.00	0.00	0.10	0.10
18.00	2.63	0.41	5.00	0.00	0.08	0.08
20.00	2.63	0.41	5.00	0.00	0.08	0.08
22.00	2.63	0.41	5.00	0.00	0.06	0.06
24.00	2.64	0.41	5.00	0.00	0.05	0.05
26.00	2.60	0.40	5.00	0.00	0.04	0.04
28.00	2.57	0.40	5.00	0.00	0.02	0.02
30.00	2.53	0.40	5.00	0.00	0.00	0.00
32.00	2.50	0.40	5.00	0.00	0.00	0.00
34.00	2.48	0.41	5.00	0.00	0.00	0.00
36.00	2.46	0.41	5.00	0.00	0.00	0.00
38.00	2.45	0.41	5.00	0.00	0.00	0.00
40.00	2.43	0.41	5.00	0.00	0.00	0.00
42.00	2.41	0.41	5.00	0.00	0.00	0.00
44.00	2.40	0.41	5.00	0.00	0.00	0.00
46.00	2.38	0.41	5.00	0.00	0.00	0.00

48.00	2.36	0.40	5.00	0.00	0.00	0.00
50.00	2.35	0.40	5.00	0.00	0.00	0.00

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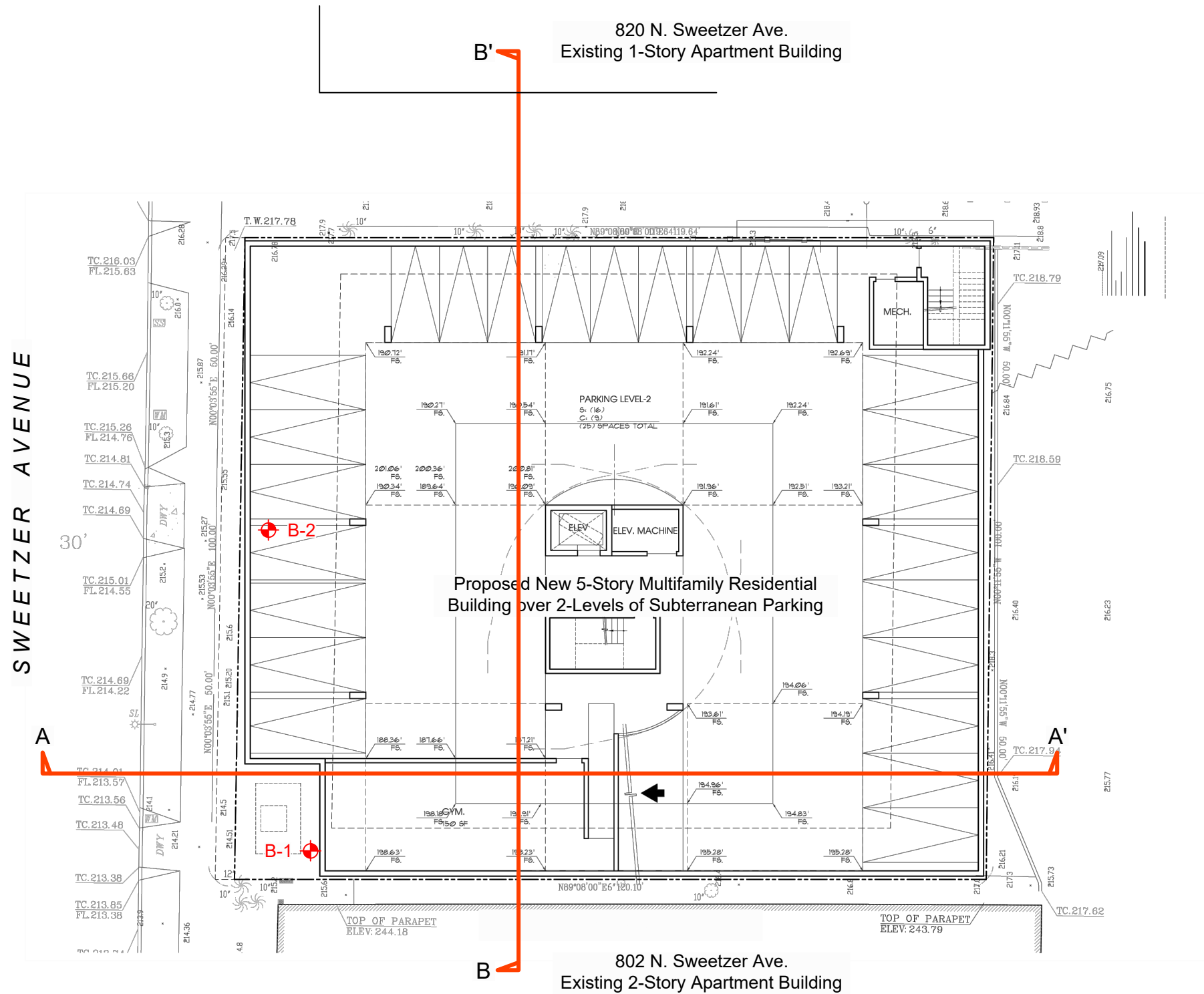
\* F.S.<1, Liquefaction Potential Zone  
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

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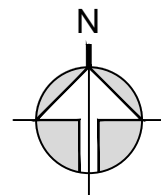
1 atm (atmosphere)	= 1 tsf (ton/ft <sup>2</sup> )
CRRm	Cyclic resistance ratio from soils
CSRsf	Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S.	Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat	Settlement from saturated sands
S_dry	Settlement from Unsaturated Sands
S_all	Total Settlement from Saturated and Unsaturated Sands
NoLiq	No-Liquefy Soils



**B-2** = Location & Number of Boring

**Note:**

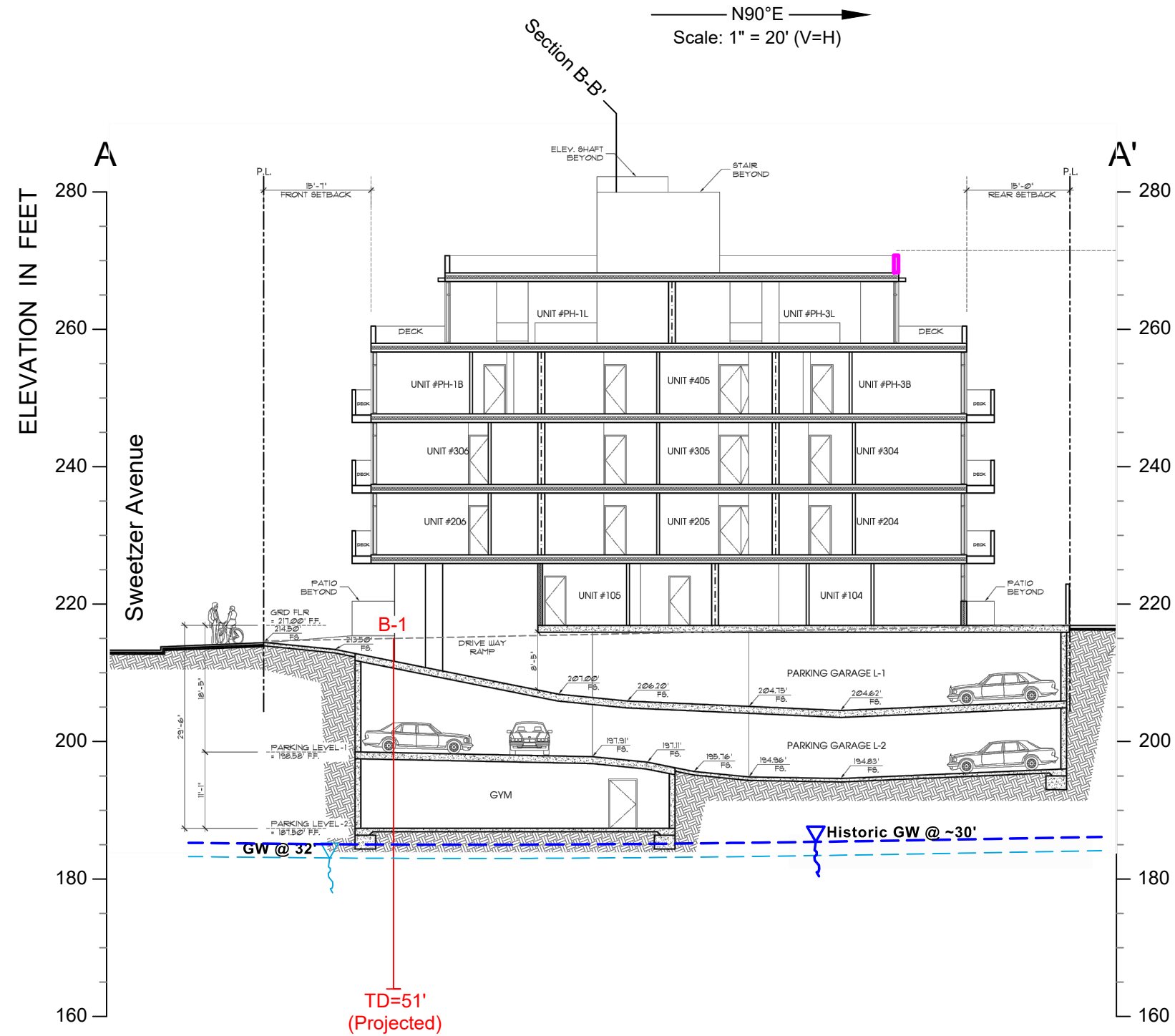
Site plan & sections prepared by using plans provided by the client.



Scale: 1" = 20'

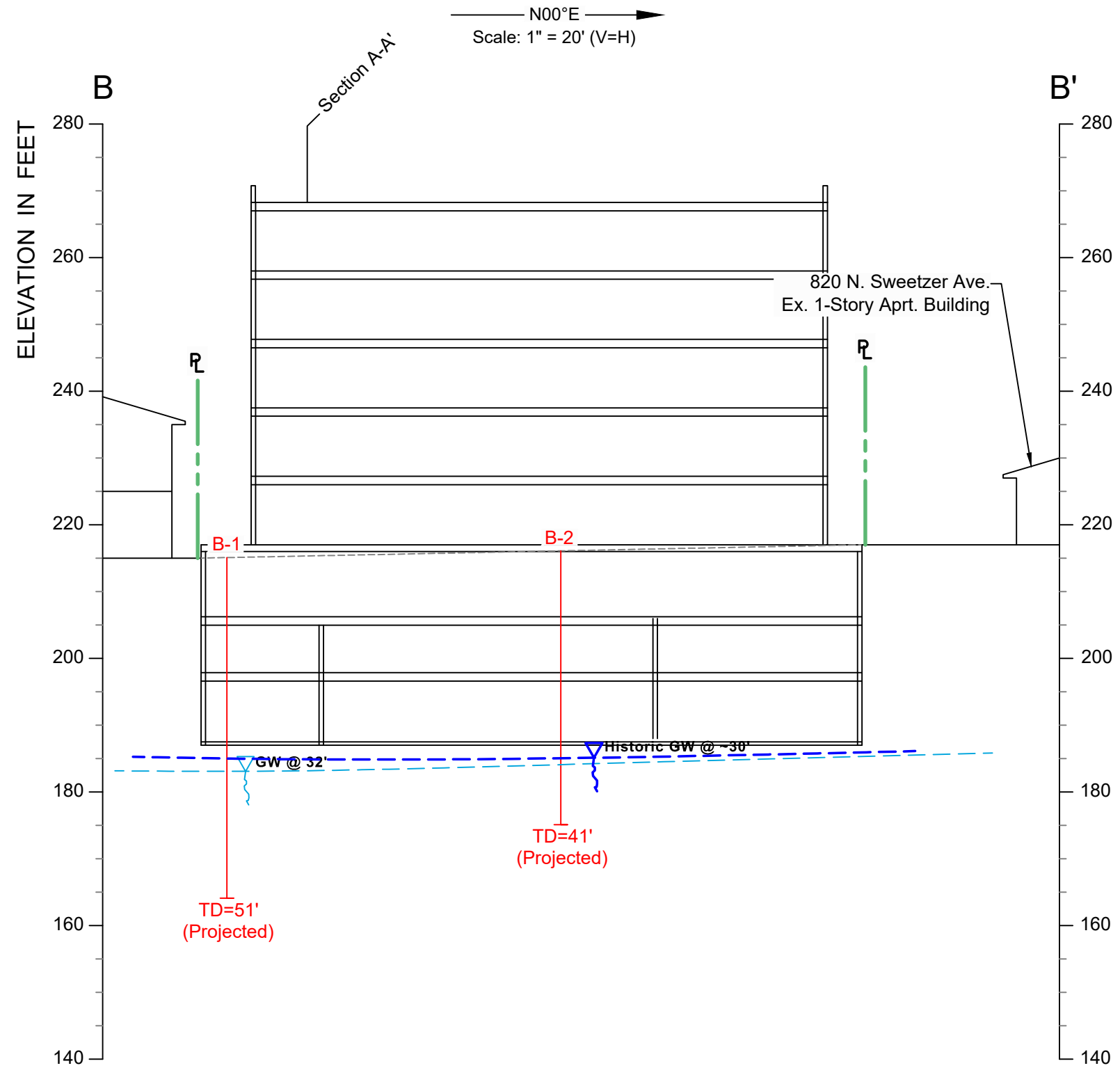
<b>SITE PLAN</b>		<b>PROJECT No:</b>	
<b>DESCRIPTION:</b> Proposed Multi-Unit Residential Building Project		21-382-02	
		<b>DATE:</b>	06 / 28 / 2021
<b>FOR:</b> Mr. Jesse Sarshar		<b>DRAWN BY:</b>	VM
<b>ADDRESS:</b> 806-814 N. Sweetzer Avenue, Los Angeles, CA 90069		<b>CHECKED BY:</b>	CM
<b>Applied Earth Sciences</b> GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS www.aessoil.com (818) 552-6000		<b>DRAWING No:</b>	1







B-2  
 = Location & Number of Boring  
 TD=10'  
 (Projected)

<b>CROSS SECTION A-A'</b>		PROJECT No: 21-382-02	
DESCRIPTION: Proposed Multi-Unit Residential Building Project		DATE:	06 / 28 / 2021
FOR: Mr. Jesse Sarshar		DRAWN BY:	VM
ADDRESS: 806-814 N. Sweetzer Avenue, Los Angeles, CA 90069		CHECKED BY:	CM
 Applied Earth Sciences GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS		www.aessoil.com (818) 552-6000	DRAWING No: 2



 = Location & Number of Boring  


<b>CROSS SECTION B-B'</b>		PROJECT No: 21-382-02	
DESCRIPTION: Proposed Multi-Unit Residential Building Project		DATE:	06 / 28 / 2021
FOR: Mr. Jesse Sarshar		DRAWN BY:	VM
ADDRESS: 806-814 N. Sweetzer Avenue, Los Angeles, CA 90069		CHECKED BY:	CM
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Reference: Portion of Google Maps

## SITE VICINITY MAP

Proposed Multi-Unit Residential Building Project

806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

FOR

Mr. Jesse Sarshar

DATE

06 / 28 / 2021

PROJECT No.

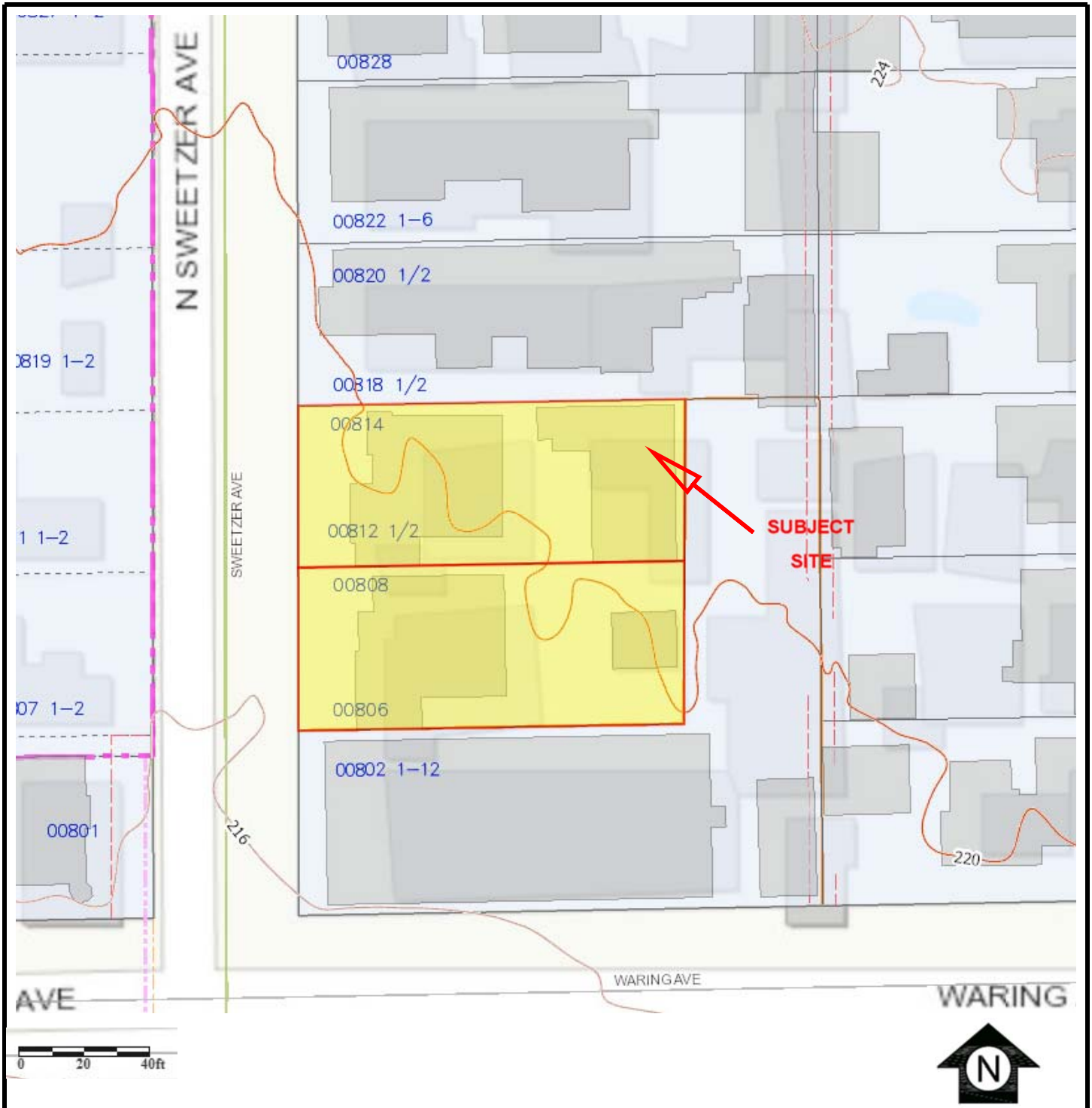
21-382-02



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FIGURE No.

1



Reference: Navigate LA Map

## REGIONAL TOPOGRAPHIC MAP

Proposed Multi-Unit Residential Building Project

806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

FOR

Mr. Jesse Sarshar

DATE

06 / 28 / 2021

PROJECT No.

21-382-02

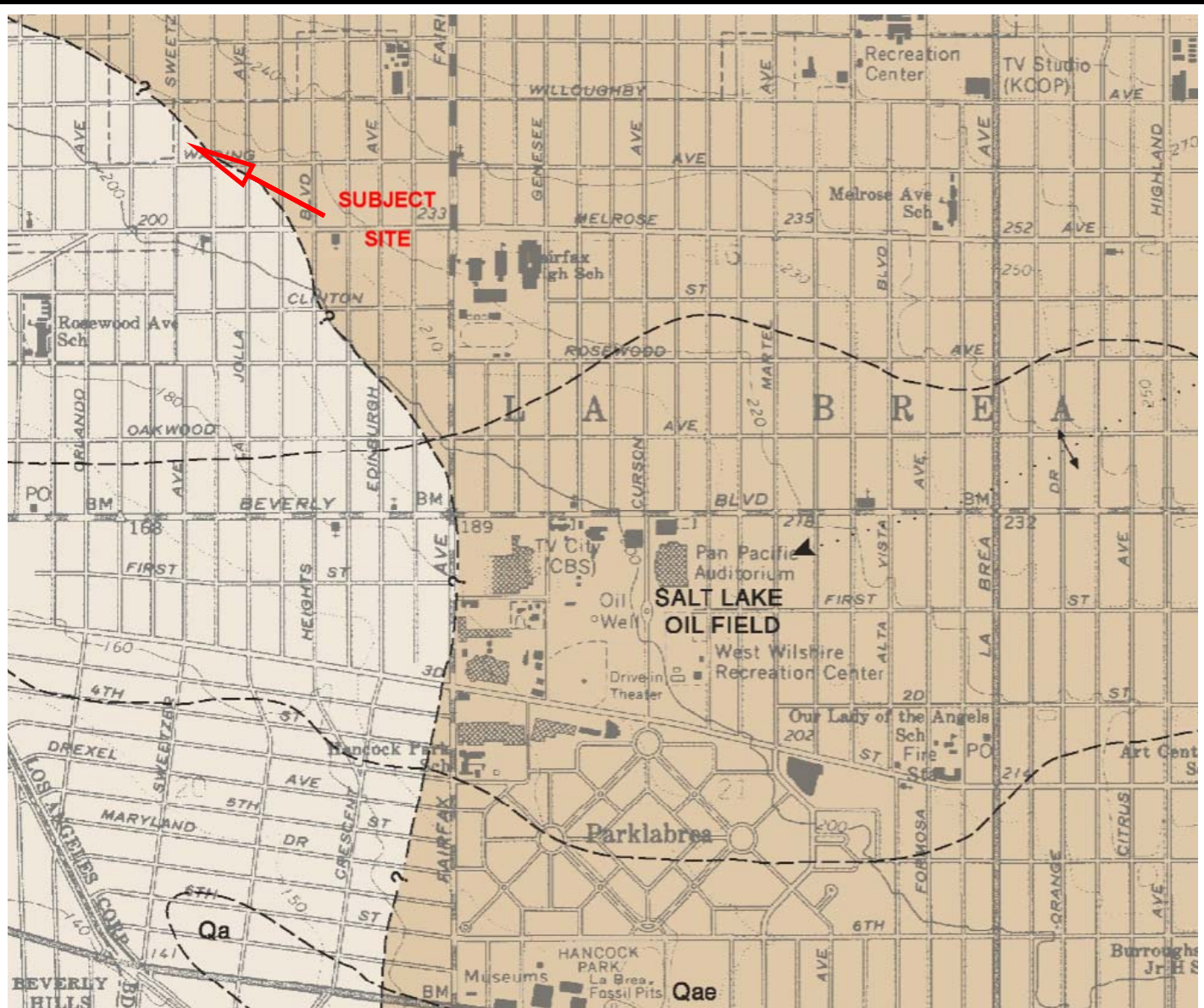


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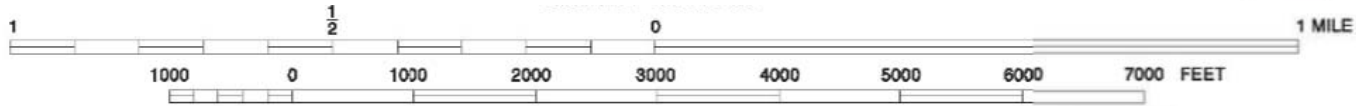
FIGURE No.

2





**Qa** Alluvium: clay, sand and gravel; includes gravel and sand of minor stream channels  
**Qae** Similar to Qa, but slightly elevated and dissected; includes alluvial fan sediments



Reference: Dibblee Geologic Map of the Hollywood Quadrangle

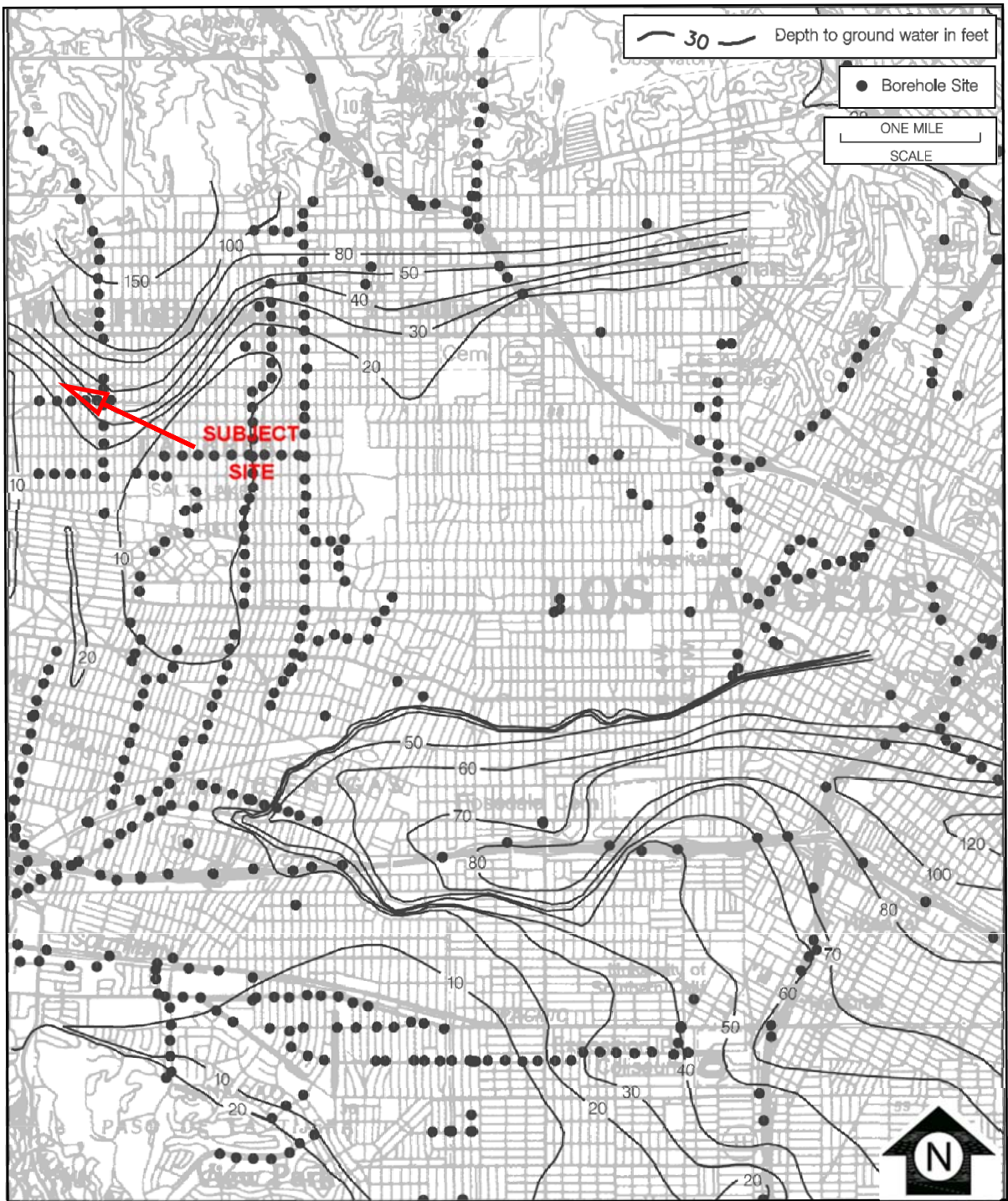
## REGIONAL GEOLOGIC MAP

Proposed Multi-Unit Residential Building Project 806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

FOR	DATE	PROJECT No.
Mr. Jesse Sarshar	06 / 28 / 2021	21-382-02

 <b>APPLIED EARTH SCIENCES</b> GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS	FIGURE No. <span style="float: right;">3</span>
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Reference: Hollywood 7.5 Minute Quadrangle

## HISTORICALLY HIGHEST GROUNDWATER (Contour Map)

Proposed Multi-Unit Residential  
Building Project

806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

FOR	Mr. Jesse Sarshar	DATE	06 / 28 / 2021	PROJECT No.	21-382-02
 <b>APPLIED EARTH SCIENCES</b> GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS				FIGURE No.	4

## **APPENDIX I**

### **METHOD OF FIELD EXPLORATION**

In order to define the subsurface conditions, two borings were drilled at the site. One boring was extended to a maximum depth of about 51 feet below the existing grade. The borings were drilled with a hollow stem drilling machine. The approximate locations of the drilled borings are shown on the enclosed Site Plan.

Continuous logs of the subsurface conditions, as encountered in the test borings, were recorded during the field work, and are presented on Figure Nos. I-1 and I-2 within this Appendix. These figures also show the number and approximate depths of each of the recovered soil samples.

Relatively undisturbed samples of the subsoil were obtained by driving a steel sampler with successive drops of a 140-pound standard sampling hammer free-falling a vertical distance of about 30 inches. The number of blows required for one foot of sampler penetration was recorded at the time of drilling and are shown on the log of exploratory borings. The relatively undisturbed soil samples were retained in brass liner rings 2.5 inches in diameter and 1.0 inch in height.

In our Boring No. 1, California Modified method samples were taken only from depths of 2 and 5. In Boring No. 2, all recovered samples were taken using California Modified method. Such samples are used for determination of strength and compression characteristics.

From a depth of 10 feet in Boring No. 1, SPT samples were taken in 1.5-inch diameter cylinders. Such samples are normally used for density, moisture content, and classification tests. The SPT samples, for all practical purposes are considered to be relatively undisturbed. See our liquefaction analysis write-up for correction factor of  $C_s=1$  when cylinders are used in SPT barrels.

Field investigation for this project was performed on March 22, 2021. The materials excavated from the test borings were placed back and compacted upon completion of the field work. Such materials may settle. The owner should periodically inspect these areas and notify this office if the settlements create a hazard to person or property in order to define subsurface conditions two borings were made at the site.



# LOG OF BORING NO.1

21-382-02  
806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

Type: Hollow Stem Auger, With 140 Lb Hammer      Logged by: Daniel  
Location: \*See Site Plan\*

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - $\Delta$ % Moisture - $\bullet$ 20 40 60 80	% -200
0			(CL) FILL: Clay, moderately compact, slightly moist, blackish brown, silty clay with some sand, rootlets.		43	24	105		68
5			(CL) CLAY: Very stiff, moist, blackish brown, silty clay with some sand. (CL) Grades to dark brown, more sandy, fine gravel.		45	16	113		62
10			(CL) Similar as above.	30		17	112		58
15			(SM) SAND: Dense to very dense, slightly moist to moist, dark yellowish brown, silty fine to coarse grained sand with fine gravel. (SM) Grades to dense, moist, brownish yellow, more gravelly. (SM) Grades to very dense, light olive brown. (SM) Grades to more silty.	44	42	7	123		20
20				40	64	9	129		20
25			(SM/SC) Grades to reddish brown, silty fine to medium grained sand with trace of clay.	35		15	127		45
30			(SM) Grades to brown, moist to very moist, silty fine to coarse grained sand with gravel.	36		15	124		31
35			(SM) Grades to medium dense to dense, wet.	32		14	125		29

COMPLETION DEPTH: 51  
DATE: March 22, 2021

DEPTH TO WATER> INITIAL: 35  
FINAL: 32



# LOG OF BORING NO.1

21-382-02  
806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

Type: Hollow Stem Auger, With 140 Lb Hammer      Logged by: Daniel  
Location: \*See Site Plan\*

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - $\Delta$ % Moisture - $\bullet$ 20 40 60 80	% -200
40			(SM/SC) Grades to dense, dark brown, slightly clayey, less gravelly.	39		19	120		45
45			(SM) Grades to very dense, silty fine to medium grained sand with gravel.	55		15	128		31
50			(CL) CLAY: Very stiff, wet, olive, sandy clay.	42		22	118		60
55			End of Boring @ 51' Initial Groundwater @ 35' Final Groundwater @ 32' Hole Backfilled.						
60									
65									
70									
75									

COMPLETION DEPTH: 51  
DATE: March 22, 2021

DEPTH TO WATER> INITIAL: 35  
FINAL: 32



# LOG OF BORING NO.2

21-382-02  
806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

Type: Hollow Stem Auger, With 140 Lb Hammer      Logged by: Daniel  
Location: \*See Site Plan\*

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - $\Delta$ % Moisture - $\bullet$ 20 40 60 80	% -200
0			(CL) FILL: Clay, moderately compact, slightly moist, blackish brown, silty clay with some sand.		43	16	110	$\bullet$	
5			(CL) CLAY: Very stiff, moist, dark brown, sandy clay. (CL) Grades to slightly more sandy.		67	15	112	$\bullet$	
10			(ML-SM) SILT: Firm to stiff, slightly moist to moist, brown, silt-fine to medium grained sand mixture.		22	13	102	$\bullet$	
15			(SM) SAND: Very dense, slightly moist, light brown to brownish yellow, slightly silty, fine to coarse grained sand with fine gravel.		63	4	127	$\bullet$	
20			(SM) Grades to moist, light olive brown, more silty.		43	10	129	$\bullet$	
25			(SM/SC) Grades to reddish brown, silty fine to medium grained sand with trace of clay, gravel.		45	10	132	$\bullet$	
30			(SM) Grades to yellowish brown, silty fine to coarse grained sand.		60	14	130	$\bullet$	
35			(SM) Grades to wet, brown, less silty, more gravelly.		66	13	134	$\bullet$	

COMPLETION DEPTH: 41  
DATE: March 22, 2021

DEPTH TO WATER> INITIAL: 35  
FINAL: 32





# LOG OF BORING NO.2

21-382-02  
806-814 N. Sweetzer Avenue, Los Angeles, CA 90069

Type: Hollow Stem Auger, With 140 Lb Hammer      Logged by: Daniel  
Location: \*See Site Plan\*

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - Δ				% -200	
								% Moisture - ●	20	40	60		80
40			(SM) Grades to dark reddish brown, more silty.		78	15	132	●					
45			End of Boring @ 41' Initial Groundwater @ 35' Final Groundwater @ 32' Hole Backfilled.										
50													
55													
60													
65													
70													
75													

COMPLETION DEPTH: 41  
DATE: March 22, 2021

DEPTH TO WATER> INITIAL: 35  
FINAL: 32

MAJOR DIVISIONS		GROUP SYMBOLS	TYPICAL NAME
COARSE GRAINED SOILS  (More than 50% of material is LARGER than No. 200 sieve size)	GRAVELS  (More than 50% of coarse fraction is LARGER than the No. 4 sieve size)	CLEAN GRAVELS  (Little or no fines)	GW Well graded gravels, gravel - sand mixtures, little or no fines.
		GRAVELS WITH FINES  (Appreciable amt. of fines)	GP Poorly graded gravels or gravel-sand mixtures, little or no fines.
			GM Silty gravels, gravel-sand-silt mixtures.
		CLEAN SANDS  (Little or no fines)	GC Clayey gravels, gravel-sand-clay mixtures.
	SANDS  (More than 50% of coarse fraction is SMALLER than the No. 4 sieve size)		SW Well graded sands, gravelly sands, little or no fines.
		SP Poorly graded sands or gravelly sands, little or no fines.	
		SM Silty sands, sand-silt mixtures.	
		SC Clayey sands, sand-clay mixtures.	
	FINE GRAINED SOILS  (More than 50% of material is SMALLER than No. 200 sieve size)	SILTS AND CLAYS  (Liquid limit LESS than 50)	ML Organic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL Organic clay of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
OL Organic silts and organic silty clays of low plasticity.			
SILTS AND CLAYS  (Liquid limit GREATER than 50)		MH Organic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.	
		CH Organic clays of high plasticity, fat clays.	
		OH Organic clays of medium to high plasticity, organic silts.	
		Pt Peat and other highly organic soils.	
HIGHLY ORGANIC SOILS			

**BOUNDARY CLASSIFICATIONS:** Soils possessing characteristics of two groups are designated by combinations of group symbols.

### PARTICLE SIZE LIMITS

SILT OR CLAY	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		
	NO. 200	NO. 40	NO. 10	NO. 4	3/4 in.	3 in.	(12 in.)

U. S. STANDARD SIEVE SIZE

## UNIFIED SOIL CLASSIFICATION SYSTEM

Propos 24-Unit Multi-Family Residential Building Project  
**JOB NAME :** 806-814 North Sweetzer Avenue,  
 Los Angeles, CA 90069

**JOB No.**  
 21-382-02



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**FIGURE No.**

**I-3**

## **APPENDIX II**

### **LABORATORY TESTING PROCEDURES**

#### **Moisture Density**

The moisture-density information provides a summary of soil consistency for each stratum and can also provide a correlation between soils found on this site and other nearby sites. The tests were performed using ASTM D 2216 Laboratory Determination of water content Test Method. The dry unit weight and field moisture content were determined for each undisturbed sample, and the results are shown on log of exploratory borings.

#### **Shear Tests**

Shear tests were made with a direct shear machine at a constant rate of strain. The machine is designed to test the materials without completely removing the samples from the brass rings. The rate of shear was determined through determination of the rate of consolidation of the foundation bearing materials. For the proposed project, a rate of 0.005 was selected.

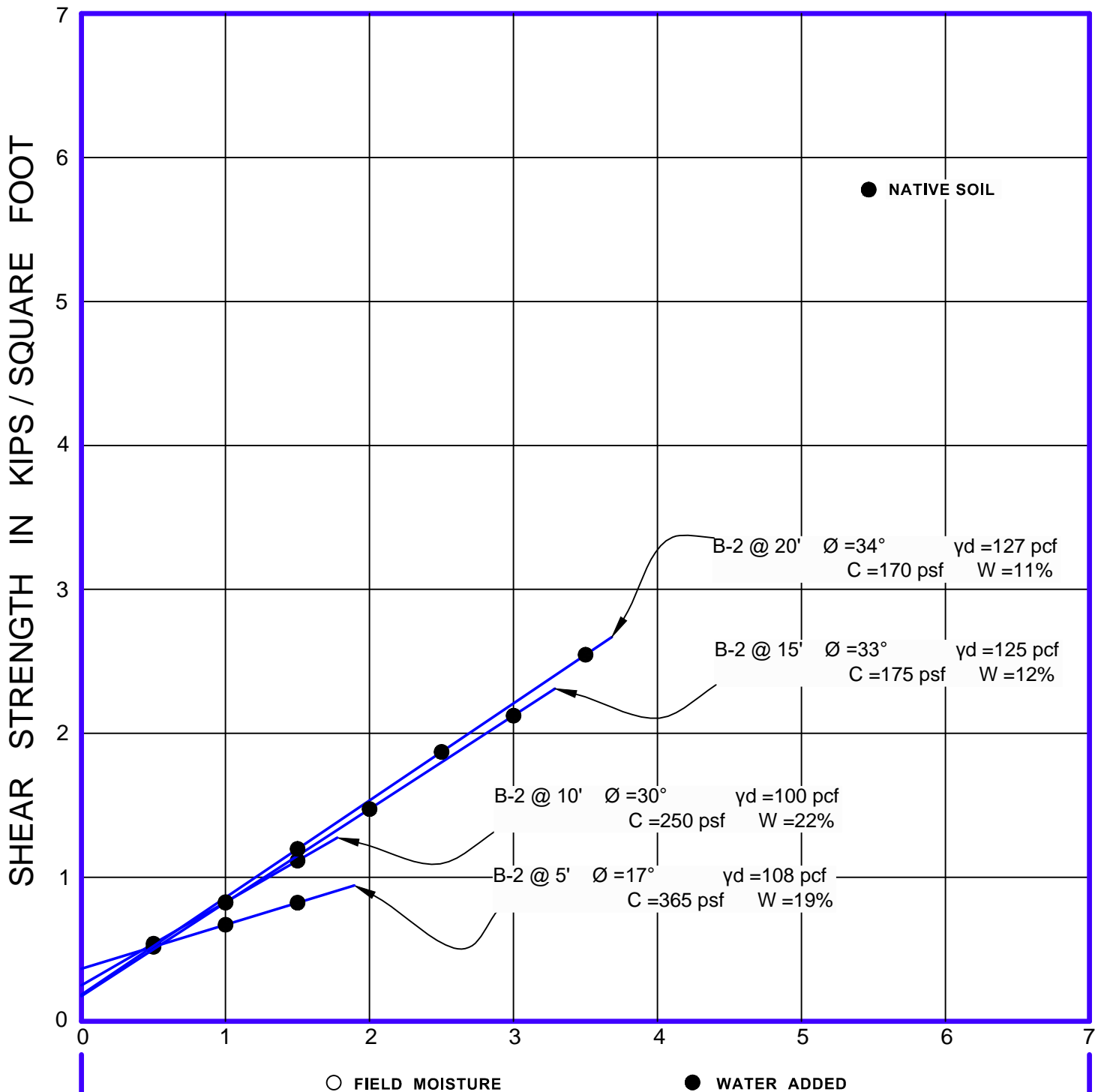
A range of normal stresses was applied vertically, and the shear strength was progressively determined at each load in order to determine the internal angle of friction and the cohesion. The tests were performed using ASTM D 3080 Laboratory Direct Shear Test Method. The Ultimate shear strength results of direct shear tests are presented on Figure Nos. II-1 and II-2 within this Appendix.

#### **Consolidation**

The apparatus used for the consolidation tests is designed to receive the undisturbed brass ring of soil as it comes from the field. Loads were applied to the test specimen in several increments, and the resulting deformations were recorded at time intervals. Porous stones were placed in contact with the top and bottom of the specimen to permit the ready addition or release of water. ASTM D 2435 Laboratory Consolidation Test Method.

Undisturbed specimens were tested at the field and added water conditions. The test results are shown on Figure No. II-3 within this Appendix.

# NORMAL STRESS IN KIPS / SQUARE FOOT



## DIRECT SHEAR TESTS

Propos 24-Unit Multi-Family Residential Building Project  
 JOB NAME : 806-814 North Sweetzer Avenue,  
 Los Angeles, CA 90069

JOB No.  
 21-382-02



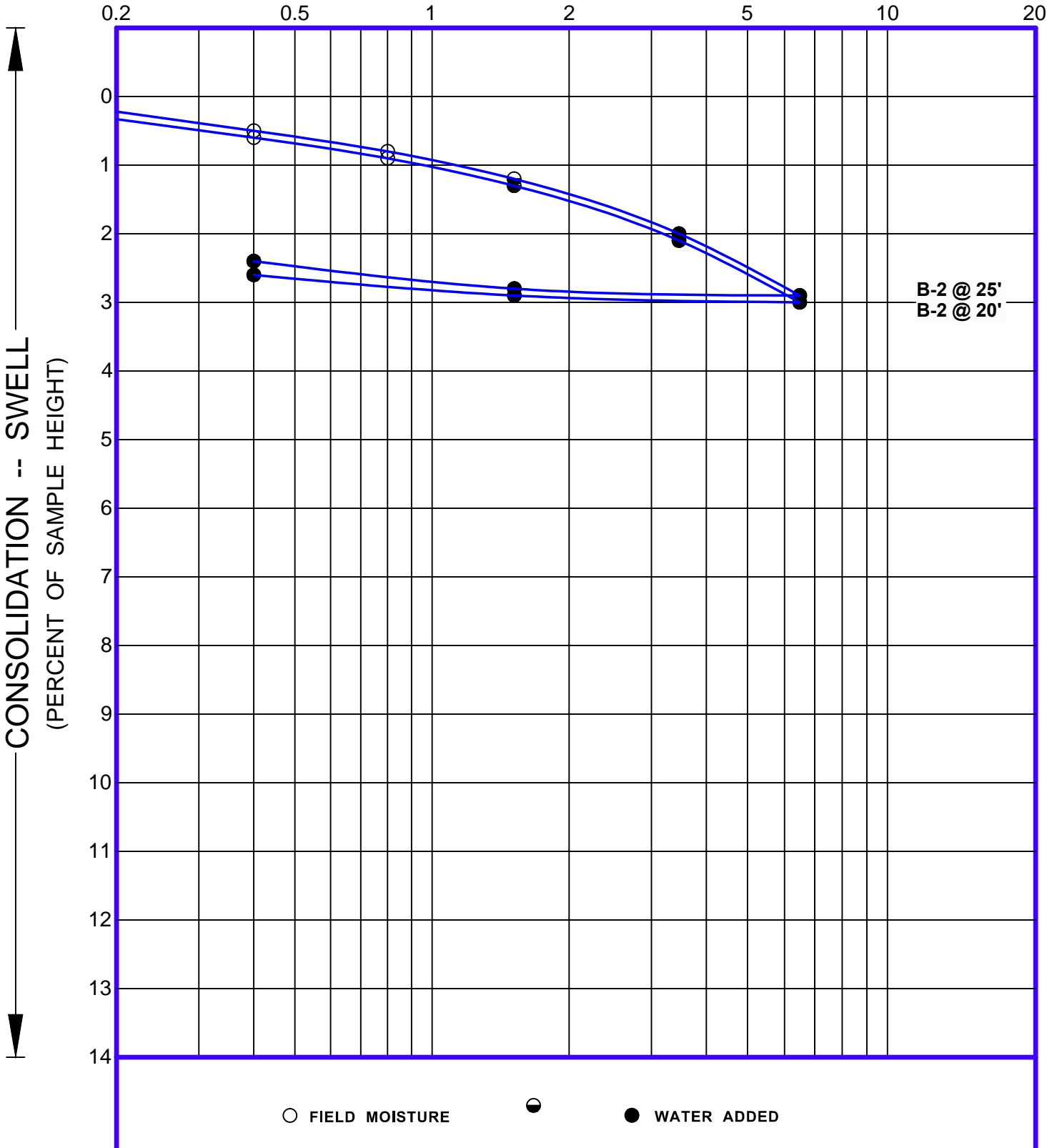
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FIGURE No.

II - 1

# PRESSURE IN KIPS PER SQUARE FOOT



○ FIELD MOISTURE      ● WATER ADDED

## SWELL - CONSOLIDATION TESTS

Propos 24-Unit Multi-Family Residential Building Project <b>JOB NAME :</b> 806-814 North Sweetzer Avenue, Los Angeles, CA 90069	<b>JOB No.</b> 21-382-02
---	-----------------------------



**APPENDIX III**

**CONSTRUCTION PROCEDURE FOR ANCHOR SHAFTS  
AND  
OBSERVATION AND TESTING REQUIREMENTS DURING THE INSTALLATION OF  
THE TIEBACK ANCHORS**

# **STANDARD CONSTRUCTION PROCEDURE FOR TEMPORARY SHORING**

## **INTRODUCTION**

This section presents a description of the normal construction procedure for installation and testing of concrete anchor shafts against vertical soldier piles. For design of the anchor shafts, refer to the body of the report for the recommended skin friction values.

## **EXCAVATION PROCEDURE**

After the vertical soldier piles are installed, the initial excavation will be extended some 3 feet below the levels of the rows of tiebacks. After the anchor shafts are installed and tested, the excavation will be extended to 3 feet below the next row of tie-back. The procedure will be continued to the lowest basement garage level which is expected to be established at some 20 to 30 feet below grade.

## **TIEBACK CONSTRUCTION**

Tieback anchors are normally designed to take loads through skin friction. The portion of the anchor shaft that is considered to be effective in taking pull out loads is the length of the member beyond the potential wedge of the failure. Refer to the body of the report for the recommended inclination of the potential wedge of the failure.

Installation and testing of the tieback anchors should be done under continuous observation and testing of the Soil Engineer. Should significant variations in the soil conditions be encountered during the installation of the anchor shafts, the Soil Engineer will modify the skin friction values to reflect the actual soil conditions.

During the course of our field exploration caving was not detected, due to the method of drilling. However, it should be noted that, if caving is experienced during the excavation of the tieback anchors, it would be necessary to modify the construction procedure (use of casing, etc.).

## **CONCRETING**

After each of the anchors are drilled, foundation grade concrete is placed in the excavated holes using a pump. The concrete is placed only to the level of the potential

wedge of failure. After the anchor is tested and approved, the portion of the anchor between the face of the excavation and potential wedge of failure is filled with sand slurry mixture to help maintain the excavation.

## **SURFACE LOADS**

The temporary shoring are designs for lateral earth pressure an any surcharge loads imposed by the existing improvements around the site. In addition, the temporary shoring system should be designed for future loads such as crane and other equipment which operate at close proximity of the top of excavation.

## **TESTING**

The recommended shoring pressures in the report are based on a factor of safety of 1.5. If the anchors are successfully loaded to about 150 percent of the design loads, the overall factor of safety of the shoring system would be on the order of 2. It is customary to test at least one anchor per face of excavation per rows of anchors, for long term loading conditions (24 -hour loading). Load-deflection data for each anchor should be maintained during the testing. Pull out loads are normally applied in increments of 50%, 100% and 150% of the design loads. Once the full 150% design load is applied, the test load is maintained and the deflection of the anchor is recorded. During this stage of testing, the deflection of the anchor during a 15 minute period should not exceed 1/10 of one inch. The total deflection of the anchor should be less than 12 inches, although larger deflections may be accepted provided that both the shoring Engineer and the Soil Engineer approve each such anchors. For long term anchor testing, the 150 percent of the design load is normally applied for a period of 24 hours. If the deflection of the anchor, under 150 percent of the design load, is less than 1/10 of one inch for a period of 4 hours, the test may be considered satisfactory provided that the 150% load has been applied for at least 8 hours.

## **FAILED ANCHORS**

The anchors which do not pass the required pull out test as indicated above are considered to be failed anchors. The modified capacity of the failed anchors would be 2/3 of the available pull out force of the anchors. Additional resistance in a form of

supplemental anchors or rakers should then be installed to compensate for the difference between the design and available loads. The failed anchors would then be locked off at  $2/3$  of the available capacity of the anchor which results a deflection of no more than  $1/10$  of one inch during a 15 minute period. Since it will be necessary to extend the excavation below the row of anchor in order to install a replacement anchor, it would be advisable to lock off the failed anchor at some value between  $2/3$  and full available capacity of the anchor. The Soil Engineer and the Shoring Engineer are to provide specific recommendations for the lock off loads for each failed anchor.

### **LOCK OFF LOADS**

After each anchor has been tested and approved by the Soil Engineer, the anchor should be locked off at the design load. The lock off load should be maintained within 90 to 110 percent of the designed load.

### **CONTINUED EXCAVATION**

After each any every anchor in a given face is tested and approved, the excavation can then be extended below the drill bench levels. The Soil Engineer may permit local excavations to be extended below the drill bench elevation where it would be required for construction of replacement anchors.

### **MONITORING**

It is important that an accurate monitoring of the shoring system be maintained during basement construction. Both the horizontal and vertical deflections of the soldier piles should be recorded.

The vertical and horizontal movement of the shoring system should be recorded on a weekly basis and the results be submitted to Soil and Shoring Engineers for review and comment. The accuracy of the reading should be within 0.01 of a foot. The record should be produced in a readily understandable form. The surveyor should submit to the Soil Engineer, prior to the start of excavation, a plan which would indicate the method selected for monitoring of the excavation.

Monitoring of the excavation performance should be initiated from the beginning of the initial excavation. The weekly monitoring may be modified as the job progresses. Once the subterranean garage has been constructed and the tieback have been de-tensioned, monitoring of the performance will no longer be required.

## **DEFLECTIONS**

The maximum depth of excavation is expected to be on the order of 20 feet. Considering the factor of safety of the overall shoring system, it is anticipated that horizontal deflections at the top the soldier piles may reach about one inch. Where off-site buildings are present, the deflection at the top of the piles should be limited to  $\frac{1}{4}$  of one inch.

It is possible that, locally, deflections at the top of the soldier piles may exceed the anticipated values. Should this occur, the Soil and Shoring Engineers should be consulted to provide remedial measures such as installation of additional support system.





## REFERRAL FORMS:

### TRANSPORTATION STUDY ASSESSMENT

#### DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

#### GENERAL INFORMATION

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

#### SPECIAL REQUIREMENTS

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

- Copy of Department of City Planning Application (CP-7771.1).
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- Copy of project-specific VMT Calculator<sup>1</sup> analysis results.

**TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW**

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES:** Please route this form for processing to the appropriate LADOT Office as follows:

**Metro**  
213-972-8482  
100 S. Main St, 9<sup>th</sup> Floor  
Los Angeles, CA 90012

**West LA**  
213-485-1062  
7166 W. Manchester Blvd  
Los Angeles, CA 90045

**Valley**  
818-374-4699  
6262 Van Nuys Blvd, 3<sup>rd</sup> Floor  
Van Nuys, CA 91401

**1. PROJECT INFORMATION**

Case Number: \_\_\_\_\_

Address: 806-814 Sweetzer Ave., Los Angeles, CA 90069

Project Description: proposed TOC II, 5 story apartment rental, with 2 levels of sub-garage.

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

Applicant Name: Shahab Ghods (Plus Architects)

Applicant E-mail: plusarch@aol.com Applicant Phone: (310)478-6149

Planning Staff Initials: \_\_\_\_\_ Date: \_\_\_\_\_

**2. PROJECT REFERRAL TABLE**

	Land Use (list all)	Size / Unit	Daily Trips <sup>1</sup>
Proposed <sup>1</sup>	TOC II apartment rental	23 res. units	
	<i>Total trips<sup>1</sup>:</i>		105
<p><b>a.</b> Does the proposed project involve a discretionary action? <span style="float: right;">Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></span></p> <p><b>b.</b> Would the proposed project generate 250 or more daily vehicle trips<sup>2</sup>? <span style="float: right;">Yes <input type="checkbox"/> No <input type="checkbox"/></span></p> <p><b>c.</b> If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station<sup>3</sup>? <span style="float: right;">Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></span></p> <p>If <b>YES</b> to <b>a.</b> and <b>b.</b> or <b>c.</b>, or to <b>all</b> of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p>			
Verified by: Planning Staff Name: <u>Trevor Martin</u>		Phone: <u>(213) 978-1341</u>	
Signature: <u>Trevor Martin</u>		Date: _____	

<sup>1</sup> Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.  
<sup>2</sup> To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).  
<sup>3</sup> Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

**TO BE COMPLETED BY LADOT**

**3. PROJECT INFORMATION**

	Land Use (list all)	Size / Unit	Daily Trips
Proposed	Apartments	23 Units	
	<i>Total new trips:</i>		105
Existing	Duplex	2 Units	
	<i>Total existing trips:</i>		9
<i>Net Increase / Decrease (+ or -)</i>			96

- a. Is the project a single retail use that is less than 50,000 square feet? Yes  No
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes  No
- c. Would the project result in a net increase in daily VMT? Yes  No
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes  No
- e. Does the project trigger Site Plan Review (LAMC 16.05)? Yes  No
- f. Project size:
  - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes  No
  - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes  No
  - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes  No

**VMT Analysis (CEQA Review)**

If **YES** to a. and **NO** to d. a VMT analysis is **NOT** required.  
 If **YES** to both b. and c.; or to d. a VMT analysis **is** required.

**Access, Safety, and Circulation Assessment (Corrective Conditions)**

If **YES** to b., a project access, safety, and circulation evaluation may be required.  
 If **YES** to e. and either f.i., f.ii., or f.iii., an access assessment may be required.

LADOT Comments:

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

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

Fee Calculation Estimate: \_\_\_\_\_

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

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

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes**  **No**

Prepared by DOT Staff Name: Wes Pringle Phone: 213-972-8482

Signature:  Date: November 4, 2021