

EXHIBIT C

ENVIRONMENTAL DOCUMENTS

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CITY PLANNING**

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October 21, 2024

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RE: Case No.: CPC-2022-8567-DB-CDO-
SPR-VHCA
Address: 18430 – 18434 West Vanowen
Street
Community Plan: Reseda – West Van
Nuys
Zone: [Q]C2-1L-CDO-RIO, RA-1L-RIO
Council District: 4 – Raman
CEQA No.: ENV-2022-8568-CE

RE: ENV-2022-8568-CE (Categorical Exemption - Class 32)

The subject property is comprised of two (2) parcels with a total area of 28,999 square feet (0.67 acres) in Reseda. The project site has a frontage of approximately 100 feet along West Vanowen Street and a depth of approximately 200 feet. The property is currently developed with a single-story commercial building and carport.

The project site is zoned [Q]C2-1L-CDO-RIO and RA-1L-RIO and is located within the Reseda – West Van Nuys Community Plan with a General Plan Land Use Designation of Community Commercial. The site is located within the Reseda Central Business District, the River Implementation Overlay District, a Transit Priority Area, Urban and Built-Up Land, Urban Agriculture Incentive Zone, Liquefaction zone, and is within 11.1 kilometers from the Northridge fault.

The project site is located in an urbanized neighborhood bound by West Vanowen Street to the north, an autobody shop to the east, a retail store to the west, and a multi-family residential development to the south. Approximately 350 feet west of the project site is North Reseda Boulevard. The corridor provides access to a variety of residential, commercial, community facility uses, the Interstate 101 Highway, and connectivity to public transit infrastructure. On the intersection of Vanowen St./Reseda Blvd. are public transit stops for Metro Local Bus Lines 165 and 240. These bus lines connect residents and workers to housing, job centers, and essential services across the City. Surrounding properties are developed with single- an multi-family buildings, restaurants, markets, retail stores, autobody shops, and offices zoned [Q]P-1VL-CDO-RIO, [Q]C2-1L-CDO-RIO, [Q]C2-1VL-CDO-RIO, R3-1-RIO, and RA-1L-RIO.

The proposed project involves the demolition of the existing commercial building and carport and the construction, use, and maintenance of a new seven-story, 95-unit residential building of which 11 dwelling units will be reserved for Very Low Income Households. The project proposes 102 vehicle parking spaces located within the ground- and first-floor levels. The project will also provide a total of 79 bicycle parking spaces; 7 short-term bicycle spaces will be located in front of the building along West Vanowen Street and 72 long-term bicycle spaces will be stored within an enclosed room located adjacent to the residential lobby. The project will comprise of a floor area of 90,112 square feet and Floor Area Ratio (FAR) of 3.11:1. The project will contain 45 two-bedroom units and 50 three-bedroom units.

The project is requesting the following discretionary actions:

1. Pursuant to LAMC Section 12.22 A.25 and Government Code Section 65915, a Density Bonus Compliance Review to permit a housing development project consisting of 95 dwelling units, of which eleven (11) units will be set aside for Very Low Income Households, and the following one (1) On-Menu Incentive, two (2) Off-Menu Incentives and five (5) Waivers of Development Standards:
 - a. On-Menu Incentive to permit the averaging of Floor Area Ratio (FAR), open space, parking and access across the [Q]C2-1L-CDO-RIO and RA-1L-RIO Zones;
 - b. Off-Menu Incentive to permit a 15-foot and 1-inch rear yard setback in lieu of 25% of the lot depth in the RA-1L-RIO Zone;
 - c. Off-Menu Incentive to permit a total floor area of 90,112 square feet and a FAR of 3.11:1 across the [Q]C2-1L-CDO-RIO and RA-1L-RIO Zones in lieu of a FAR of 1.5:1 in the [Q]C2-1L-CDO-RIO Zone and 25% of the lot area in the RA-1L-RIO Zone;
 - d. Waiver of Development Standard to permit a height of seven stories and 74 feet and 6 inches in lieu of 45 feet otherwise permitted in the [Q]C2-1L-CDO-RIO Zone and 30 feet otherwise permitted in the RA-1L-RIO Zone;
 - e. Waiver of Development Standard to waive transitional height limits otherwise required in LAMC Section 12.21.1 A.10;
 - f. Waiver of Development Standard for an open space reduction to permit 5,487 square feet of open space in lieu of 10,750 square feet of open space required by LAMC Section 12.21.G.2;
 - g. Waiver of Development Standard to permit a 9-foot westerly side yard in the [Q]C2-1L-CDO-RIO and RA-1L-RIO Zones in lieu of 10 feet required by LAMC Sections 12.14 C.2 and 12.07 C.2; and

- h. Waiver of Development Standard to permit a 9-foot easterly side yard in the [Q]C2-1L-CDO-RIO and RA-1L-RIO Zones in lieu of 10 feet required by LAMC Sections 12.14 C.2 and 12.07 C.2.
2. Pursuant to LAMC Section 13.08, a Community Design Overlay Compliance Review with the design guidelines and standard of the Reseda Central Business District Community Design Overlay District (CDO);
3. Pursuant to LAMC Section 16.05, a Site Plan Review for a project that results in an increase of 50 or more dwelling units; and
4. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation, on-site tree removal; and building permits.

The submitted findings for the Class 32 Categorical Exemption utilizes reports and analyses that refer to a six-story, 64-foot, residential development providing a total of 104 vehicular parking spaces within the ground-floor and subterranean-floor levels of the project. However, since the preparation of these reports and analyses the project has been redesigned to increase the maximum building height and shift the location of vehicular parking spaces in the subterranean-floor level to the second-floor level. The project no longer proposes a subterranean floor-level and therefore excavation of the project site will be minimal to none. As such, the project proposes a seven-story, 76-foot and 6-inch, residential development providing a total of 102 vehicular parking spaces (two (2) spaces less than previously proposed) within the ground-floor and second-floor levels. As previously proposed, the project requests a 30 percent increase in density to permit the creation of 95 dwelling units of which 11 units will be reserved for Very Low Income Households. With the project proposing fewer automobile parking spaces than previously proposed, it is expected that operation-related noise impacts in conjunction with on-site, auto-related activities will be negligible and therefore will not contribute to any significant environmental impacts. The second-floor parking level will be screened from public view to reduce visual and audible impacts to surrounding properties. While the following Class 32 Categorical Exemption Justification Report utilizes the findings of the submitted environmental analyses, it acknowledges the reduction in parking spaces and the revised location of residential parking within the proposed residential building.

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 determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA

Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

1. 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.

(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:

Community Plan

The Project site is located within the Reseda – West Van Nuys Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the subject property for Community Commercial land uses corresponding to CR, C2, C4, RAS3, RAS4, P, and PB Zones. The project site is zoned [Q]C2-1L-CDO-RIO and RA-1L-RIO, and therefore it will be consistent with the underlying land use designation.

The proposed Project involves the demolition of the existing one-story commercial building and carport and the construction of a new seven-story, residential development consisting of 95 dwelling units with 11 units (15 percent of the base density) reserved for Very Low Income Households. The Project proposes a maximum building height of 74 feet and 6 inches and a total floor area of approximately 90,112 square feet with a Floor Area Ratio (FAR) of 3.11:1. The Project will provide 102 vehicle parking spaces located within the ground-floor and second-floor levels. A total of 79 bicycle parking spaces will be provided within an enclosed bicycle room adjacent to the residential lobby and in front of the building entrance along West Vanowen Street. The Project will provide 5,487 square feet of open space comprised of 1,500 square feet of private open space and 3,987 square feet of common open space.

With the exception of the requests herein, which allow for the creation of affordable housing units, the proposed Project is otherwise consistent with the

requirements of the underlying zones. The proposed residential project will be consistent with the Community Commercial land use designation. The requested Incentives and Waivers of Development Standards are permissible by the provisions of Density Bonus law as discussed in Finding No.1, the Reseda Central Business District Community Design Guidelines and Standards as discussed in Finding Nos. 2 and 3, and the Project will comply with all other applicable provisions of the zoning code.

The proposed project conforms to the following goals, objectives and policies of the Reseda – West Van Nuys Community Plan:

Residential Goals, Objectives, and Policies:

Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-3: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-3.3: Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

Commercial Objectives and Policies:

Objective 2-1.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Objective 2-1.3: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-3.2 Improve safety and aesthetics of parking areas in commercial areas.

The Project will be consistent with the aforementioned objectives and policies as it will provide new multi-family housing opportunities in the Reseda community and will complement the surrounding residential, commercial, and public facility uses. The project will replace the existing one-story commercial structure and carport with a high-quality residential development with 95 dwelling units. Approval of a 30 percent Density Bonus will permit the project's proposed

density. The provision of 95 new residential units of vary sizes and types (45 one-bedroom units, 50 two-bedroom units), including 11 units reserved for Very Low Income Households, will provide for housing required to satisfy the needs of various economic segments of the community. As such, the Project accommodates an adequate supply of housing units by type and cost.

The Project is located approximately 350 feet from the intersection West Vanowen Street and North Reseda Boulevard which provides access to public transit infrastructure including Metro Bus Lines 165 and 240. These bus lines provide commuters access to housing, job centers, schools, and communities amenities across the City. In addition, West Vanowen Street and North Reseda Boulevard are both mixed-use corridors connect to housing, markets, restaurants, retail stores, auto body shops, and community and religions institution. Therefore, the proposed housing development project in relation to the existing street and public transportation infrastructure will complement the surrounding land uses and promote the integration of housing, commercial, and public facility uses.

The Project's proposed parking garage will be screened from public view with parapets and ventilation grilles and will provide a total of 102 vehicle parking spaces located within the ground- and second-floor levels. This parking design strategy not only addresses the safety and aesthetic of parking in commercial areas but is also consistent with the design guidelines and standards established by the Reseda Central Business District Community Design Overlay (CDO) District.

The Project site is located within the River Improvement Overlay (RIO) District and the Reseda Central Business District Community Design Overlay (CDO) District. The Project will conform with the development standards set forth by the RIO District which address Landscaping, Screening/ Fencing, and Exterior Lighting. The Project will also comply with the relevant standards and policies set forth by both overlay districts. The Project will be consistent with the [Q] Conditions and the Design Guidelines and Standards which address the use, operation, and development of projects located within commercial properties in the Reseda Central Business District.

The Project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design,

open space, economic development, transportation, infrastructure, and public services.

Framework Element

The Project supports the following goals, objectives, and policies of the Framework Element:

Chapter 3 – Land Use:

- Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
- Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
- Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
- Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Chapter 4 – Housing:

- Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.
- Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.
- Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to

transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Policy 4.2.1 Offer incentives to include housing for very low- and low-income households in mixed-use developments.

Chapter 5 – Urban Form and Neighborhood Design:

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

Chapter 7 – Economic Development:

Goal 7G: A range of housing opportunities in the City.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's workforce to both live and work in the city.

- Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.
- Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element to "optimize the impact of City capital expenditures on infrastructure improvements."

The Project will complement the surrounding residential, commercial, and public facility uses in the neighborhood with the construction of a new 95-unit residential building in the Reseda Central Business District. The Project will feature a unit mix of 45 one-bedroom units and 50 two-bedroom units, and 2 three-bedroom units as detailed in Exhibit "A". Approval of a 30 percent Density Bonus will permit the Project's proposed density. The provision of 95 new residential units of varying sizes and types, including 11 units reserved for Very Low Income Households, will provide for the housing required to satisfy the needs of various economic segments of the community. The Project site is served by numerous transit lines within walking distance including Metro Local Bus Lines 165 and 240 which will allow residents to connect to community resources across the region. The Project site is also located near bicycle lanes along North Reseda Boulevard which connect to other lanes and trails in the community. Similar to the accessibility and connectivity benefits provided by nearby public transit lines, existing bicycle infrastructure will connect commuters to neighborhood-serving amenities and job centers. The Project's proximity and access to public transit and existing bicycle infrastructure will provide residents the option to walk, bike, or ride public transit as their mode of transportation.

The Project will incorporate multiple design features that will be compatible with the surrounding properties and will enhance the livability of the neighborhood. In addition, the Project will comply with various standards and policies set forth by the River Implementation Overlay (RIO) District and the Reseda Central Business District Community Design Overlay (CDO) District which address the project's proximity to the Los Angeles River and a commercial district, respectively. The Project will incorporate features related to the project's selection of building materials, articulation, landscaping, parking, and equipment screening. The Project's massing will utilize high-quality building materials including light-colored stucco, vinyl windows, fiber cement siding, and plaster to create a clear and cohesive design. The Project will feature private balconies along the perimeter of the residential building including the street-facing building frontage. These spaces will contribute to the articulation of the building and will also provide a sense of security and "eyes on the street" as they overlook West

Vanowen Street. A mixture of projecting and recessed balconies, and roofline variation wrapped along the front and rear portions of the building will also enhance building articulation and visual interest. This design strategy will help minimize building mass and scale, and will result in a project that is compatible with similar scaled housing developments in the immediate vicinity. Landscaping will be utilized in a thoughtful manner particularly within the common open space areas and street-level frontage to create an attractive and comfortable experience for residents and visitors. Trees, shrubs, and ground cover will provide relief from the heat and sun during the day. Residential parking, utility equipment, and trash and recycling bins will be screened from public view as they will be located within the project's enclosed parking garage. While the Project's transformer will front the public street, it will also be screened with landscaping from public view as permitted by LADWP. Therefore, the combination of these design features and strategies will help produce a balanced and cohesive look that distinguishes the Project as a residential development.

Therefore, the Project will be consistent with the Land Use, Housing, Urban Form and Neighborhood Design, and Economic Development Chapters of the Framework Element.

Housing Element 2021 - 2029

The latest Housing Element (2021-2029) of the General Plan provides land use policies and programs that encourage development of affordable housing across the City. The project also supports the following goals, objectives, policies of the Housing Element:

- | | |
|----------------|---|
| Goal 1: | A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs. |
| Objective 1.1 | Produce an adequate supply of rental and ownership housing in order to meet current and projected needs; |
| Policy 1.1.1 | Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards. |
| Objective 1.2: | Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities. |

- Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.
- Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit;
- Policy 2.2.1 Provide incentives to encourage integration of housing with other compatible land uses.
- Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The Project utilizes multiple development incentives pursuant to the City's Density Bonus Ordinance to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Of the 95 dwelling units proposed, 11 units will be set aside for Very Low Income Households. The Project will support larger families as it proposes 45 two-bedroom units and 50 three-bedroom units and will offer a mix of market rate and affordable units providing greater individual choice in housing. The Project is located approximately 350 feet from the intersection West Vanowen Street and North Reseda Boulevard which provides access to public transit infrastructure including Metro Bus Lines 165 and 240. These bus lines will connect residents to essential services, job centers, and community amenity across the region. In addition, the Project site is located near bicycle lanes along North Reseda Boulevard. Therefore, the Project's proximity to public transit and existing bicycle infrastructure will support various modes of transportation and help reduce greenhouse gas emissions. Landscaping and bicycle parking will be installed along the street-level frontage to create a safe and comfortable pedestrian experience that encourages walking. The Project also proposes various open space opportunities for Project residents to relax, socialize, and engage in physical exercise. This includes private balconies, rear yard open space, and

courtyards. Therefore, the Project will conform with the applicable goals, objectives, policies of the Housing Element.

Mobility Plan 2035

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project will conform with following policies of the Mobility Element as described below.

- Policy 2.3: Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
- Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.
- Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- Policy 3.8: Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.
- Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita; and
- Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project will provide access for all modes of travel, including for pedestrians, bicyclists, and transit users. Local markets, restaurants, retail stores, and other community amenities are accessible by foot as the project is located along West Vanowen Street which functions as a mixed-use and public transit corridor. Landscaping and bicycle parking will be installed along the street-level frontage

to create a safe and comfortable pedestrian experience that encourages walking. The Project site is also served by numerous transit lines within walking distance, including Metro Local Lines 165 and 240. These public transit lines will connect residents, workers, and visitors to essential services, job centers, and community amenities across the City. In addition, the project supports biking as a mode of transportation with the installation of 79 short- and long-term bicycle parking spaces and a bike workspace. The Project is located within 350 feet from North Reseda Boulevard which is improved with bicycle lanes which connect to the local bicycle network. Therefore, the Project supports the use of various modes of transportation and the Project will contribute towards the creation of sustainable neighborhoods.

Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Reseda – West Van Nuys Community Plan.

Health and Wellness Element

Adopted in March 2015 with a technical update in 2021, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following goals, objectives, and policies:

- Policy 2.2. Healthy Building design and construction. Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.
- Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for

children, seniors and other susceptible to respiratory diseases.

Air Quality Element

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

Policy 5.1.2: Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

As previously discussed above, the Project site is served by numerous public transit lines within walking distance including Metro Local Lines 165 and 240, which residents, workers, and visitors to essential services, job centers, and community amenities across the City. The Project site is also located within 350 feet from North Reseda Boulevard which is improved with bicycle lanes and connects to the local bicycle network. In addition, the project supports biking as a mode of transportation with the installation of 79 short- and long-term bicycle parking spaces and a bike workspace.

The Project site's proximity to different modes of transportation and commercial land uses will provide residents and on-site employees with a variety of options for trips to be taken by walking, biking, or by bus. The Project will further reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design and therefore will promote respiratory health. The Project will provide bicycle parking amenities on-site, thereby reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips. The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which will serve to reduce the Project's energy usage.

The Project has been designed such that the street-level frontages along West Vanowen Street include landscaping, trees, and lighting which support a safe, comfortable, and aesthetically pleasing pedestrian experience for the neighborhood. The Project's residential lobby and several of the dwelling units will front West Vanowen Street and will feature vinyl windows, thereby activating the mixed-use corridor and offering street-level surveillance.

Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the applicable Community Plan.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.67-acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of housing and commercial development, schools, community facilities, streets, and public transit infrastructure. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located in an established and urbanized area within the Reseda – West Van Nuys Community Plan area. The subject property is currently developed with a one-story commercial building and carport. The project site is located within the Reseda neighborhood developed with a variety of residential, commercial, public facility uses (i.e. parks, community centers, religious institutions, and schools). In addition, the project site is located approximately 1,000 feet north of the Los Angeles River. Surrounding the neighborhood are other urbanized neighborhoods developed with similar land uses. The project site is not within or near any listed significant ecological areas, nor will it remove any protected trees. Due to the project's existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. Therefore, 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:

Traffic

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The project proposes the demolition of a single-family house and accessory structure and the construction of a six-story residential building with 95 dwelling units. According to the Los Angeles Department of Transportation's (LADOT) transportation assessment letter dated October 20, 2023, a traffic assessment may be necessary if the project will generate over 250 daily trips. Based on the City of Los Angeles VMT (Vehicle Miles Traveled) Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual, the project exceeds the CEQA Screening Threshold with more than 250 daily trips. A VMT Analysis prepared by Overland Traffic Consultants, Inc. was prepared for this project, dated September

2023. In the analysis it was concluded that with the application of Traffic Demand Management (TDM) strategies such as the reduction of parking supply and the inclusion of bicycle parking, the project will have no significant VMT impact. In addition the project will not generate more than 500 daily vehicle trips and a circulation analysis is not required. Therefore, the project will not have a significant impact relating to traffic.

Noise

In regard to noise, a significant impact would occur if the proposed Project would result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

A Noise Technical Report studying the noise impacts associated with the construction and operation of the proposed project was completed by DKA Planning in September 2023. To determine the existing ambient exterior noise levels, measurements were taken at four locations within the project area vicinity to determine the ambient noise conditions of the neighborhood near sensitive receptors. Five sensitive receptors were identified in the noise analysis. These sensitive receptors multi-family residential uses located within 1,000 feet from the project site. Measurements taken at these locations were selected to determine the ambient noise conditions that could be most impacted by construction and operational activities. Traffic is the primary source of ambient noise near the project site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air. Using the thresholds from the State CEQA Thresholds Guidelines, the Noise Technical Report concluded that the project would comply with the City's existing noise regulations and thus construction and operational noise impacts would be less than significant.

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 noise thresholds. The Ordinances cover both operational noise levels (i.e., post-construction), as well as any noise impact during construction.

Construction-related noise impacts associated with the proposed project would be temporary, intermittent, and typical. The use of heavy-duty equipment such as excavators and dozers are mobile in nature, therefore they will not always operate at a steady-state mode full load. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The project would comply with the City's existing noise regulations which include noise level thresholds and the implementation of project features required by LAMC Section 112.05, as well as the permitted hours for construction activities restricted by

LAMC Section 41.40. To ensure construction noise impacts will not exceed a noise level of 75 dBA at 50 feet from the project site (LAMC Section 112.05), the project will comply with the following hours of construction and demolition in accordance with LAMC Section 41.40 and will incorporate noise control strategies and regulatory compliance measures required by the City's Department of Building and Safety to reduce noise levels:

- Construction and demolition shall be restricted to the hours of 7:00 AM to 9:00 PM Monday through Friday and 8:00 AM to 6:00 PM on Saturday and national holidays (LAMC Section 41.40); and
- The project shall utilize best practices techniques required by the Department of Building and Safety such as temporary sound barriers, staging and warming up equipment as far from sensitive receptors as possible, proper maintenance of equipment, and limits on simultaneous operation of equipment during any phase.

With the construction of the project being approximately 24 months, construction activities pertaining to the project shall not exceed existing ambient exterior noise levels by 5 dBA or more at any noise sensitive receptor as regulated by LAMC Section 111.02. The maximum projected increase would be 0.1 dBA at two sensitive receptors. Therefore, on-site construction noise impacts would be less than significant. Regarding off-site construction noise impacts, the primary source would come from the volume of vehicle trips in which haul trucks move debris during grading activities, vendor deliveries, worker commutes, and other vehicles accessing the project site. Since the project's construction-related trips would not cause a doubling in traffic volumes on key roadways, specifically Vanowen Street, construction-related traffic would not increase existing noise levels by 3 dBA or more therefore project noise impacts related to construction traffic would be less than significant.

Upon completion and operation of the project, operational noise would be generated by mechanical equipment (including rooftop HVAC systems, transformer, mechanical and plumbing rooms, electrical vault, and elevator equipment), automobile-related activities, and outdoor uses (i.e., human conversation, active/passive activities private and common space areas, trash collection, landscape maintenance). The project would comply with the City's noise regulations regarding these sources of noise, including LAMC Section 112.02 which prohibits HVAC units and other mechanical equipment from exceeding ambient noise levels by more than 5 dBA. The project's HVAC equipment will be mounted on the rooftop, approximately 40 feet above the rooftop HVAC systems of the closest sensitive receptors which are two-story residences southeast of the project site. Noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible as these HVAC units and other rooftop mechanical equipment will not have a line-of-sight to the sensitive receptors. Additionally, the project's roof edge and parapet would

function as an effective noise barrier and reduce noise levels by 8 dBA or more. A pad-mounted oil transformer will be installed on the ground level in an unobstructed location fronting West Vanowen Street. In general, the mechanical processes involved in the operation of the transformer will generate negligible noise impacts. Other mechanical equipment would be fully enclosed within the residential building. Operation noise impacts associated with auto-related activities would be negligible as the project and its driveway along Vanowen street will not expose any sensitive receptors in the area to auto-related noise. Nearby sensitive receptors will not have a direct line of sight to the project's parking garage. Parking garage noise impacts will also be negligible as tire friction, doors slamming, car alarms, and minor engine acceleration are instantaneous and may last a few seconds. Noise associated with everyday activities, such as human conversation, trash collection, and landscape maintenance would be marginal and attenuated through the project's design. Human conversation within the project's common open space areas and private balconies will be intermittent and are not expected to raise noise levels by more than the 5 dBA threshold. The project's rear yard common open space area will feature a six-foot masonry wall which will reduce noise levels from active and passive uses. In addition, its location at the southern rear of the project site will shield activities from most sensitive receptors to the north and west. Therefore, noise originating from common and private open space areas will not result in a significant noise impact. Trash collection activities for on-site trash and recyclable materials would be intermittent and would largely take place within a collection room located on the ground floor level accessible from the northerly driveway. Collection trucks and trash compactors would access the project's solid waste and recyclable materials from Vanowen Street, and would not substantially elevate daily noise levels. Similarly, landscape maintenance will also be intermittent and would not substantially elevate daily noise levels.

Regarding noise impacts associated with the projected increase in traffic, the project would not be capable of increasing roadway noise levels by more than 3 dBA CNEL based on a net increase of approximately 388 net vehicle trips. A 3 dBA threshold signifies the noise level in which most sensitive humans can detect noise levels. The increase in daily trips represents 1.1 percent (off-site operational noise) of traffic volume at the intersection of Vanowen Street and Reseda Boulevard. For the project to impose an increase of 3 dBA CNEL, an approximate doubling of traffic volume would need to occur.

Based on the on-site operational activities studied in the Noise Analysis, the project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, overall, the project will not result in any significant permanent effects relating to noise.

Air Quality

An Air Quality Technical Report evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared September 2023 by DKA Planning. The Study compares the potential construction and operations emissions of criteria pollutants associated with the project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. In addition, the study considers sensitive receptors defined as land uses or other types of population groups that are more sensitive to air pollution than others, i.e., children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. Various sensitive receptors were identified in the Air Quality Study, including residential uses surrounding the project site. The project's emissions were estimated using the CalEEMod 2022.1.1.18 model provided by SCAQMD and monitored the following emissions: VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.

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 regulating emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2022 Air Quality Management Plan (AQMP) 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 proposed project for the construction of 22 dwelling units would not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

Emissions associated with the project's construction phase include construction workers traveling to and from the project site, demolition, grading, trenching, building construction, paving, and architectural coating. The Air Quality Study concluded that the project will not exceed daily emission thresholds for the criteria pollutants analyzed at the regional level nor exceed local emission thresholds (localized significance thresholds (LSTs) for the West San Fernando Valley source receptor area (SRA)). Operational activities associated with the project resulting in the release of pollutant emissions are categorized between three source categories: mobile (vehicle use), area (on-site maintenance, landscaping, and the use of natural gas), and energy (off-site electricity generation). Based on the estimated regional and localized daily operational emissions, operational activities will not exceed SCAQMD's regional significance thresholds for VOC, NO_x, SO_x, CO, PM₁₀, and PM_{2.5} or localized significance thresholds for NO_x, CO, PM₁₀, and PM_{2.5}.

As such, regional and localized emissions related to construction and operational activities will not exceed SCAQMD thresholds and the project will have a less than significant air quality impact.

Regarding odor, the project will not result in activities that create objectionable odors. Any objectionable odors produced from the project will be short-term in nature and shall be regulated by SCAQMD Rule 402 – Nuisances. Odor may be

produced during the construction phase of the project and will be short-term in nature. The project does not involve land uses that are more likely to produce odors, such as the conversion of agricultural land to residential land uses, and the project does not contain any active manufacturing activities. As a result, Project odor impacts will have a less than significant impact.

Similarly, construction-related toxic air contaminant (TAC) impacts will be less than significant. The project's primary source of these contaminants would derive from the combustion of diesel fuels resulting in the emission of diesel particulate matter through the exhaust stacks of construction equipment. In addition, the construction emissions modeling conducted for the Air Quality Technical Report conservatively assumed that all equipment present on the project site would be operating simultaneously throughout most of the day which would rarely be the case. As such, the TAC emissions through construction equipment will not result in a significant magnitude of diesel particulate matter emissions during the construction phase and the project and they will not result in substantial pollutant concentrations at off-site sensitive receptors. Additionally, the duration of construction activities and magnitude of daily diesel particulate matter emissions will unlikely result in any residual emissions or individual cancer risk. Therefore, the project will not expose sensitive receptors to substantial diesel particulate matter.

Regarding operation-related TAC impacts, the project would not include the typical sources of acutely and chronically hazardous TACs such as those found in industrial manufacturing processes and automotive repair facilities. The primary source will come from the combustion of diesel fuel resulting in the emission of diesel particulate matter from delivery trucks and facility operations. Based on the residential use of the project site and the number of daily truck trips associated with the operation of the project, potential long-term operational impacts associated with the project would be minimal and would not exceed the SCAQMD thresholds of significance.

Additional information regarding the exposure of air pollutants to sensitive receptors can be found in the Air Quality Technical Report.

During the building finishing phase, the application of architectural coatings would release VOCs and would be regulated by SCAQMD Rule 1113. As determined in the Air Quality Study, the project will not exceed any regional or localized thresholds for VOCs.

During construction and operation, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, application of water or chemical stabilizers to disturbed soils covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site-access roadways, cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities.

As referenced in the Air Quality Technical Report prepared by DKA Planning and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the regional and localized thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigations (the report provides the full analysis). Therefore, potential impacts related to air quality from the project will be less than significant.

Water Quality

The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Low Impact Development (LID) Ordinance. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The site is currently developed with commercial uses in an urbanized area served by existing public utilities and services. The site consists of a vacant one-story commercial building and carport. The surrounding area has long been developed with residential, commercial, and automotive uses which have been and will continue to be 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 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. The site is also serviced by the LAPD's Valley Bureau, West Valley Division, and the Valley Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project involves the demolition of a one-story commercial building and carport and the construction, use, and maintenance of a 95-unit residential building. The project is located in an established and urbanized area of the City,

therefore the site can be adequately served by all required utilities and public services. 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, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in “CEQA Guidelines” Section 15300.2 and 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 effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized 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 projects, 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 would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

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

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by Density Bonus law. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality.

The threshold of significance for a cumulatively considerable contribution traffic impact is the same as the threshold of significance for a project impact. Based on LADOT’s review of the transportation assessment conducted by Overland Traffic

Consultants, Inc., the project will have no significant VMT impact with the employment of traffic demand management strategies. Therefore, the project would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact.

Cumulative noise impacts as a result of construction activities associated with the proposed project and related projects will also be less than significant. According to noise measurements and analysis conducted by DKA Planning, two (2) related projects within 1,000 feet of the project site were identified. These related projects include multi-family apartments. As detailed in the analysis, cumulative noise impacts at the analyzed sensitive receptors would not be considered significant as on-site construction noise associated with the project and related projects would be buffered by intervening structures and would not elevate existing ambient noise levels by 5 dBA or more at any sensitive receptor. Cumulative noise impacts from off-site construction activities associated with the project and the related projects would also be less than significant as the usage of haul trucks, vendor trucks, and worker trucks would not result in a doubling of traffic volumes along West Vanowen Street or Reseda Boulevard and the elevation of traffic noise levels exceeding 3 dBA. As with the subject project, construction-related noise impacts from related projects would be subject to the same State CEQA Thresholds Guidelines, City Noise Standards, and environmental analysis. Cumulative construction noise levels would be reduced through the implementation of project design features for each individual related project. Therefore, based on the location of the project site, the development of the surrounding neighborhood, and the existing ambient noise levels, the potential for any significant cumulative noise impacts at any sensitive receptor is not likely to be significant. Regarding cumulative operation-related noise impacts, on-site mechanical equipment (i.e., HVAC equipment, electrical rooms, transformer) and human activities commonly associated with residential land uses would be less than significant. Noise from on-site mechanical equipment and human activities are not typically associated with excessive noise generation that could result in an increase of 5 dBA or more in ambient noise levels. The presence of intervening buildings along major arterials within the Reseda Central Business District and the residential neighborhoods would shield noise impacts from one or more projects that may generate operational noise. In addition, off-site mobile noise sources associated with the project and related projects would not result in the doubling of traffic volume along Vanowen Street at Reseda Boulevard, the amount necessary to elevate noise levels by 3 dBA. The proposed project would contribute to 10.8 percent of traffic volumes and therefore does not constitute a doubling of traffic. As such, the project will have a less than significant cumulative noise impact on the surrounding environment.

According to the Air Quality Technical Report conducted by DKA Planning, cumulative air quality impacts associated with construction-related and operational emissions from the proposed project and related projects will be less

than significant. Two (2) potentially related projects were identified within 1,000 feet of the project site. Individual projects that generate emissions that do not exceed the SCAQMD's thresholds of significance will not contribute to any potential cumulative impact. As discussed above, the project will not exceed daily emission thresholds for the criteria pollutants and fugitive dust particles analyzed at the regional level nor exceed local emission thresholds. In addition, the proposed project and related projects are unlikely to be substantial sources of TACs as these contaminants are largely associated with large-scale industrial, manufacturing, and transportation hub facilities. The projects would be required to comply with SCAQMD CEQA guidance and neither construction nor operational activities would result in a long-term source of TACs. In accordance with the SCAQMD methodology used to analyze pollutant emissions, projects that do not exceed the SCAQMD criteria or can be reduced to less than criteria levels are not significant and do not add to the overall cumulative impact. Therefore, the project would not result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40, 111.03, 112.02, 112.04, 112.05 regulate noise thresholds from project-specific construction and operational uses by regulating the time which such activities can occur and restricting noise levels from exceeding specific thresholds relative to the project's proximity to sensitive land uses. In addition, the CEQA Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and VMT generated by the project. The South Coast Air Quality Management Plan regulates air pollutant emissions from project-related construction and operations activities, including those emitted from asbestos containing materials (ACMs) and lead based paint (LBP). Fugitive dust emissions are regulated through SCAQMD Rule 403. VOC emissions resulting from the application of architectural coatings would be regulated by SCAQMD Rule 1113. Projects would also be required to comply with the City's stormwater management provisions per LAMC 64.70 and LID Ordinance ensure water quality impacts are minimized from runoff and stormwater pollution. 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 in the area surrounding the project site. All future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary. Therefore, this exception does not apply.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable*

possibility that the project will have a significant effect due to unusual circumstances.

This exception does not apply to the proposed project. The project site is comprised of approximately 28,999 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood surrounded by single- and multi-family residential buildings, commercial businesses, public facilities, and other community-serving establishments. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

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

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. The proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, therefore this exception does not apply.

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

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The subject property is currently developed with a one-story commercial building and carport; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation.

In addition, there are no active hazardous sites within the immediate vicinity of the project site. The surrounding neighborhood is primarily established with residential, commercial, and public facility uses; hazardous waste and materials would not be expected on or immediately adjacent to the project site. The closest recorded hazardous sites which consist of three (3) LUST cleanup sites is located approximately 325 feet west of the project site. They include gas stations

with completed cleanup statuses and cases closed as early as 1996. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(f) Historical Resources. *Projects that may cause a substantial adverse change in the significance of a historical resource.*

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, no structures on the property have been designated as a historic cultural monument or historic resource. No historic resources were identified and designated by any database on or immediately adjacent to the subject property. As such, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was developed in the early 20th century as an agricultural center with a business center (Reseda Central Business District) established along Reseda Boulevard and Sherman Way. Rapid suburban development including residential development and low-scale strip malls in the mid-20th century. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive neighborhood character. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. 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, and this exception does not apply to the proposed project.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed Project involves the demolition of the existing one-story commercial building and carport and the construction, use, and maintenance of a seven-story, 95-unit residential building with one subterranean level of vehicular parking. The project is compatible with the surrounding commercial, residential, and public facility uses in the vicinity and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the neighborhood. Also, the project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is

appropriate to determine this project is categorically exempt from the requirements of CEQA

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

18430-18434 W. Vanowen Street
LADOT Case No. SFV22-113895
LADOT ID No. 54188

Date: October 20, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

From: *Brandon Wilson* for
Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT
LOCATED AT 18430-18434 W. VANOWEN STREET (CPC-2022-8567-DB-CDO-VHCA/ENV-
2022-8568-EAF)**

On January 11, 2023, the Department of Transportation (LADOT) issued a transportation assessment letter prepared by Overland Traffic Consultants, Inc. (OTC), dated November 2022, for the proposed residential project located at 18430-18434 W. Vanowen Street within the Reseda Community of the Reseda - West Van Nuys Community Plan area. Since the letter was issued to the Department of City Planning, the project has modified the scope of work, and a Supplemental Transportation analysis was prepared and submitted by Overland Traffic Consultants, Inc. (OTC), dated September 2023. Please replace the previous LADOT assessment report dated January 11, 2023, in its entirety with this report, which addresses the totality of the transportation analysis.

The Los Angeles Department of Transportation (LADOT) has reviewed the supplemental transportation assessment prepared by Overland Traffic Consultants, Inc. (OTC), dated September 2023, for the proposed residential project located at 18430-18434 W. Vanowen Street within the Reseda Community of the Reseda - West Van Nuys Community Plan area. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of greenhouse gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove one commercial building and surface parking lot and construct a six-story apartment building with 95 units (84 market rate and 11 affordable units) on five residential floors with at-grade and 1 level of subterranean parking. The Project proposes 104 parking spaces. Vehicular access to the parking spaces will be from one driveway on Vanowen Street. The Project is providing 79 bicycle parking spaces (72 on-site long-term spaces and 7 short-term spaces on the Vanowen Street frontage). Access to the parking will be provided via a

driveway on Vanowen Street as illustrated in **Attachment A**. The project is expected to be completed by the year 2026.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020, to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak-hour trips. Therefore, a freeway ramp analysis is not required

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.4 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies.

It was determined by the applicant that the Project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no Project or cumulative significant transportation impact was identified for this threshold.

T-2.1 Causing substantial vehicle miles traveled.

Using the VMT Calculator, the assessment determined that the Project would generate a 446 net increase in DVT and a 3,189 net increase in daily VMT, therefore further analysis was required. With proposed vehicle and bicycle parking mitigation measures the Project would generate a 388 net increase in DVT and a 2,772 net increase in daily VMT. The Project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The Project does not involve any design features that are unusual for the area or any incompatible use.

A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as the criteria for determining transportation impacts under CEQA. The new LADOT TAG provides instructions on preparing

transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the South Valley APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 9.4
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by OTC, the project proposes to incorporate the TDM strategies of reducing the parking supply from 168 to 104 spaces and including bike parking per the Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the proposed project is projected to have a Household VMT per capita of 6.2 and no Work VMT. Therefore, it is concluded that the implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided in **Attachment B**.

E. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Per the updated TAG issued by LADOT in August 2022, projects that generate more than 500 daily vehicle trips shall be required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that the subject project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide parking for 104 vehicles and 79 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Vanowen Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a driveway along Vanowen Street. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). To minimize and prevent last-minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements before the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval before the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate the review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. LADOT also recommends that all construction-related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed before the anticipated construction of this project, if approved.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Durre Shamsi of my staff at (818) 374-4694.

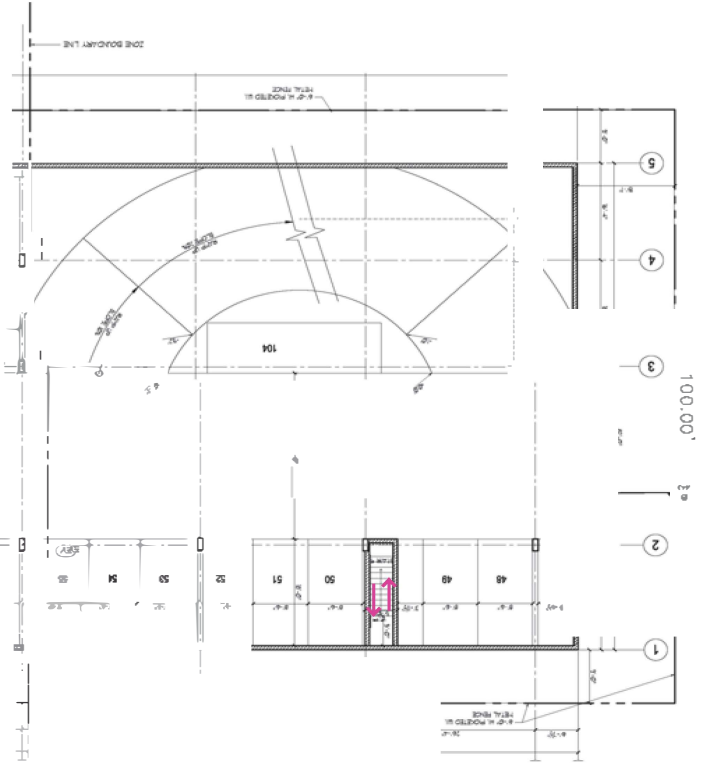
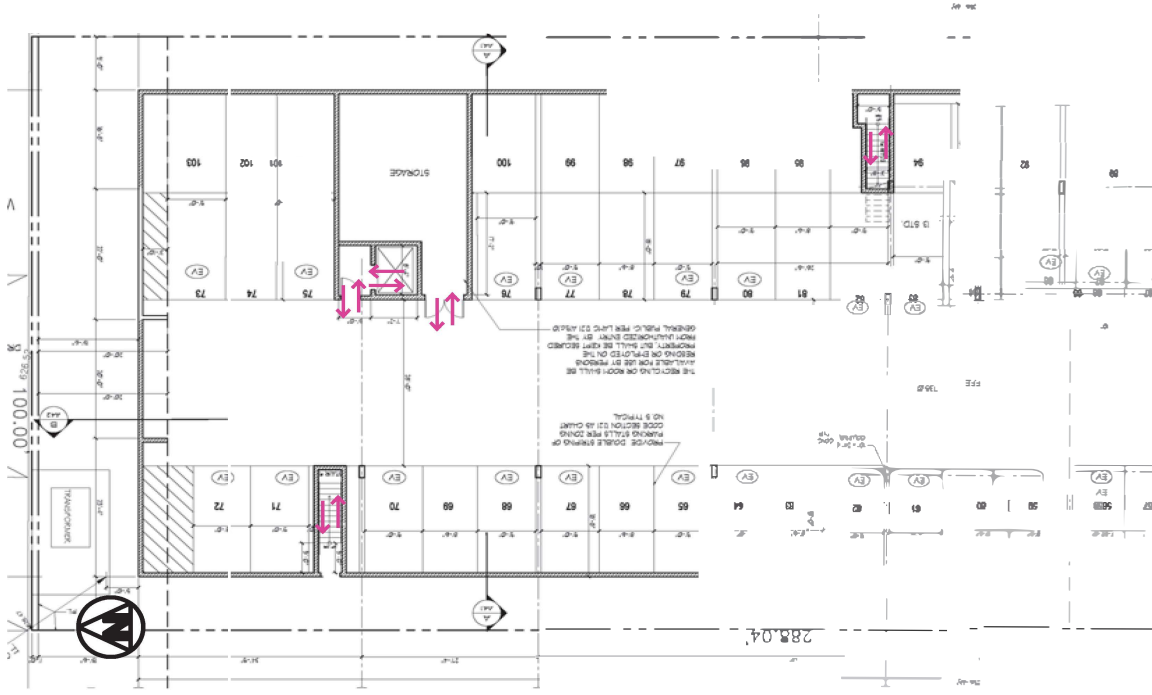
Attachments

J:\Projects\SFV\54188-van18434

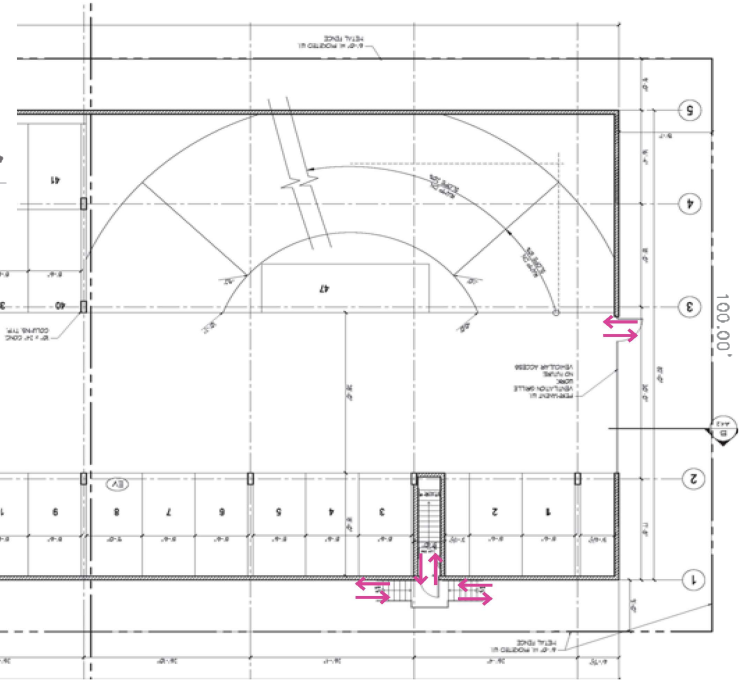
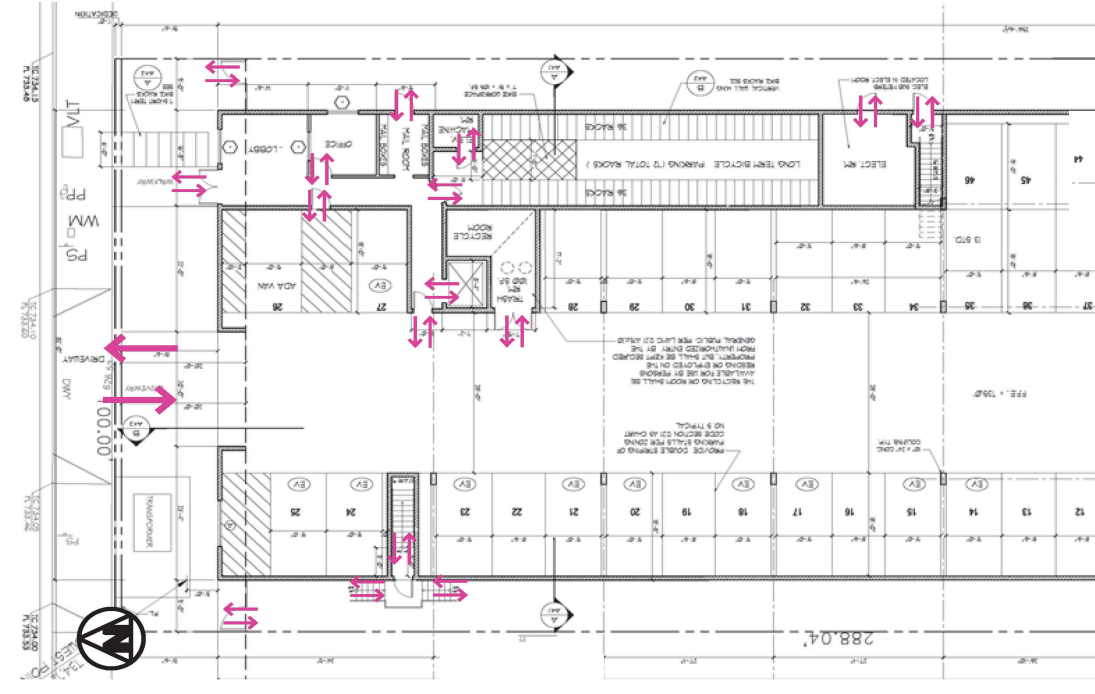
- c: Mashaal Majid, Council District 4
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District

Quyen Phan, BOE Land Development Group
Jerry Overland, Overland Traffic Consultants, Inc.

Attachment A- Site Plan



lower level parking



ground floor

Attachment B

City of LA VMT Calculator Results

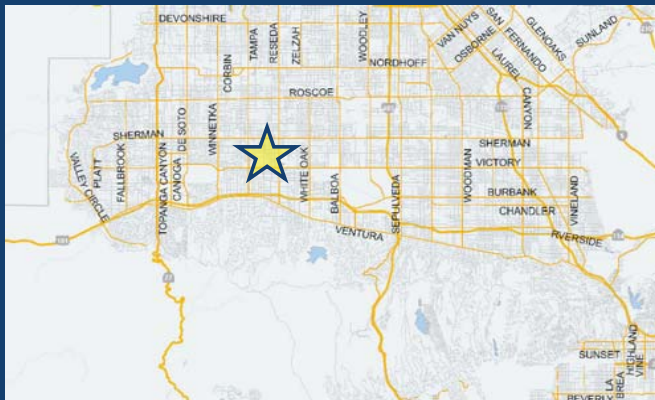
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

Project Information

Project:
 Scenario: TA [www](#)
 Address: 18434 W VANOWEN ST, 91335 [Q](#)



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

☒ Yes ☐ No

Existing Land Use

Land Use Type: Retail | General Retail Value: Unit: ksf [+](#)

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

Proposed Project Land Use

Land Use Type: Housing | Affordable Housing - Family Value: Unit: DU [+](#)
 Housing | Multi-Family 84 DU
 Housing | Affordable Housing - Family 11 DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	446 Daily Vehicle Trips
0 Daily VMT	3,189 Daily VMT
Tier 1 Screening Criteria Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	446 Net Daily Trips
The net increase in daily VMT ≤ 0	3,189 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	

Attachment B cont'd

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

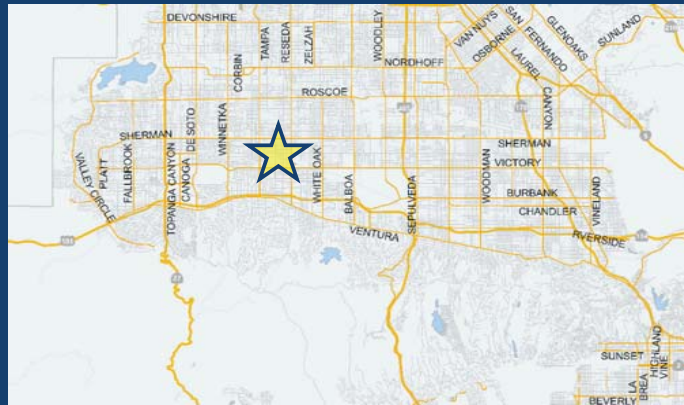


Project Information

Project:

Scenario: TA

Address: 18434 W VANOWEN ST, 91335



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	84	DU
Housing Affordable Housing - Family	11	DU

TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A

Parking

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC
Select Proposed Prj or Mitigation to include this strategy
☒ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers
Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
388 Daily Vehicle Trips	388 Daily Vehicle Trips
2,772 Daily VMT	2,772 Daily VMT
6.2 Household VMT per Capita	6.2 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	Household: No Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC

TRANSPORTATION ASSESSMENT FOR RESIDENTIAL DEVELOPMENT

Located at
18430 - 18434 W. Vanowen Street

in the
City of Los Angeles



Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 930 - 3303

November 2022
Updated August 2023

TRANSPORTATION ASSESSMENT
FOR RESIDENTIAL DEVELOPMENT

Located at 18430 - 18434 W. Vanowen Street
in the Reseda - West Van Nuys Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
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Updated August 2023
October 2022



EXECUTIVE SUMMARY

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed residential land development project at 18430 - 18434 W. Vanowen Street (south side of Vanowen Street between Reseda Boulevard and Darby Avenue) in the City of Los Angeles, see Project's location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG, August 2022). The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has determined a TA report is required for the Project and has reviewed and approved a Transportation Assessment Referral Form for the Project's CEQA analysis.

Project Description

The Project Site is located at 18430 - 18434 W. Vanowen Street (Project Site) in the Reseda Community of the Reseda - West Van Nuys Community Plan area. The Project Site is approximately 28,999 square feet (0.666 acres) and occupied by one commercial building and surface parking lot that will be removed as part of the Project.

The Project consists of a six-story apartment building with 95 units (84 market rate and 11 affordable units) on five living floors over an at-grade parking garage.

Project Parking and Access

The Project proposes 64 parking spaces. Vehicular access to the parking spaces will be from one driveway on Vanowen Street. The Project is providing 79 bicycle parking spaces (72 on-site long-term spaces and 7 short-term spaces on the Vanowen Street frontage).

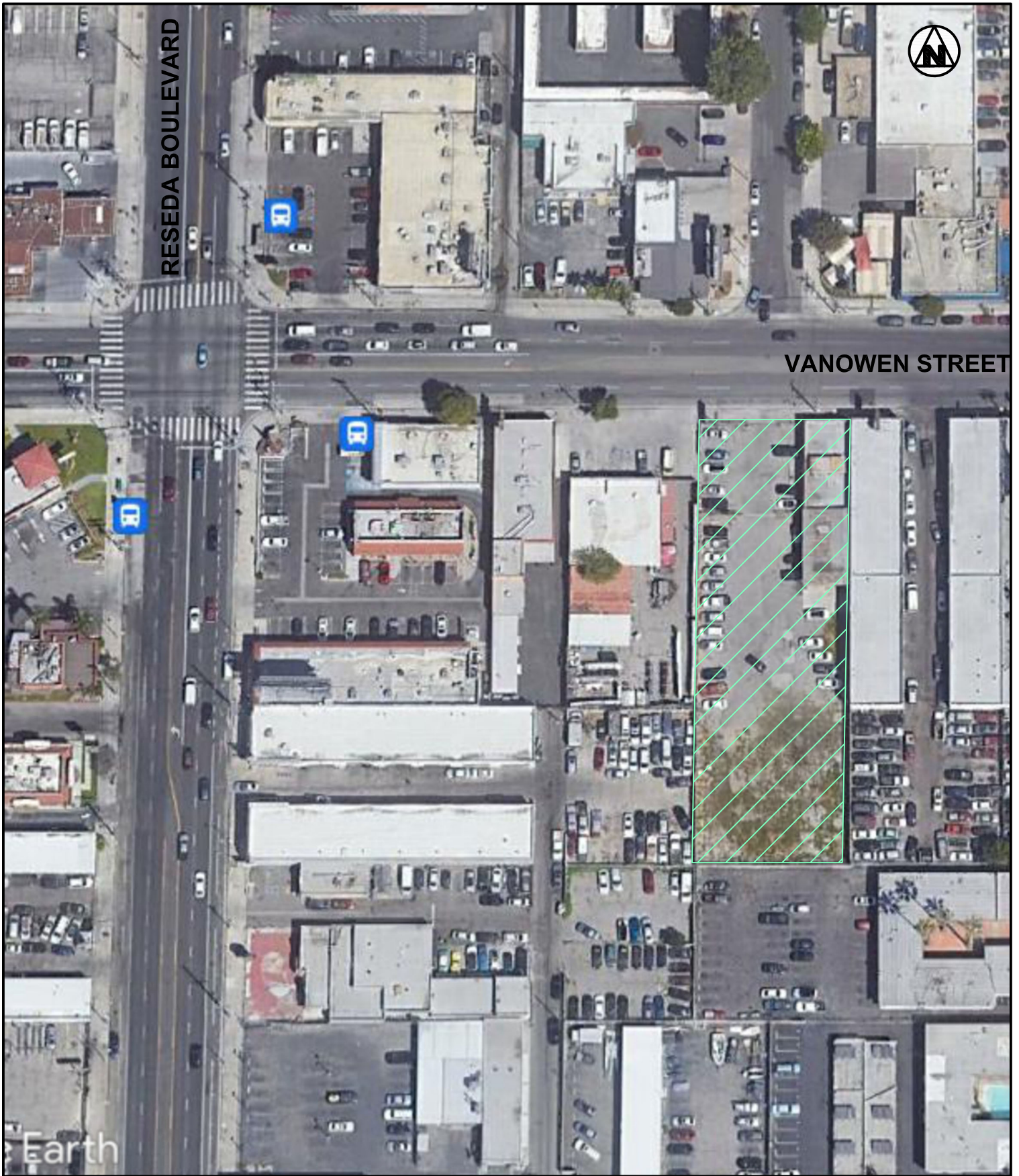


FIGURE 1

8/2022

PROJECT SETTING



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Transportation Assessment (CEQA)

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes follow the requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

The new CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric which promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The LADOT TAG (August 2022) is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for evaluating potential significant transportation impacts in accordance with SB 743.

- 1) Does the Project conflict with Plans, Programs, Ordinances, or Policies?
- 2) Does the Project cause substantial vehicle miles traveled (VMT)?
- 3) Does the Project substantially increase hazards due to a geometric design feature or incompatible use?

The City's adopted review process may also include an additional non-CEQA traffic flow qualitative analysis for large land development projects that generate 500 or more daily trips. The purpose of this review is to evaluate how large projects affect vehicular access, circulation, and safety for all users of the transportation system.

A non-CEQA qualitative traffic flow analysis is not required for this Project because the daily traffic flow is 446 daily trips as calculated by the LADOT VMT calculator tool.

Findings

Based on this evaluation of the CEQA thresholds, the Project does not create a significant transportation impact.

Cumulative VMT impacts have also been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

Therefore, no cumulative land development impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.



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APPENDIX

- Appendix A – Community Plan Land Use Map
- Appendix B – Street Standards, Circulation & High Injury Network Map
- Appendix C – Overview of City Plans, Policies, Programs and Ordinances
- Appendix D – Mobility Network Maps
- Appendix E – Other Development Projects
- Appendix F – VMT Report

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CHAPTER 1

PROJECT DESCRIPTION

The Project Site is located at 18430 - 18434 W. Vanowen Street (Project Site) in the Reseda Community of the Reseda - West Van Nuys Community Plan area. The Project Site is also located in Los Angeles Council District 4, the Reseda Neighborhood Council area and near (less than 350 feet) from the intersection of Reseda Boulevard and Vanowen Street, Major Transit Stop¹, which qualifies the Project Site for a Transit Oriented Community (TOC) 3 designation (LAMC 12.22.A.31). Figure 2 shows the Project's location map.

Project Description

A six-story apartment building will be constructed with 95 units (84 market rate and 11 affordable units) on five living floors over 1-story garage parking.

Project Parking and Access

The Project proposes 64 at-grade covered parking spaces. Vehicular access to the parking spaces will be from one driveway on Vanowen Street. The Project is providing 79 bicycle parking spaces (72 secured long-term spaces and 7 short-term spaces on the Vanowen Street frontage).

Figure 3 contains the Project site plan illustrating the vehicular and pedestrian access.

¹ Per AB 744, A major transit stop is defined as a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3).

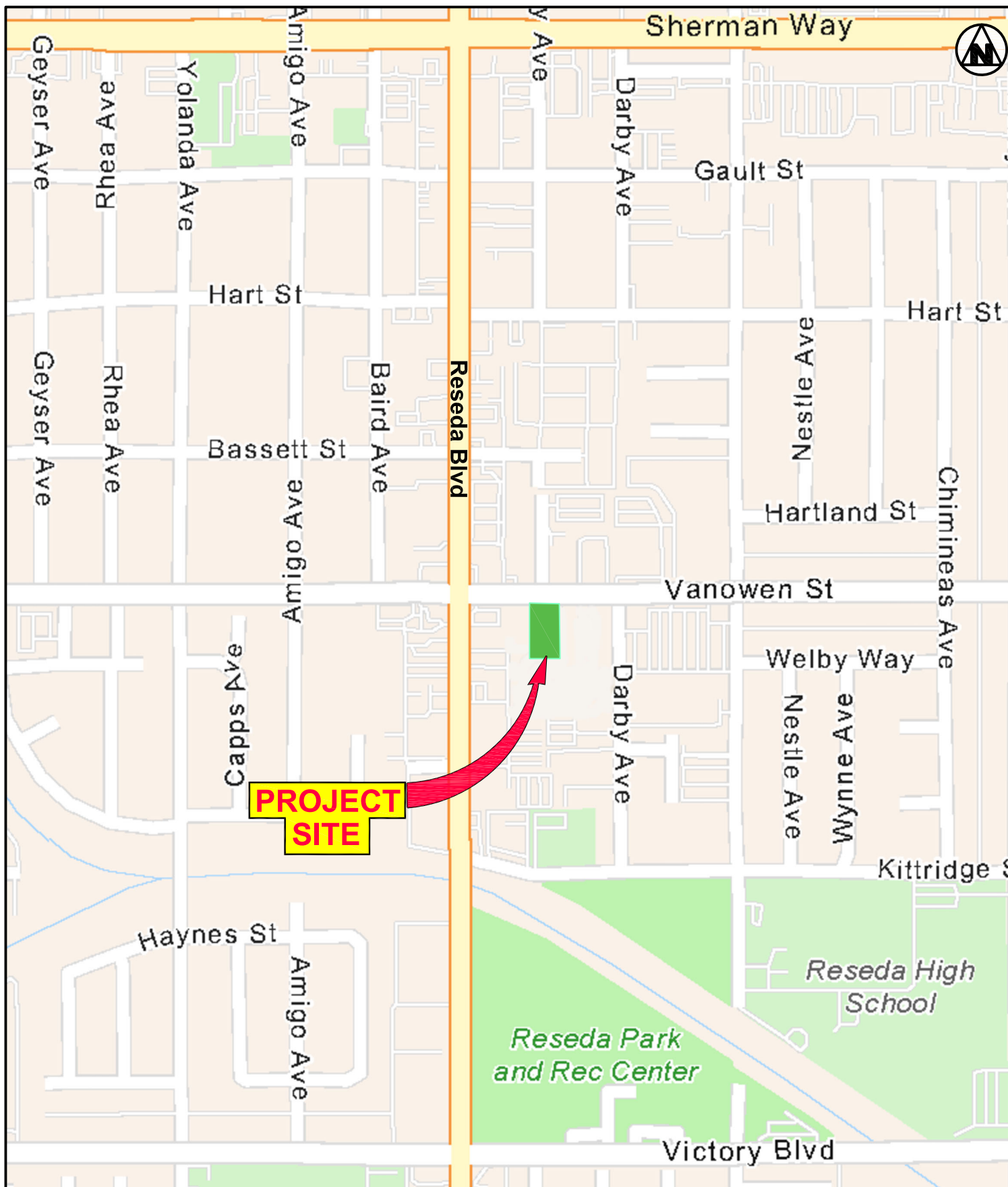


FIGURE 2

8/2022

PROJECT LOCATION



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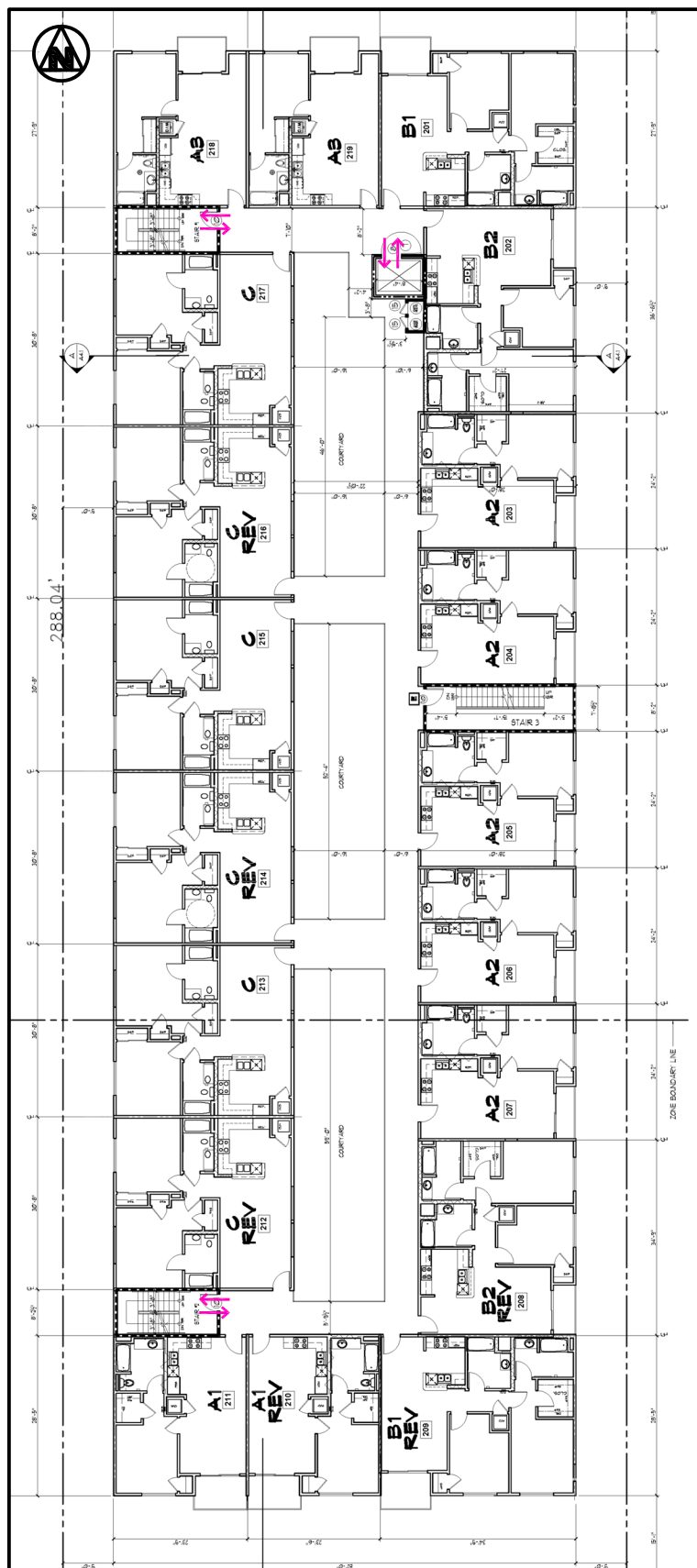
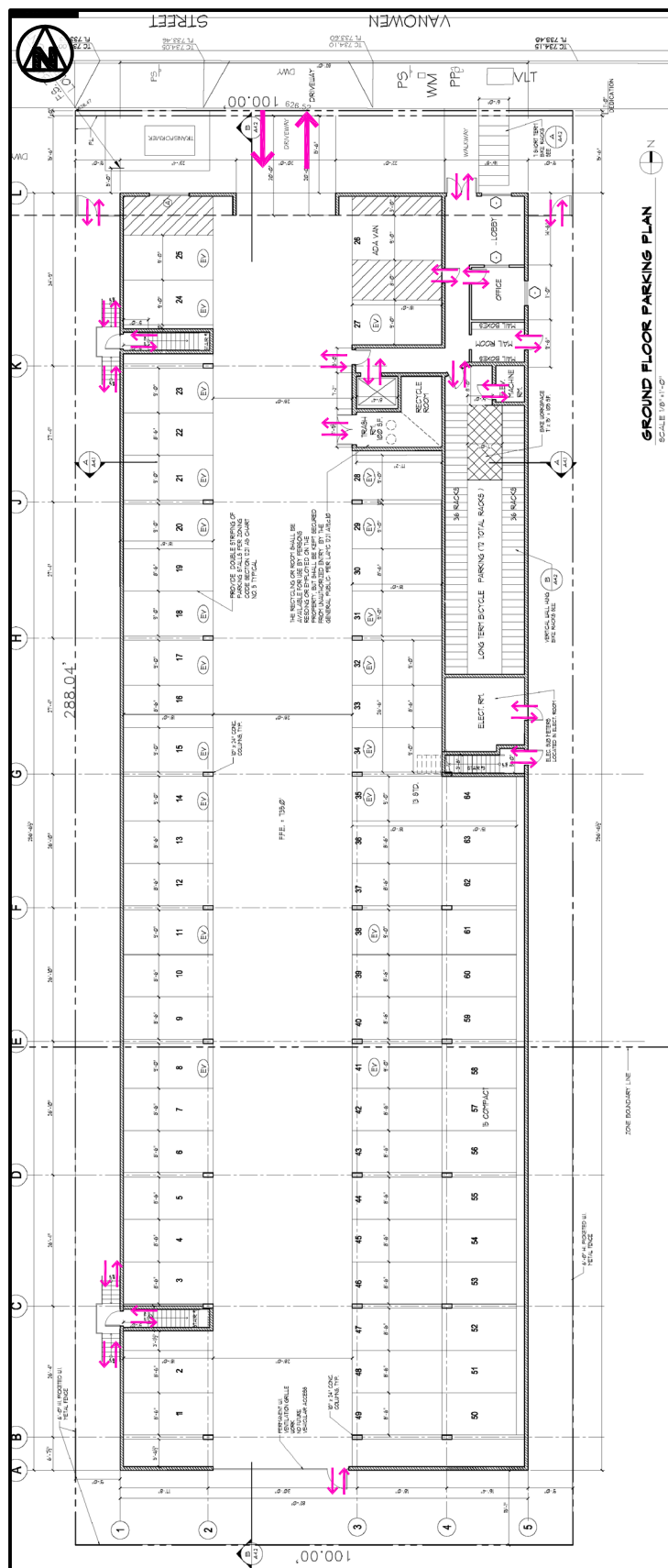


FIGURE 3

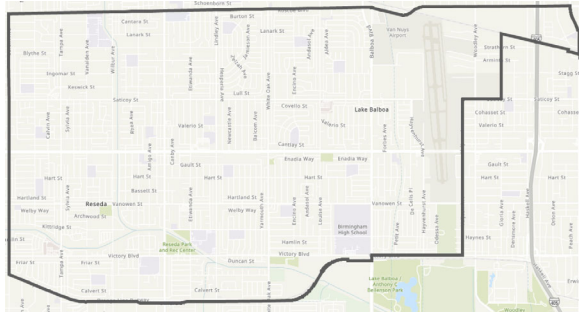
SITE PLAN
(vehicle and pedestrian access)

Overland Traffic Consultants, Inc.

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ENVIRONMENTAL SETTING

Land Use



The Reseda - West Van Nuys Community Plan is approximately 7,736 acres in size and is bounded by Roscoe Boulevard on the north; by an irregular boundary consisting of railroad right-of-way to the south, Valjean Avenue, Gloria Avenue, and Sepulveda

Boulevard to the east, and Corbin Avenue to the west.

The land uses within the plan area are approximately 45.1 % single family, 6.5 % multi-family, 4.0 % commercial, 13.6 % industrial, 9.4 % open space/public facilities and 21.4 % streets.

The Project Site is bounded by Vanowen Street to the north, an automotive repair facility to the east, a commercial plumbing supply business to the west, and a surface parking lot for a multi-family residential use to the south.

The Reseda - West Van Nuys Community Plan currently in effect was adopted in 1997 and a new community plan update is actively underway. Appendix A contains the adopted Reseda - West Van Nuys Community Plan land use map.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix B provides the community plan circulation map of the area roadway designations and roadway design standards.

Regional access to the project area is serviced by the Ventura Freeway (US-101) to the south and San Diego Freeway (I-405) to the east. The Ventura Freeway is regionally a north-south freeway but operates in the east – west direction in the San



Fernando Valley. The Ventura Freeway is approximately 1½ miles south of the Project Site and accessible from Reseda Boulevard with westbound and eastbound on/off ramp access.

The north-south San Diego Freeway (I-405) is located approximately 3¾ miles east of the Project Site. The San Diego Freeway is accessible via southbound on/off ramps on Haskell Avenue north of Victory Boulevard, and northbound on and off ramps on Victory Boulevard.

The Ventura Freeway carries approximately 260,000 vehicles per day (VPD) with 16,500 vehicles per hour (VPH) at Reseda Boulevard. The San Diego Freeway carries approximately 200,000 VPD with 12,500 VPH near its junction with Victory Boulevard. Freeway traffic volumes are provided by Caltrans in the 2020 Traffic Volumes Book.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets, which typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Descriptions of the streets serving the Project Site are presented below

Reseda Boulevard is a north - south roadway designated a Boulevard II street that provides two lanes in each direction with a median left turn lane, bike lane and 1-hour metered parking from 8am to 8pm. LADOT has been constructing a Vision Zero Completer Streets Project on Reseda Boulevard between Victory Boulevard and



Parthenia Street that will include pedestrian and bicycle safety infrastructure improvements (click links below for a more detail description of the roadway project).

<https://ladotlivablestreets.org/projects/reseda>

<https://la.urbanize.city/post/reseda-boulevard-complete-streets-project-takes-shape>

Vanowen Street is an east – west roadway designated an Avenue II street that provides two lanes in each direction, and a median left-turn lane. On-street parking is restricted to 1-hour between 8am – 6pm weekdays along the north side and “tow-away no stopping anytime” along the south side of Vanowen Street.

Transit Information

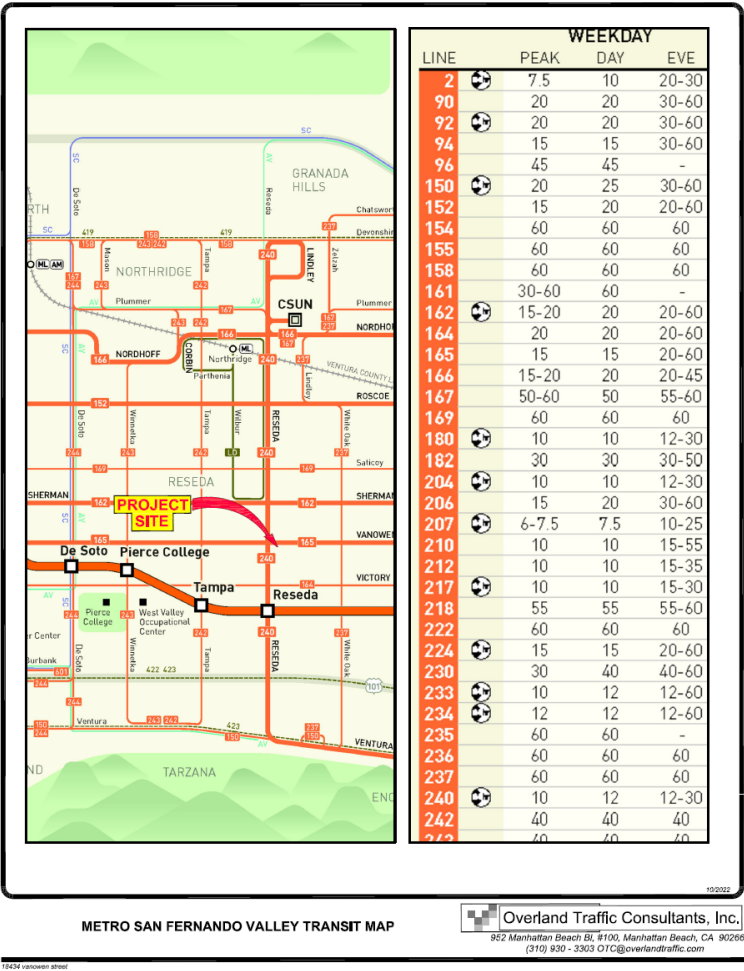
Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT. The Project Site is located near a Major Transit Stop at Reseda Boulevard and Vanowen Street, less than 350 feet to the west. The transit service available to the Project is briefly described below.

Regional Transit Service

The Metro G line (formerly the Orange line) is a bus rapid transit line operating on dedicated bus lanes between the North Hollywood Red line rail station to the Chatsworth Bus Station. The G line is an 18-mile route with 17 stations spaced approximately 1 mile apart. The nearest station is at Reseda Boulevard north of Oxnard Street, approximately 1 mile to the south. A separated Class I bicycle path shares the right-of-way with the G Line buses.

Local Transit Service

Metro is implementing The NextGen Bus Plan approved by the Metro Board of Directors and is being implemented with a 3-phased roll-out that began in December 2020 and continues. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, dependable, and accessible service to meet the needs of today’s riders. Metro lines serving the Project Site include:



Metro NextGen Local Route 165

runs along Empire Street and Vanowen Street from the Downtown Burbank Metro Link Station to the Fallbrook Center in West Hills. Near the Project site, the Metro line 165 travels along Vanowen Street providing 15 minute headways during the peak hours and mid-day with 20-60 minute headways during the evening hours. Key stops include the Burbank Downtown Station, Burbank High School, Burbank Regional Intermodal Transportation Center, Hollywood Burbank Airport, Van Nuys High School, Van Nuys Airport, Warner Center Transit Hub, and the

Fallbrook Center. An eastbound transit stop for this line is located east of the intersection of Vanowen Street and Reseda Boulevard, less than 200 feet from the Project Site.

Metro NextGen Local Route 240 runs along Reseda Boulevard and Ventura Boulevard from CSUN to the Universal City/Studio City B Line Station (formerly Red Line). Line 240 provides 10 headways during the peak hours, 12-minute headways during the midday with 12 to 30-minute headways during the evening hours. Key stops include CSUN, Providence Tarzana Medical Center, Sherman Oaks Galleria, CBS Studio Center, Universal/Studio City B Line Station, and Universal Studios City Walk. A transit

stop is provided at the intersection of Reseda Boulevard and Vanowen Street. Metro NexGen 240 line is a designate Tier 1 NextGen Rapid Line².

LADOT DASH Northridge/Reseda operates a looped route with a stop at the intersection of Sherman Way and Reseda Boulevard, approximately ½ mile to the north of the Project Site. The service runs from 5:30am to approximately 7:35pm with 15 and 20-minute headways.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

Network layers have been created that prioritize a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian Enhanced District. Streets may be listed in several networks with the goal of selecting a variety of mobility enhancements. Network Mobility Maps shown in Appendix D. Definitions of these networks per the Complete Street Design Guidelines are provided below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- Victory Boulevard is a designated street on the VEN network.

² Tier 1 is the highest quality bus NexGen line and will replace Rapid Bus lines. Tier 1 routes are planned

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders. Moderate enhancements typically include bus stop improvements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate plus enhancement would include an exclusive bus lane during the peak travel period only. Comprehensive enhancements typically include transit vehicles operating in an all-day exclusive bus lane.

- Reseda Boulevard is designated a Moderate Plus Transit Enhanced Street.
- Sherman Way is designated a Moderate Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation - The difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation and provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the city street systems. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility separated from vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- Metro G Line Rapid Bus Path - A separated Class I bicycle path shares the right-of-way with the G Line buses.

to achieve service interval levels of at least ten minutes throughout the weekday daytime.

- The Metrolink Ventura County Line Bike and Aliso Creek Canyon Paths are included on the future Green Network along river channels and transit right-of-way.

Bicycle Lane – A bicycle lane is typically provided on the street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections. Protected bike lanes are located next to the curb and separate from moving vehicles by bollard posts or parking vehicles "parking-protected".

- Reseda Boulevard will become a Tier 1 protected bicycle lane street with the Vision Zero Complete Streets project currently under construction.
- Sherman Way is listed as a Tier 1 bicycle lane street.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclists would follow the route and share the right-of-way with the vehicle.

- No study area streets are identified as a bike route in the City of Los Angeles Bicycle Master Plan.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Hart Street, Vanalden Avenue, Etiwanda Avenue, and Kittridge Street are part of the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from



the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car.

The Pedestrian Enhanced Districts (PEDs) call out portions of Reseda Boulevard, Vanowen Street, Victory Boulevard, Sherman Way, Lindley Avenue and Wilbur Avenue where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.

CHAPTER 2

CEQA TRANSPORTATION ASSESSMENT

The TAG is the City document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for identifying significant transportation impacts in accordance with SB 743 applicable to the Project.

- 1) Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- 2) Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- 3) Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

Yes, the Project does require discretionary action. The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review. This review has been conducted and the Project does substantially conform to the purpose, intent, and provisions of the General Plan, as shown in Table 1 and Appendix C.

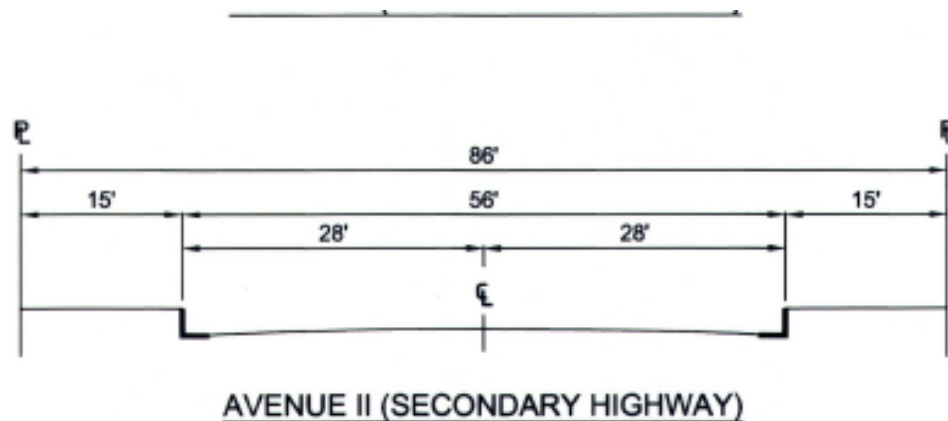
2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

Yes, Pursuant to the following Mobility Element Street Standards, a 1-foot dedication is necessary on Vanowen Street to satisfy the Avenue II standard.

Vanowen Street is an Avenue II roadway with a street standard of 86-foot right-of-way (43-foot half width) and 56-foot roadway (28-foot half width) per NavigateLA.



Vanowen Street is dedicated to 84-foot right-of-way (42-foot south half width) and 62-foot roadway (32-foot south half width) adjacent to the Project Site.

4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

No, The Project frontage on Vanowen Street (Avenue II) is 100 feet.

5. Would the Project generate a net increase in daily VMT?

Yes, using the LADOT VMT calculator Version 1.4, the Project would generate an increase of 3,189 daily VMT. Note that TDM strategies are not considered in the screening criteria. Appendix G contains the VMT reports.

6. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace the existing number of residential units with a smaller number of residential units?

No, the location of the Project is not within a half mile of the Metro rail station. The Project will not replace residential units with a smaller number of residential units – the Project Site currently does not provide residential uses.

7. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

No, No new access is proposed for the Project Site: one new driveway will replace one existing commercial driveway to the property at approximately the same location. Vanowen Street is the only access street available to serve the Project Site.

8. Does the land use project include the development of 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?

Yes, the Project will provide 95 residential units (84 market rate and 11 affordable units).

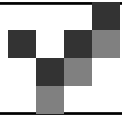
Based on these Project VMT Initial Screening Criterion for land development projects, further analysis is required to assess whether the Project would negatively affect the transportation system.

Following are the CEQA threshold questions and additional analysis for the Project's CEQA review.

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies to establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

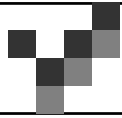
The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.



The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. As summarized below and in more detail in Appendix C, Projects that conform with and do not conflict with these City's development standards will be considered consistent and impacts would be less than significant.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides safe ADA compliant pedestrian access separate from vehicular access. The Project would not conflict with policies in the Plan for Healthy LA that promote active transportation, safe communities, and healthy neighborhoods.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Reseda-West Van Nuys Community Plan area, which is currently going through a Plan update. The Project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	None.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project will comply with the existing and future TDM Ordinances, as required.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for street dedications or improvements are requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No



	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project would not preclude or conflict with the implementation of any current or future Vision Zero projects in the public right-of-way. Vision Zero Project maps can be check using the link shown below. https://ladotlivablestreets.org/programs/vision-zero/maps	No
9.	Vision Zero Corridor Plan	Yes	A Vision Zero Complete Streets Project is currently under construction on Reseda Boulevard between Victory Boulevard and Parthenia Street, which includes pedestrian and bicycle safety infrastructure improvements. The Project would not preclude or conflict with the implementation of this Vision Zero street project. https://ladotlivablestreets.org/projects/reseda	No
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way to accommodate pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations and does not discourage and/or inhibit the pedestrian experience. Vehicular access is from Vanowen Street.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No



Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. A listing and map of other known planned development projects is provided in Appendix E. No other development projects have been identified on the same block of Vanowen Street. Note that any other land development projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The cumulative project review in combination with the Project does not preclude the implementation of any transportation programs, plans, ordinances, or policies and, therefore the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) requires the use of VMT as the new metric for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in that the project is located per TAG's Table 2.2-1.

The Project is in the South Valley APC sub - area that limits daily household VMT per capita to a threshold value of 9.4 and a daily work VMT per employee to a threshold value of 11.6 (15% below the existing VMT for the South Valley APC), see table below.

Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

<i>AREA PLANNING COMMISSION</i>	<i>DAILY HOUSEHOLD VMT PER CAPITA</i>	<i>DAILY WORK VMT PER EMPLOYEE</i>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project's household VMT per capita is 6.2 per the LADOT VMT calculator tool, below the VMT 9.4 threshold for the South Valley APC. The work VMT per employee is not applicable because no commercial use is proposed.

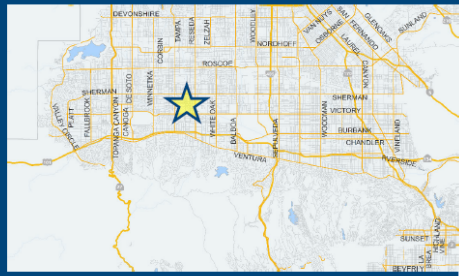
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	84	DU
Housing Affordable Housing - Family	11	DU

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy


	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A Parking		
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
388 Daily Vehicle Trips	388 Daily Vehicle Trips
2,772 Daily VMT	2,772 Daily VMT
6.2 Household VMT per Capita	6.2 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	Household: No Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC



No VMT Project impacts are created by the development of the Project for the South Valley APC. The Project's VMT calculation report is provided in Appendix F.

Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduced vehicle parking and providing bike parking that are regulatory measure(s), as described below by LADOT'S TAG:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC 12.21.A.4.a) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.

Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 79 bicycle parking spaces on-site (72 long-term spaces and 7 short-term spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's South Valley APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

The third CEQA question is answered by an evaluation of the potential increase in hazards due to a geometric design feature associated with the Project Site access, and may include safety, operational, or capacity impacts related to vehicle conflicts with pedestrians, bikes, or other vehicles.

Project size, location and access design are considered in the review to evaluate any access deficiencies that may be considered significant. Below are the findings of the access review.

1. No new access is proposed for the Project Site: one new driveway will replace one existing commercial driveway to the property at approximately the same location. Vanowen Street is the only access street available to serve the Project Site.
2. Pedestrian and vehicle access is separated with direct street level pedestrian access.
3. A one-foot dedication is proposed with no physical modifications to Vanowen Street.
4. Vanowen Street provides a median left-turn lane for vehicle storage space for Project left-turn ingress and egress.
5. The proposed driveway is located beyond the 150-foot required separation from Reseda Boulevard, which is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.
6. The residential Project is compatible with land use.
7. Pedestrian activity at the Project driveway is light. A recent count at Vanowen Street and Darby Avenue (LADOT April 15, 2021), to the east, shows a maximum of 25 pedestrians (adults, no school age children) crossed the southerly leg during the peak hour, using this data approximately 1 pedestrian may cross the Project driveway every 2-3 minutes.
8. Protected pedestrian crossings with continental crosswalks are provided at the nearby intersection of Reseda Boulevard and Vanowen Street.
9. No bike facilities are existing or planned for Vanowen Street. No bikes were counted on Vanowen Street peak period traffic count.
10. Project generated traffic is also estimated to be light with 32 vehicles per hour during the morning and 33 vehicles per hour during the afternoon peak hours (approximately 1 vehicle every 2 minutes).

<u>Description</u>	<u>Size</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
<u>Proposed Project</u>							
Apartments (mid-rise)	84 units	7	24	31	20	13	33
Transit/Walk Adjustment *	15%	-1	-4	-5	-3	-2	-5
Affordable	11 units	<u>2</u>	<u>4</u>	<u>6</u>	<u>3</u>	<u>2</u>	<u>5</u>
New Street Traffic		8	24	32	20	13	33

* Metro Rapid Line 750 relaced with Tier 1 Reseda Line 240

11. A substantial increase in traffic demand can cause potential safety impacts to the regional freeway. Therefore, Caltrans' environmental analyses for new land use development projects may include freeway off-ramp safety considerations and analysis of vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria to determine when a freeway safety analysis is necessary for a Transportation Assessments.

➤ The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five (25) or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five (25) or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown above, the Project generates a total of 8 am and 20 pm peak hour inbound trips, which is fewer than the 25 peak hour trip threshold.

Therefore, no further freeway safety analysis is necessary using this guidance criteria. The Project does not substantially increase hazards due to freeway queueing or create freeway safety impacts.

12. Access impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Pursuant to LADOT construction criteria, three areas to be considered when evaluating project construction activities are discussed below.

a) Temporary Transportation Constraints

Project construction may require temporary loss of the curb travel lane for delivery of materials and construction equipment, if necessary, a request for temporary lane closures will be made to the City to utilize the sidewalk and traffic lane (no parking lane is present on Vanowen Street adjacent to the Project Site).

As part of the Project's construction, the City of Los Angeles will require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles and pedestrians associated with the Project's construction. The Plan would include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur on-site or from Vanowen Street.

No detours around the construction site are expected; however, flaggers would be used to control traffic movement during the ingress and egress of construction trucks/equipment.

b) Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

c) Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located on Vanowen Street within the immediate Project Site work zone that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines is necessary.

Therefore, the Project does not have a significant transportation impact under CEQA



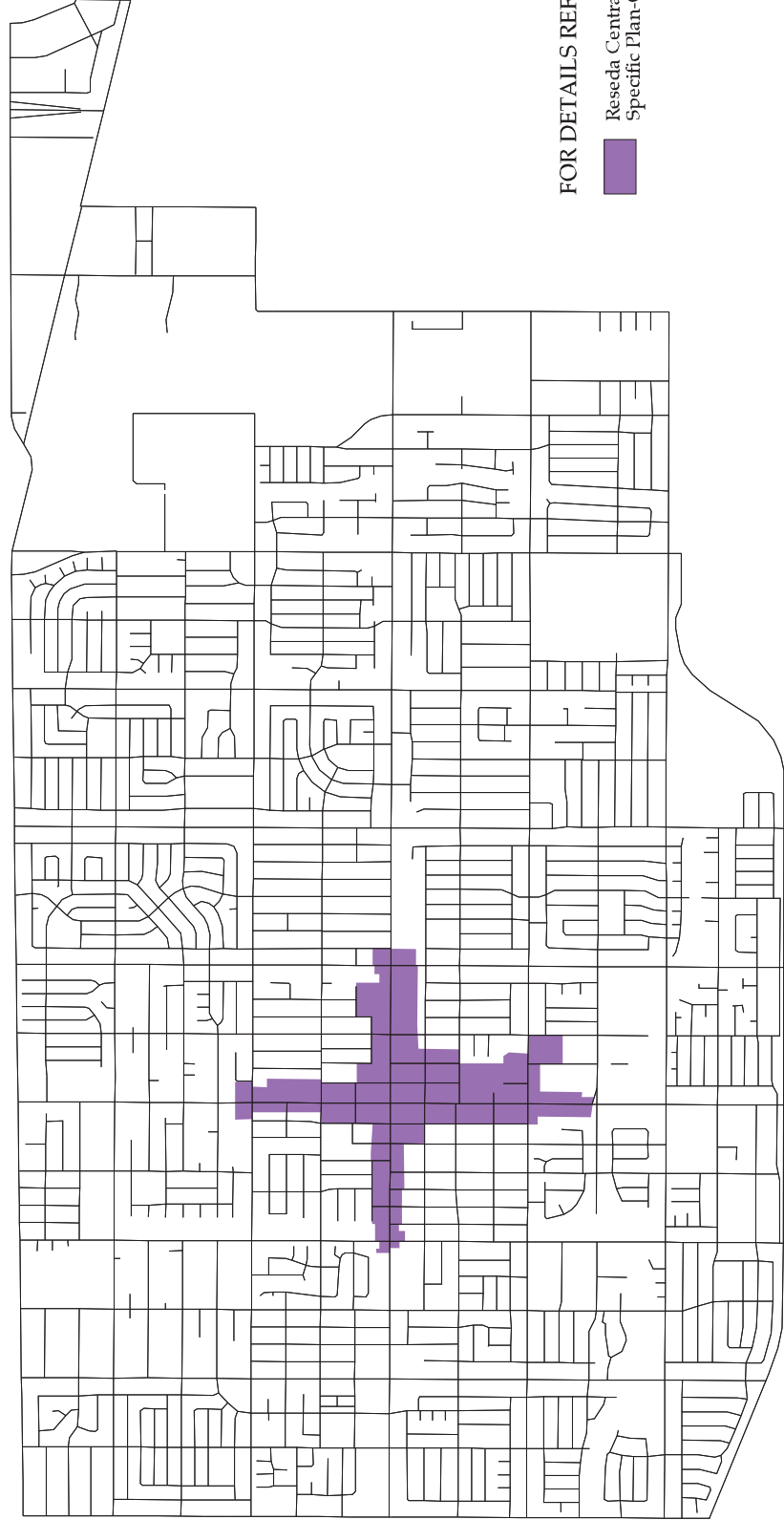
Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

Since Project construction would be temporary and not result in loss of vehicular, pedestrian access, and transit access, the construction impacts would be less than significant.



APPENDIX A

Community Plan Land Use Map



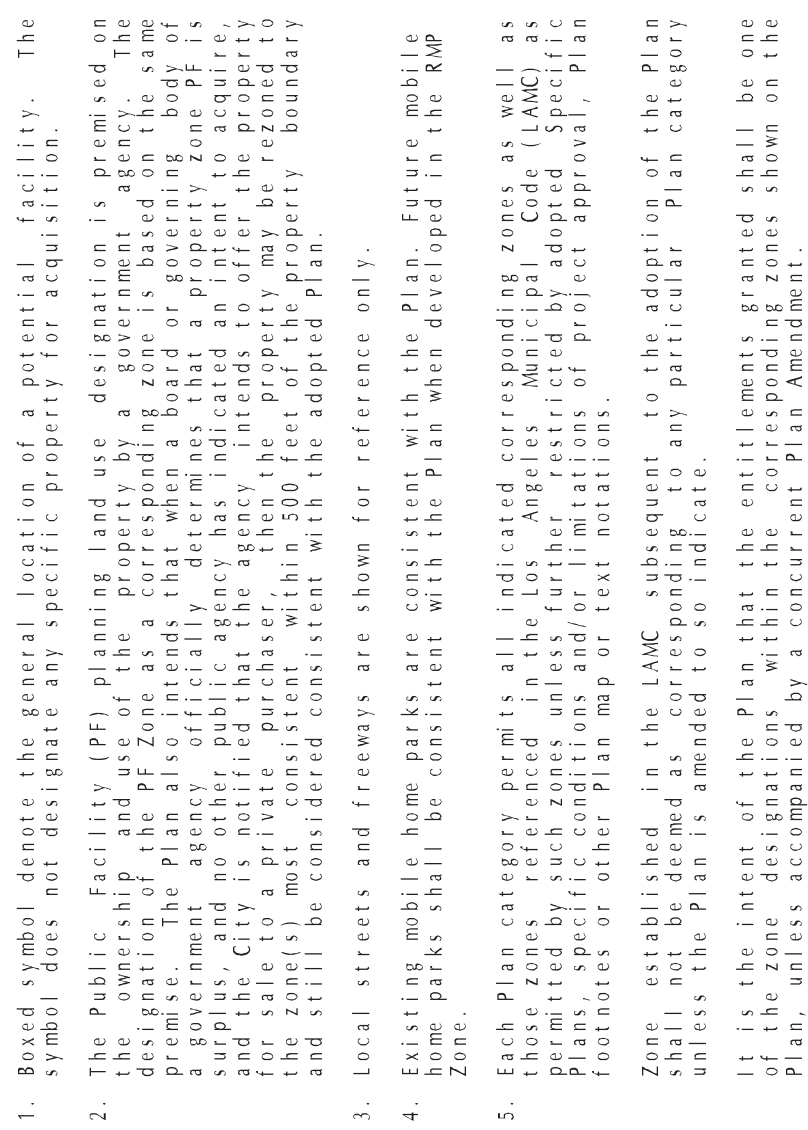
Notes:

A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.aclity.org/PLN).

B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering

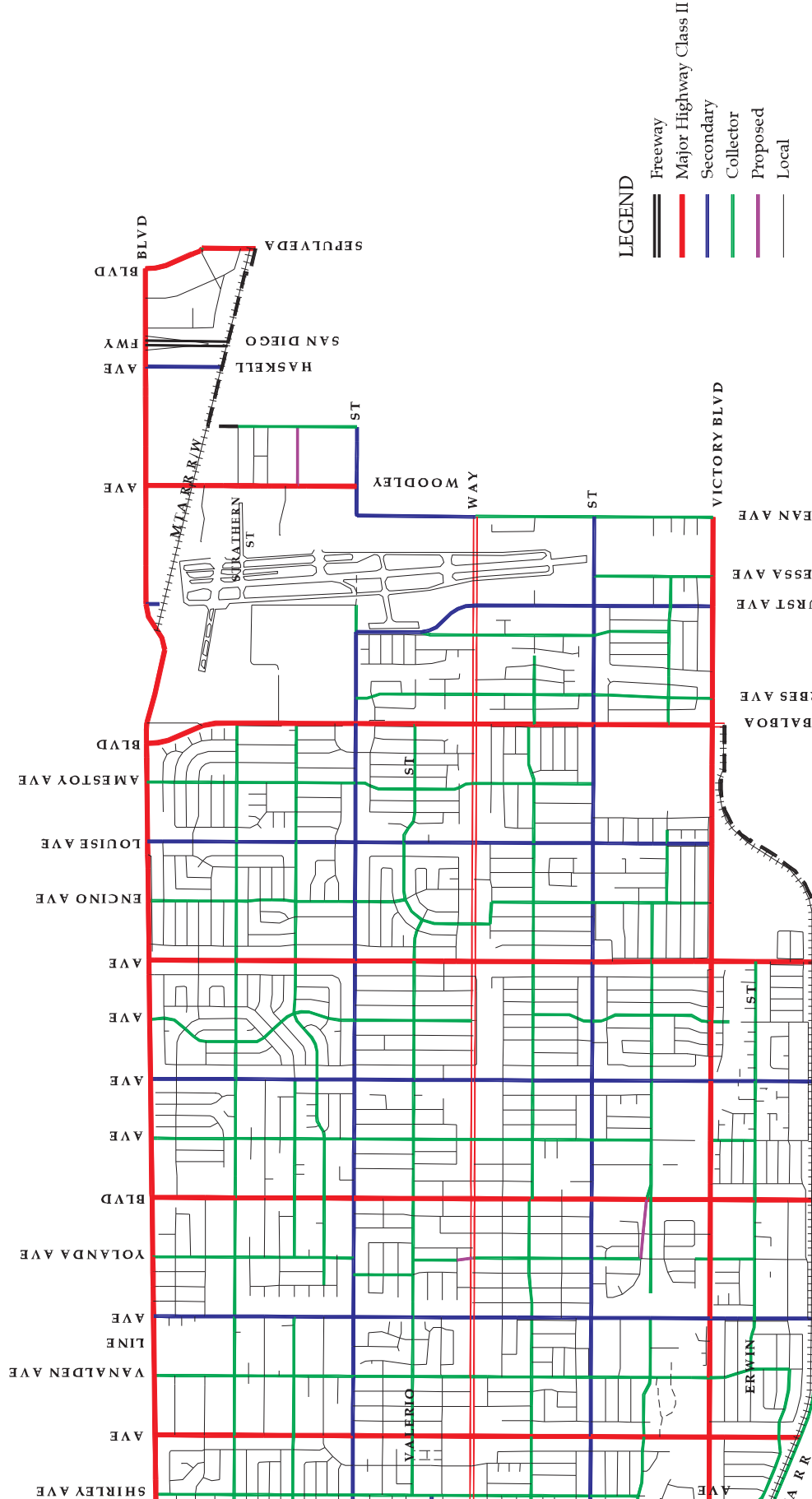
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City Of Los Angeles - City Planning Department - Systems And GIS Division



6. R0s Zone permits town houses and apartments.
7. Height limit - 3 stories.
8. Height limit - 6 stories.
9. In the area designated as Low Medium Density located on the east side of De Celles place, Gault Street, residential density shall not exceed one dwelling unit per 2000 square feet of lot area (R0d).

(See Note "D")



LEGEND

== Freeway

Major Highway Class II

7. Height limit - 5 stories.
8. Height limit - 6 stories.
9. In the area designated as located on the east side of Gault Street, residential Unit per 2000 square feet.

RESEDA - WEST VAN NUYS

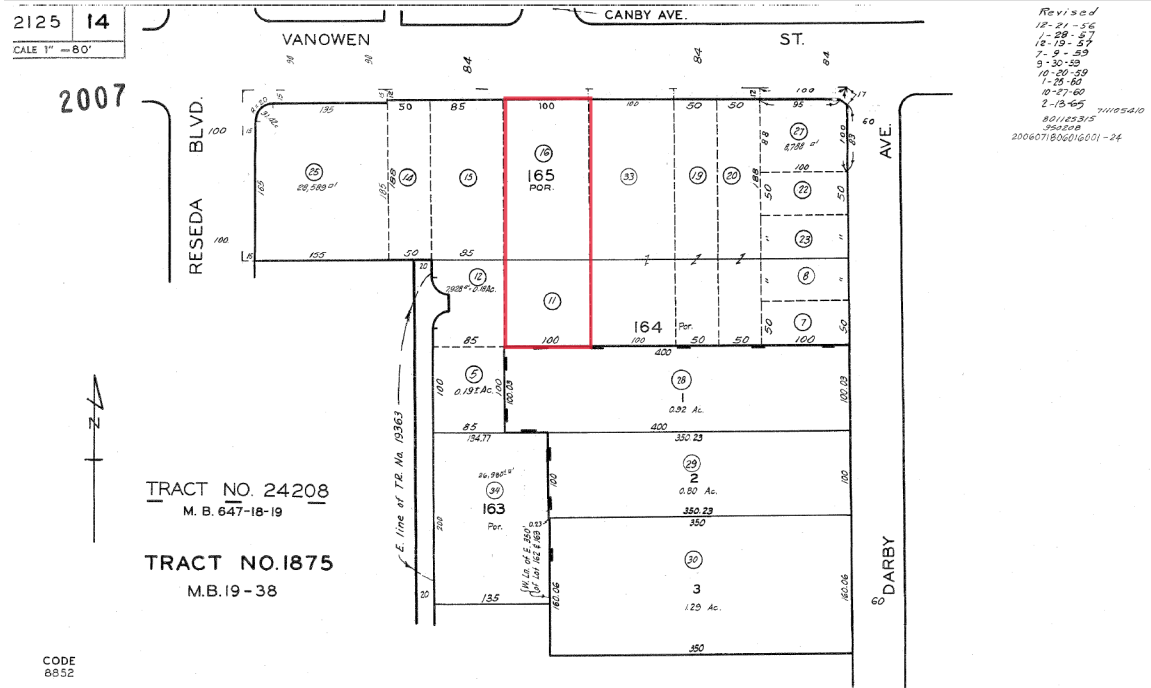
SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					3,486	45.1
	Very Low I	RE20, RA	273	3.5		
	Very Low II	RE15, RE11	20	0.3		
	Low	RE9, RS, R1, RU, RD6, RD5	3,193	41.3		
Multiple					506	6.5
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	64	0.8		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	204	2.6		
	Medium	R3	213	2.8		
	High Medium	R4	25	0.3		
COMMERCIAL						
					312	4.0
	Neighborhood	C1, C1.5, C2, C4	101	1.3		
	Limited	CR, C1, P	8	0.1		
	General	CR, C1.5, C2, C4	82	1.0		
	Community	CR, C2, C4	121	1.6		
INDUSTRIAL						
					1,052	13.6
	Commercial	CM,P	1	0.1		
	Limited	CM, MR1, M1	104	1.3		
	Light	MR2, M2	947	12.2		
PARKING						
					0	0.0
	Parking	P, PB	0	0.0		
OPEN SPACE/PUBLIC FACILITIES						
					729	9.4
	Open Space	OS, A1	336	4.3		
	Public Facilities	PF	393	5.1		
STREETS						
					1,651	21.4
	Private Streets	-	5	0.1		
	Public Streets	-	1,646	21.3		
TOTAL					7,736	100.0



APPENDIX B

Street Standards, Circulation & High Injury Network Map



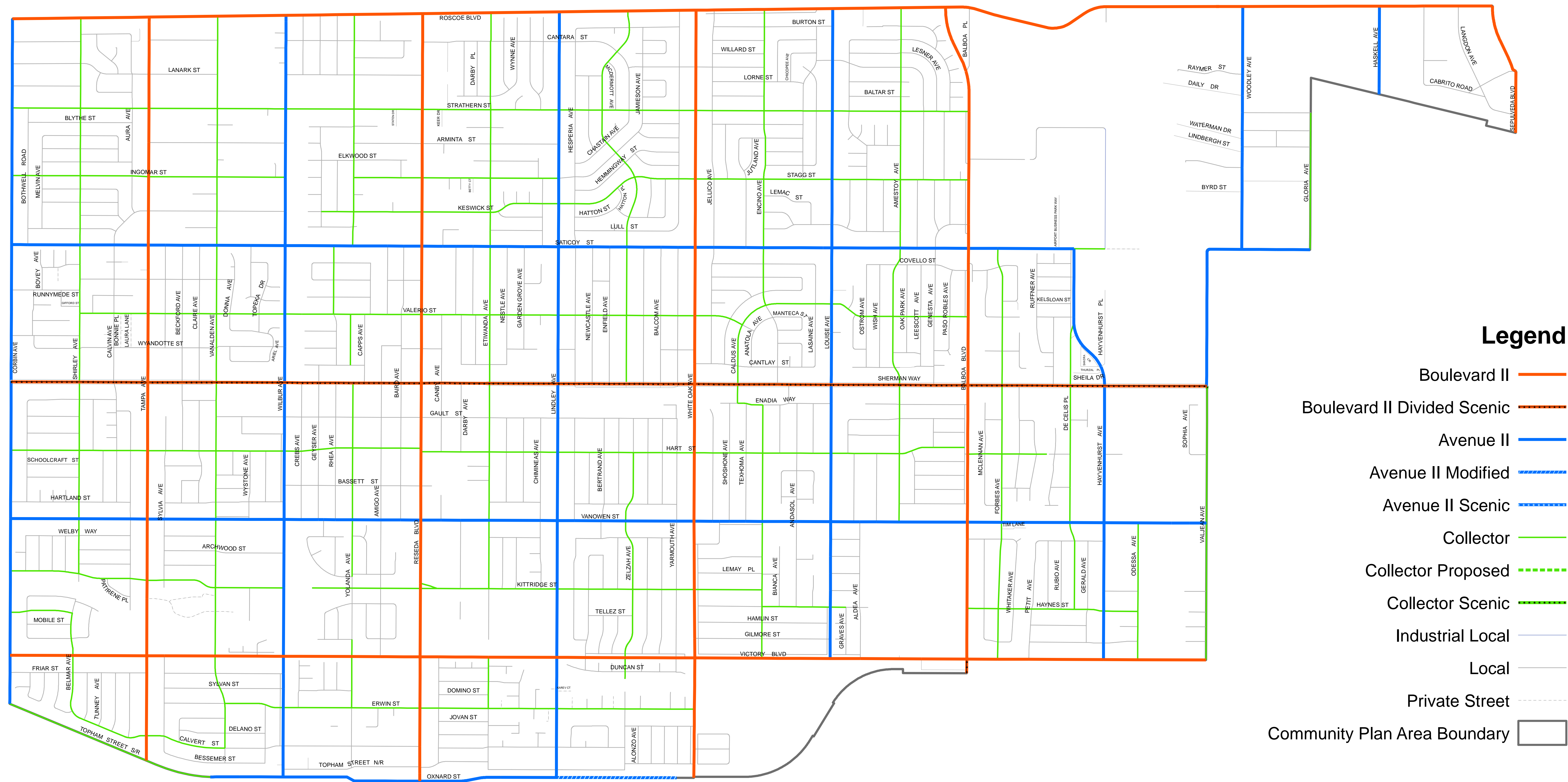
FOR PREV. ASSMT. SEE: 1763-14

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Street Designations and Standard Roadway Dimensions				
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(100/70)	Avenue I	(100/70)
Secondary Highway (90/70)	(90/70)	(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10-25)
(New Designation)			Shared Street	(30' / 10')
(New Designation)			Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road - Adjoining Arterial Streets	(28-35/12 or 18)
			Bi-Directional Service Road - Adjoining Arterial Streets	(33-41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

RESEDA - WEST VAN NUYS

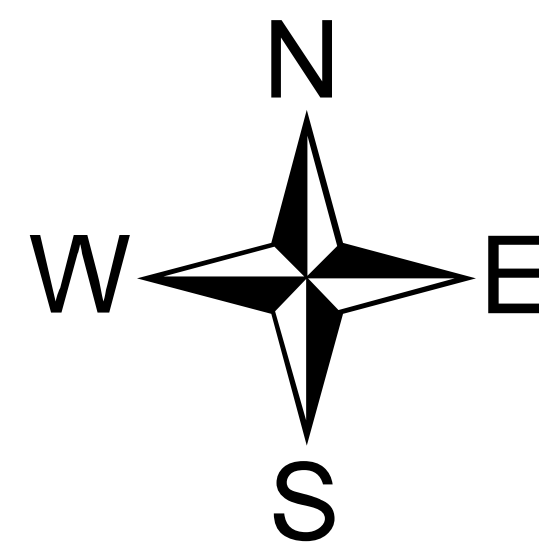
CIRCULATION



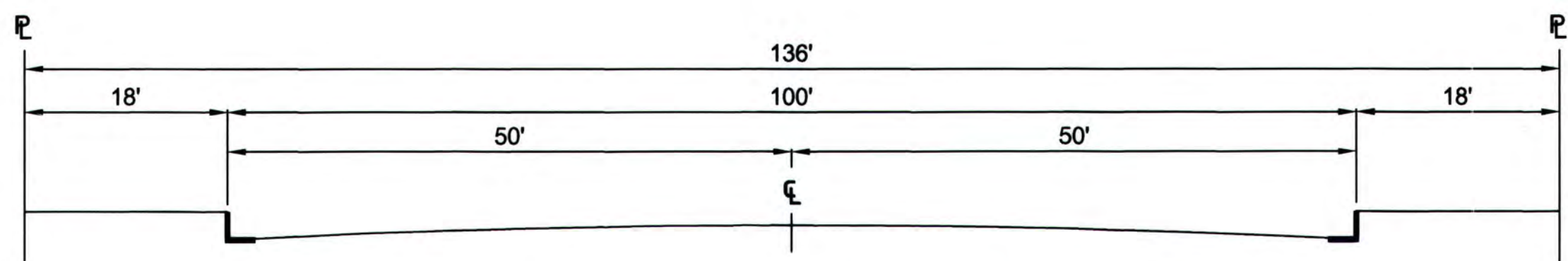
Date: 2/2/2017

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

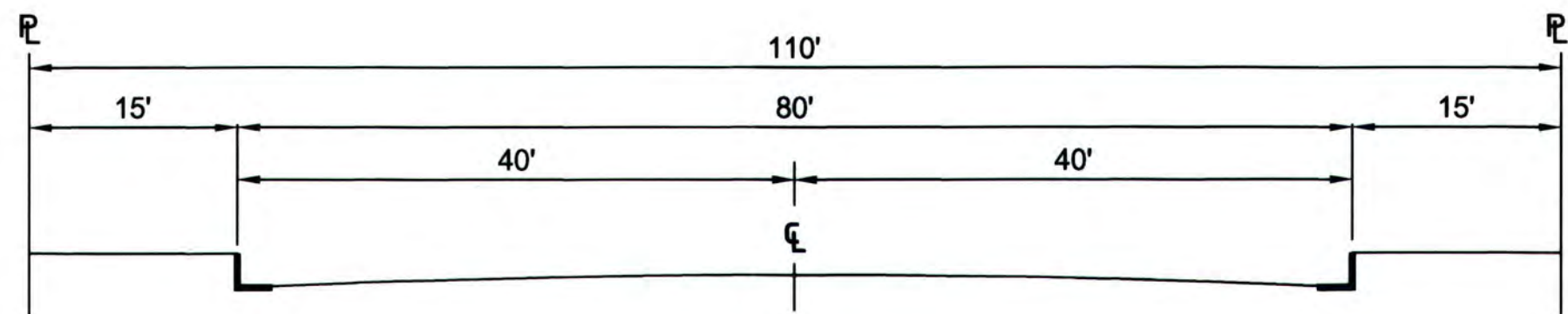
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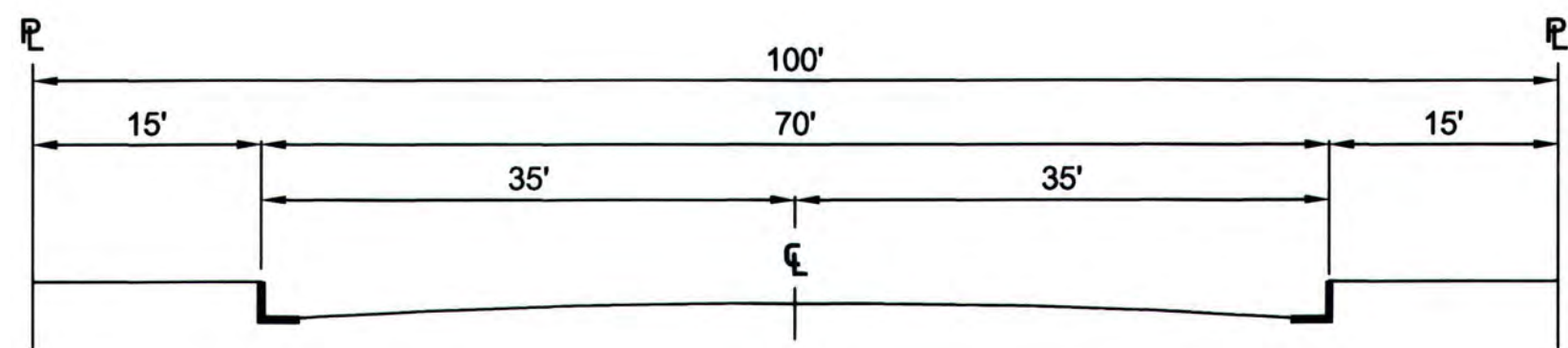
ARTERIAL STREETS



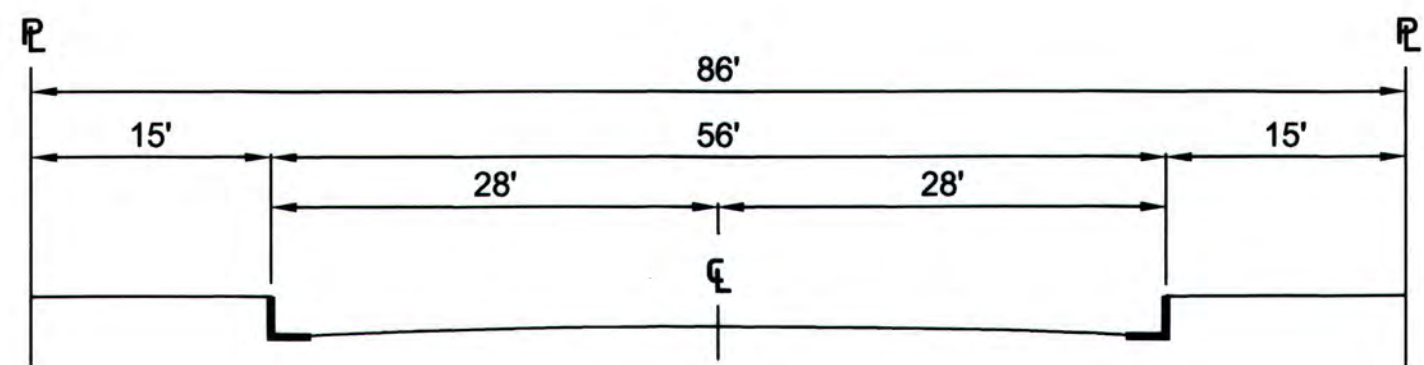
BOULEVARD I (MAJOR HIGHWAY CLASS I)



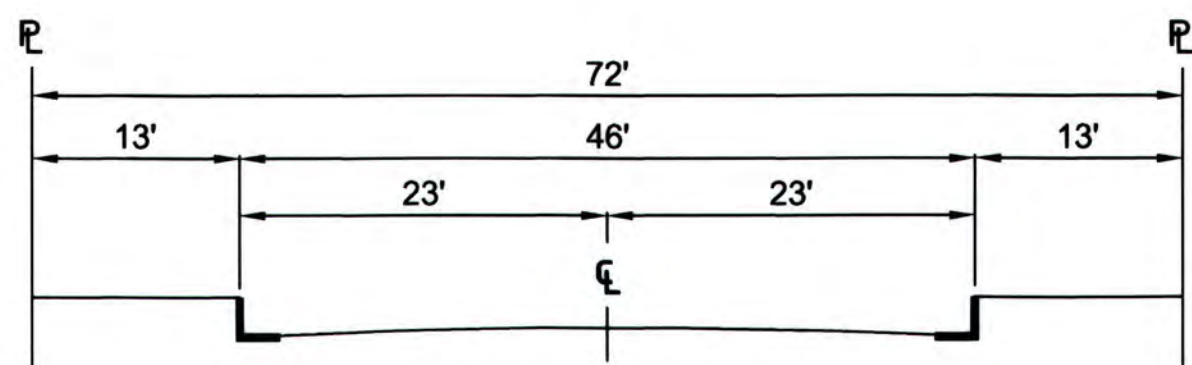
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



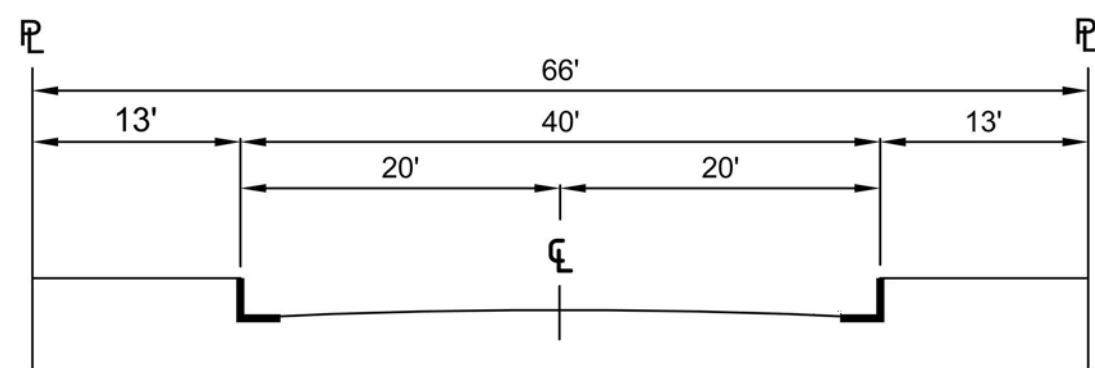
AVENUE III (SECONDARY HIGHWAY)



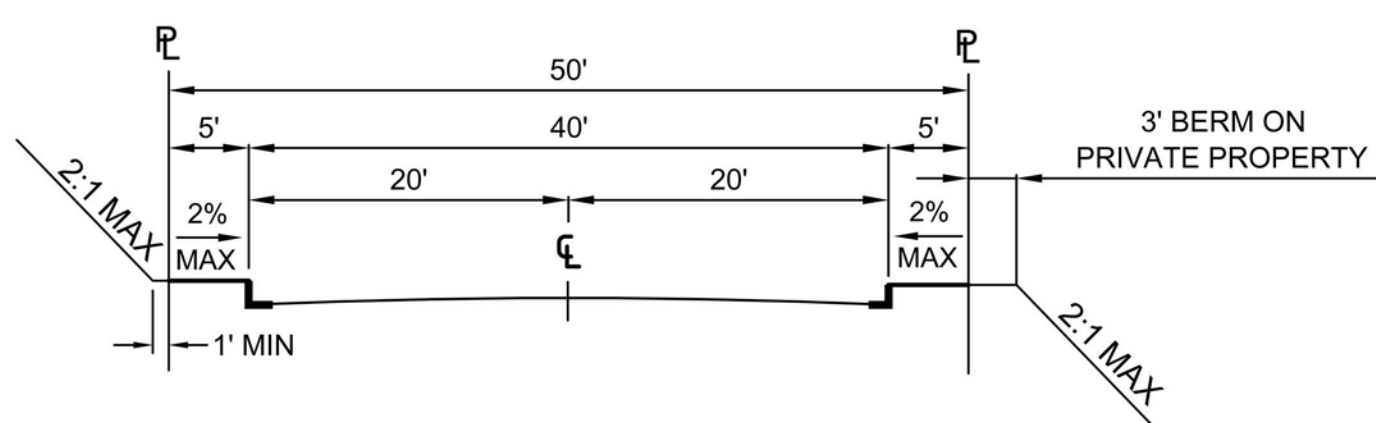
BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
STANDARD STREET DIMENSIONS				STANDARD PLAN S-470-1	
PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
KITTY SIU, P.E. BUREAU OF ENGINEERING	 SAMARA ALI-AHMAD, P.E. DATE 10/13/15 ENGINEER OF DESIGN BUREAU OF ENGINEERING	 GARY LEE MOORE, P.E., ENV. SP. DATE 10-20-15 CITY ENGINEER		D-22549 S-470-0	
CHECKED	 KENNETH REDD, P.E. DATE 10/13/15 DEPUTY CITY ENGINEER	 DEPARTMENT OF TRANSPORTATION DATE 10-21-15 GENERAL MANAGER		VAULT INDEX NUMBER: B-4738	
RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING		 DIRECTOR OF PLANNING DATE 10-21-15		SHEET 1 OF 4 SHEETS	

NON-ARTERIAL STREETS

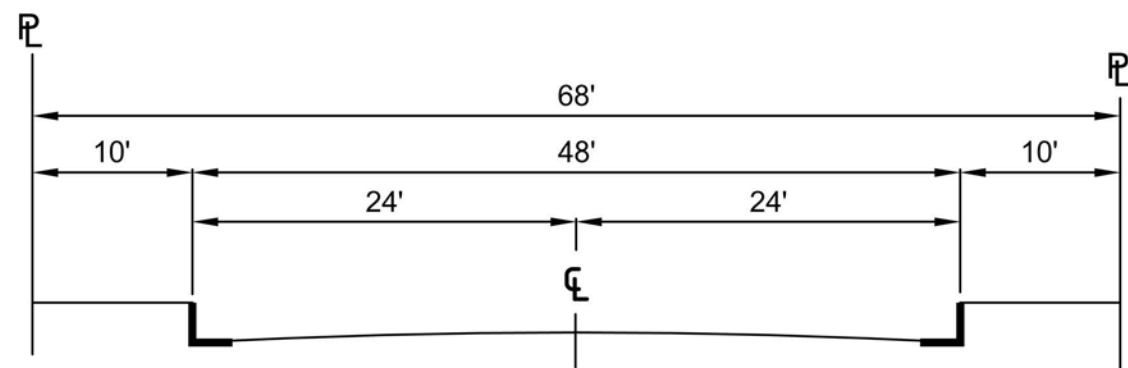
HILLSIDE STREETS



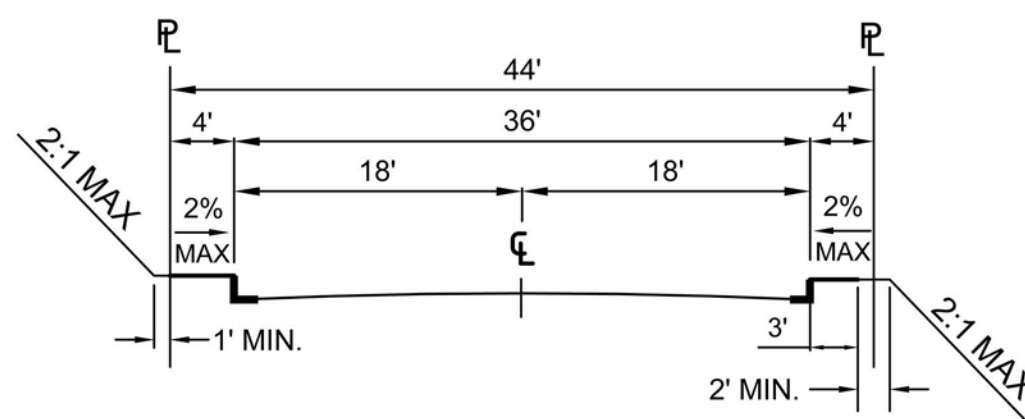
COLLECTOR STREET



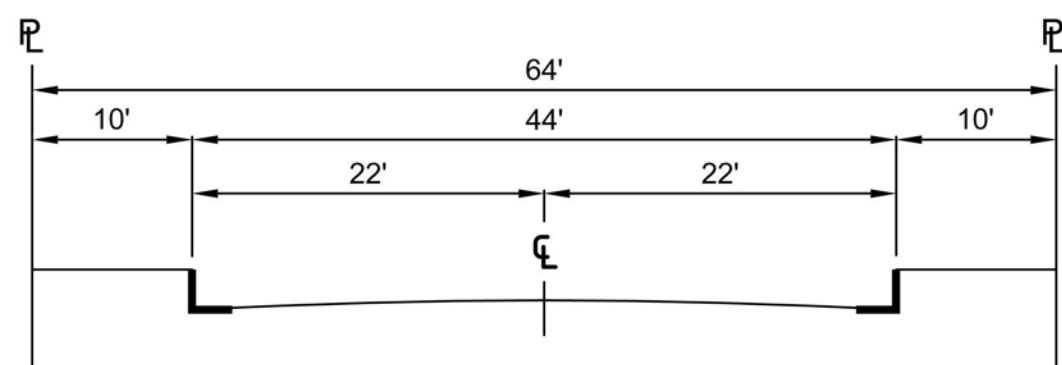
HILLSIDE COLLECTOR



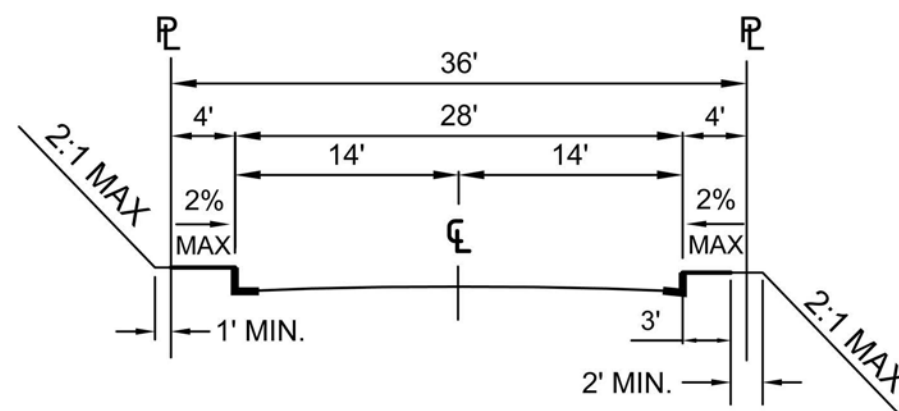
INDUSTRIAL COLLECTOR STREET



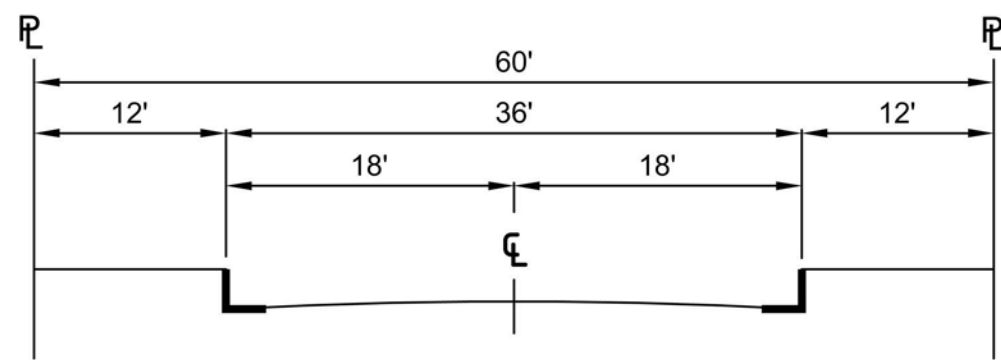
HILLSIDE LOCAL



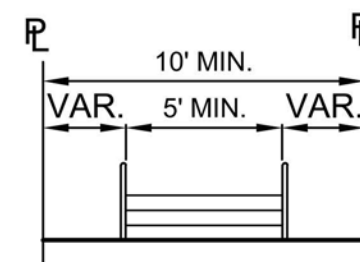
INDUSTRIAL LOCAL STREET



HILLSIDE LIMITED STANDARD

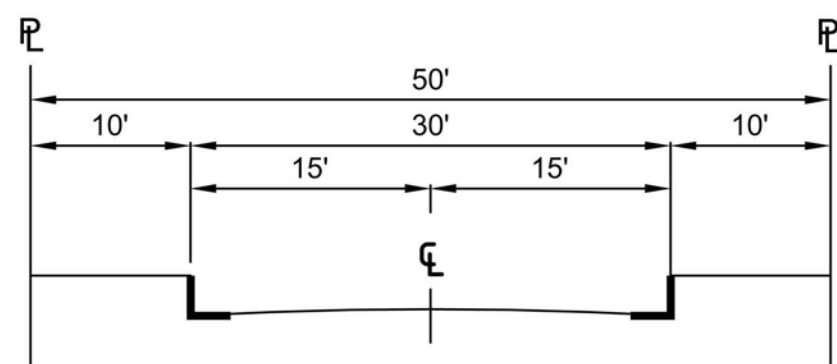


LOCAL STREET - STANDARD

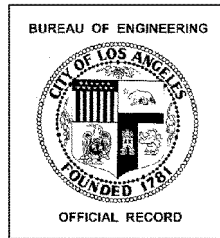


PUBLIC STAIRWAY

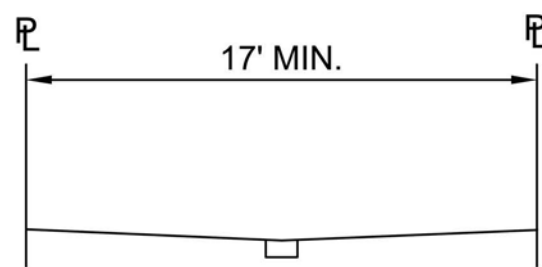
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS



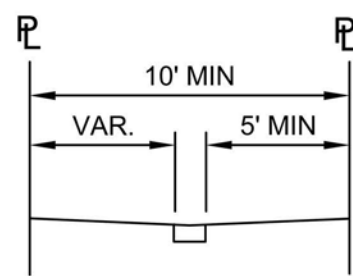
LOCAL STREET - LIMITED



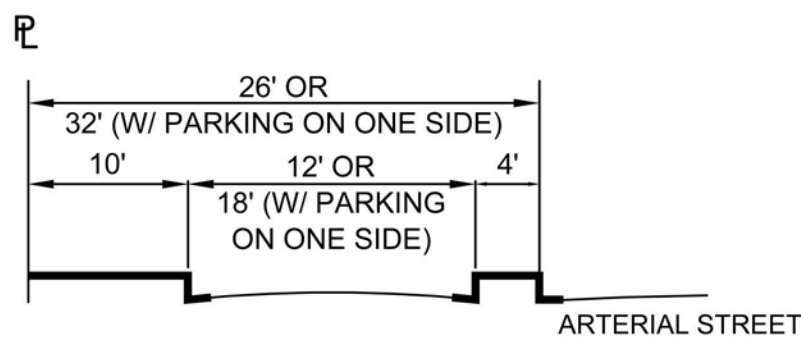
OTHER PUBLIC RIGHTS-OF-WAY



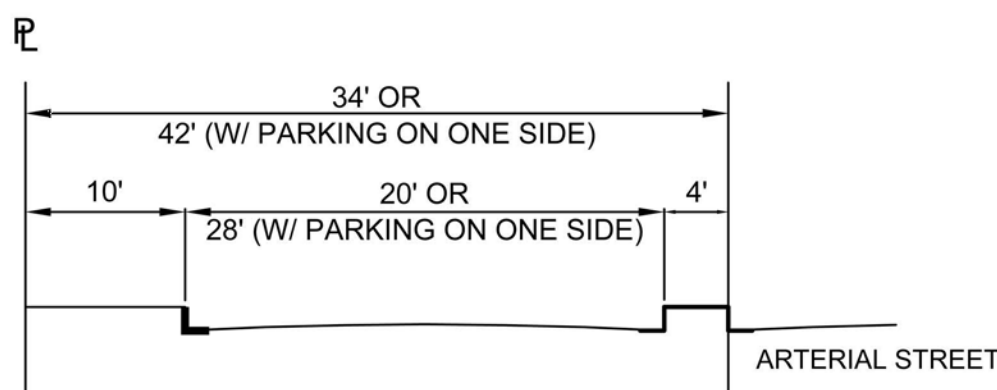
SHARED STREET



PEDESTRIAN WALKWAY

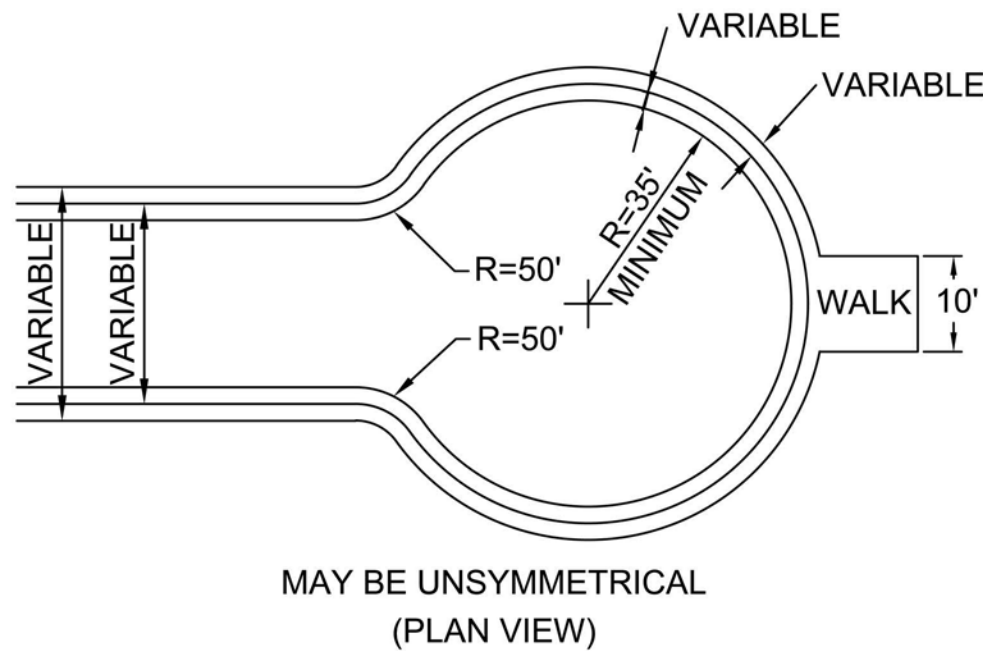


ONE-WAY SERVICE ROAD



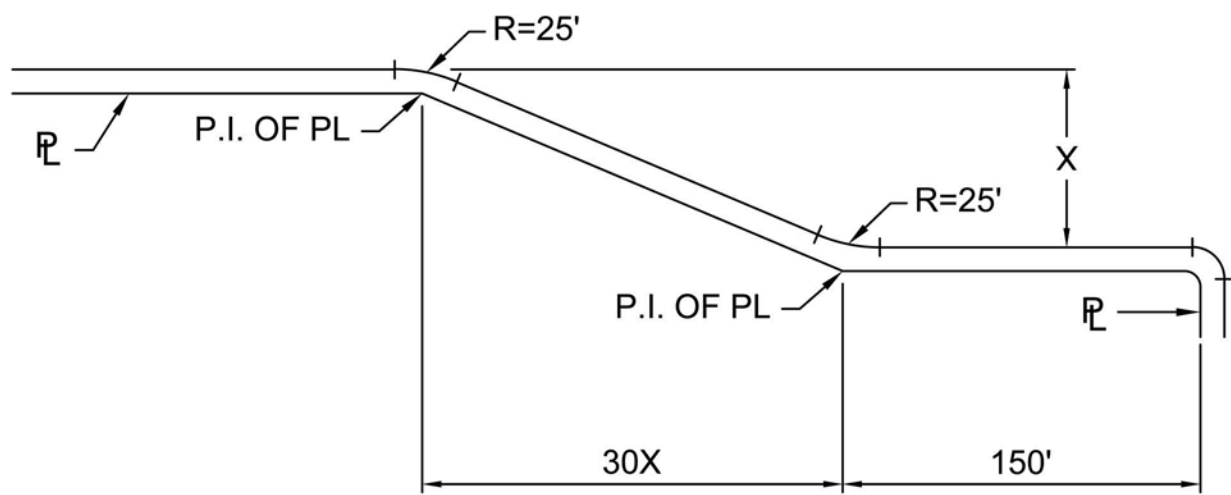
BI-DIRECTIONAL SERVICE ROAD

CUL-DE-SAC



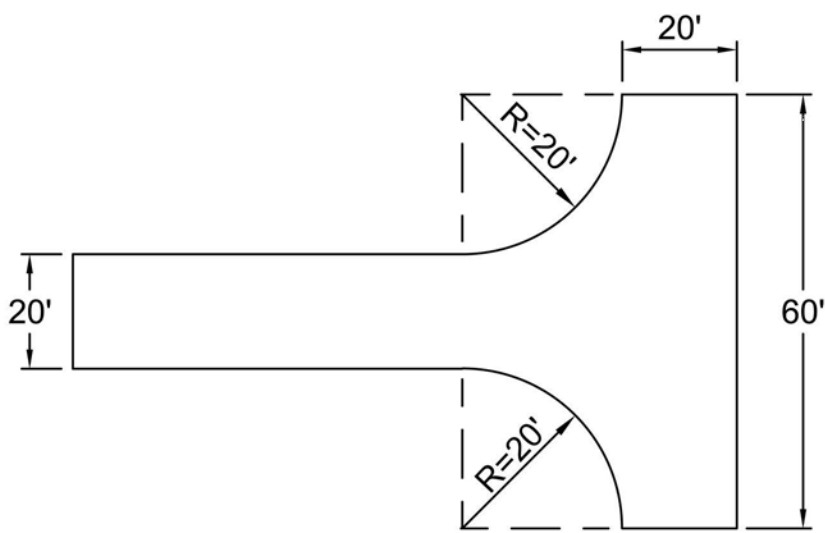
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

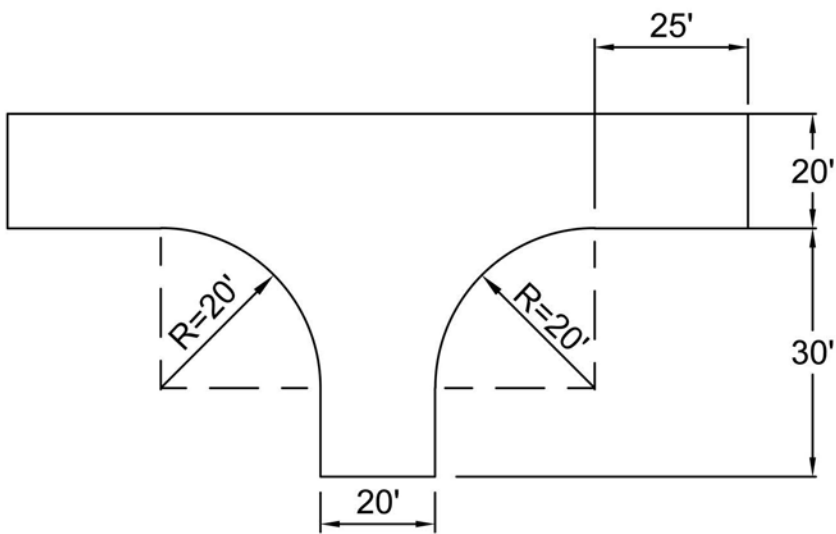


STANDARD FLARE SECTION
(PLAN VIEW)

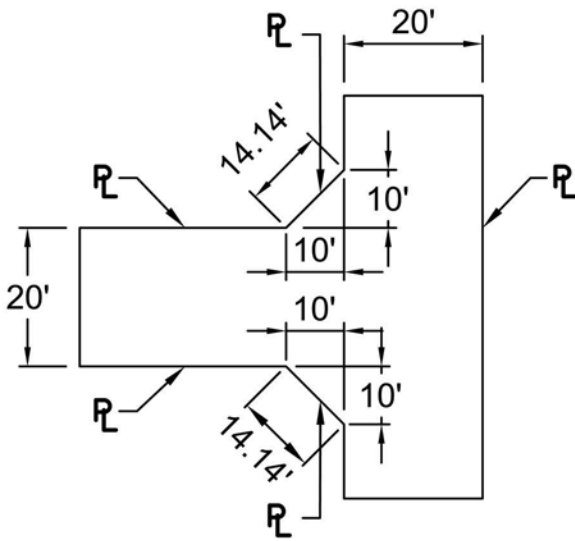
ALLEYS



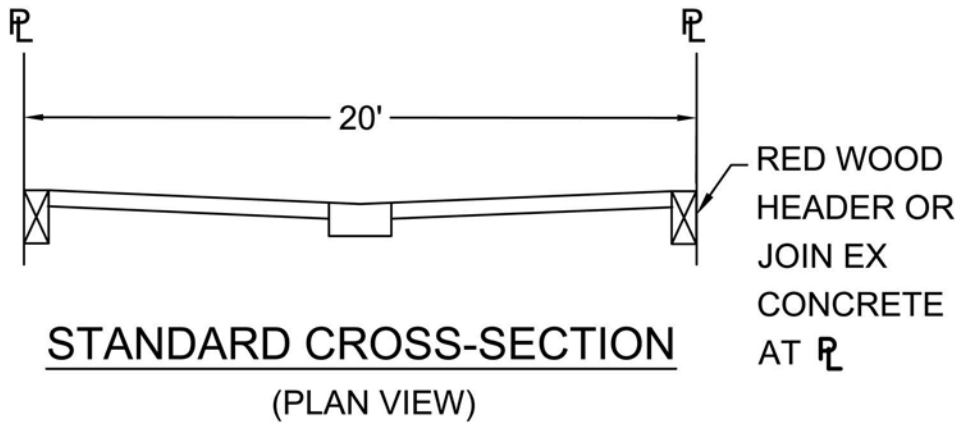
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)

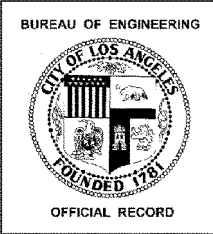


STANDARD CROSS-SECTION
(PLAN VIEW)

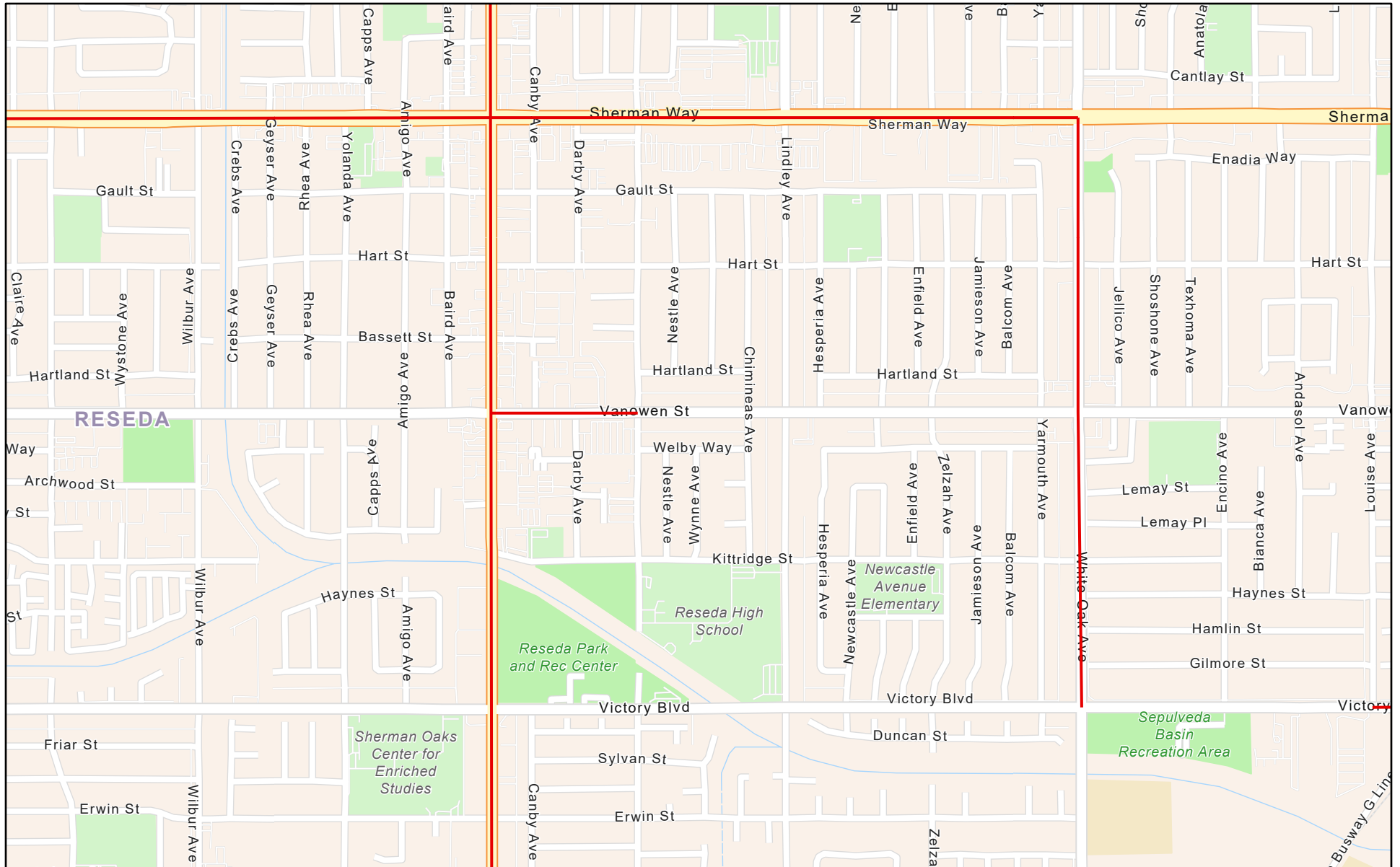


NOTES

- 1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
- 2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
- 3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
- 4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
- 5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
- 6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
- 7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
- 8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
 - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
 - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
- 9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
- 10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
- 11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
- 12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
- 13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

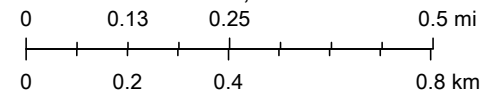


HIGH INJURY NETWORK



August 23, 2022

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Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,



APPENDIX C

City Plans, Policies, Programs and Ordinances

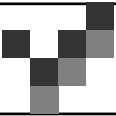


OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

Mobility Plan 2035 - The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.:

1. Design and operate streets that enable safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
4. Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

The Plan for A Healthy Los Angeles - Includes policies directing several City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.



Community Plans - The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific goals and objectives.

Vision Zero Action Plan - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design, which anticipate mistakes to the extent that collisions do not result in severe injury or death. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

Citywide Design Guidelines are intended to develop projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.



Mobility Plan 2035		
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	Yes, the Project Site is located on Vanowen Street, an Avenue II roadway. The Project Site Zoning is [Q]C2-1L-CDO-RIO with a land use designation of Community Commercial. Source: Zimas
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	Yes, 1-foot dedication is necessary on Vanowen Street
3.	Is Project Site along any network identified in the City's Mobility Plan?	Yes, Vanowen Street adjacent to the Project Site is identified on the High Injury Network and Pedestrian Enhance District Network Maps.
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	Yes, the Project Site is in a TOC Tier 3 (LAMC 12.22 A,31).
5.	Is Project Site on a roadway identified in City's High Injury Network?	Yes
Driveway Access		
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No, the Project will replace one existing driveway with one Project driveway at the approximately the same location on Vanowen Street.
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No
8..	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	No
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
12.	Are loading zones proposed as part of the Project?	No
Network Access		
13.	Does the Project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	No



Overland Traffic Consultants, Inc.

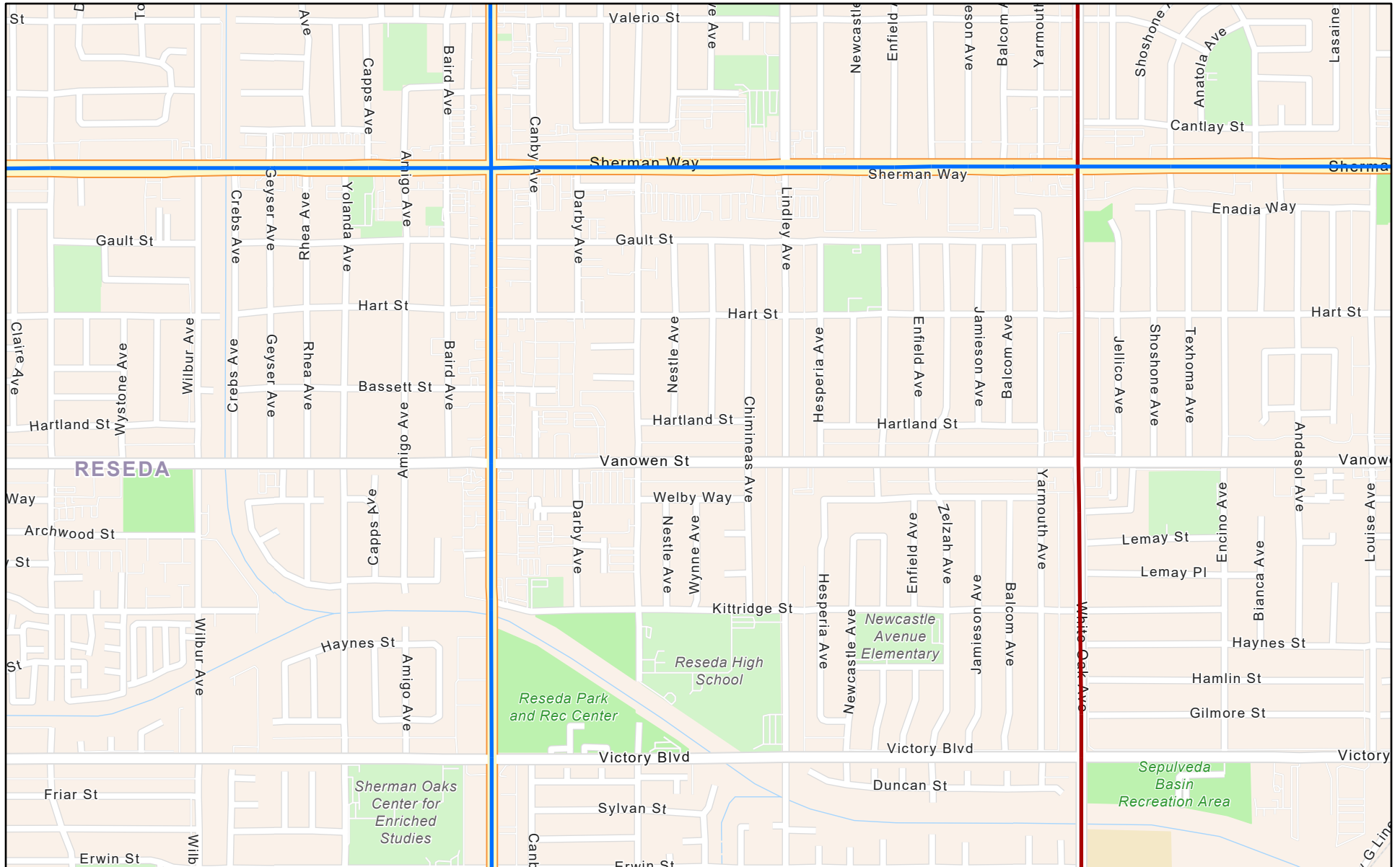
14.	Is Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	No, not applicable
15.	Does Project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No, not applicable
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	No, not applicable
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	No
Parking Supply and TDM Plans		
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No
19.	Would the Project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	No
20.	Would the Project provide the minimum on and off-site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes
21.	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Yes
Regional Plans		
23.	Does the Project apply one of the City's efficient-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes



APPENDIX D

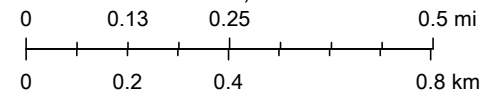
Mobility Network Maps

BICYCLE ENHANCED NETWORK



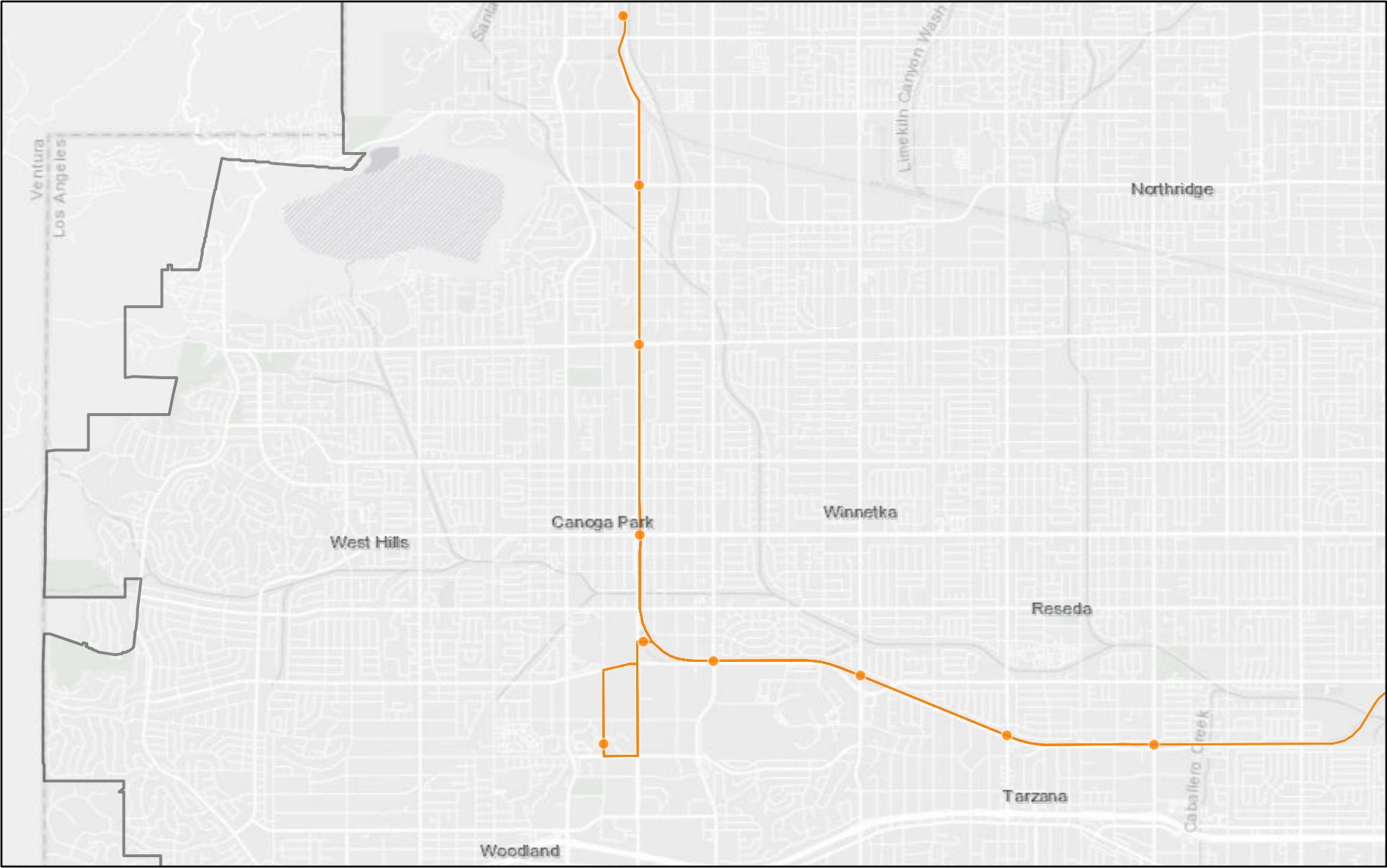
August 23, 2022

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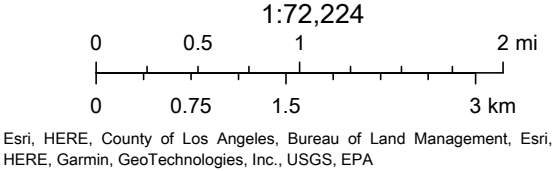


Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

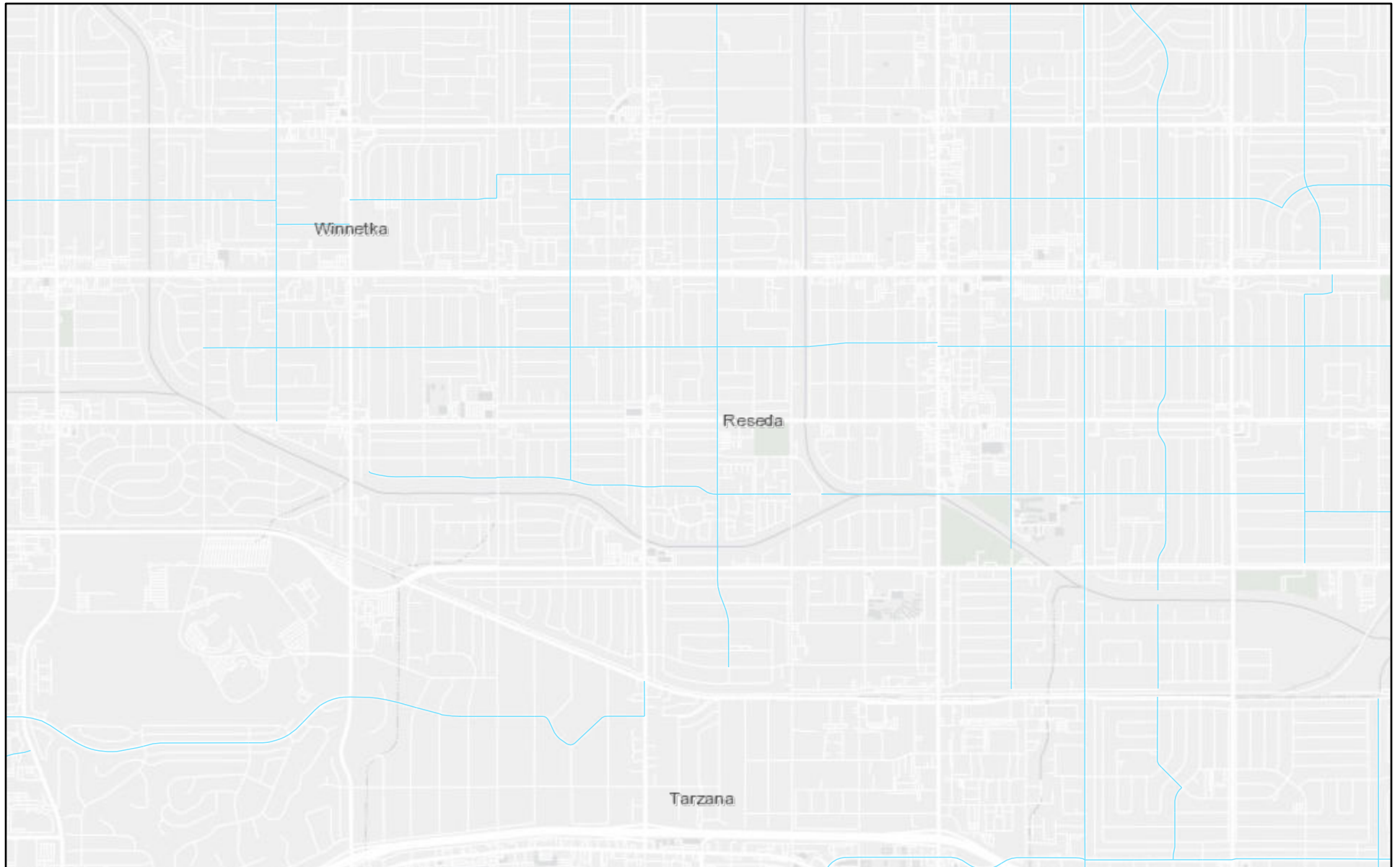
METRO LINES AND STATIONS



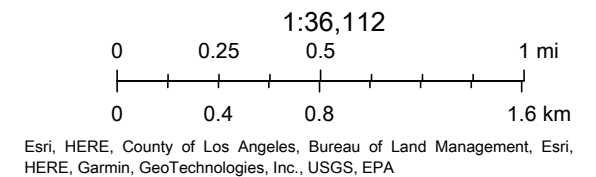
August 23, 2022



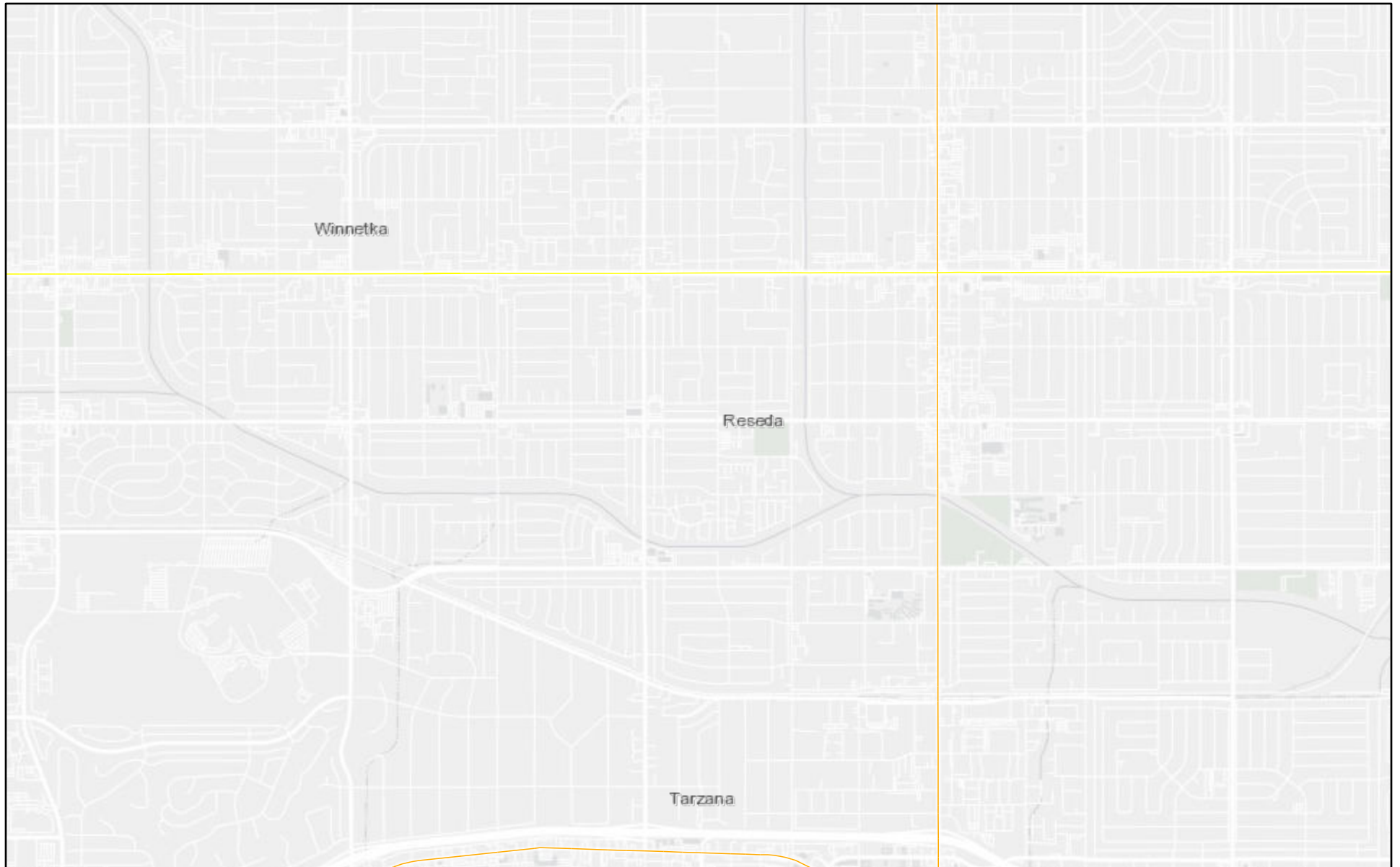
NEIGHBORHOOD ENHANCED NETWORK



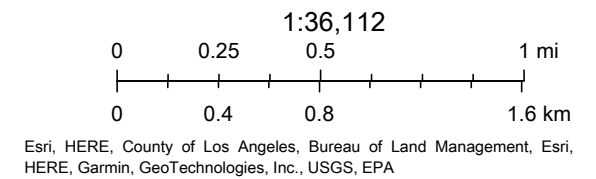
August 23, 2022



TRANSIT ENHANCED NETWORK



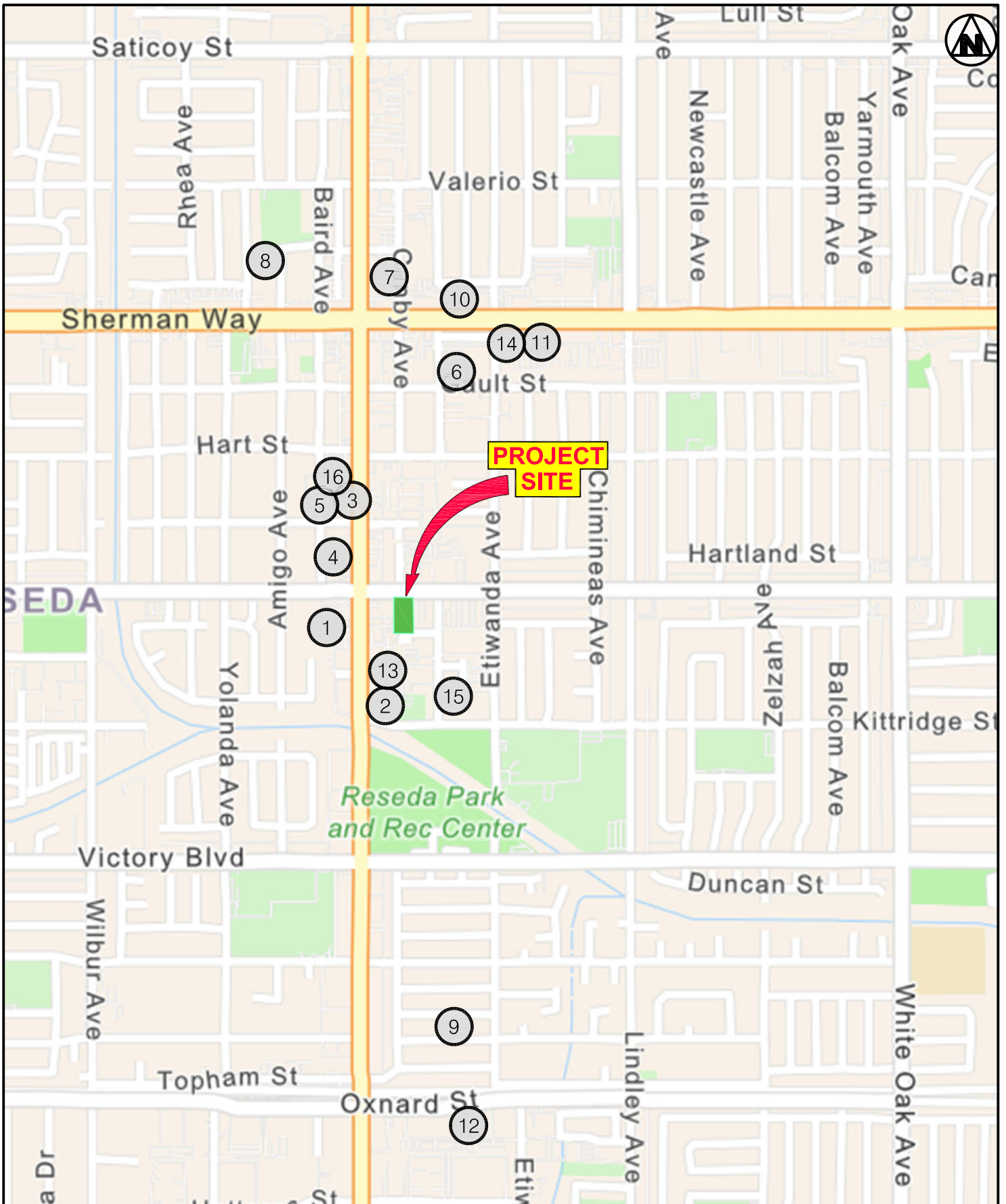
August 23, 2022





APPENDIX E

Other Development Projects



OTHER NEAR BY DEVELOPMENT PROJECTS



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com

No.	Use	Size		Location	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
					<u>Traffic</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
1	Senior Housing	100	du	6724 N. Amigo Avenue	324	7	13	20	14	11	25
2	Elder Care	96	beds	6616 N. Reseda Boulevard	250	4	13	17	14	9	23
3	Apartments	57	units	6909 N. Reseda Boulevard	310	12	8	21	10	16	25
	Affordable	5	units		21	1	1	2	1	1	2
	Retail	2,000	s.f.		76	1	1	2	4	4	8
4	Apartments	23	units	6834 N. Baird Avenue	125	2	6	8	6	4	10
	Affordable	4			17	1	1	2	1	1	1
5	Affordable	48	du	6908 N. Baird Avenue	200	9	15	24	9	7	17
6	Self- Storage	71,040	units	18333 Gault Street	103	4	2	6	5	6	11
7	Senior Housing	26	du	7219 N. Canby Avenue	84	2	3	5	4	3	7
8	Senior Housing	154	du		499	10	21	31	22	17	39
	Affordable	56	units		233	10	17	27	11	9	20
9	Assisted Living	156	beds	18719 Calvert Street	406	17	11	28	15	22	37
10	Apartments	126	units	18341 Sherman Way	685	-23	37	14	9	46	55
	Retail	9,341	s.f.								
11	Skating Rink	36,445	s.f.	18210 Sherman Way	273	2	4	6	27	21	48
12	Office	99,000	s.f.	18362 Oxnard Street	1,092	136	19	154	25	122	148
13	Apartments	200	units	6648 Reseda Boulevard	1,088	19	53	72	54	34	88
	Retail	6,000	s.f.		227	3	3	6	11	12	23
14	Apartments	122	units	18260 Sherman Way	664	17	50	67	33	21	54
	Retail	7,006	s.f.		2,077	4	3	7	82	88	170
15	Affordable	12	units	6616 N. Darby Avenue	50	6	10	16	2	2	4
16	Siingle Family	8	du	6916 N. Baird Avenue	58	1	3	4	3	2	5



APPENDIX F

VMT Report

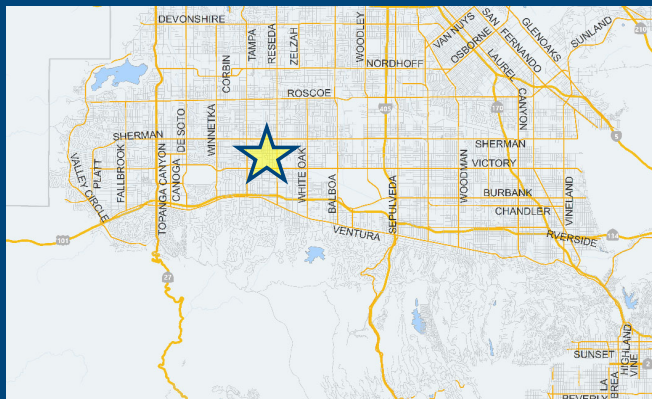
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

Project Information

Project:
 Scenario: TA
 Address: 18434 W VANOWEN ST, 91335



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

☒ Yes ☐ No

Existing Land Use

Land Use Type: Housing | Single Family Value: Unit: DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type: Housing | Affordable Housing - Family Value: Unit: DU
 Housing | Multi-Family 84 DU
 Housing | Affordable Housing - Family 11 DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	446 Daily Vehicle Trips
0 Daily VMT	3,189 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	446 Net Daily Trips
The net increase in daily VMT ≤ 0	3,189 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Information

Project:
 Scenario: TA
 Address: 18434 W VANOWEN ST, 91335



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	84	DU
Housing Affordable Housing - Family	11	DU

TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A Parking		
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy		
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy		
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy		
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
388 Daily Vehicle Trips	388 Daily Vehicle Trips
2,772 Daily VMT	2,772 Daily VMT
6.2 Household VMT per Capita	6.2 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No

Threshold = 9.4
15% Below APC

Work: N/A

Threshold = 11.6
15% Below APC

Household: No

Threshold = 9.4
15% Below APC

Work: N/A

Threshold = 11.6
15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	84	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	11	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 4, 2023

Project Name:
Project Scenario: TA
Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

Other	0	Trips
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CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

Analysis Results			
Total Employees: 0			
Total Population: 224			
Proposed Project		With Mitigation	
388	Daily Vehicle Trips	388	Daily Vehicle Trips
2,772	Daily VMT	2,772	Daily VMT
6.2	Household VMT per Capita	6.2	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average			
Household = 9.4			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.4	No	Household > 9.4	No
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	168	168
		Actual parking provision (spaces)	64	64
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 4, 2023

Project Name:

Project Scenario: TA

Project Address: 18434 W VANOWEN ST, 91335



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	85	-14.1%	73	9.2	782	672
Home Based Other Production	234	-27.4%	170	5.5	1,287	935
Non-Home Based Other Production	109	-0.9%	108	8.3	905	896
Home-Based Work Attraction	0	0.0%	0	12.7	0	0
Home-Based Other Attraction	112	-38.4%	69	6.5	728	449
Non-Home Based Other Attraction	26	0.0%	26	9.1	237	237

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	63	584	-13.0%	63	584
Home Based Other Production	-13.0%	148	813	-13.0%	148	813
Non-Home Based Other Production	-13.0%	94	779	-13.0%	94	779
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	60	390	-13.0%	60	390
Non-Home Based Other Attraction	-13.0%	23	206	-13.0%	23	206

MXD VMT Methodology Per Capita & Per Employee

Total Population: 224

Total Employees: 0

APC: South Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,397	1,397
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	6.2	6.2
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

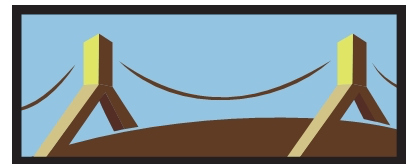
Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	<u><i>Jerry Overland</i></u>
Print Name:	<u>Jerry Overland</u>
Title:	<u>President</u>
Company:	<u>Overland Traffic Consultants Inc</u>
Address:	<u>952 Manhattan Beach Bd Manhattan Beach CA 90266</u>
Phone:	<u>310.930.3303</u>
Email Address:	<u>otc@overlandtraffic.com</u>
Date:	<u>8/11/2023</u>

18434 VANOWEN AVENUE PROJECT

Noise Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
September 2023

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 18434 Vanowen Street in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

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

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

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

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

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

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

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

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

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

¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

² World Health Organization, Guidelines for Community Noise, 1999.

³ Ibid.

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

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

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

Regulatory Framework

Noise

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

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

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

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵ World Health Organization, Guidelines for Community Noise, 1999.

⁶ 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 _{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
						
						
Residential - Multi-Family						
						
						
Transient Lodging - Motels Hotels						
						
						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						
<div>  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. </div> <div>  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. </div> <div>  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. </div> <div>  Clearly Unacceptable - New construction or development should generally not be undertaken. </div>						
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 Reseda near the intersection of two major commercial arterials, Reseda Boulevard and Vanowen Street. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 6727 Darby Avenue; 20 feet southeast of the Project Site.
- Residence, 6751 Darby Avenue; 200 feet east of the Project Site.
- Residences, 6804 Baird Avenue; 550 feet west of the Project Site.
- Residence, 18325 Vanowen Street; 610 feet east of the Project Site.
- Residences, 18560 Vanowen Street; 730 feet west of the Project Site.

Existing Ambient Noise Levels

The Project Site is improved with an 1,800 square-foot commercial building.⁷ However, the building is not occupied and this analysis assumes there is no noise generated at the Project Site.

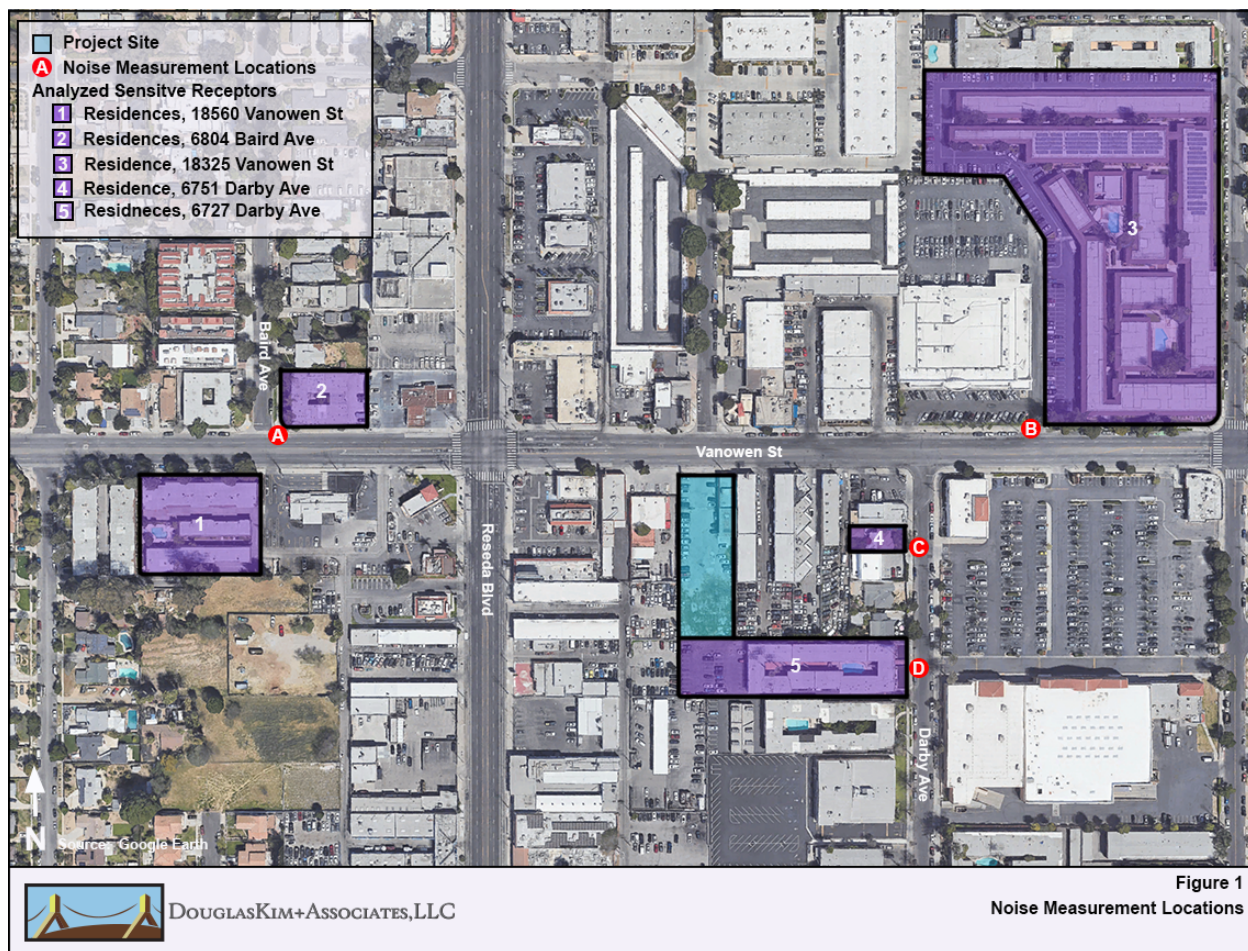
The primary source of noise near the Project Site is vehicle traffic, as transportation noise is the main source of noise in urban environments, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁸ The major source of vehicle

⁷ City of Los Angeles, ZIMAS database, accessed August 8, 2022.

⁸ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

noise in the area is traffic on Vanowen Street, which carries 2,611 vehicles at Reseda Boulevard in the A.M. peak hour.⁹

In September 2023, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.¹⁰ As shown in Table 3, noise levels along roadways near the Project Site ranged from 57.5 to 66.7 dBA L_{eq} , which was generally consistent with the traffic volumes on the applicable street(s). 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” and “Conditionally Acceptable” for the types of land uses near the Project Site.



⁹ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vanowen Street at Reseda Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/RESEDA.VANOWEN.170518.MAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹⁰ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

**Table 3
Existing Noise Levels**

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		dBA (L _{eq})	dBA (CNEL) ^a		
A. 6804 Baird Ave.	Traffic on Vanowen St.	62.6	60.6	Residences, 18560 Vanowen St., 6804 Baird Ave.	Conditionally Acceptable
B. 18325 Vanowen St.	Traffic on Vanowen St.	66.7	64.7	Residences, 18325 Vanowen St.	Conditionally Acceptable
C. 6751 Darby Ave.	Traffic on Darby Ave.	61.0	59.0	Residences, 6751 Darby Ave.	Normally Acceptable
D. Church, 6701 Darby Ave.	Traffic on Darby Ave.	57.5	55.5	Residences, 6727 Darby Ave.	Normally Acceptable
^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4. ^b Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 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,¹¹ the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the

¹¹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

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.¹² 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.

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"

¹² Caltrans, Technical Noise Supplement Table 3-3, 2013.

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.¹³

Analysis of Project Impacts

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

Less Than Significant Impact.

Construction

On-Site Construction Activities

Construction would generate noise during the construction process that would span 24 months of demolition, grading, utilities trenching, building construction, paving, 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

Phase	Duration	Notes
Demolition	Month 1	Removal of 1,800 square feet of building floor area and 25,660 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Grading	Months 2-3	Approximately 115,996 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 4-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-24	Footings and foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.

¹³ 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.

Table 4
Construction Schedule Assumptions

Paving	Months 22-24	Flatwork, including 10,200 square feet of paving of driveways and walkways
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., trenching, building construction, paving, 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.

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.



Figure 2
Construction Noise Sound Contours

Table 5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
1. Residences – 18560 Vanowen St.	32.7	62.6	62.6	0.0	No
2. Residences – 6804 Baird Ave.	45.3	62.6	62.7	0.1	No
3. Residences – 18325 Vanowen St.	43.4	66.7	66.7	0.0	No
4. Residences – 6751 Darby Ave.	44.2	61.0	61.1	0.1	No
5. Residences – 6727 Darby Ave.	35.7	57.5	57.5	0.0	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

284 peak hourly PCE trips, as summarized in Table 6, during the grading phase, assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 10.9 percent of traffic volumes on Vanowen Street, which carries 2,611 vehicles at Reseda Boulevard in the A.M. peak hour.¹⁴

Vanowen Street would serve as part of the ultimate haul route for soil exported from the Project Site given its access to the Ventura Freeway via Reseda Boulevard. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Vanowen Street, 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.

Table 6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Vanowen St. ^e
Demolition	10	0	96 ^b	106	4.1
Grading	8	0	276 ^c	284	10.9
Trenching	5	0	0	5	0.2
Building Construction	47	19 ^d	0	66	2.5
Paving	18	0	0	18	0.7
Architectural Coating	9	0	0	9	0.4
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The project would generate 773 haul trips over a 22-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent. ^c The project would generate 11,599 haul trips over a 42-day period with seven-hour work days. Assumes a 19.1 PCE. ^d This phase would generate about seven vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE. ^e Percent of existing traffic volumes on Vanowen Street at Reseda Boulevard. Source: DKA Planning, 2022					

¹⁴ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vanowen Street at Reseda Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/RESEDA.VANOWEN.170518.MAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

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 60 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.¹⁵

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 closest sensitive receptors are the two-story residences southeast of the Project Site, there would be no sound path from the HVAC equipment to residences that would be about 40 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. 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.

All other mechanical equipment would be fully enclosed within the structure, including the electrical room and elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. This equipment would be fully enclosed within the building's structure and shielded from nearby sensitive receptors. Vaults that house pool and spa equipment and pumps would similarly be shielded.

¹⁵ 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.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off the rear alley. During the peak P.M. hour, up to 31 vehicles would generate noise in and out of the garage via the driveway off Vanowen Street, with up to 23 net vehicles using the garage in the peak A.M. hour.¹⁶

The Project Site and its driveway off Vanowen Street would not expose any sensitive receptors in the area to auto-related noise, as there are no sensitive receptors on this portion of this major arterial. While vehicles entering and exiting the garage may be audible at times at off-site locations, the closest sensitive receptors would not have a direct line of sight to the garage any any auto-related activities. As a result, it would be incapable of elevating ambient noise levels by more than 1 dBA CNEL over a 24-hour period, far less than the 5 dBA CNEL threshold of significance for operational noise impacts.

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 lot noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. 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, recreation, 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 balconies on all elevations.
 - Two interior courtyards open to the sky.
 - A 3,600 square-foot ground-level pool deck at the rear of the Project Site.

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

¹⁶ DKA Planning 2021, based on City of Los Angeles VMT Calculator, v1.3. using ITE Trip Generation rates (10th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

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.¹⁷

Noise from any socializing would not result in significant noise impacts. Any conversations on the private balconies would be intermittent and would not elevate noise levels at the adjacent residences over a 24-hour period by 5 dBA CNEL or more. The interior courtyards would be shielded on all four sides by the development itself.

- Recreation. The 3,600 square-foot pool deck would include an outdoor pool for residents. Passive and active use of the pool itself would generate intermittent noise that can average about 74 dBA.¹⁸ These activities would be located at the rear of the Project Site, shielded from most sensitive receptors to the north and west. Noise impacts on residences 120 feet east of the Project Site along Darby Avenue would be reduced by the distance from the pool and the presence three walls along intervening properties that would shield much of the noise. Noise impacts at the apartment building 30 feet southeast of the Project Site would similarly be reduced by the six-foot masonry wall that divides the properties. As use of the pool would occur over a small portion of the day, it would not be capable of elevating 24-hour CNEL noise levels at these sensitive receptors by 5 dBA, the City's threshold of significance.
- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Haul trucks would access solid waste from Vanowen Street, 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.¹⁹ Intermittent solid waste management activities would operate during the day. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.
- 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.²⁰ The landscape plan focuses on a modest palette of

¹⁷ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

¹⁸ Technically Monitoring Society North (Sport und Umwelt - Ermittlung von Schallemissionen und Schallimmissionen von Sport- und Freizeitanlagen, Feststellung des Standes der Technik, Technischer Überwachungs-Verein Norddeutschland e.V., im Auftrag des Niedersächsischen Umweltministers), 1987

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

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

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 and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.²¹

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 388 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026. During the peak P.M. hour, up to 39 vehicles would generate noise in and out of the garage via the driveway off Vanowen Street, with up to 29 net vehicles using the garage in the peak A.M. hour.²² This would represent about 1.1 percent of traffic volumes on Vanowen Street, which carries 2,611 vehicles at Reseda Boulevard in the A.M. peak hour.²³

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.

The Project Site is located about 2.5 miles west of the Van Nuys Airport, outside the Airport's Planning Boundary/Airport Influence Area and the Airport Land Use Plan's 65 dBA CNEL Noise Contour. 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.

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

²² DKA Planning 2021, based on City of Los Angeles VMT Calculator, v1.3. using ITE Trip Generation rates (10th Edition). Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

²³ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vanowen Street at Reseda Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/RESEDA.VANOWEN.170518.MAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

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. Construction noise 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 two related projects identified by the City of Los Angeles within 1,000 feet of the Proposed Project (Figure 3):²⁴

1. 6611 Reseda Boulevard; 254 apartment units and retail space; 480 feet southwest of the Project Site.
2. 6648 Reseda Boulevard; 200 apartment units and 6,000 square feet of retail; 430 feet southwest of the Project Site.

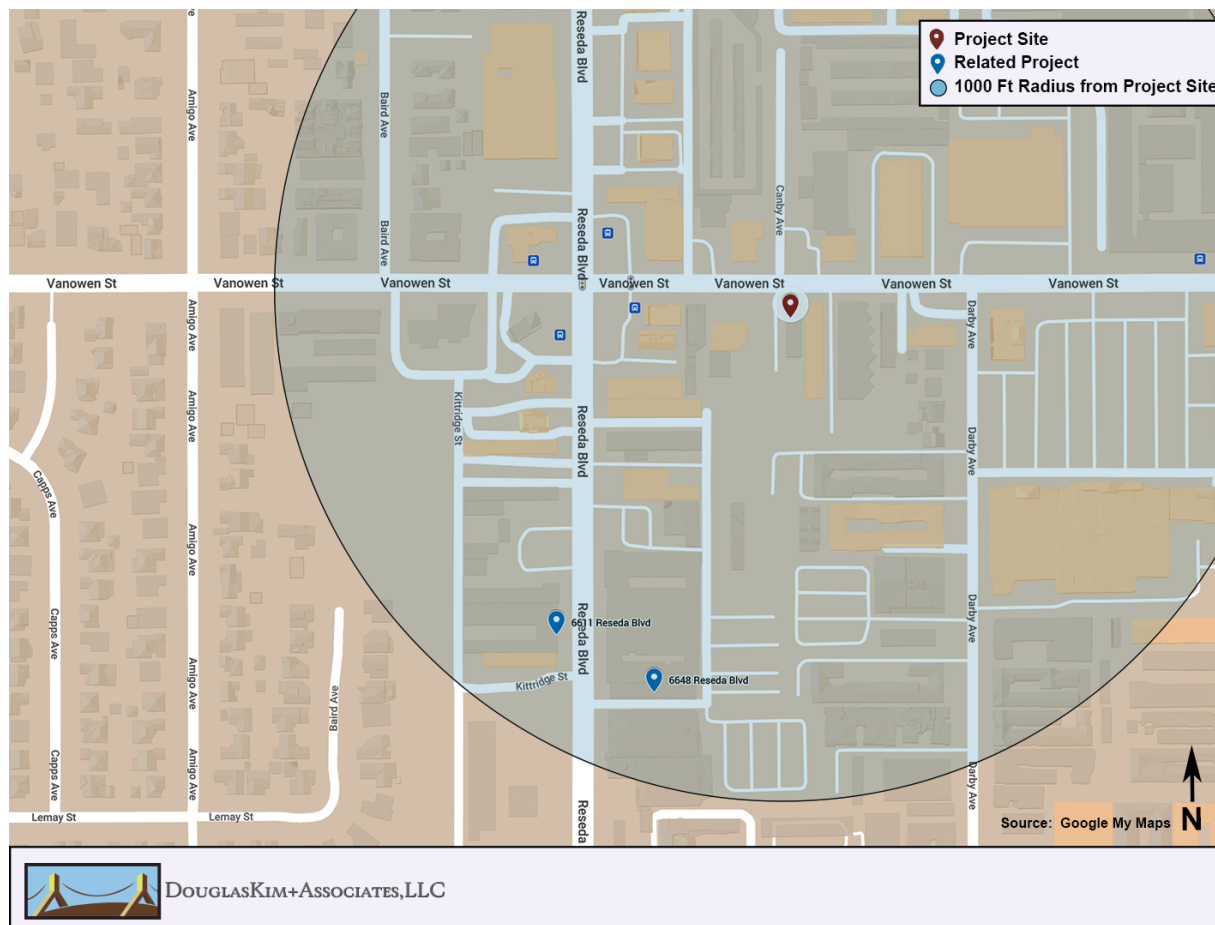


Figure 3
Related Projects

²⁴ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, July 2022.

As illustrated in Table 7, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . The noise contours from these related project(s) are illustrated in Figure 4. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Proposed Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 7
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
Residences – 18560 Vanowen St.	36.2	62.6	62.6	0.0	No
Residences – 6804 Baird Ave.	47.2	62.6	62.7	0.1	No
Residences – 18325 Vanowen St.	46.7	66.7	66.7	0.0	No
Residences – 6751 Darby Ave.	45.2	61.0	61.1	0.1	No
Residences – 6727 Darby Ave.	40.7	57.5	57.5	0.0	No
Source: DKA Planning, 2022.					

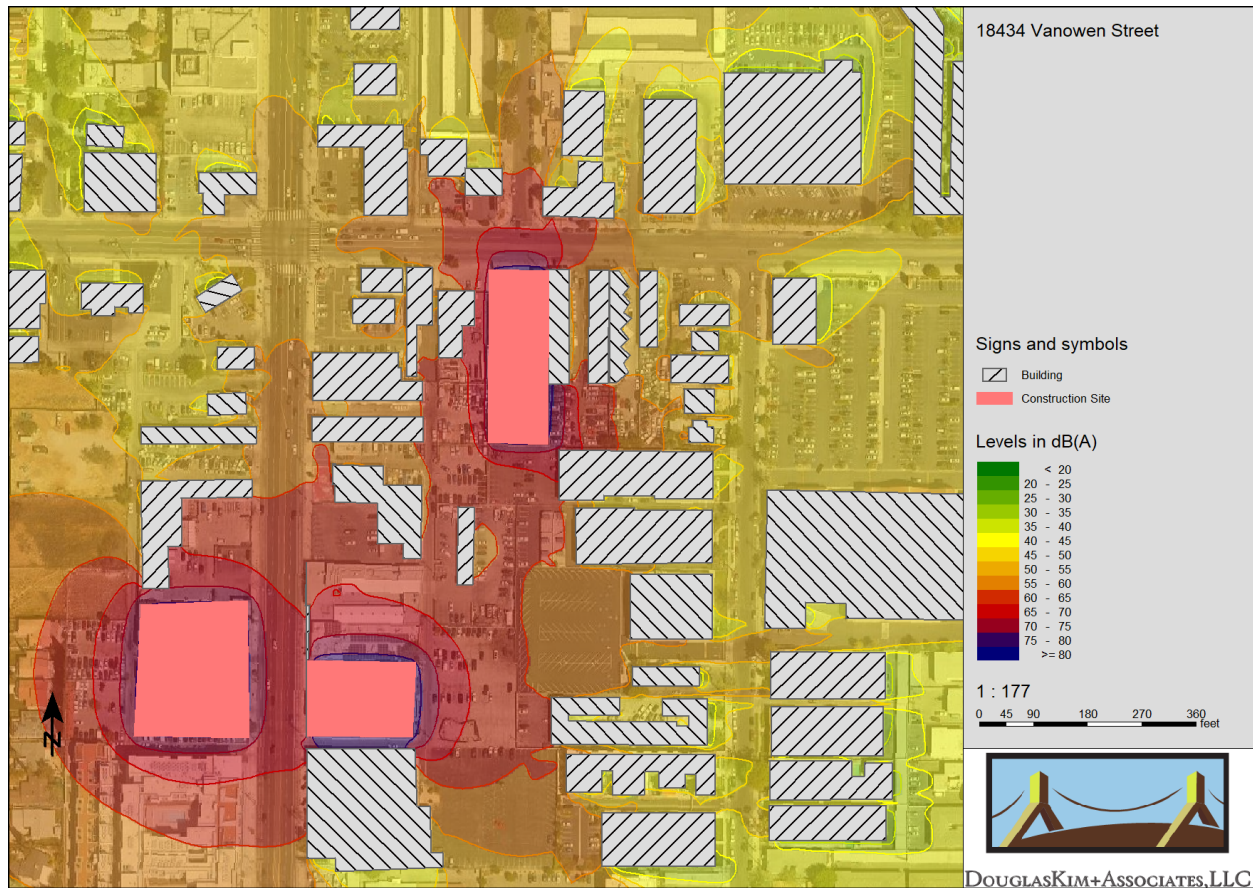


Figure 4
Construction Noise Contours from Cumulative Development

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 up to 284 PCE vehicles during a peak, would represent about 10.9 percent of traffic volumes on Vanowen Street, which carries about 2,611 vehicles at Reseda Boulevard in the morning peak hour of traffic. The two related projects would have to add 2,327 peak hour PCE vehicle trips to double volumes on Vanowen Street, an average of 1,163 PCE vehicle trips. As these two related projects would have to generate over ten times the construction vehicle traffic as the Proposed Project, they would not be capable of generating enough traffic on Vanowen Street or Reseda Boulevard, given the scope of those two residential projects. As such, cumulative noise due to construction truck 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 Reseda neighborhood has been developed with residential and commercial land uses along Vanowen Street, Reseda Boulevard, and other arterials that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The two related projects in the vicinity of the Project Site are residential developments that would generate mobile-source noise from residents and visitors. However, residential uses do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation. The presence of intervening multi-story buildings along Reseda Boulevard, Vanowen Street, and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. However, each project would produce traffic volumes that are capable of generating roadway noise impacts. The potential cumulative noise impacts associated with on-site and off-site noise sources are addressed below.

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 Reseda Boulevard, Vanowen Street, 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 388 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026, including up to 39 maximum hourly vehicle trips. The two related projects within 1,000 feet of the Project Site are projected to generate about 246 additional vehicle trips in the P.M. peak hour.²⁵ When combined with the Proposed Project, these two developments would add up to 285 maximum hourly vehicle trips onto local roadways, which would represent 10.8 percent of vehicles currently using Vanowen Street at Reseda Boulevard in the A.M. peak hour. Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

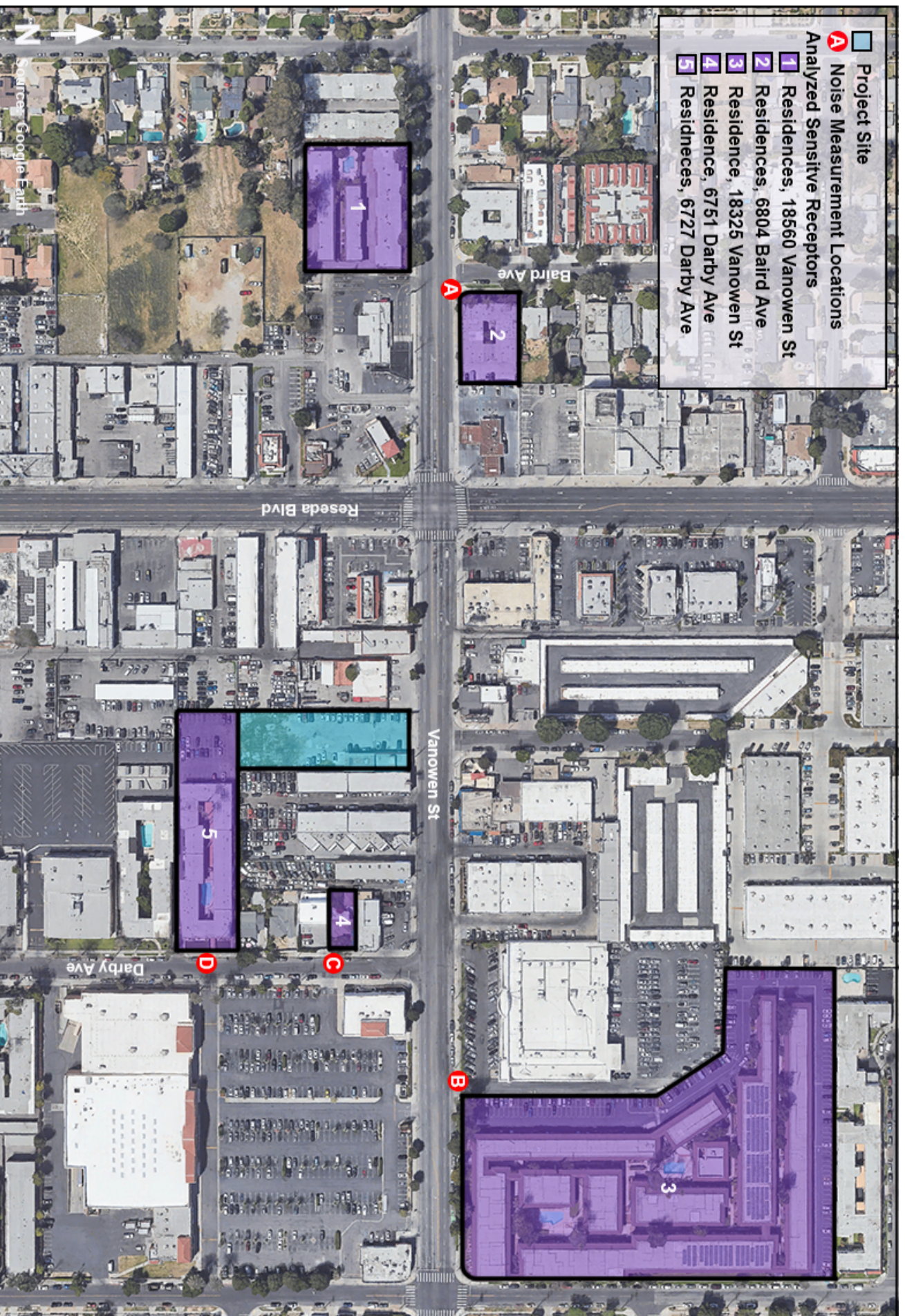
²⁵ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, July 2022.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



DOUGLASKIM+ASSOCIATES, LLC

Figure 1
Noise Measurement Locations

Session Report

8/5/2022

Information Panel

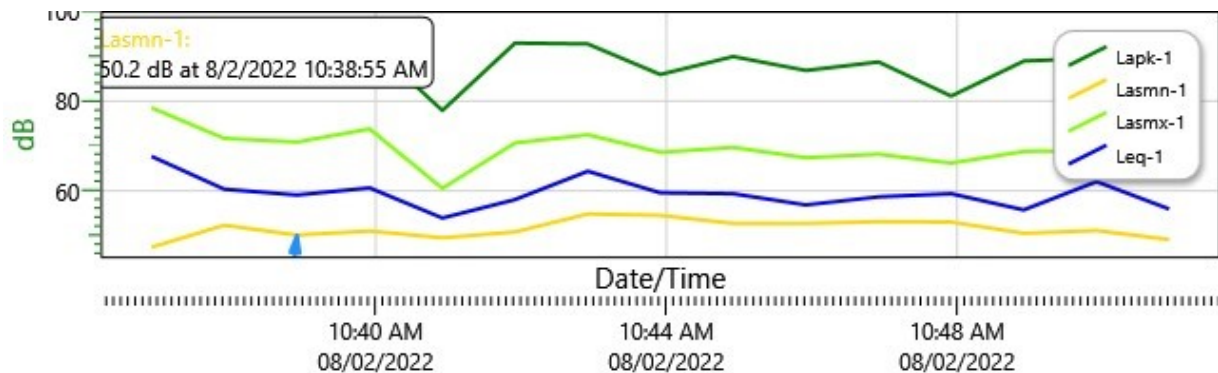
Name	6751 Darby Ave
Comments	
Start Time	8/2/2022 10:35:55 AM
Stop Time	8/2/2022 10:51:15 AM
Run Time	00:15:20
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

6751 Darby 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
8/2/2022 10:36:55 AM	97.5	47.5	78.5	67.7
10:37:55 AM	90.1	52.4	71.7	60.4
10:38:55 AM	86.5	50.2	70.9	59.1
10:39:55 AM	92.8	51.1	73.8	60.7
10:40:55 AM	77.9	49.6	60.6	54
10:41:55 AM	92.9	50.9	70.7	58.1
10:42:55 AM	92.7	54.9	72.5	64.4
10:43:55 AM	85.9	54.6	68.6	59.6
10:44:55 AM	89.9	52.8	69.7	59.4
10:45:55 AM	86.8	52.8	67.4	56.9
10:46:55 AM	88.7	53.2	68.2	58.7
10:47:55 AM	81.1	53.1	66.2	59.4
10:48:55 AM	88.9	50.6	68.8	55.8
10:49:55 AM	89.5	51.2	69	62.1
10:50:55 AM	88.2	49.2	65.4	56

Session Report

8/5/2022

Information Panel

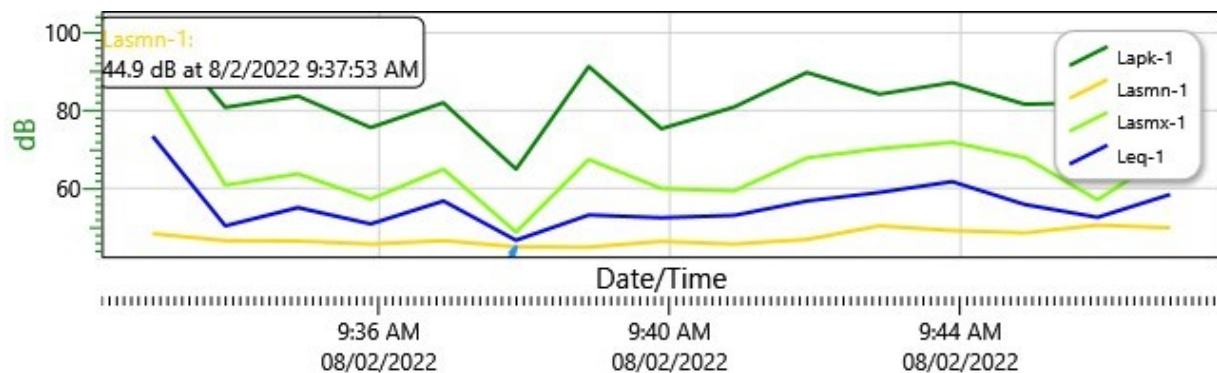
Name	6804 Baird Ave
Comments	
Start Time	8/2/2022 9:31:53 AM
Stop Time	8/2/2022 9:46:56 AM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	62.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

6804 Baird 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
8/2/2022 9:32:53 AM	102.7	48.3	91.1	73.4
9:33:53 AM	80.8	46.5	60.8	50.3
9:34:53 AM	83.7	46.4	63.7	55
9:35:53 AM	75.6	45.6	57.2	50.8
9:36:53 AM	82	46.5	64.9	56.7
9:37:53 AM	64.9	44.9	48.7	46.6
9:38:53 AM	91.3	44.8	67.4	53.1
9:39:53 AM	75.3	46.3	59.9	52.4
9:40:53 AM	80.9	45.6	59.3	53
9:41:53 AM	89.8	46.8	67.8	56.7
9:42:53 AM	84.2	50.3	70.2	58.9
9:43:53 AM	87.2	49.1	71.8	61.7
9:44:53 AM	81.6	48.5	67.9	55.8
9:45:53 AM	82	50.5	57	52.5
9:46:53 AM	89.1	49.8	69	58.4

Session Report

8/5/2022

Information Panel

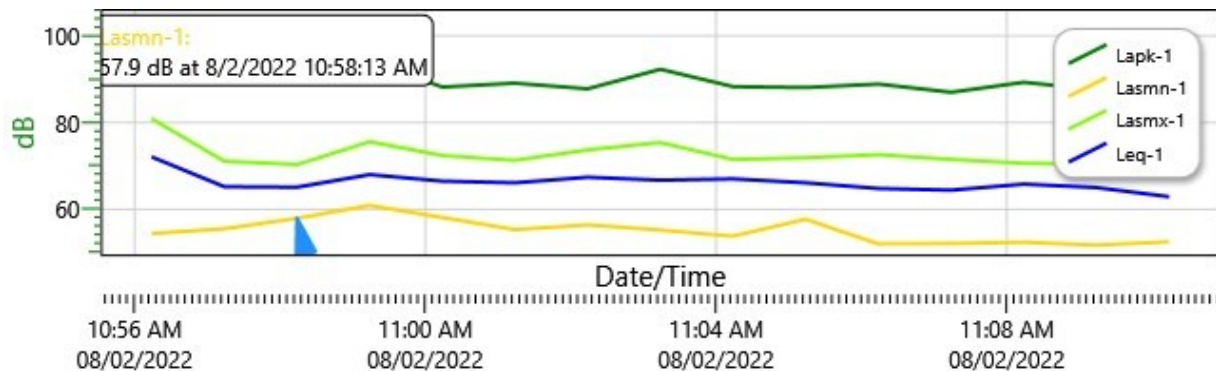
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Comments	
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Run Time	00:15:30
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

18325 Vanowen St: 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
8/2/2022 10:56:14 AM	103.6	54.4	80.9	72.1
10:57:14 AM	89.7	55.5	71.1	65.2
10:58:14 AM	91.3	57.9	70.3	65.1
10:59:14 AM	94.1	60.9	75.6	68
11:00:14 AM	88.2	58.1	72.4	66.5
11:01:14 AM	89.1	55.3	71.3	66.1
11:02:14 AM	87.8	56.4	73.7	67.4
11:03:14 AM	92.3	55.2	75.4	66.7
11:04:14 AM	88.3	53.8	71.5	67
11:05:14 AM	88.1	57.7	71.9	66.1
11:06:14 AM	88.9	52	72.6	64.8
11:07:14 AM	87	52.1	71.5	64.4
11:08:14 AM	89.3	52.4	70.6	65.8
11:09:14 AM	87.6	51.7	70.4	65
11:10:14 AM	87.9	52.5	69.8	62.9

Session Report

8/5/2022

Information Panel

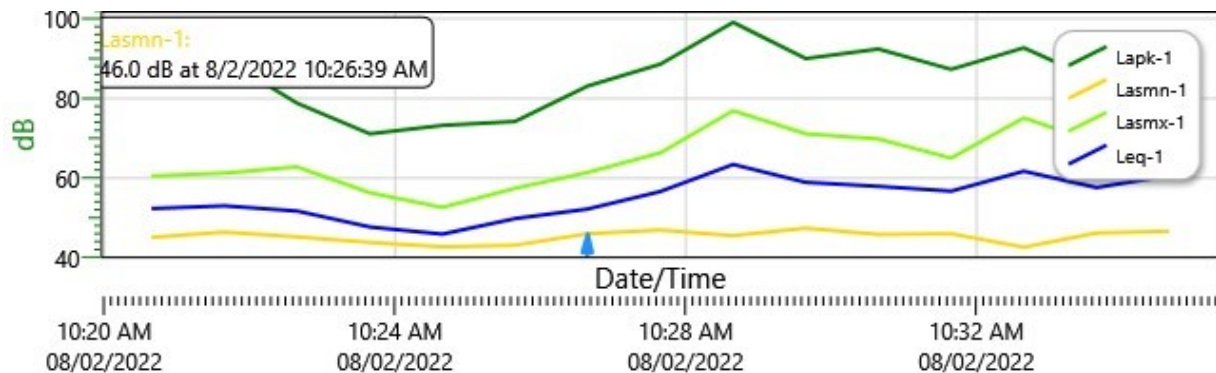
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Run Time	00:15:04
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Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Iglesia Evangelica Sol de Justicia: 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
8/2/2022 10:20:39 AM	87.8	45.1	60.5	52.3
10:21:39 AM	89.9	46.4	61.2	53
10:22:39 AM	78.8	45.2	62.8	51.7
10:23:39 AM	71.1	43.8	56.3	47.7
10:24:39 AM	73.2	42.7	52.6	45.9
10:25:39 AM	74.2	43.1	57.4	49.8
10:26:39 AM	83.1	46	61.4	52.2
10:27:39 AM	88.6	46.9	66.3	56.6
10:28:39 AM	99.1	45.5	76.9	63.4
10:29:39 AM	90	47.4	71.1	58.9
10:30:39 AM	92.4	45.8	69.8	57.9
10:31:39 AM	87.3	46	65	56.7
10:32:39 AM	92.7	42.6	75.1	61.7
10:33:39 AM	84.5	46.2	68.9	57.6
10:34:39 AM	92	46.6	71.8	60.6



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Day dB(A)	Level		Corrections		
				Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction	2684 m²	Lw/unit	109.7	-	-	-	-	-

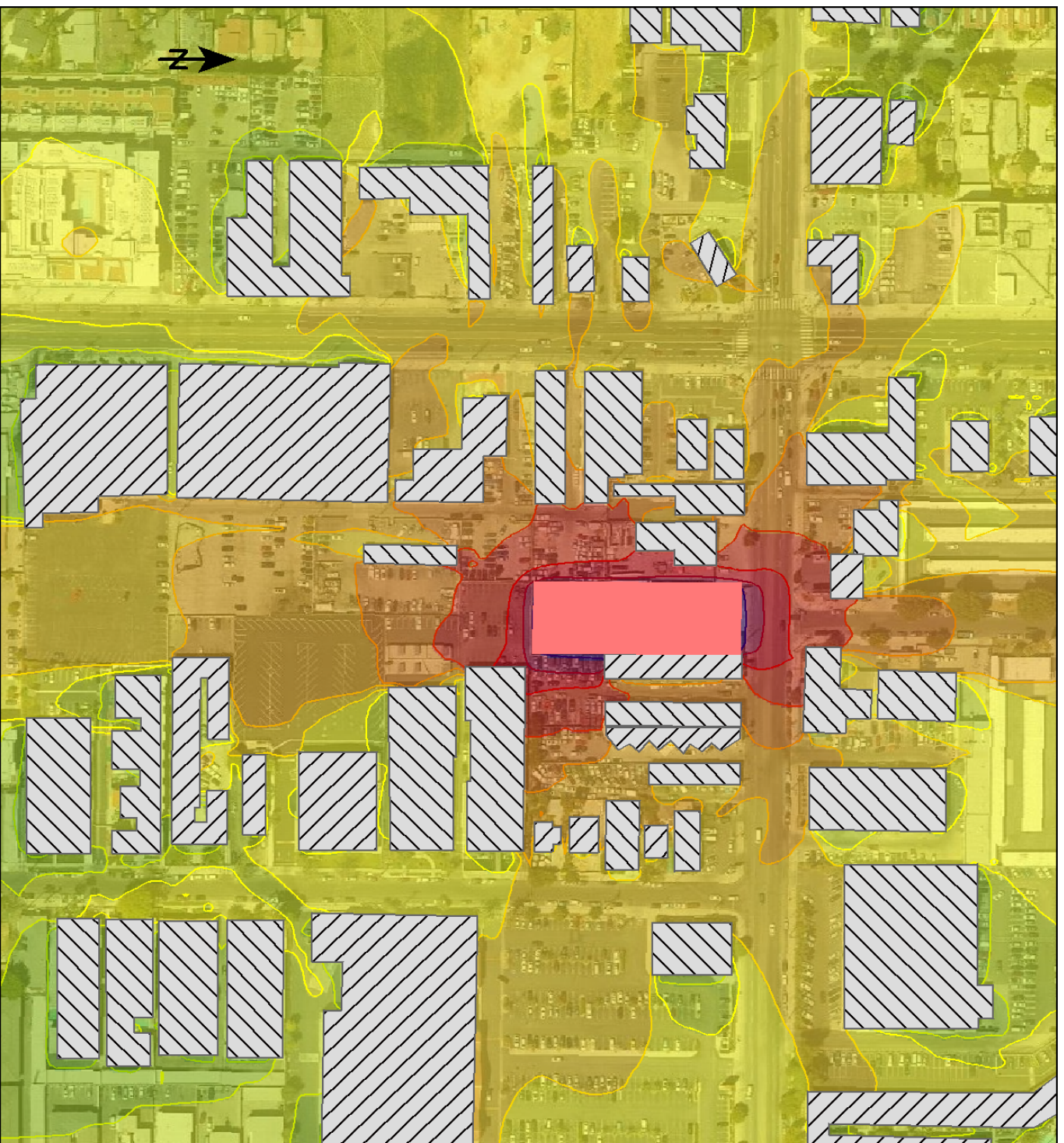
Receiver list

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	Residence, 6751 Darby Ave.	11358684.19	3784666.59	East	GF	226.46	-	44.2	-
2	Residences - 6727 Darby Ave.	11358681.43	3784608.93	East	GF	226.65	-	35.7	-
3	Residences, 6804 Baird Ave.	11358366.27	3784734.03	South	GF	226.76	-	45.3	-
4	Residences, 18325 Vanowen St.	11358785.70	3784732.31	South	GF	226.89	-	43.4	-
5	Residences, 18560 Vanowen St.	11358342.67	3784704.30	North	GF	226.59	-	32.7	-

Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Residence, 6751 Darby Ave. GF		44.2
Construction	-	44.2
Residences - 6727 Darby Ave. GF		35.7
Construction	-	35.7
Residences, 6804 Baird Ave. GF		45.3
Construction	-	45.3
Residences, 18325 Vanowen St. GF		43.4
Construction	-	43.4
Residences, 18560 Vanowen St. GF		32.7
Construction	-	32.7

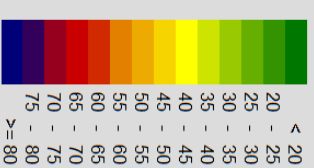
18434 Vanowen Street



Signs and symbols

- Building
- Construction Site

Levels in dB(A)



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DOUGLASS KIM + ASSOCIATES, LLC

Construction Noise Impacts



DOUGLAS KIM + ASSOCIATES

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

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 18560 Vanowen St.	62.6	32.7	62.6	0.0	No
Residences - 6804 Baird Ave.	62.6	45.3	62.7	0.1	No
Residences - 18325 Vanowen St.	66.7	43.4	66.7	0.0	No
Residences - 6751 Darby Ave.	61.0	44.2	61.1	0.1	No
Residences - 6727 Darby Ave.	57.5	35.7	57.5	0.0	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Douglas Development LLC

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	95.9	106	4.1%
Grading	7.5	0	276.2	284	10.9%
Trenching	5	0		5	0.2%
Building Construction	46.8	19.0		66	2.5%
Paving	17.5	0.0		18	0.7%
Architectural Coatings	9.36	0		9.36	0.4%
Vendor and Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied					

2611 Traffic Volumes on Vanowen Street at Reseda Boulevard



DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS

TRAFFIC VOLUME ADJUSTMENTS

North/South Reseda Boulevard
 East/West Vanowen Street
 Year 2017
 Hour 7:30-8:30 A.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/RESEDA.VANOWEN.170518.MAN.pdf



	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	984	1153	1331	1393	1.07%	
2017	984	1,153	1,331	1,393	2,137	
2018	994	1,165	1,344	1,407	2,158	
2019	1,004	1,176	1,358	1,421	2,180	
2020	1,014	1,188	1,371	1,435	2,202	
2021	1,024	1,200	1,385	1,450	2,224	
2022	1,034	1,212	1,399	1,464	2,246	2,611
2023	1,045	1,224	1,413	1,479	2,268	2,892
2024	1,055	1,236	1,427	1,493	2,291	
2025	1,066	1,249	1,441	1,508	2,314	2,690
2026	1,076	1,261	1,456	1,524	2,337	
2027	1,087	1,274	1,470	1,539	2,361	
2028	1,098	1,286	1,485	1,554		
2029	1,109	1,299	1,500	1,570		
2030	1,120	1,312	1,515	1,585		
2031	1,131	1,325	1,530	1,601		
2032	1,142	1,339	1,545	1,617		
2033	1,154	1,352	1,561	1,633		
2034	1,165	1,366	1,576	1,650		
2035	1,177	1,379	1,592	1,666		
2036	1,189	1,393	1,608	1,683		
2037	1,201	1,407	1,624	1,700		
2038	1,213	1,421	1,640	1,717		
2039	1,225	1,435	1,657	1,734		
2040	1,237	1,450	1,673	1,751		
2041	1,249	1,464	1,690	1,769		
2042	1,262	1,479	1,707	1,786		

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	853	999	1,154	1,208	6,048,810	82.5%
MDT	133	155	179	188	940,092	12.8%
HDT	4	4	5	5	25,348	0.3%
Buses	1	2	2	2	9,386	0.1%
MCY	24	28	32	33	167,287	2.3%
Aux	20	24	27	29	142,856	1.9%
Total	1,034	1,212	1,399	1,464	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



DOUGLASKIM+ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub			Truck Capacity	
				Low	Low	Tons	(CY)	Truck Trips
Construction and Demolition	0							
General Building	1,800	12	3,391			1,695	10	678
Single Family Residence	-	12	-			-	10	-
Multi-Family Residence		12	-			-	10	-
Mobile Home						-	10	-
Mixed Debris						-	10	-
Vegetative Debris (Hardwoods)						-	10	-
Vegetative Debris (Softwoods)						-	10	-
Asphalt or concrete (Constructor	25,660	0.5	475			570	10	95
TOTAL			3,866			2,266		773

Source: Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010

Source (Asphalt or concrete): CalRecycle Solid Waste Cleanup Program Weights and Volumes for Project Estimates; <http://www.calrecycle.ca.gov/sw/facilities/cdl/Tools/Calculations.htm>



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	1,750	56%	2,730	10	546
Clay (Dry)	350	50%	525	10	105
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
TOTAL	2,100		3,255		651

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

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

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



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:

PROJ ID: 23831

Address: 18412 VANOWEN ST
LOS ANGELES, CA

Lat/Long: 34.1938, -118.534

☐ Include NULL "Trip info":

☐ Include NULL "FirstStudySubmittalDate" (latest)

☐ Include "Inactive" projects:

☐ Include "Do not show in Related Project":

Buffer Radius: 0.25

mile

Search

Column

Net_AM_Trips - Select -

Net_PM_Trips - Select -

Net_Daily_Trips - Select -

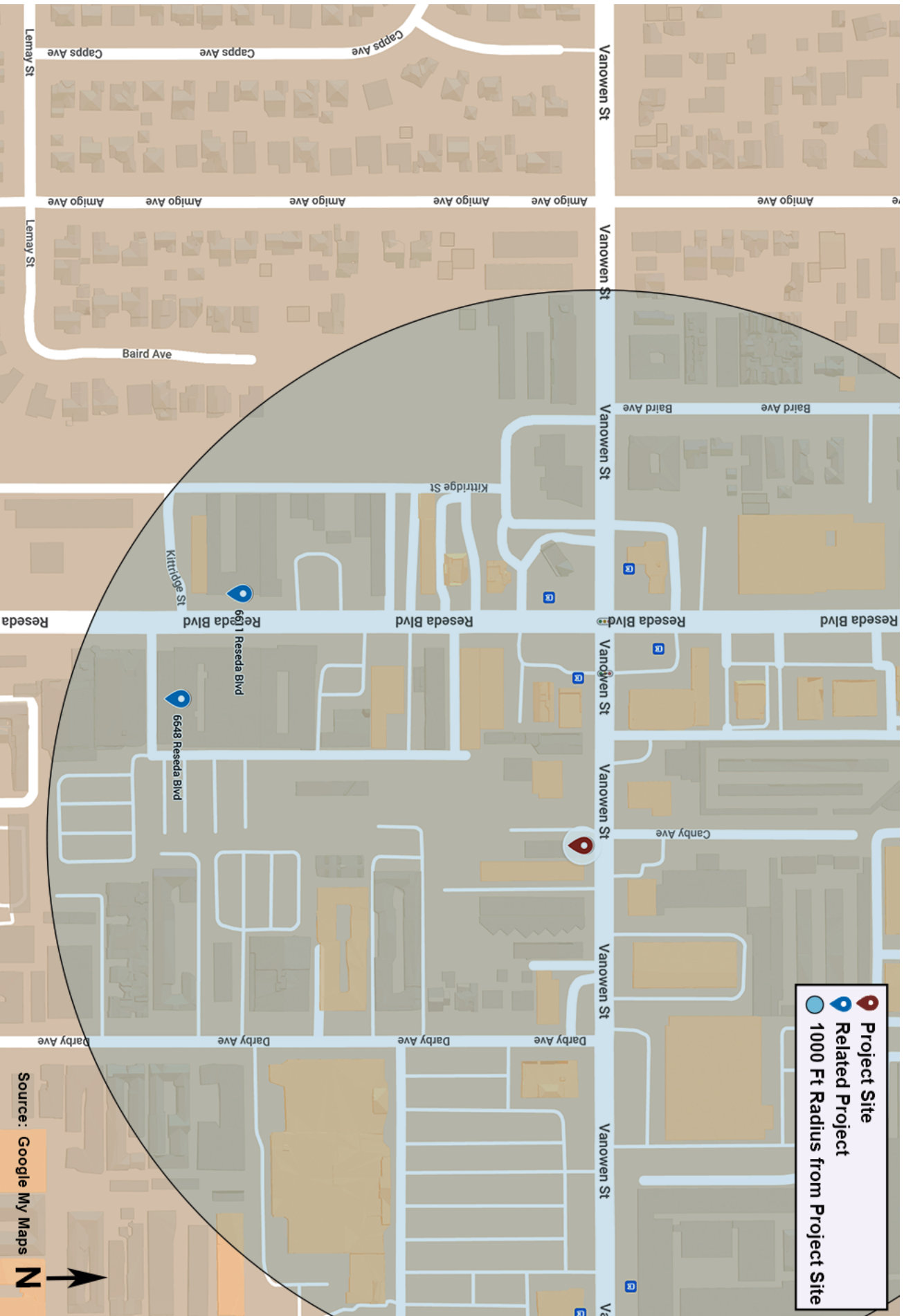
Results generated since: (8/8/2022 9:42:30 AM)

Record Count: 2 | Record Per Page: 5 records

Proj_ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info											
41545	SF Valley	SFV	3	2013	Riverwalk Reseda	254 apartments and retail	6611 RESEDA BL	05/19/2014	0.2	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	
										Mixed Use			122	160	1732	26	96	101	59	254 apartments, 8256 s.f. retail and various discounts	
													122	160	1732		26	96	101	59	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	200	102	124	1330	20	82	80	44	
Retail	S.F. Net Area	-3734	-5	-11	-166	-3	-2	-5	-6	Net change to retail (826/SANDAG)
Office	S.F. Gross Area	-13119	-31	-27	-435	-25	-6	-12	-15	Medical-Dental Office Building
			66	86	729		-8	74	63	23

44562 SF Valley SFV 3 2016 6648 Reseda LLC 200 unit apts + 6 ksf retail 6648 Reseda Bl 11/29/2016 0.2



Project Site

Related Project

1000 Ft Radius from Project Site

Source: Google My Maps



DOUGLASKIM+ASSOCIATES, LLC



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m ²	Reference	Day dB(A)	Level		Night dB(A)	Corrections		
				Evening dB(A)			Cwall dB	CI dB	CT dB
Construction	2684 m ²	Lw/unit	109.7	-		-	-	-	-
Construction (Related Project 6611 Reseda BI)	3841 m ²	Lw/unit	109.7	-		-	-	-	-
Construction (Related Project 6648 Reseda BI)	2071 m ²	Lw/unit	109.7	-		-	-	-	-

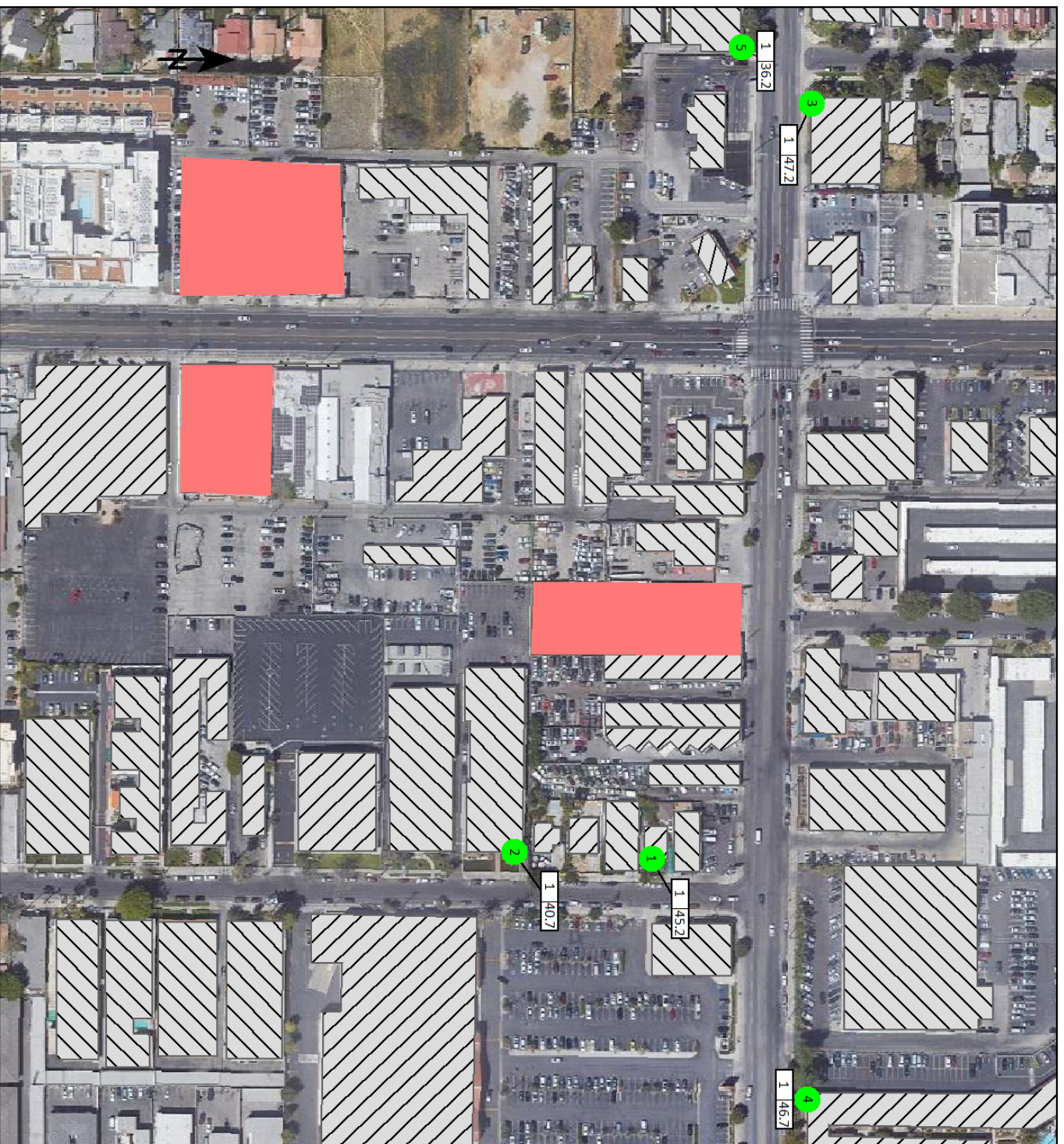
Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residence, 6751 Darby Ave.	11358684.153784666.59	East	GF	226.46	-	45.2	-
2	Residences - 6727 Darby Ave.	11358681.433784608.93	East	GF	226.65	-	40.7	-
3	Residences, 6804 Baird Ave.	11358366.273784734.03	South	GF	226.76	-	47.2	-
4	Residences, 18325 Vanowen St.	11358785.703784732.31	South	GF	226.89	-	46.7	-
5	Residences, 18560 Vanowen St.	11358342.673784704.30	North	GF	226.59	-	36.2	-




Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Residence, 6751 Darby Ave. GF		45.2
Construction	-	44.2
Construction (Related Project 6611 Resed	-	32.8
Construction (Related Project 6648 Resed	-	36.6
Residences - 6727 Darby Ave. GF		40.7
Construction	-	35.7
Construction (Related Project 6611 Resed	-	27.2
Construction (Related Project 6648 Resed	-	38.8
Residences, 6804 Baird Ave. GF		47.2
Construction	-	45.4
Construction (Related Project 6611 Resed	-	39.7
Construction (Related Project 6648 Resed	-	39.0
Residences, 18325 Vanowen St. GF		46.7
Construction	-	43.4
Construction (Related Project 6611 Resed	-	38.1
Construction (Related Project 6648 Resed	-	42.8
Residences, 18560 Vanowen St. GF		36.2
Construction	-	32.7
Construction (Related Project 6611 Resed	-	31.9
Construction (Related Project 6648 Resed	-	28.6

18434 Vanowen Street



Signs and symbols

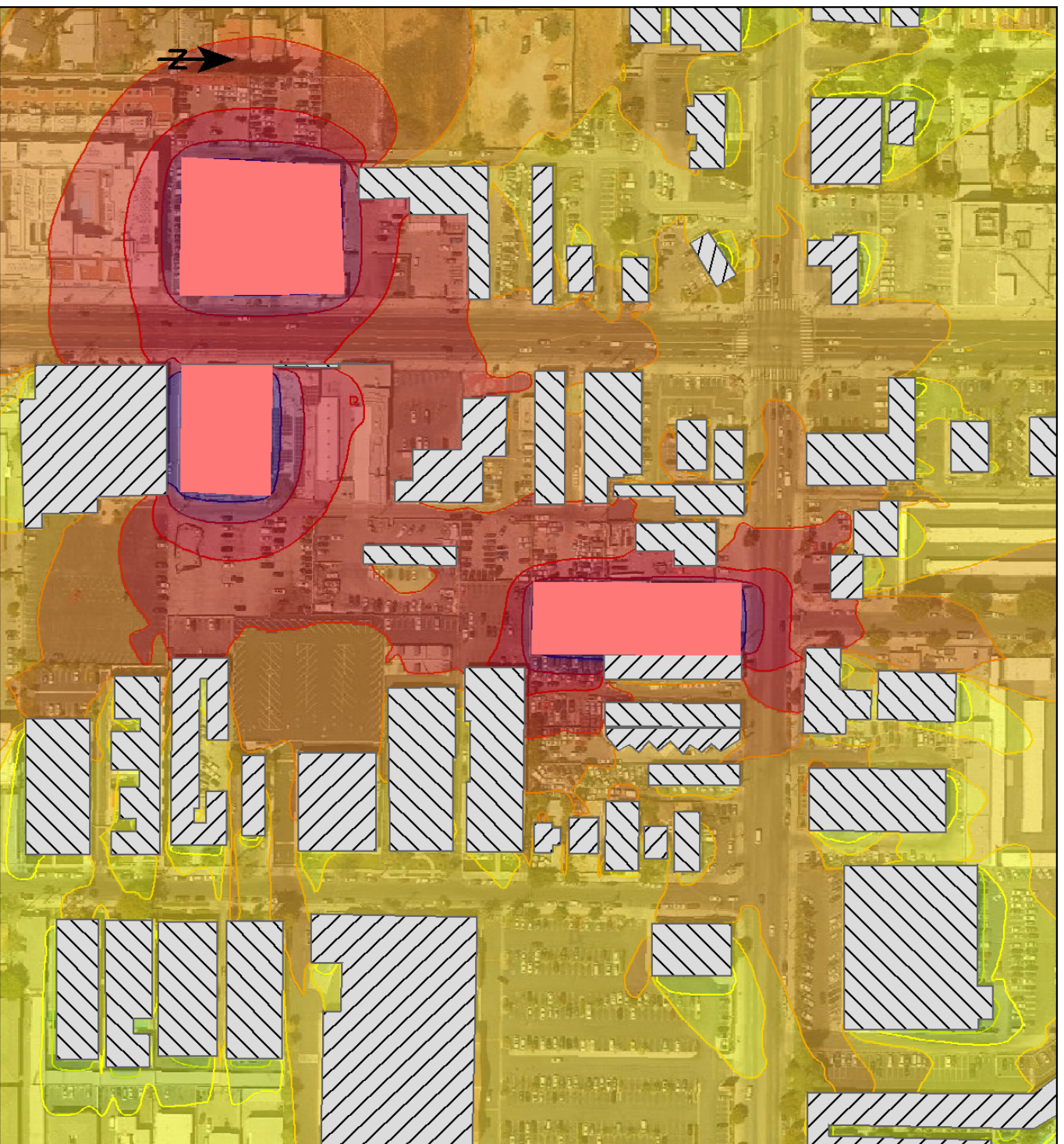
-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

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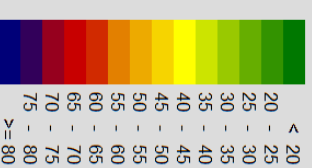
18434 Vanowen Street



Signs and symbols

- Building
- Construction Site

Levels in dB(A)



1 : 177



DOUGLASSKIM+ASSOCIATES, LLC

Construction Noise Impacts



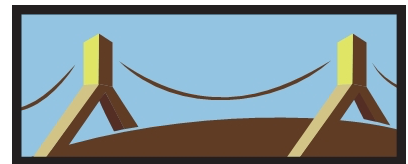
DOUGLAS KIM + ASSOCIATES

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

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 18560 Vanowen St.	62.6	36.2	62.6	0.0	No
Residences - 6804 Baird Ave.	62.6	47.2	62.7	0.1	No
Residences - 18325 Vanowen St.	66.7	46.7	66.7	0.0	No
Residences - 6751 Darby Ave.	61.0	45.2	61.1	0.1	No
Residences - 6727 Darby Ave.	57.5	40.7	57.6	0.1	No

18434 VANOWEN AVENUE PROJECT

Air Quality Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
September 2023

AIR QUALITY TECHNICAL REPORT

Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 18430-18434 Vanowen Street 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), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (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 O₃, PM_{2.5}, and Pb.

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

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

¹N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 (www.arb.ca.gov/design/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

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

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 O₃, PM₁₀, and PM_{2.5}.

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 H₂S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.¹ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among

¹ California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

others.² In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

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

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

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

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

² California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

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

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. SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NOx emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in 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 2021.⁴ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV (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 (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.

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

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.^{5,6} 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, 2020.⁷ 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_{2.5} 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 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:

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

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

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

- 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 1.4 miles north of the eastbound mainline of the Ventura 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 (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁸

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 (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ 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 (NO₂). NO₂ 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 NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one’s susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ 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 SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ 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.

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

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

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

State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_x, as well as PM.

Sulfates (SO₄²⁻). 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 (H₂S). H₂S 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 H₂S 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.⁹

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

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

Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3 , $\text{PM}_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under

⁹ California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

¹⁰ California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

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

the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

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

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ 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 West San Fernando Valley 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 2019 through 2021. The one-hour State standard for O₃ was exceeded 19 times during this three-year period, though only once in 2019. The daily federal standard was exceeded 86 times during this three-year period. CO, PM_{2.5}, and NO₂ levels did not exceed the CAAQS from 2019 through 2021 for the 1-hour averaging period (and 8-hour for CO).

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2019	2020	2021
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.101	0.142	0.110
Days > 0.09 ppm (State 1-hour standard)	1	14	4
Days > 0.070 ppm (Federal 8-hour standard)	6	49	31
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	2.6	1.9	2.6
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	2.2	1.5	1.9
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0644	0.0572	0.0542
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	30.0	27.6	55.5
Days > 35 µg/m ³ (Federal 24-hour standard)	0	0	3

Sulfur Dioxide (SO₂)			
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 ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at West San Fernando Valley subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed September 5, 2023.			

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 91335) is approximately 366 in a million.¹² The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Ventura Freeway 1.4 miles to the north). In general, the risk at the Project Site is higher than 23 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 6037132700) is located in the 90th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 90 percent of other communities within California.¹³

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

The Project Site is located in Reseda near the intersection of two major commercial arterials, Reseda Boulevard and Vanowen Street. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 6727 Darby Avenue; 20 feet southeast of the Project Site.
- Residence, 6751 Darby Avenue; 200 feet east of the Project Site.
- Residences, 6804 Baird Avenue; 550 feet west of the Project Site.
- Residence, 18325 Vanowen Street; 610 feet east of the Project Site.
- Residences, 18560 Vanowen Street; 730 feet west of the Project Site.

¹² 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, accessed August 8, 2022.

¹³ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed August 8, 2022.

Existing Project Site Emissions. The Project Site is improved with an 1,800 square-foot commercial building.¹⁴ However, the building is not occupied and this analysis assumes there are no anthropogenic emissions from the Project Site.

Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.18) 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 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.¹⁵ 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.¹⁶ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ 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 O₃ 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

¹⁴ City of Los Angeles, ZIMAS database, accessed August 8, 2022.

¹⁵ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

¹⁶ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).¹⁷ This is appropriate given the 0.67-acre site and the proximity of sensitive receptors as close as twenty 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.

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 NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.¹⁸ The LSTs for PM_{2.5} were established in October 2006.¹⁹ Updated LSTs were published on the SCAQMD website on October 21, 2009.²⁰ Table 3 presents the significance criteria for both construction and operational emissions.

Table 3
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO _x)	100	69	55	69
Carbon Monoxide (CO)	550	426	550	426
Sulfur Oxides (SO _x)	150	--	150	--
Respirable Particulates (PM ₁₀)	150	4	150	2
Fine Particulates (PM _{2.5})	55	3	55	1
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the West San Fernando Valley source receptor area. The SCAQMD has not developed LST values for VOC or SO_x. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008). Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019				

¹⁷ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

¹⁸ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

¹⁹ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

²⁰ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

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.²¹ Details describing the operational emissions of the Project can be found in in the Technical Appendix.

Toxic Air Contaminants Impacts (Construction and Operations). Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

Thresholds of Significance

State CEQA Guidelines Appendix G

Would the Project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan;*
- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*
- c) *Expose sensitive receptors to substantial pollutant concentrations; or*
- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

²¹ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

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;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:²²

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.

²² South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

- 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/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ 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*.²³ As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;²⁴ (2) 55 pounds per day for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.²⁵
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).²⁶
- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.²⁷
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

²³ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

²⁴ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

²⁵ South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

²⁶ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

²⁷ South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds, October 2006.

- 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:²⁸

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.²⁹ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) *Consistency with Applicable Air Quality Plans*

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:³⁰

- Will the Project result in any of the following:
 - An increase in the frequency or severity of existing air quality violations;
 - Cause or contribute to new air quality violations; or
 - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
 - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;

²⁸ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

²⁹ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

³⁰ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

- 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),³¹ which will build upon and sets higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).³² 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 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 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los

³¹ City of Los Angeles Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>.

³² California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>.

Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The Project would add a residential population of approximately 224 people to the Project Site.

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 0.02 percent of the forecast population growth between 2016 and 2045.

- 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 (HQTa). "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 2022 AQMP. The 2022 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2022 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 2022 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O₃ control plan with new commitments for short-term NO_x and VOC reductions. The 2022 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 2022 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_{2.5} NAAQS for the Basin. Directly applicable to the Project, the 2022 AQMP proposes robust

NO_x 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 2022 AQMP.

The Project Site is classified as “Community Commercial” 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 2020 RTP/SCS and 2022 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 HQTAs³⁵, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.³⁶
- 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 3 based on the shortest distance between any point on the lot and qualified Major Transit Stops.³⁷
- There is substantial public transit service in the area, including:
 - Metro Line 165, which connects West Hills to Burbank with east-west service along Vanowen Street and other arterials.
 - Metro Line 240, which connects Northridge with Universal City with north-south service along Reseda Boulevard and other arterials.
- The project will provide 32 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 4, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore,

³⁵ Southern California Association of Governments Data Portal <https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1/explore?location=34.175775%2C-118.449519%2C10.68>

³⁶ Southern California Association of Governments, Sustainability Program homepage, accessed August 8, 2022

³⁷ 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 would result in a less than significant impact related to consistency with the Air Quality Element.

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Not Applicable. The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. The Project Site is well-served by public transit Metro Lines 165 and 240. Residents can take advantage of short- and long-term bicycle parking spaces.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Proposed Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking for residents. The Project Site is well-served by public transit Metro Lines 165 and 240. Residents can benefit from the short- and long-term bicycle parking spaces.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. As noted above, the Project Site's TOC Tier 3 status allows the garage to be limited to parking for residents. The development would provide transportation options to residents as an option to driving. The Project Site is well-served by public transit Metro Lines 165 and 240. Residents can benefit from the short- and long-term bicycle parking spaces.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Metro Lines 165 and 240. Residents can benefit from the short- and long-term bicycle parking spaces.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Consistent. 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.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including The Project Site is well-served by public transit Metro Lines 165 and 240. Residents can benefit from the short- and long-term bicycle parking spaces. The Project would also include 15 electric vehicle charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including The Project Site is well-served by public transit Metro Lines 165 and 240. Residents can benefit from the short- and long-term bicycle parking spaces.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located	Not Applicable. This policy calls for City updates to its General Plan.

Table 4
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
to minimize significant health risks to sensitive receptors.	
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include 15 electric vehicle charging stations.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs.
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.³⁸

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.18 model and a projected construction schedule of at least 24 months. Table 5 summarizes the estimated construction schedule that was modeled for air quality impacts.

Table 5
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 1,800 square feet of building floor area and 25,660 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Grading	Months 2-3	Approximately 115,996 cubic yards of soil hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Months 4-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-24	Footings and foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Months 22-24	Flatwork, including 10,200 square feet of paving of driveways and walkways
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:

- 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.

³⁸ 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 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. Fugitive dust emissions would peak during grading activities, where approximately 115,996 cubic yards of soil would be exported from the Project Site. NO_x emissions would primarily result from the use of construction equipment and truck trips.

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_{2.5} and PM₁₀ 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 6, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to

determine localized construction emissions thresholds for the Project.³⁹ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

Table 6
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2024	1.7	42.0	22.1	0.2	9.5	3.6
2025	8.1	11.3	19.5	<0.1	1.8	0.7
Maximum Regional Total	8.1	42.0	22.1	0.2	9.5	3.6
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	5.8	11.4	10.7	<0.1	2.7	1.5
Localized Threshold	N/A	69	426	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
<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>						
<i>Source: DKA Planning, 2022 based on CalEEMod 2022.1.1.18 model runs (summer or winter season, whichever is higher). LST analyses based on 1-acre site with 25-meter distances to receptors in West San Fernando Valley source receptor area. Modeling sheets included in the Technical Appendix.</i>						

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the West San Fernando Valley 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 southeast of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 6, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

³⁹ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

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 388 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026.⁴⁰

As shown in Table 7, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	2.6	0.1	5.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.2	0.8	9.4	<0.1	2.0	0.5
Regional Total	3.8	1.2	14.9	<0.1	2.0	0.5
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	2.6	0.4	5.5	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	69	426	N/A	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No
<i>LST analyses based on 1-acre site with 25-meter distances to receptors in West San Fernando Valley SRA</i> <i>Source: DKA Planning, 2022 based on CalEEMod 2022.1.1.18 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.</i>						

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. There are several sensitive receptors within 1,000 feet of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences, 6727 Darby Avenue; 20 feet southeast of the Project Site.
- Residence, 6751 Darby Avenue; 200 feet east of the Project Site.
- Residences, 6804 Baird Avenue; 550 feet west of the Project Site.

⁴⁰ City of Los Angeles VMT Calculator, v1.4.

- Residence, 18325 Vanowen Street; 610 feet east of the Project Site.
- Residences, 18560 Vanowen Street; 730 feet west of the Project Site.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 3, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 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 NO_x , CO, 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 6, during construction of the Project, maximum daily localized unmitigated emissions of NO_2 , CO, 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).⁴¹ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.⁴² 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.⁴³ 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 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, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would generate traffic 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 generate 306 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2025.⁴⁴ The majority

⁴¹ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

⁴² South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

⁴³ 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.

⁴⁴ City of Los Angeles VMT Calculator, v1.3.

of vehicle-related impacts at the Project Site would come from up to 31 vehicles entering and exiting the development during a peak P.M. hour.⁴⁵ This would represent 1.2 percent of the 2,611 vehicles currently using Vanowen Street at Reseda Boulevard in the A.M. peak hour.⁴⁶ When the Project is operational in 2025, the intersection would carry 2,690 vehicles would travel this intersection in the peak P.M. hour. Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 26,900 daily vehicle trips, well below the daily traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.⁴⁷

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.⁴⁸ 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.⁴⁹ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

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.

⁴⁵ 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).

⁴⁶ DKA Planning 2022, based on City of Los Angeles database of traffic volumes on Vanowen Street at Reseda Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/RESEDA.VANOWEN.170518.MAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴⁷ 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.

⁴⁸ 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)

⁴⁹ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

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 two related projects identified by the City of Los Angeles within 1,000 feet of the Proposed Project (Figure 1).⁵⁰

1. 6611 Reseda Boulevard; 254 apartment units and retail space; 480 feet southwest of the Project Site.
2. 6648 Reseda Boulevard; 200 apartment units and 6,000 square feet of retail; 430 feet southwest of the Project Site.

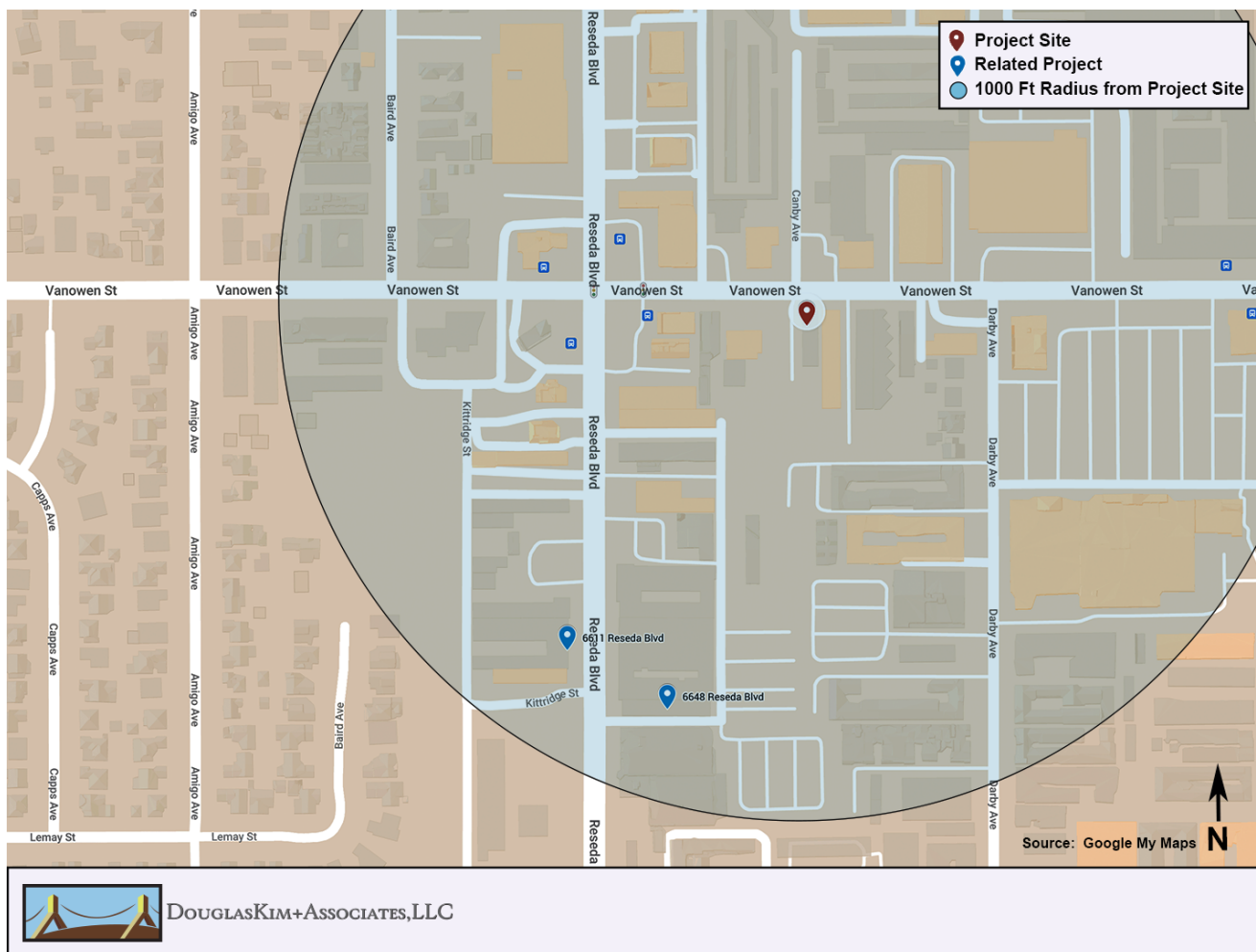


Figure 1
Related Projects

⁵⁰ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, July 2022.

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020 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.⁵¹ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 6, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use

⁵¹ 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.

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

FUTURE EMISSIONS

18434 Vanowen Street (Future) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	18434 Vanowen Street (Future)
Construction Start Date	1/2/2024
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	19.2
Location	18434 Vanowen St, Reseda, CA 91335, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3860
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.18

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
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Apartments Mid Rise	95.0	Dwelling Unit	0.60	90,110	3,600	—	224	—
Enclosed Parking with Elevator	39.0	Space	0.00	0.00	0.00	—	—	—
Parking Lot	104	Space	0.06	0.06	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	FOG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Unmit.	7.50	8.15	14.4	0.02	1.41	0.57
Daily, Winter (Max)	—	—	—	—	—	—
Unmit.	8.08	42.0	22.1	0.17	9.46	3.58
Average Daily (Max)	—	—	—	—	—	—
Unmit.	2.25	9.19	9.80	0.03	1.91	0.72
Annual (Max)	—	—	—	—	—	—
Unmit.	0.41	1.68	1.79	0.01	0.35	0.13
Exceeds (Daily Max)	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0
Unmit.	No	No	No	No	No	No
Exceeds (Average Daily)	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0
Unmit.	No	No	No	No	No	No

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—
2024	1.17	8.15	14.4	0.02	1.39	0.57
2025	7.50	6.74	14.0	0.02	1.41	0.50
Daily - Winter (Max)	—	—	—	—	—	—
2024	1.68	42.0	22.1	0.17	9.46	3.58
2025	8.08	11.3	19.4	0.02	1.83	0.74
Average Daily	—	—	—	—	—	—
2024	0.77	9.19	9.80	0.03	1.91	0.72
2025	2.25	4.95	9.34	0.01	0.95	0.35
Annual	—	—	—	—	—	—
2024	0.14	1.68	1.79	0.01	0.35	0.13
2025	0.41	0.90	1.70	< 0.005	0.17	0.06

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Unmit.	3.80	1.21	14.9	0.02	2.01	0.54
Daily, Winter (Max)	—	—	—	—	—	—
Unmit.	3.31	1.24	8.90	0.02	2.01	0.54
Average Daily (Max)	—	—	—	—	—	—
Unmit.	3.63	1.28	12.8	0.02	1.98	0.53
Annual (Max)	—	—	—	—	—	—

Unmit.	0.66	0.23	2.34	< 0.005	0.36	0.10
Exceeds (Daily Max)	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0
Unmit.	No	No	No	No	No	No
Exceeds (Average Daily)	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0
Unmit.	No	No	No	No	No	No

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	FOG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Mobile	1.22	0.83	9.40	0.02	1.98	0.51
Area	2.56	0.05	5.39	< 0.005	< 0.005	< 0.005
Energy	0.02	0.33	0.14	< 0.005	0.03	0.03
Water	—	—	—	—	—	—
Waste	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—
Total	3.80	1.21	14.9	0.02	2.01	0.54
Daily, Winter (Max)	—	—	—	—	—	—
Mobile	1.21	0.91	8.76	0.02	1.98	0.51
Area	2.08	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.33	0.14	< 0.005	0.03	0.03
Water	—	—	—	—	—	—
Waste	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—
Total	3.31	1.24	8.90	0.02	2.01	0.54

Average Daily	—	—	—	—	—
Mobile	1.20	0.91	8.97	0.02	1.96
Area	2.41	0.04	3.69	< 0.005	< 0.005
Energy	0.02	0.33	0.14	< 0.005	0.03
Water	—	—	—	—	—
Waste	—	—	—	—	—
Refrig.	—	—	—	—	—
Total	3.63	1.28	12.8	0.02	1.98
Annual	—	—	—	—	—
Mobile	0.22	0.17	1.64	< 0.005	0.36
Area	0.44	0.01	0.67	< 0.005	< 0.005
Energy	< 0.005	0.06	0.03	< 0.005	< 0.005
Water	—	—	—	—	—
Waste	—	—	—	—	—
Refrig.	—	—	—	—	—
Total	0.66	0.23	2.34	< 0.005	0.36

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	0.17
Demolition	—	—	—	—	1.42	0.22

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.03	0.28	0.35	< 0.005	0.01	0.01
Demolition	—	—	—	—	0.09	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005
Demolition	—	—	—	—	0.02	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.04	0.06	0.64	0.00	0.13	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.10	0.75	0.01	0.46	0.14
Average Daily	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.01	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.13	0.05	< 0.005	0.03	0.01
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	0.01	< 0.005

3.3. Grading (2024) - Unmitigated

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

Location	FOG	NOx	CO	SO2	PM10T	PM2.5T
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Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	0.49
Dust From Material Movement	—	—	—	—	2.13	1.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.14	1.31	1.23	< 0.005	0.06	0.06
Dust From Material Movement	—	—	—	—	0.24	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.02	0.24	0.23	< 0.005	0.01	0.01
Dust From Material Movement	—	—	—	—	0.04	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.03	0.04	0.48	0.00	0.10	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.46	30.6	10.9	0.16	6.70	2.06
Average Daily	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.01	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	3.57	1.25	0.02	0.76	0.23
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.65	0.23	< 0.005	0.14	0.04

3.5. 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	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.30	3.01	3.75	0.01	0.14	0.13
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.05	0.55	0.69	< 0.005	0.03	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.31	0.33	5.16	0.00	0.89	0.21
Vendor	0.01	0.39	0.19	< 0.005	0.09	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.30	0.39	4.36	0.00	0.89	0.21
Vendor	0.01	0.40	0.19	< 0.005	0.09	0.03

Hauling	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—
Worker	0.16	0.21	2.47	0.48
Vendor	0.01	0.22	0.10	< 0.005
Hauling	0.00	0.00	0.00	0.00
Annual	—	—	—	—
Worker	0.03	0.04	0.45	0.09
Vendor	< 0.005	0.04	0.02	< 0.005
Hauling	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.37	3.67	4.96	0.01	0.16	0.14
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.07	0.67	0.90	< 0.005	0.03	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.29	0.30	4.76	0.00	0.89	0.21
Vendor	0.01	0.37	0.18	< 0.005	0.09	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.29	0.33	4.04	0.00	0.89	0.21
Vendor	0.01	0.38	0.18	< 0.005	0.09	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Worker	0.21	0.25	3.03	0.00	0.63	0.15
Vendor	0.01	0.27	0.13	< 0.005	0.06	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	0.04	0.05	0.55	0.00	0.12	0.03
Vendor	< 0.005	0.05	0.02	< 0.005	0.01	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)						
Location	FOG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	0.51	4.37	5.31	0.01	0.19	0.18
Paving	< 0.005	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—

Off-Road Equipment	0.06	0.52	0.63	< 0.005	0.02	0.02
Paving	< 0.005	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.11	< 0.005	< 0.005	< 0.005
Paving	< 0.005	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.23	0.05
Vendor	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
Average Daily	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.03	0.01
Vendor	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
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005
Vendor	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

3.11. Architectural Coating (2025) - Unmitigated

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

Location	FOG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—

Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	0.03
Architectural Coatings	6.49	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	0.03
Architectural Coatings	6.49	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.03	0.21	0.27	< 0.005	0.01	0.01
Architectural Coatings	1.55	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	< 0.005
Architectural Coatings	0.28	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.06	0.06	0.95	0.00	0.18	0.04
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.06	0.07	0.81	0.00	0.18	0.04
Vendor	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
Average Daily	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.04	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.01
Vendor	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00

3.13. Trenching (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Off-Road Equipment	0.27	1.82	1.74	< 0.005	0.09	0.08
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.07	0.44	0.42	< 0.005	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.08	< 0.005	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.02	0.02	0.38	0.00	0.07	0.02
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—

Worker	0.01	0.01	0.08	0.00	0.02	< 0.005
Vendor	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
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005
Vendor	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.33	0.14	< 0.005	0.03	0.03
Total	0.02	0.33	0.14	< 0.005	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.33	0.14	< 0.005	0.03	0.03
Total	0.02	0.33	0.14	< 0.005	0.03	0.03
Annual	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.06	0.03	< 0.005	< 0.005	< 0.005
Total	< 0.005	0.06	0.03	< 0.005	< 0.005	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.93	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—
Landscape Equipment	0.48	0.05	5.39	< 0.005	< 0.005	< 0.005
Total	2.56	0.05	5.39	< 0.005	< 0.005	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.93	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—
Total	2.08	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.35	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—
Landscape Equipment	0.06	0.01	0.67	< 0.005	< 0.005	< 0.005
Total	0.44	0.01	0.67	< 0.005	< 0.005	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—

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

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—
Parking Lot	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—
Parking Lot	—	—	—	—	—
Total	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T
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Daily, Summer (Max)	—	—	—	—	—
Total	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—
Total	—	—	—	—	—
Annual	—	—	—	—	—
Total	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—

Total	—	—	—	—	—
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4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Avoided	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Removed	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Avoided	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Removed	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
—	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Avoided	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Removed	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—
—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/2/2024	1/31/2024	5.00	22.0	—
Grading	Grading	2/1/2024	3/29/2024	5.00	42.0	—
Building Construction	Building Construction	4/1/2024	12/31/2025	5.00	458	—
Paving	Paving	1/1/2025	12/31/2025	5.00	43.0	—
Architectural Coating	Architectural Coating	9/2/2025	12/31/2025	5.00	87.0	—
Trenching	Trenching	4/1/2024	7/31/2024	5.00	88.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Trenching	Dumpers/Tenders	Diesel	Average	1.00	8.00	16.0	0.38

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	HHD1,MHDT
Demolition	Hauling	19.0	25.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1 ,LDT2
Grading	Vendor	—	10.2	HHD1,MHDT
Grading	Hauling	276	25.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—

Building Construction	Worker	68.4	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	10.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	13.7	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	5.00	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	182,473	60,824	0.00	0.00	157
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,266	—
Grading	—	115,996	0.66	0.00	—
Paving	0.00	0.00	0.00	0.00	0.06

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%
Parking Lot	0.06	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01

2025	0.00	690	0.05	0.01
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5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	388	388	388	141,620	2,772	2,772	2,772	1,011,780

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	95
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)
--	--	--	--	-----------------------------

182472.75	60,824	0.00	0.00	157
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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	376,925	690	0.0489	0.0069	1,311,476
Enclosed Parking with Elevator	0.00	690	0.0489	0.0069	0.00
Parking Lot	2,290	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	3,541,011	61,708
Enclosed Parking with Elevator	0.00	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	56.0	—
Enclosed Parking with Elevator	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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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
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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	18.8	annual days of extreme heat

Extreme Precipitation	5.55	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 (CNFM-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 (CNFM-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	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7
AQ-PM	98.6
AQ-DPM	29.6
Drinking Water	83.1
Lead Risk Housing	82.4
Pesticides	36.7

Toxic Releases	56.5
Traffic	69.8
Effect Indicators	—
CleanUp Sites	20.5
Groundwater	16.8
Haz Waste Facilities/Generators	10.5
Impaired Water Bodies	83.0
Solid Waste	83.3
Sensitive Population	—
Asthma	79.1
Cardio-vascular	83.0
Low Birth Weights	47.1
Socioeconomic Factor Indicators	—
Education	80.0
Housing	93.9
Linguistic	82.3
Poverty	68.8
Unemployment	19.6

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	12.89618889
Employed	72.42397023
Median HI	—
Education	—

Bachelor's or higher	33.8380598
High school enrollment	100
Preschool enrollment	10.03464648
Transportation	—
Auto Access	19.09405877
Active commuting	86.19273707
Social	—
2-parent households	38.3036058
Voting	29.62915437
Neighborhood	—
Alcohol availability	33.47876299
Park access	59.56627743
Retail density	74.77223149
Supermarket access	59.33530091
Tree canopy	50.77633774
Housing	—
Homeownership	35.23675093
Housing habitability	8.777107661
Low-inc homeowner severe housing cost burden	19.09405877
Low-inc renter severe housing cost burden	45.24573335
Uncrowded housing	7.25009624
Health Outcomes	—
Insured adults	15.33427435
Arthritis	36.0
Asthma ER Admissions	26.5
High Blood Pressure	40.5
Cancer (excluding skin)	55.0

Asthma	25.7
Coronary Heart Disease	19.3
Chronic Obstructive Pulmonary Disease	13.3
Diagnosed Diabetes	22.3
Life Expectancy at Birth	93.1
Cognitively Disabled	90.0
Physically Disabled	37.2
Heart Attack ER Admissions	32.7
Mental Health Not Good	17.8
Chronic Kidney Disease	20.1
Obesity	21.5
Pedestrian Injuries	19.6
Physical Health Not Good	14.4
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	66.7
Current Smoker	18.8
No Leisure Time for Physical Activity	24.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	12.4
Elderly	76.6
English Speaking	12.6
Foreign-born	84.2
Outdoor Workers	42.0
Climate Change Adaptive Capacity	—

Impervious Surface Cover	39.4
Traffic Density	77.1
Traffic Access	71.5
Other Indices	—
Hardship	79.3
Other Decision Support	—
2016 Voting	29.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0
Healthy Places Index Score for Project Location (b)	27.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Healthy Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
--------	---------------

Land Use	Project plans. Population estimate from City of Los Angeles VMT Calculator, v1.4.
Construction: Construction Phases	Consultant assumptions
Construction: Off-Road Equipment	Trenching assumptions by consultant
Construction: Dust From Material Movement	One level of excavation for subterranean garage, assumes 28,999 square-foot lot excavated to 12 feet of depth
Construction: Trips and VMT	Assumes 10 CY haul truck capacity, 25-mile one way distance to landfill
Operations: Hearths	Project plans



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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at
MATES Monitoring Sites

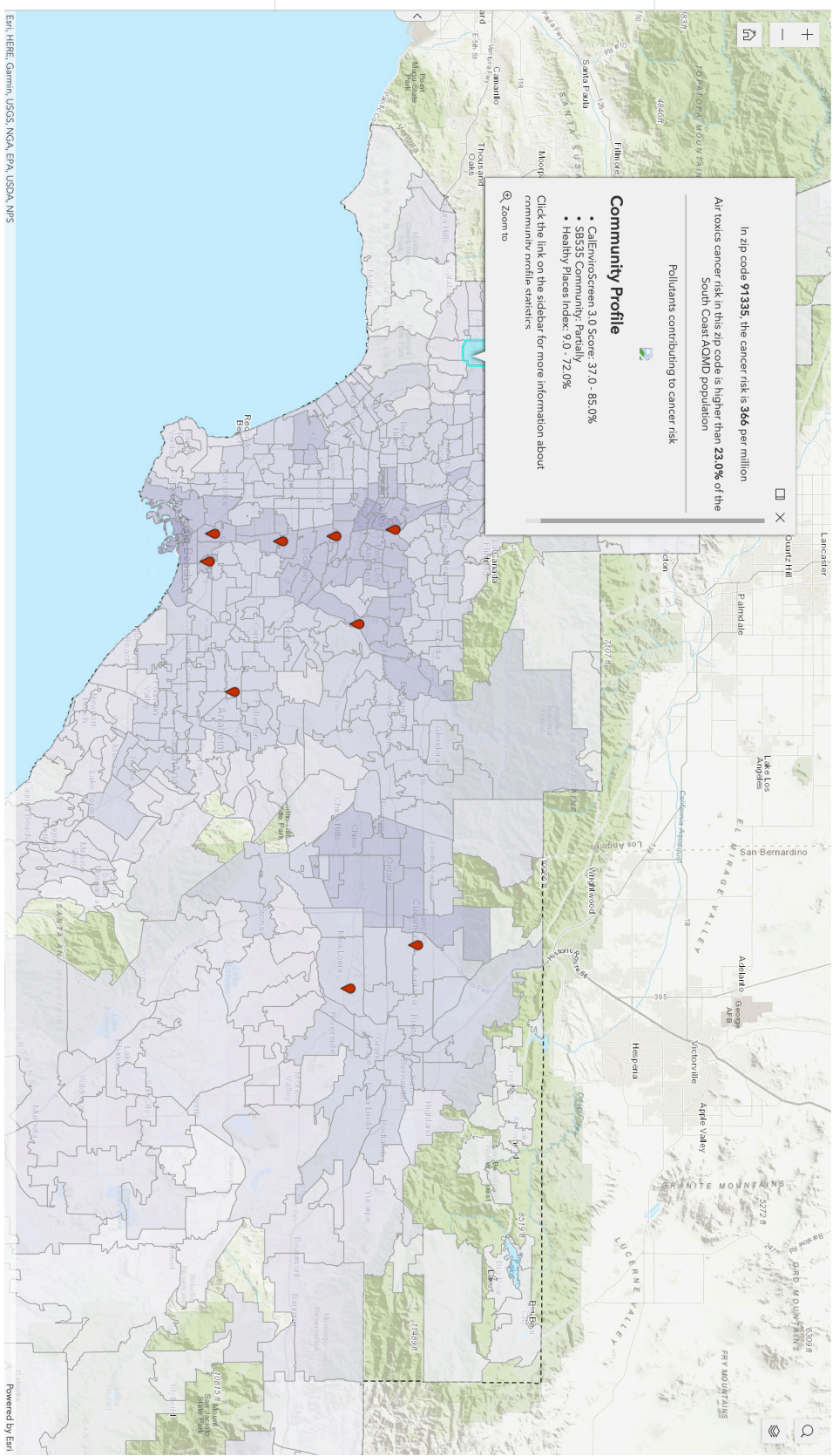
Residential Air Toxics Cancer Risk
Calculated from Model Data

- Cancer Risk [per million]
- 1601 - 4800
 - 1451 - 1600
 - 1301 - 1450
 - 1151 - 1300
 - 1001 - 1150
 - 851 - 1000
 - 701 - 850
 - 551 - 700
 - 401 - 550
 - 251 - 400
 - 101 - 250
 - 0 - 100

South Coast AQMD Boundary



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





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CALENVIROSCREEN 4.0 OUTPUT

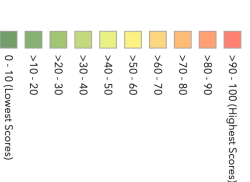
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

How to use this map

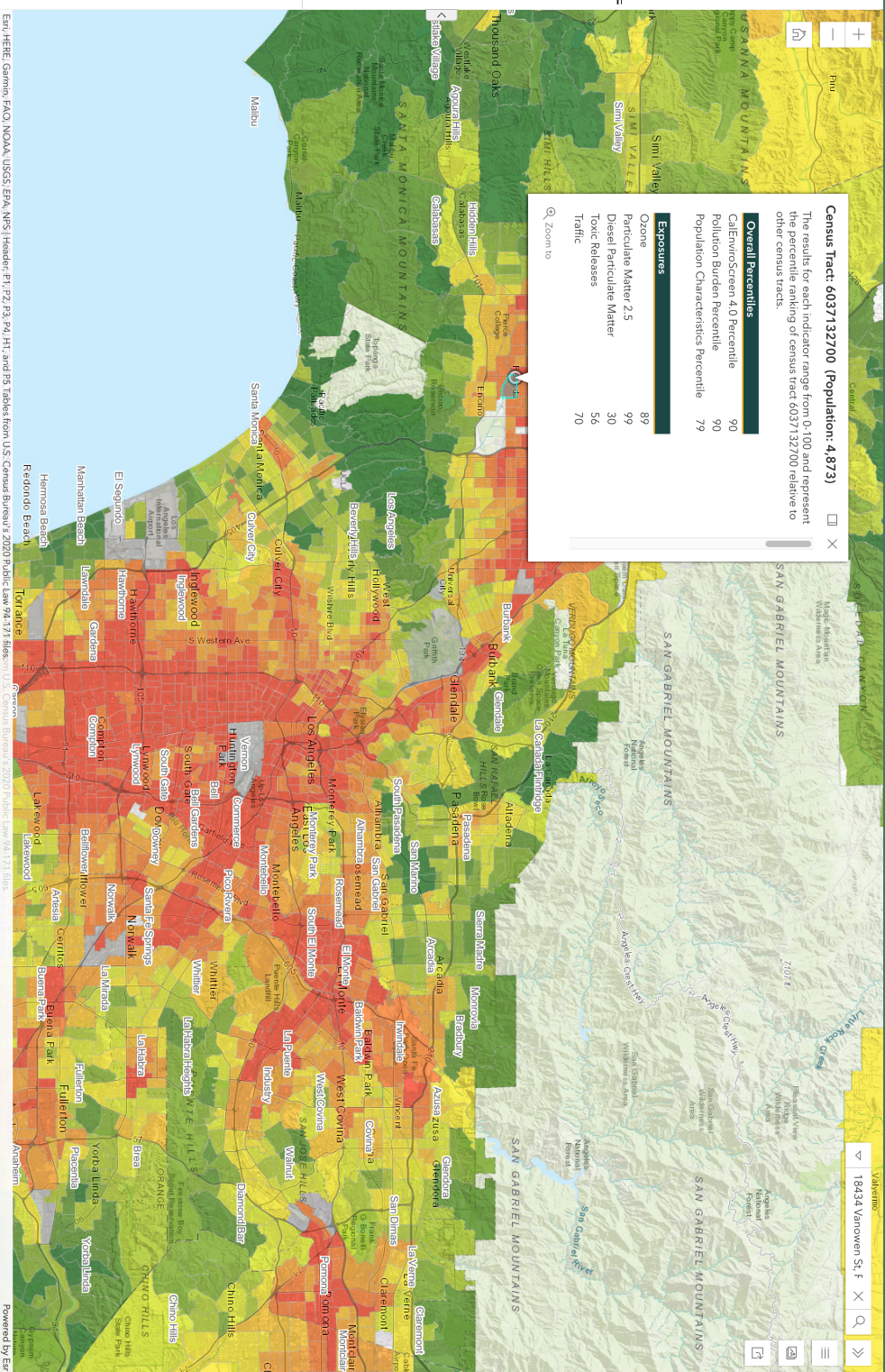
- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking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

Overall Percentile

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, Mapbox, OpenStreetMap contributors, and the GIS User Community



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GRADING ANALYSIS



DOUGLASKIM+ASSOCIATES, LLC

SOIL TRANSPORT WITH SHRINK AND SWELL FACTORS

	CY	% Swell	Adjusted CY	Truck Capacity (CY)	Truck Trips
Topsoil	1,750	56%	2,730	10	546
Clay (Dry)	350	50%	525	10	105
Clay (Damp)		67%	-	10	-
Earth, loam (Dry)		50%	-	10	-
Earth, loam (Damp)		43%	-	10	-
Dry sand		11%	-	10	-
TOTAL	2,100		3,255		651

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

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

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



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DEMOLITION ANALYSIS



DOUGLASKIM+ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Truck Capacity			
				Pounds per Cub Low	Tons Low	(CY)	Truck Trips
Construction and Demolition	0						
General Building	1,800	12	3,391	1,000	1,695	10	678
Single Family Residence	-	12	-	1,000	-	10	-
Multi-Family Residence		12	-	1,000	-	10	-
Mobile Home				1,000	-	10	-
Mixed Debris				500	-	10	-
Vegetative Debris (Hardwoods)				500	-	10	-
Vegetative Debris (Softwoods)				333	-	10	-
Asphalt or concrete (Constructor	25,660	0.5	475	2,400	570	10	95
TOTAL			3,866		2,266		773

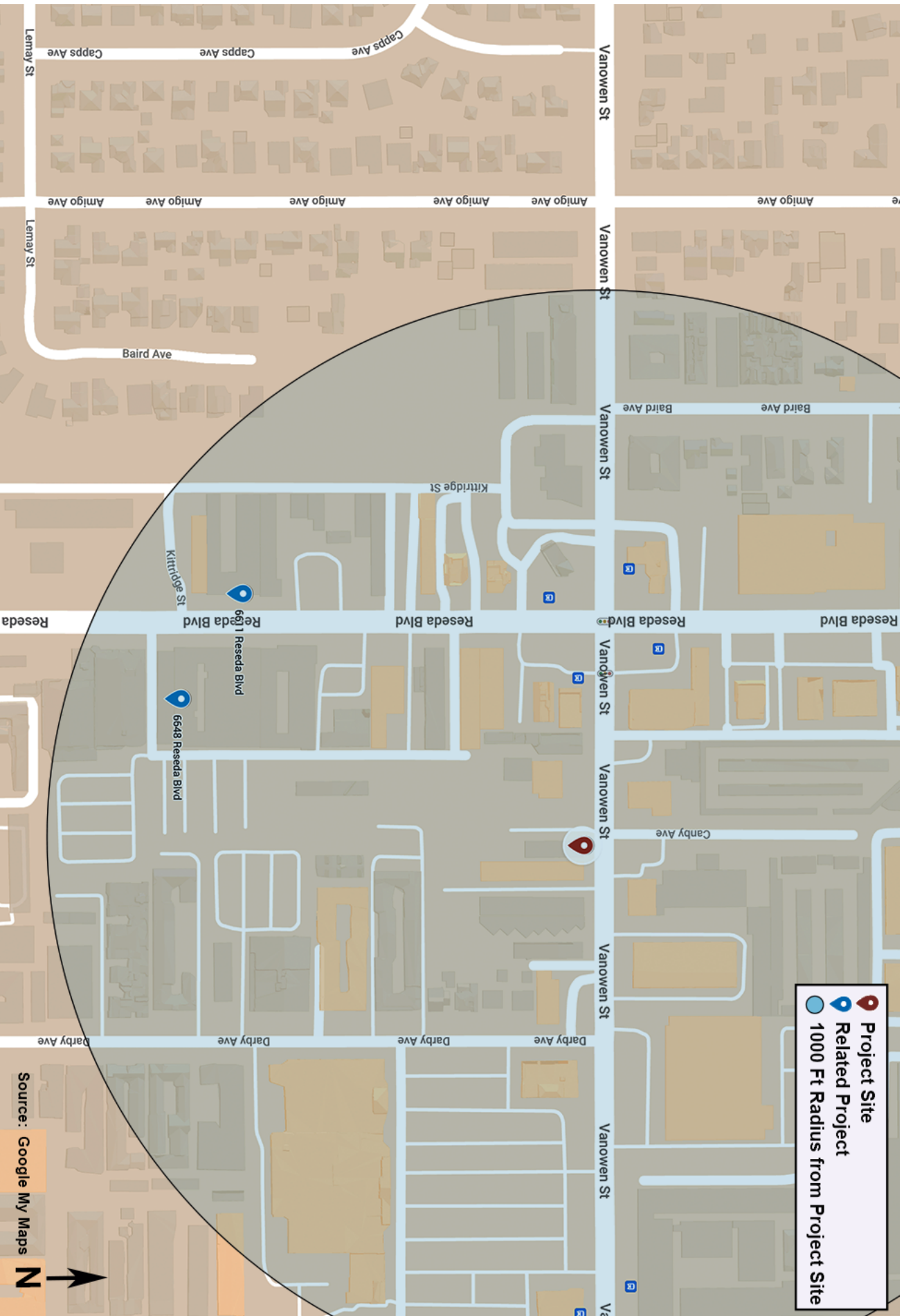
Source: Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010

Source (Asphalt or concrete): CalRecycle Solid Waste Cleanup Program Weights and Volumes for Project Estimates; <http://www.calrecycle.ca.gov/sw/facilities/cdl/Tools/Calculations.htm>



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS



DOUGLASKIM+ASSOCIATES, LLC

RELATED PROJECTS

Centroid Info:

PROJ ID: 23831

Address: 18412 VANOWEN ST

LOS ANGELES, CA

Lat/Long: 34.1938, -118.534

Include NULL "Trip info": ☐

Include NULL "FirstStudySubmittalDate" (latest) ☐

Include "inactive" projects: ☐

Include "Do not show in Related Project": ☐

Buffer Radius: 0.25

25

mile

<

Net_AM_Trips - Select - ✓

Net_PM_Trips

Net_Daily_Trips - Select -

Record Count: 2 | Record Per Page: 5 records

<

Results generated since: (8/8/2022 9:42:30 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
---------	--------	------	----	------	---------------	--------------	---------	----------------------------	-----------------	-----------

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use		122	160	1732	26	96	101	59		254 apartments, 8256 s.f. retail and various discounts
		122	160	1732		26	96	101	59	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments
Apartment	Total Units	200	102	124	1330	20	82	80	44	
Retail	S.F. Net Area	-5734	-5	-11	-166	-3	-2	-5	-6	Net change to retail (826/SANDAG)
Office	S.F. Gross Area	-13119	-31	-27	-435	-25	-6	-12	-15	Medical-Dental Office Building
		66	86	729	-8	74	63	23		



OWNER'S DECLARATION OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

Date of Site Visit: February 22, 2024

Project Address or APN(s)¹: 18434 Vanowen St. (APN 2125014016, 2125014011)

Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)

☐ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies

☐ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)


☐ Other sensitive/special resources requiring additional review: (Describe below)

☒ **No.** The project site does not contain any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

If Yes, will the project remove or possibly affect any of the above marked biological resources (e.g., set up construction staging near tree trunks)?

¹ Include the entire site, not just the development footprint.

- 
- ☐ **Yes.** The project will require biological resources analysis (Biological Resources Report) by a Qualified Biologist. (See Appendix A)
- ☐ **No.** The project site will not remove or possibly affect any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

Owner's Declaration

I own the property located at 18434 Vanowen St. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Daniel Kashani

Owner Signature



Date 2/23/2024

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

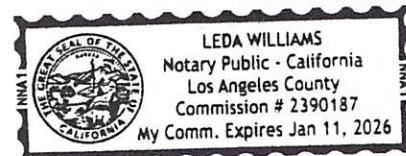
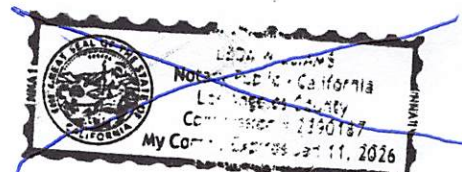
On February 23, 2024 before me, Leda Williams, Notary Public
(insert name and title of the officer)

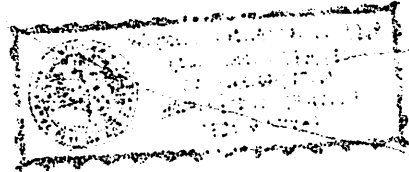
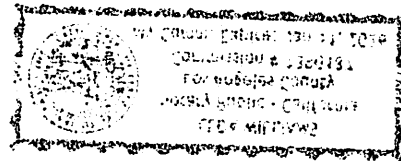
Personally appeared Daniel Kashani, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the _____ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)





APPENDIX A - REFERENCES

Qualified Biologist. A person with the appropriate education, training, and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a Bachelor of Science degree or Bachelor of Arts degree in biology, ecology, or a related environmental science; has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources; and meets the California Department of Fish and Wildlife (CDFW) qualifications for botanical field surveyors.

Protected Trees & Shrubs

- Oak, including valley oak (*Quercus lobota*) and coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the California scrub oak (*Quercus berberidifolia*)
- Southern California black walnut (*Juglans californica*)
- Western sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*)
- Mexican elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

Monarch Butterfly Overwintering Trees (only applicable within the Coastal Zone)

- Monterey cypress (*Cupressus macrocarpa*)
- Monterey pine (*Pinus radiata*)
- Coast redwood (*Sequoia sempervirens*)
- Coast live oak (*Quercus agrifolia*)
- Douglas-fir (*Pseudotsuga menziesii*)
- Western sycamore (*Platanus racemosa*)
- Bishop pine (*Pinus muricata*)
- Any Eucalyptus species

APPENDIX B - REQUIRED DOCUMENTS

- Site Plan
- Tree Disclosure Statement



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 will be required, and the field visit must be conducted by a qualified Tree Expert.

Property Address: _____

Date Of Field Visit: _____

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: _____

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

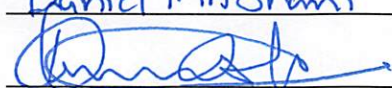
Certification/License No.: _____

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) Daniel Hashemi

Owner Signature



Date 9/12/22