

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2023-0582-CU-DB-HCA-PHP

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2023-0583-CE

PROJECT TITLE

3704 Kelton Avenue

COUNCIL DISTRICT

5

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

3676-3704 South Kelton Avenue; 10845 West Regent Street☐ Map attached.

PROJECT DESCRIPTION:

☒ Additional page(s) attached.

Demolition of existing improvements. Construction, use, maintenance of a multifamily building with 43 dwelling units, including 11 Very Low Income. 62 feet in height and has 42,222 square feet of floor area; 33 parking spaces; parking provided within a subterranean garage. The project includes any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation, haul route, street tree removal, on-site tree removal, and building permits. The amount of materials exported will be up to approximately 6,941 cubic yards.

NAME OF APPLICANT / OWNER:

Kelton Avenue Investments, LLC

CONTACT PERSON (If different from Applicant/Owner above)

Jesi Harris, Brian Silveira & Associates

(AREA CODE) TELEPHONE NUMBER

704.277.7332

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) **15332 / Class 32**☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION:

☒ Additional page(s) attached☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Renata Ooms

STAFF TITLE

City Planner

ENTITLEMENTS APPROVED

Density Bonus, Site Plan Review, Specific Plan conformance.

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-0583-CE

On July 17, 2023, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15332, Class 32.

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

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

The project is for a five story 43-unit apartment building (11 Very Low Income units) with 33 parking spaces located at 3676-3704 South Kelton Avenue and 10845 West Regent Street. As a multifamily building and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The site is zoned RD2-1 and R3-1 and has a General Plan Land Use Designation of Low Medium Residential and Medium Residential. As shown in the case file, the project is consistent with the applicable West Los Angeles Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.4 acres. Lots adjacent to the subject site are developed with the following urban uses: single- and multi-family residential uses. The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on the site, as identified in the Tree Report prepared by The Tree Resource on June 2023. Non-protected trees on-site and two street trees are proposed to be removed from the subject site. However, as explained in the project description, the applicant will be required to improve the right-of-way. Prior to any work on the right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of

conservative analysis and the requirements of CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note, no street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this CE, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. Based on the above, Planning has required a Tree Report to identify all trees on the project site and in the right-of-way that could be impacted by the Project and to consider the potential removal of two street trees.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance and regulations related to pollutant discharge, dewatering, stormwater mitigation, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a transportation study. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a 43 unit residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

Exceptions Narrative for Class 32 Categorical Exemption

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes 43 unit project in an area zoned and designated for multifamily development. All adjacent lots are developed with single and multi-family uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 3.7:1 on a site that is permitted to have a maximum FAR of 3:1, which is allowed pursuant to the Density Bonus menu of incentives. It is not unusual for the vicinity of the subject site, and is similar in scope to other existing multifamily in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park is not near the site. Therefore the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development
California Environmental Quality Act Class 32 Categorical Exemption Evaluation

This assessment evaluates whether the proposed 3676-3704 S Kelton Avenue Project (project) located in the City of Los Angeles (City) qualifies for a Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA) as an eligible infill development.

CEQA defines categorical exemptions for various types of projects the Secretary of the Resources Agency of the State of California has determined would not have a significant effect on the environment, and therefore are not subject to further environmental review under CEQA. The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. The class consists of environmentally benign infill projects consistent with local general plan and zoning requirements.

Pursuant to Section 15332 of the State CEQA Guidelines, for a project to be eligible for a Categorical Exemption as Class 32 In-fill Development, a project must meet the following conditions, or criteria:

Criteria

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

In addition, projects seeking this Categorical Exemption cannot fall under certain specified exceptions, as follows.

Exceptions

- (a) The project and successive projects of the same type in the same place will result in cumulative impacts.
- (b) There are unusual circumstances creating the reasonable possibility of significant effects.
- (c) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

(d) The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes or clean-up problems.

(e) The project may cause a substantial adverse change in the significance of an historical resource.

The justification for use of a Class 32 Categorical Exemption as an infill project in compliance with CEQA and the City's Class 32 Requirements is provided below in the following format: I. Project Description, II. Evaluation of Class 32 Exemption Criteria, III. Consideration of Exemptions, and IV. Conclusion.

I. PROJECT DESCRIPTION

The subject property consists of two (2) whole existing parcels containing three (3) lots. The parcels are currently developed with two (2) multi-family residential duplexes of approximately 750 square feet per unit. The project proposes a five-story, 43,349 square foot apartment building with 43 units, 11 of which are designated affordable housing, above a subterranean parking level containing 24 spaces, located on a 15,334.6 square foot lot. The project site is surrounded by urban development, consisting of single- and multi-family residential and commercial land uses. The project would remove the existing multi-family residences on the subject property. Project Plans are included as Attachment A.

II. EVALUATION OF CLASS 32 EXEMPTION CRITERIA

The following subsections provide discussion and analysis of the project's consistency with the criteria listed in Section 15332 of the State CEQA Guidelines, for a project to be eligible for a Categorical Exemption as a Class 32 In-fill Development project.

Written justification that the proposed Project meets the following criteria:

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

The proposed residential project is consistent with the subject properties' existing General Plan designations, as specified in the Palms-Mar Vista-Del Rey Community Plan, a component of the City's General Plan, which designates the site "Low Medium Residential" and "Medium Residential." The site is spread between two lots, one zoned RD2-1 and one zoned R3-1. The project would therefore not require a General Plan Amendment or Zoning Change. Multiple dwelling units are consistent with RD2 and R3 uses as outlined in the Los Angeles Municipal Code (LAMC) Sections 12.09.1 and 12.10. Under the existing zoning of RD2-1 and R3-1, the minimum lot area per dwelling unit is 2,000 square feet for the RD2 portions and 800 square feet for the R3 portions. After accounting for a 5-foot dedication to the public right-of-way, the total lot remaining area is comprised of 7,472 square feet with the RD2 zoning designation and 7,412 square feet with the R3 zoning designation. Therefore, the lot would allow fourteen (14) units on the project site. The project is providing a 79 percent of its base density of 14 units as affordable housing set-aside for Very Low Income households, which would allow for an additional 29 units per the LAMC 12.21 A 25 and LAMC 12.24 U 26 for a combined total of 43

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

allowable units. Therefore, the project is within the parameters of the density allowed for projects in the RD2 and R3 zones with its rate and depth of affordability.

Additionally, the project's on-menu incentives allow the base density to be averaged between the RD2 and R3 zones, resulting in a 14-unit base density upon which the density bonus is based pursuant to LAMC 12.22. A.25. The project's other on-menu incentives allow for 10 percent decreases to the north and south side yard setbacks, respectively. The project also requests off-menu waivers of development standard which allow it to increase the building's allowable height by 17 feet, provide 26 parking spaces in lieu of 46, increase its allowable floor-area-ratio by 37 percent, and reduce its required usable open space by 35 percent.

The construction of a 43-unit apartment building would be consistent with the General Plan designation and zoning. The project is also located within the West Los Angeles Transportation Improvement Mitigation Specific Plan Area, where most development projects require a Transportation Impact Assessment Fee (TIA Fee) as calculated by Los Angeles Department of Transportation (LADOT). The Applicant would comply with the TIA payment procedures and pay the required fee as determined by the LADOT.

Therefore, the project would be consistent with all applicable general plan designation, general plan policies and 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.

The project site is located within the city limits of the City of Los Angeles. The project site consists of approximately 15,334.6 square feet of land, or 0.35 acres, and is surrounded by existing urban uses, including single- and multi-family residential uses to the east and west, single-family residential to the north and multi-family residential uses to the south. Therefore, the project is consistent with this condition.

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

The project site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape including the project site has been developed for decades. The project site is currently developed with residential buildings along with soft and hardscape landscaping. The subject property does not have reported occurrences of special-status species in the California Natural Diversity Database (CNDDB) maintained by the California Department of Fish and Wildlife (CDFW). The project site does not include riparian areas or other sensitive plant communities. Therefore, the project site has no substantive value as a habitat for endangered, rare, or threatened species.

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

Transportation Effects

The project would have a significant impact if the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1), relating to Vehicle Miles Traveled (VMT). CEQA

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

Guidelines Section 15064.3(b)(1) applies to land use projects and states, “Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.” Both of the following City of Los Angeles Transportation Assessment Guidelines (TAG) screening criteria must be met in order to require further analysis of a land use project’s VMT contribution: the land use project would both generate a net increase of 250 or more daily vehicle trips and the project would generate a net increase in daily VMT.

In order to determine if both criteria are triggered by the project, a basic run of the City of Los Angeles VMT Calculator was performed. The VMT Calculator, (included as Attachment B) run determined that the project’s 43 new multi-family residences would generate 200 average daily trips (ADT), and 1,261 daily VMT. Additionally, the proposed project would remove the four (4) existing multi-family residences, which currently generate a combined total of 20 ADT and 128 daily VMT. Therefore, the proposed project would result in a project-related net increase of 180 ADT and 1,133 daily VMT, which would be below the City’s screening criterion of 250 ADT for a VMT analysis to be required. As such, the VMT generated by the project would not result in a significant effect relating to transportation, and further analysis of the project’s VMT contribution would not be warranted.

Air Quality Effects

The project’s potential air quality effects were evaluated by estimating the potential construction and operational emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project’s emissions were estimated using the CalEEMod 2020.4.0 model provided by SCAQMD for the purposes of evaluating air quality impacts of proposed projects.

Projects in the SCAQMD with daily emissions that exceed any of the emission thresholds provided in Table I, SCAQMD Daily Maximum Emissions Thresholds, may be considered significant under CEQA guidelines.

At forty-three (43) dwelling units, zero (0) square feet of non-residential use, and less than 20,000 cubic yards of soil export, the proposed project is not expected to exceed any of the emission thresholds set for air quality effects during either the project’s construction or operation phases.

Table I - SCAQMD Daily Maximum Emissions Thresholds		
Pollutant	Construction (lbs./day)	Operation (lbs./day)
ROG	75 lbs/day	55 lbs/day
NO_x	100 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
SO_x	150 lbs/day	150 lbs/day
PM-10	150 lbs/day	150 lbs/day
PM-2.5	55 lbs/day	55 lbs/day
SCAQMD Air Quality Significance Thresholds, Revision: April 2019		

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

Construction activity emissions considered demolition of existing structures, site preparation, grading, building construction, paving, and architectural coating (including painting or other surface treatments). Following construction, emission from operations of the project would result primarily from mobile sources (light duty vehicle use). Table II, Maximum Daily Emissions, summarizes the project's maximum daily emissions estimated by CalEEMod for short-term construction and long-term operations (model outputs provided in Attachment C).

Table II - Project Maximum Daily Emissions						
Daily Emissions (lbs/day)	ROG	NO _x	CO	SO _x	PM-10	PM-2.5
Construction						
Max. Daily Construction Emissions	0.73	2.91	3.17	0.007	0.35	0.18
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact (Y/N)	N	N	N	N	N	N
Operations						
Max. Daily Operations Emissions	1.6	0.83	8.94	0.02	1.60	0.45
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact (Y/N)	N	N	N	N	N	N

As shown in Table II, the project would not exceed SCAQMD significance thresholds and would therefore not result in a significant effect relating to air quality.

Localized Significance Thresholds (LSTs) were developed to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. The LST methodology addresses specific emissions, namely oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). 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 they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For the proposed project, LST impacts were evaluated using SCAQMD screening table thresholds for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameter for which the screening tables provide thresholds. This evaluation is based on maximum daily onsite construction emissions that would occur during any phase of project construction. Daily emissions would typically be lower than the reported maximum amounts. The table below shows the relevant threshold and the estimated peak daily onsite emissions for each pollutant during project construction to establish the highest level of onsite emissions to be evaluated for LST impacts. As shown in Table III, Project Related LST Evaluation, the project's maximum daily onsite construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

1 acre/25 meters/Northwest Coastal LA County	Project LST Emissions (lbs/day)			
	NO _x	CO	PM-10	PM-2.5
LST Threshold	103	562	4	3
Peak Onsite Daily Emissions	2.91	3.17	0.35	0.18
Significant Impact? (Yes/No)	No	No	No	No

Noise Effects

Based upon the size, scope and features of this project and the project site, it is not likely that the City will require additional documentation or analysis to provide substantial evidence supporting a determination that the project will not have significant impacts related to noise.

Construction

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. The maximum noise level of construction equipment is regulated by LAMC Section 112.05 to 75 dB at 50 feet from the source; however, the LAMC indicates such restrictions do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment. The table below is based on the L_{max} noise levels of construction equipment provided in the Federal Highway Administration Construction Noise Handbook, Construction Noise Levels – Regulatory Compliance provides construction equipment noise levels with the use of mufflers and sound barriers required by LAMC Section 112.05.

Phase	Equipment	#	Type	L _{max} at 50 ft (dBA)	LAMC Sec. 112.05 Compliance	Reduced L _{max} at 50 ft (dBA)
Demolition	Concrete Industrial Saws	1	Stationary	90	Barrier	70
	Rubber Tired Dozers	1	Mobile	82	Muffler	67
	Tractors/Loaders/Backhoes	2	Mobile	80	Muffler	65
Site Preparation	Graders	1	Mobile	85	Muffler	75
	Tractors/Loaders/Backhoes	1	Mobile	80	Muffler	65
Grading	Graders	1	Mobile	85	Muffler	75
	Rubber Tired Dozers	1	Mobile	82	Muffler	67
	Tractors/Loaders/Backhoes	1	Mobile	78	Muffler	65
Building Construction	Cranes	1	Mobile	81	Muffler	66
	Forklifts	2	Mobile	75	None	75
	Tractors/Loaders/Backhoes	2	Mobile	80	Muffler	65

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

Paving	Cement and Mortar Mixers	4	Mobile	79	Muffler	64
	Pavers	1	Mobile	77	Muffler	62
	Rollers	1	Mobile	80	Muffler	65
	Tractors/Loaders/Backhoes	1	Mobile	78	Muffler	65
Architectural Coating	Air Compressors	1	Stationary	78	Barrier	58

As shown in the final column of Table II-1, regulatory compliance with LAMC Section 112.05 standards, requiring mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment) would reduce the construction noise levels to less than 75 dBA at 50 feet through industrial-grade mufflers on mobile equipment and barriers or enclosures formed by sound transmission obscuring products around stationary equipment. Mufflers and sound transmission obscuring products, like barriers or enclosures, are available from a variety of manufacturers. Therefore, construction related temporary noise level increases would be less than significant with regulatory compliance measures incorporated.

Operations

Pursuant to LAMC Section 112.02, the project would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

This project does not propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The project would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that the project would include rooftop HVAC units for each of the 43 dwelling units, one for the lobby, and one for the ground floor gym for a total of forty-five (45) HVAC units. Based on noise levels for HVAC units similar to those expected to be used in the project, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all 45 roof-mounted HVAC units are in simultaneous use as a “worst-case” scenario although actual HVAC use would depend on weather conditions and tenant occupancy. Addition of the reference noise levels for the 45 HVAC units would result in a composite reference noise level of 84.5 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. Of the nearby sensitive land uses, the property which would experience the greatest level of noise from HVAC operation would be the single-family residence to the north at 3670 S Kelton Avenue, approximately 12 feet of horizontal distance and 47 feet of vertical distance from the nearest portion of the project rooftop area in which HVAC units could potentially be placed. At this distance, noise levels would be reduced by 23.355 dBA to 61.14 dBA based on the equation for distance attenuation of a point source. In addition, the parapet and roofline would decrease noise levels by a further 10 dBA based on the Federal Transit Administration (FTA) methodology for calculating barrier insertion loss for a final noise level of 51.14 dBA.

LAMC Section 111.03 establishes a presumed ambient noise level of 50 dBA during the day and 40 dB at night for the RD and R3 zones. Based on the formula for the addition of decibels, the

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

addition of 51.14 dBA from the 45 proposed HVAC units to the ambient daytime noise level would result in an increase of 1.1 dBA above the presumed daytime ambient noise level of 50 dBA for the RD and R3 zones, which the residences are within. At nighttime, the HVAC would result in a 1.2 dBA increase above the presumed nighttime ambient noise level of 40 dBA. All other property boundaries would experience lower levels of HVAC noise. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5 dBA in compliance with LAMC Section 112.02. In addition, noise levels would potentially be further reduced by the structural and architectural materials of nearby source receptors.

Generally, it takes a doubling of traffic volumes to increase traffic noise levels by 3 dBA, which is the level at which changes are barely perceptible to the human ear. The major source of traffic noise in the project vicinity is Venice Boulevard. Based on City of Los Angeles VMT Calculator, the project would generate a net increase of 200 ADT. A traffic volume increase of 200 ADT on Venice Boulevard would far less than double traffic volumes and would therefore result in a noise level increase far below 3 dBA. As such, the additional traffic generated by the project would not be expected to result in a significant noise impact.

Water Quality Effects

The proposed infill development would replace existing residential land uses with new, higher density residential uses, which would not significantly differ in potential water quality effects.

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

The project site is located in an urbanized area of the City's Palms-Mar Vista-Del Rey Community Plan Area and consists of parcels currently developed with two (2) multi-family structures served by existing utility and public service providers. The proposed project would replace the four (4) existing residences with a 43-unit apartment building. The proposed project would be served by the same utility and public service providers that serve the site and surrounding vicinity under existing conditions, including:

- Los Angeles Fire Department Station 43
- Los Angeles Police Department West Bureau
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Recreation and Parks

The proposed project would add a net increase of 39 new dwelling units to the site, consistent with existing planning and zoning (as described in Section II.a), on which utilities and public service agencies base their service and facility planning. The project would be served by existing public service providers, is consistent with existing planning and zoning, would not substantially increase demand for utilities or public services over existing conditions. As described in Section III.b., below, the project's 43 new apartments would provide housing for an estimated net 129 persons. The City projects the City's future population for the year 2040 to increase by 763,900, accommodating growth, such as the project's added population, that utilities and public service agencies use for planning purposes. As the increase in units would not be substantial and would be within the projected City growth, the project would be adequately served by required utilities and public services.

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

III. CONSIDERATION OF EXCEPTIONS

Section 15300.2 of the CEQA Statutes and Guidelines provides a list of exceptions for consideration of a project as categorically exempt. The exemptions that apply to the project are listed and discussed below:

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

This project proposes an infill development of residential uses within an urban setting surrounded by existing residential and commercial uses. The project's environmental effects regarding traffic, noise, and air quality would be less than significant, as discussed above. According to the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or Plan) Demographics & Growth Forecast, the population of the City of Los Angeles in 2012 was 3,845,500 with 1,325,500 households. Based on this data, the City's average household size is approximately three (3) persons per dwelling unit, and therefore, the project's 43 new apartment units would provide housing for an estimated 129 persons. The proposed removal of the four (4) existing multi-family residential units from the site would result in a net increase of 39 dwelling units and approximately 117 additional persons residing within the site, which would represent an increase of less than 0.003 percent in the City's housing and population totals for the year 2012.

SCAG projects the City's future population and housing supply for the year 2040 in the 2016 RTP/SCS to increase by 763,900 and 364,800, respectively, over the 2012 estimates. As such, the project's net increase of 117 persons and 39 residential units on the site would represent less than 0.02 percent increase of the projected increases of population and .01 percent of the projected City increases of housing over that time period. The project's net increases of a small fraction of one percent of the projected growth in housing and population for the City would have a less than cumulatively considerable contribution to projected growth in the City and any associated population related impacts such as increases in demand for municipal services that would arise from other foreseeable development. In addition, the project site is located within an urbanized area and is already developed with existing residential uses, and would not have any significant impacts, as evaluated in this Categorical Exemption analysis. Therefore, the proposed development of an 43-unit apartment building and removal of 4 multifamily residences on the project site would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

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

The construction and operation of a proposed five-story apartment building with 43 units surrounded by existing residential uses would not have a significant effect on the environment due to unusual circumstances. As discussed in Section II, the project would not have a significant effect on the environment, and there are no unusual site conditions or issues that would warrant further environmental analysis.

**Assessment of 3676-3704 S Kelton Avenue; 10845 W Regent Street
Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development**

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

According to the Mobility Plan 2035, an Element of the City's General Plan, the project is located approximately 745 feet from a Boulevard II, Venice Boulevard (Blvd). However, the project site is not visible from Venice Blvd and would not result in damage to scenic resources as the site is located in an urbanized area and is infill development. Therefore, the project would not impact resources located within an officially designated state scenic highway.

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

The project is not located within a site which is included in any list compiled pursuant to Section 65962.5 of the Government Code, commonly referred to as the Cortese List. The site is not listed on the California Department of Toxic Substances Control maintained EnviroStor online data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues and is not listed on the State Water Resources Control Board GeoTracker online data management system for tracking sites that require cleanup, such as Leaking Underground Storage Tanks (LUSTs). The South Coast Air Quality Management District (SCAQMD) Rule 1403 regulates the removal and disposal of asbestos containing materials, and the Occupational Safety and Health Administration (OSHA) requirements provides safety requirements regarding removal of lead-based paint. Therefore, the project is not identified as a hazardous waste site and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

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

The project site was not identified on Historic Places LA, the Los Angeles Historic Resources Inventory, or in the City's Zone Information and Map Access System (ZIMAS) as a Los Angeles Historical Cultural Monument, Los Angeles Historic Preservation Overlay Zone, National Register of Historic Places, Potential Historic Multi-Family Resident, Existing or Potential Residential Historic District or National Historic Landmark. Based on Historic Places LA, the ZIMAS database and site plans, the project would not cause a substantial adverse change in the significance of a historical resource.

IV. CONCLUSION

Based on the above information and above documentation, this analysis shows that development of the proposed 3676-3704 S Kelton Avenue Project would be consistent with the criteria for a Class 32 Categorical Exemption under CEQA Statute Section 15332.

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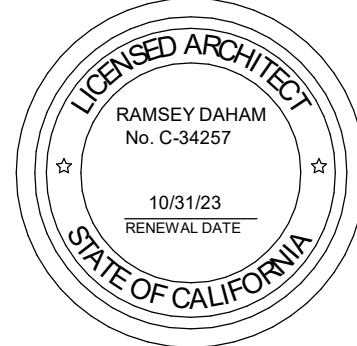
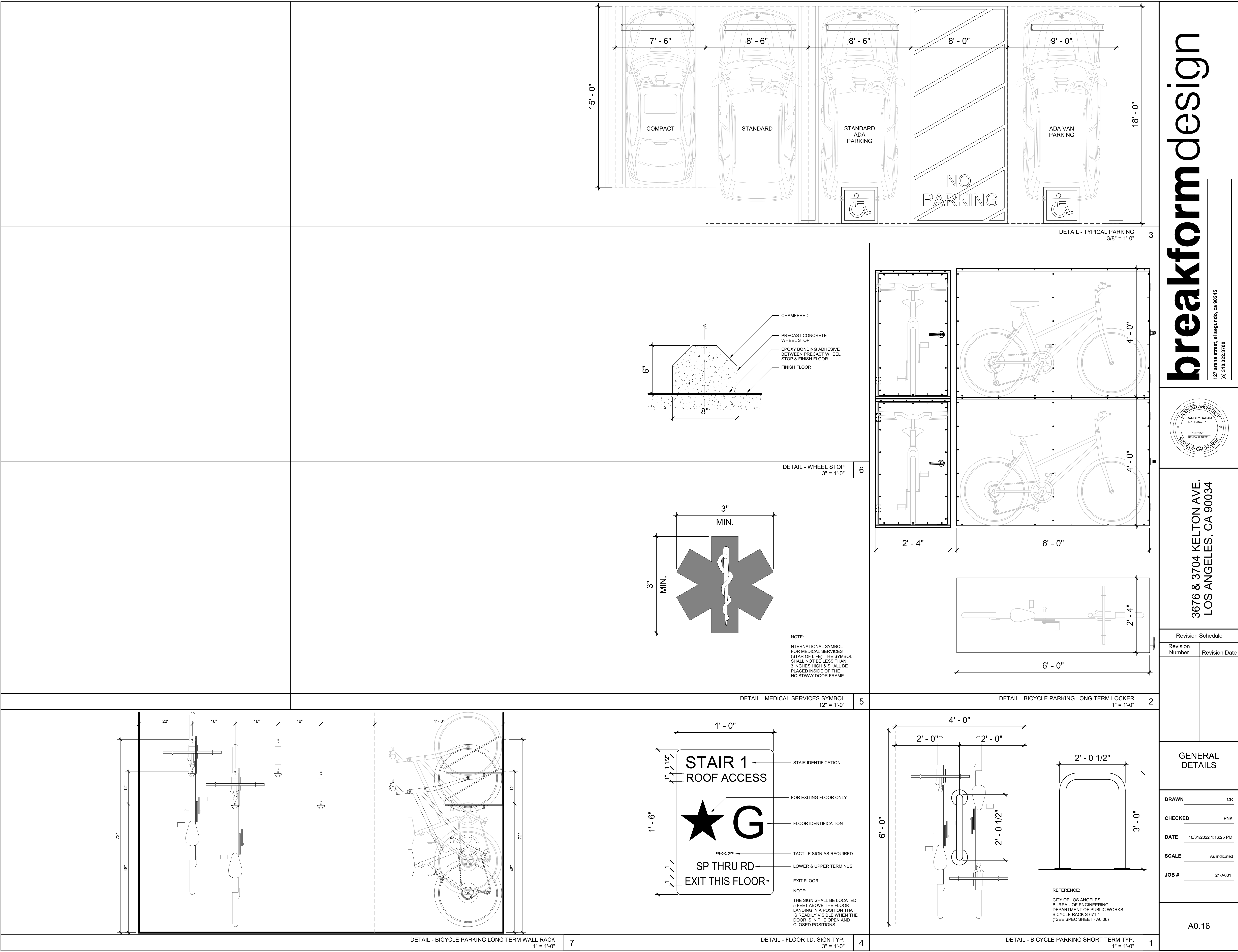
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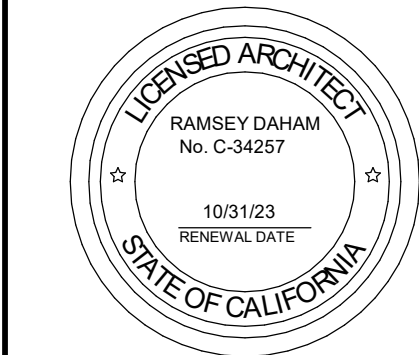
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@	At	BM	Beam	DBL	Double		EXPO	Exposed	GLB	Grab Bar			N.I.C.	Not In Contact	PTN	Partition	SLDG	Siding	T.S.	Top of Steel
⊙	Bottom	BOT	Bottom	DET	Detail		FXT	Exterior	GALV	Galvanized Iron	KIT	Kitchen	N.I.C.	Not In Contact	PTN	Partition	SPRG	Specification	T.V.	Television
⊙	Centerline	BR	Bedroom	D.F.	Drinking Fountain				GL	Glass, Glazing			NOM	Nominal	Q.T.	Quarry Tile	SQ	Square	T.O.W	Top of Wall
⊙	Diameter or Round	BSMT	Basement	DIA	Diameter		F.A	Fire Alarm	GND	Ground	LAM	Laminate	N.S.	Not to Scale			S.S.	Stainless Steel	T.W	Typical
#	Perpendicular	B.U.R.	Built Up Roofing	DIA	Diameter		FLAV	Floor Drain	GND	Ground	LAV	Lavatory	N.S.	Not to Scale			R	Riser	SSK	Service Sink
(E)	Existing	CAB	Cabinet	DISP	Dispenser		FDN	Foundation	GYP	Gypsum	L.F.	Line Foot	R	R			STD	Standard	UNF	Unfinished
		CARP	Carpet	DN	Down		F.E.	Fire Extinguisher	H	High	L.H	Left Hand	O	Over			RAD	Radius	U.N	Unless Otherwise Noted
AB	Anchor Bolt	C.B	Catch Basin	DR	Door Opening		F.C.	Fire Extinguisher	H.B.	Horse Bib	LR	Living Room	OBSC	Obscure	REF	Refrigerator	STOR	Storage	UNF	Unfinished
A/C	Air Conditioning	CEM	Cement	DR	Downspout		F.C.	Fire Hose Cabinet	H.C.	Hollow Core	L.T	Light	O	On Center	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
A.C.	Asphaltic Concrete	CER	Ceramic	D.S.P	Dry Stand Pipe		F.C.	Fire Hose Cabinet	H.C.	Hollow Core	LVR	Louver	OBSC	Obscure	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
ACOUS	Acoustical	C.L	Cast Iron	DWG	Drawing		FIN	Finish	HDWR	Hardware	LVR	Louver	O.F.D	Overflow Drain	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
ACOUS	Acoustical	C.L	Ceiling	DWR	Drawer		FIN	Finish	HDWR	Hardware	LVR	Louver	O.F.D	Overflow Drain	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
ADJ	Adjustable	CLV	Close				FLN	Flashing	HDWR	Hardware	LVR	Louver	O.F.D	Overflow Drain	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
ALT	Above Floor	CLR	Clear				FLN	Flashing	HDWR	Hardware	LVR	Louver	O.F.D	Overflow Drain	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
ALT	Alter or Alternate	CLV	Clear				FLN	Flashing	HDWR	Hardware	LVR	Louver	O.F.D	Overflow Drain	REF	Reinforced or Reinforcing	STL	Steel	U.N	Unless Otherwise Noted
ALUM	Aluminum	CMU	Concrete Masonry Unit	E	East		FLUOR	Fluorescent	HORIZ	Horizontal	M.B.	Machine Ball	OPND	Opening	R.H	Right Hand	T	Tread	W	West
ANOD	Anodized	CNTR	Counter	E	Each		F.O.C	Face of Concrete	HR	Hour	MECH	Mechanical	OPND	Opening	R.H	Right Hand	T	Tread	W	West
A.P.	Access Panel	COL	Column	E	Each		F.O.C	Face of Concrete	HR	Hour	MECH	Mechanical	OPND	Opening	R.H	Right Hand	T	Tread	W	West
APPROX	Approximate	CONC	Concrete	E	Each		F.O.C	Face of Concrete	HR	Hour	MECH	Mechanical	OPND	Opening	R.H	Right Hand	T	Tread	W	West
ARCHIT	Architectural	CONN	Connection	E	Each		F.O.C	Face of Concrete	HR	Hour	MECH	Mechanical	OPND	Opening	R.H	Right Hand	T	Tread	W	West
ASPH	Asphalt	CONSTR	Construction	E	Each		F.O.C	Face of Concrete	HR	Hour	MECH	Mechanical	OPND	Opening	R.H	Right Hand	T	Tread	W	West
		CONT	Continuous	ENCL	Enclosure		FFR	Fireproof	H.W.	Hot Water	MFR	Manufacturer	PC	Piece			S	South	W	With
BD	Board	CONTR	Contractor	E.O.S	Edge of Slab		FRM	Frame	I.D.	Inside Diameter	MIR	Mirror	PL	Plaster			S	South	W	With
BITUM	Bituminous	EQ	Equal	E.O.S	Edge of Slab		FRM	Frame	I.D.	Inside Diameter	MIR	Mirror	PL	Plaster			S	South	W	With
BLDG	Building	E.QW	Equipment	EQU	Equipment		FTG	Foot, Feet	INCL	Including	MISC	Miscellaneous	PLAS	Plumbing			S	South	W	With
BLDG	Building	EQ	Equal	EQU	Equipment		FTG	Foot, Feet	INCL	Including	MISC	Miscellaneous	PLAS	Plumbing			S	South	W	With
		C.T.	Ceramic Tile	EQU	Equipment		FTG	Foot, Feet	INCL	Including	MISC	Miscellaneous	PLAS	Plumbing			S	South	W	With
		C.W	Center	EQU	Equipment		FTG	Foot, Feet	INCL	Including	MISC	Miscellaneous	PLAS	Plumbing			S	South	W	With
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Revision Schedule	
Revision Number	Revision Date

GENERAL DETAILS

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JOB #	21-A001

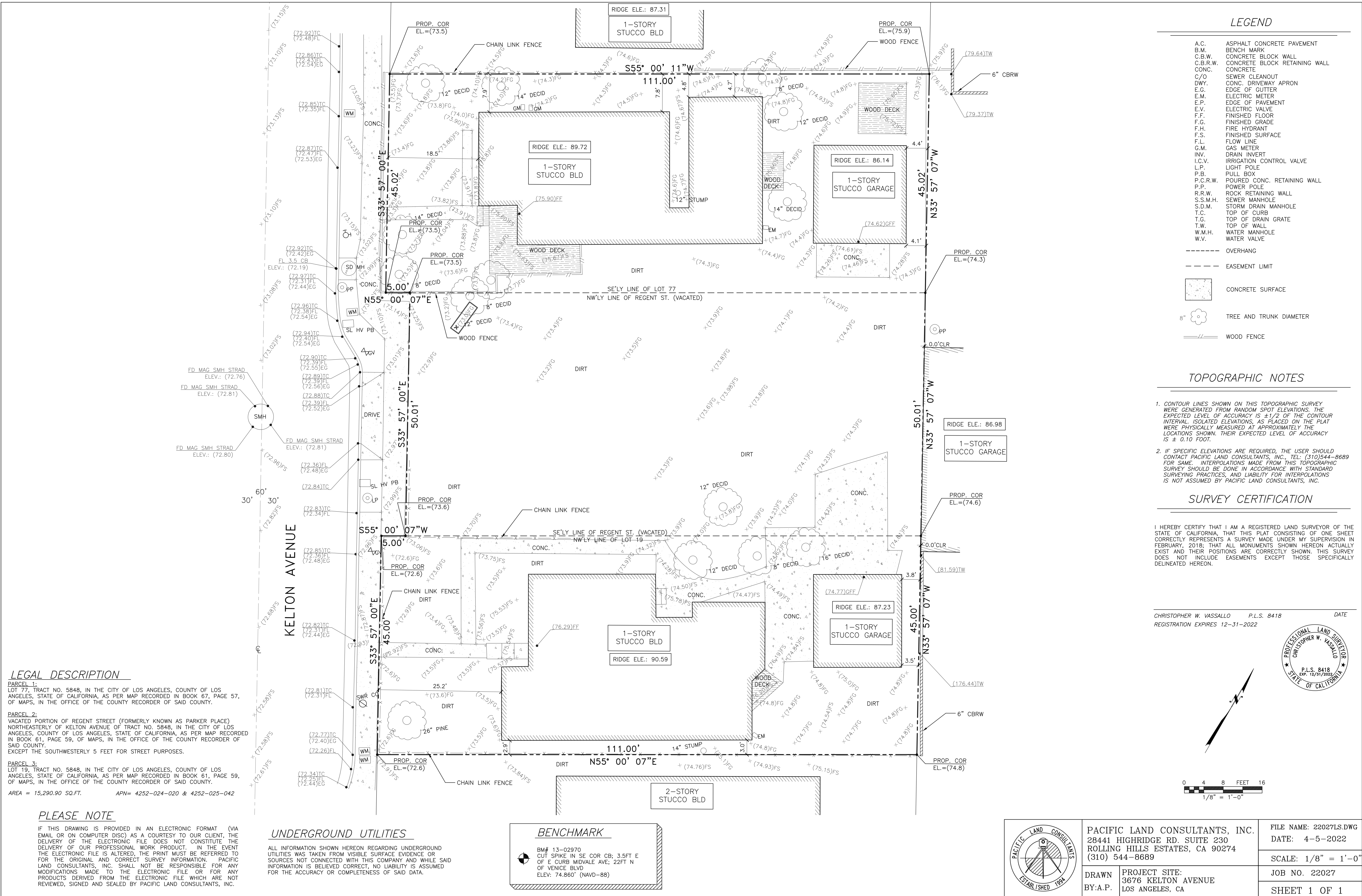


3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

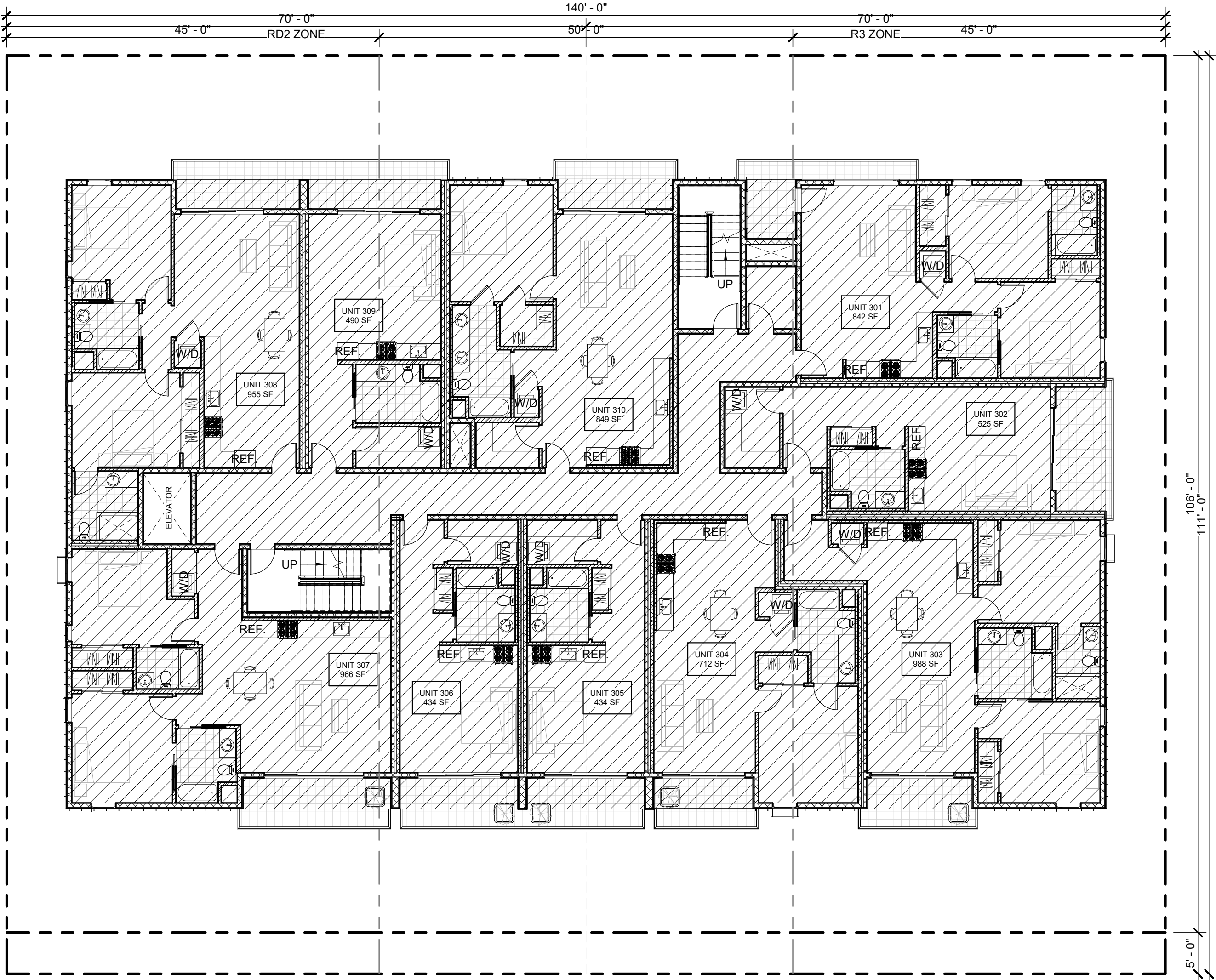
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Revision Number	Revision Date

EXISTING SITE SURVEY

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DATE	10/31/2022 1:16:28 PM
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JOB #	21-A001



ZONING CODE FLOOR AREA		
PARKING LEVEL	471 SF	
FIRST FLOOR	6,480 SF	
SECOND FLOOR	8,892 SF	
THIRD FLOOR	8,892 SF	
FOURTH FLOOR	8,892 SF	
FIFTH FLOOR	8,206 SF	
TOTAL PROVIDED	41,833 SF	



KELTON AVE

ZONING CODE - THIRD FLOOR
3/32" = 1'-0"

4



KELTON AVE

ZONING CODE - GROUND FLOOR
3/32" = 1'-0"

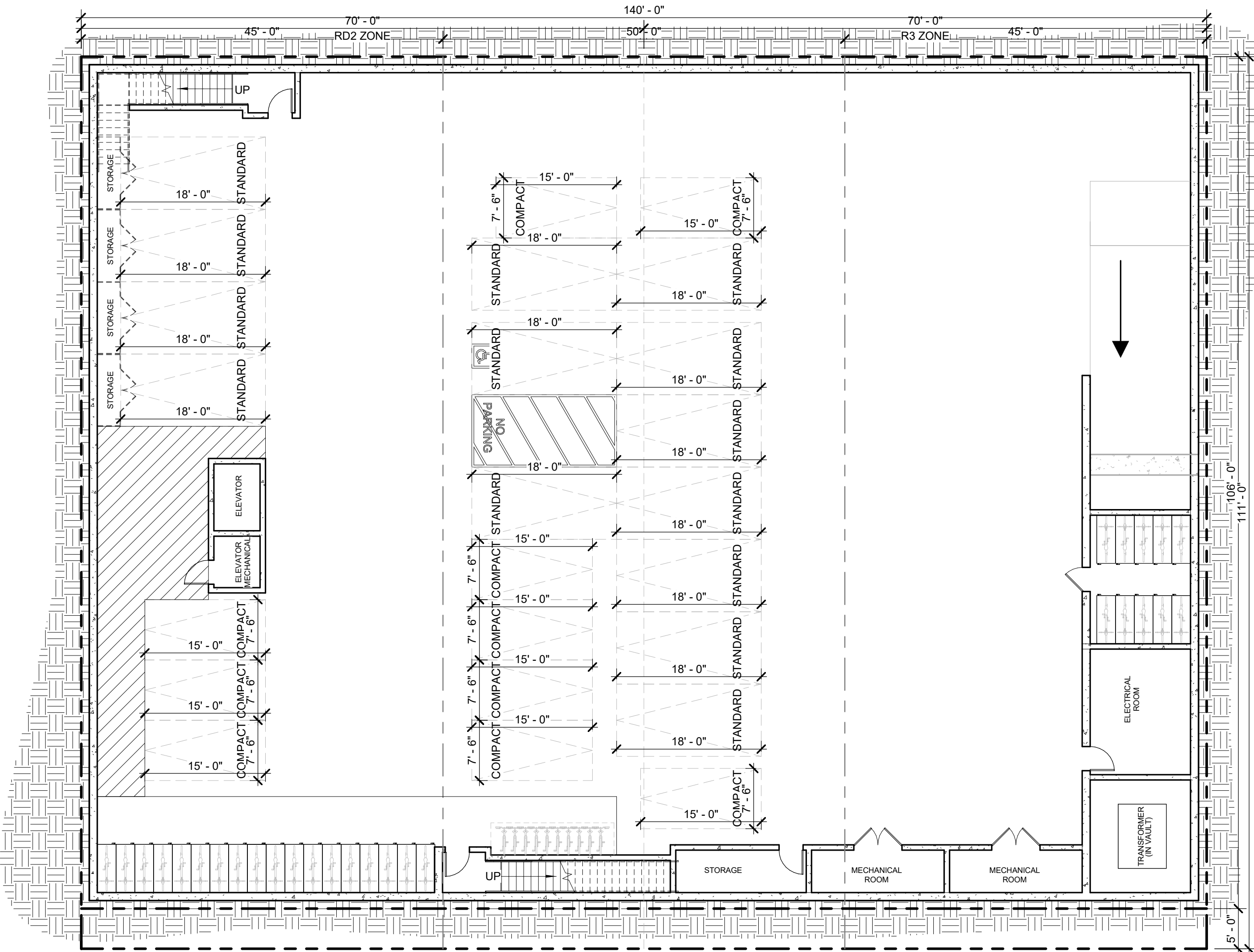
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







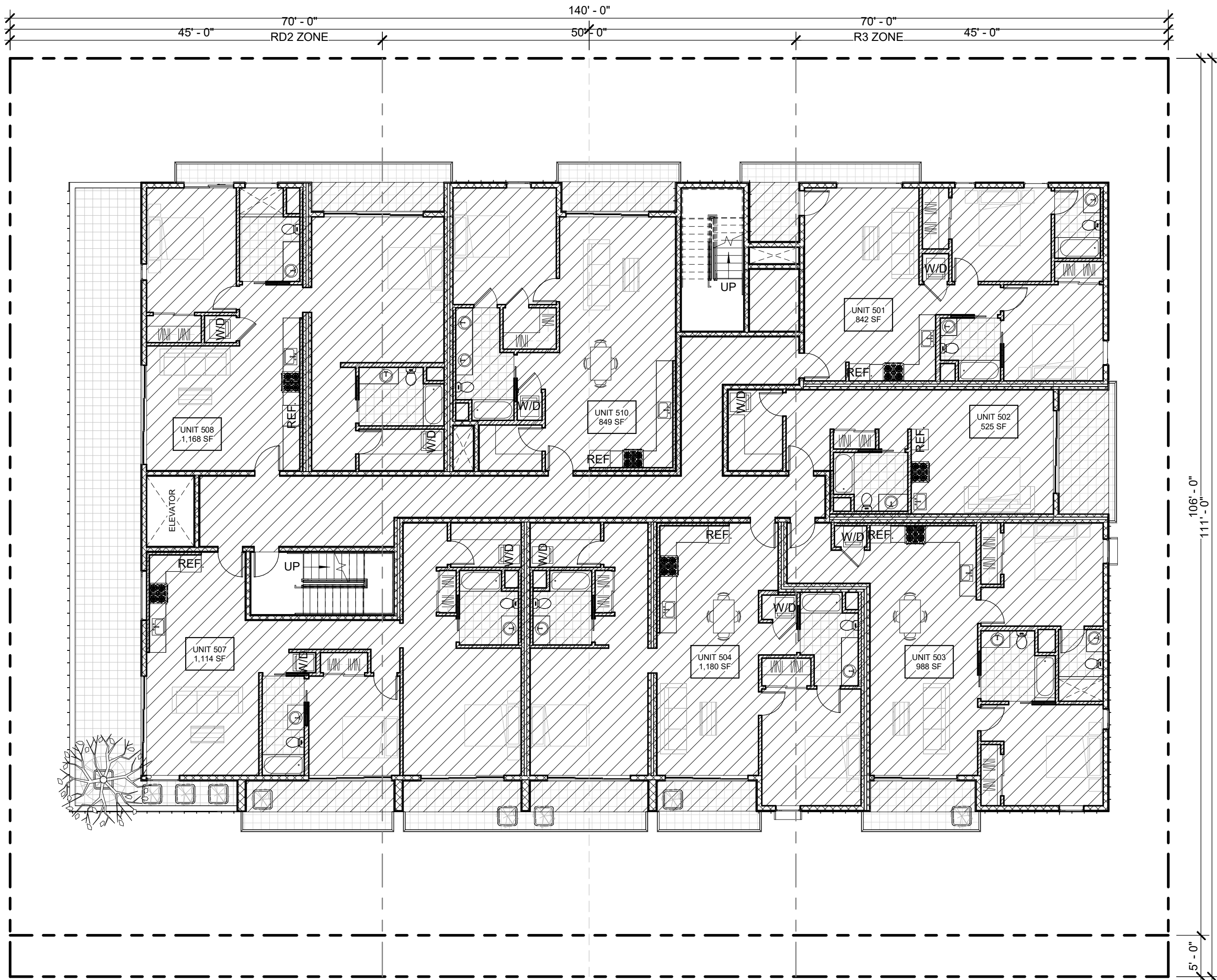
KELTON AVE

ZONING CODE - SECOND FLOOR
3/32" = 1'-0"

3



ZONING CODE FLOOR AREA		
PARKING LEVEL	471 SF	
FIRST FLOOR	6,480 SF	
SECOND FLOOR	8,892 SF	
THIRD FLOOR	8,892 SF	
FOURTH FLOOR	8,892 SF	
FIFTH FLOOR	8,206 SF	
TOTAL PROVIDED	41,833 SF	



KELTON AVE

ZONING CODE - FIFTH FLOOR
3/32" = 1'-0"

2



KELTON AVE

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

1

breakformdesign

127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DANAHAY
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

SQUARE
FOOTAGE
BREAKDOWNS

DRAWN

Author

CHECKED

Checker

DATE

10/31/2022 1:16:53 PM

SCALE

As indicated

JOB #

21-A001

A0.26.1

BUILDING CODE FLOOR AREA		
PARKING LEVEL -INCLUDED	13,872 SF	
FIRST FLOOR -INCLUDED	8,427 SF	
SECOND FLOOR -INCLUDED	8,775 SF	
THIRD FLOOR -INCLUDED	8,775 SF	
FOURTH FLOOR -INCLUDED	8,775 SF	
FIFTH FLOOR -INCLUDED	8,142 SF	
TOTAL PROVIDED	60,198 SF	



KELTON AVE

BUILDING CODE - THIRD FLOOR
3/32" = 1'-0"

4



KELTON AVE

BUILDING CODE - GROUND FLOOR
3/32" = 1'-0"

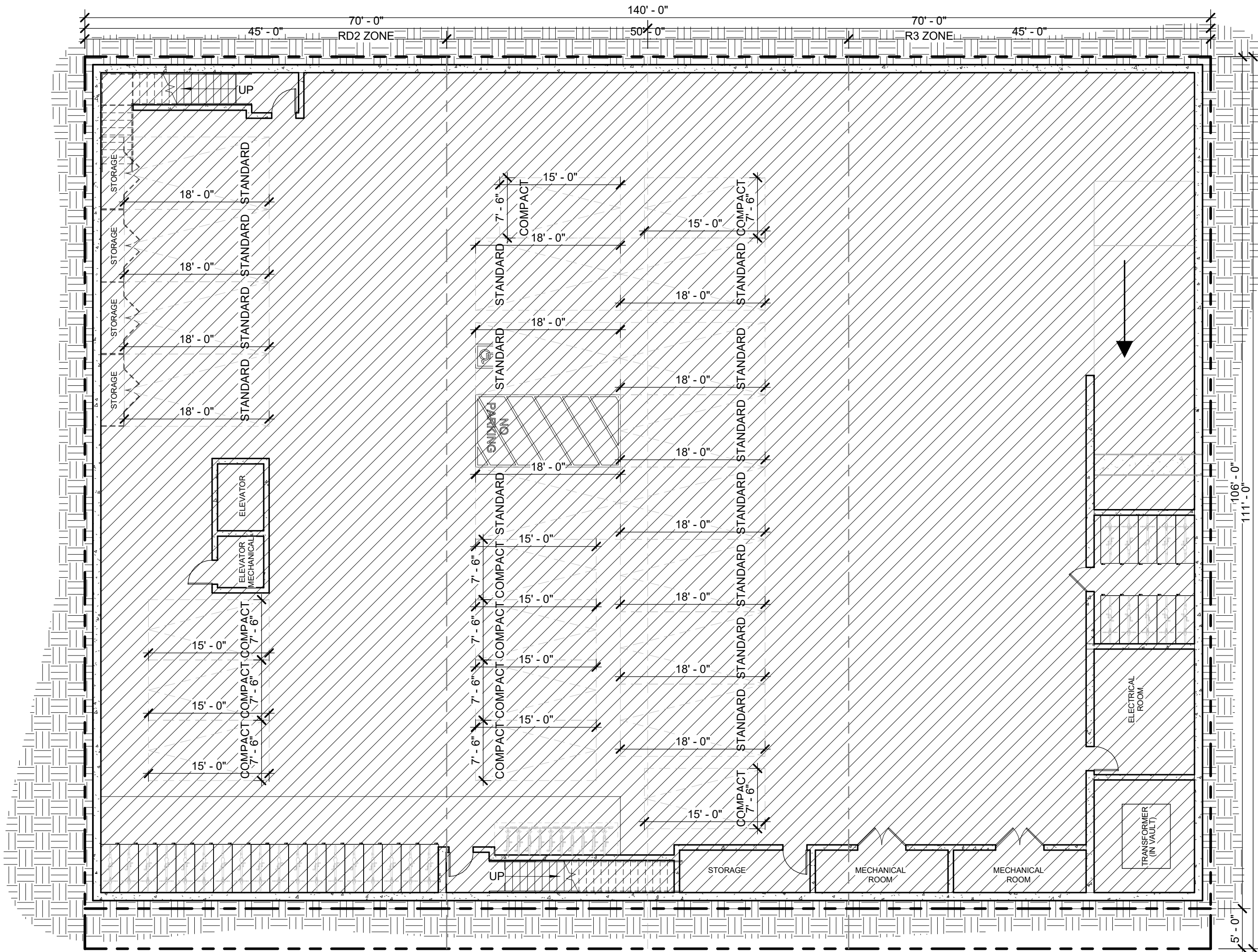
2



KELTON AVE

BUILDING CODE - SECOND FLOOR
3/32" = 1'-0"

3



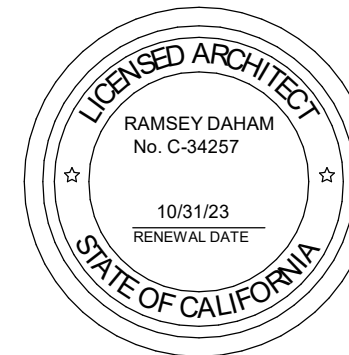
KELTON AVE

BUILDING CODE - PARKING LEVEL
3/32" = 1'-0"

1

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LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

SQUARE
FOOTAGE
BREAKDOWNS

DRAWN	CR
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DATE	10/31/2022 1:17:08 PM
SCALE	As indicated
JOB #	21-A001

A0.27

BUILDING CODE FLOOR AREA		
PARKING LEVEL -INCLUDED	13,872 SF	<div></div>
	N/A	<div></div>
FIRST FLOOR -INCLUDED	8,427 SF	<div></div>
	645 SF	<div></div>
SECOND FLOOR -INCLUDED	8,775 SF	<div></div>
	929 SF	<div></div>
THIRD FLOOR -INCLUDED	8,775 SF	<div></div>
	929 SF	<div></div>
FOURTH FLOOR -INCLUDED	8,775 SF	<div></div>
	929 SF	<div></div>
FIFTH FLOOR -INCLUDED	8,142 SF	<div></div>
	N/A SF	<div></div>
TOTAL PROVIDED	60,198 SF	



KELTON AVE

BUILDING CODE - FIFTH FLOOR
3/32" = 1'-0"

2



KELTON AVE

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

1

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LICENSED ARCHITECT
RAMSEY DAWHAN
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

SQUARE
FOOTAGE
BREAKDOWNS

DRAWN

Author

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DATE

10/31/2022 1:17:17 PM

SCALE

As indicated

JOB #

21-A001

A0.27.1

OPEN SPACE PROVIDED VS. REQUIRED				
PROVIDED		REQUIRED		
COMMON OPEN SPACE:		26 UNITS @ < 3 HABITABLE ROOMS (100 S.F.) (26 UNITS)(100 S.F.) =		2,600 SF
COMMON ROOF DECK:		17 UNITS @ 3 HABITABLE ROOMS (125 S.F.) (17 UNITS)(125 S.F.) =		2,125 SF
RD2 ZONE:				
R3 ZONE:				
PRIVATE OPEN SPACE:		0 UNITS @ > 3 HABITABLE ROOMS (175 S.F.) (0 UNITS)(175 S.F.) =		0 SF
RD2 ZONE: 27 UNITS x 50 SF				
R3 ZONE: 16 UNITS x 50 SF				
		1,350 SF		
		800 SF		
TOTAL PROVIDED OPEN SPACE:		TOTAL REQUIRED OPEN SPACE:		4,725 SF
RD2 ZONE:		3,117 SF		
R3 ZONE:		3,079 SF		

*(OPEN SPACE PROVIDED IN THE RD2 ZONE DOES NOT QUALIFY AS USABLE OPEN SPACE PER LAMC 12.21 G.2)

COMMON OPEN SPACE TREE COUNT			
PROVIDED		REQUIRED	
ON SITE	9 TREES	1 TREE PER EVERY 4 UNITS	
IN PARKWAY	3 TREES	43 UNITS / 4 =	10.75 TREES
TOTAL		12 TREES	TOTAL 10.75 TREES

COMMON OPEN SPACE PLANTING AREA

ROOF DECK COMMON OPEN SPACE: 2,279 SF

REQUIRED PLANTING AREA: 570 SF

25% OF THE COMMON OPEN SPACE

PROVIDED PLANTING AREA: 570 SF



KELTON AVE OPEN SPACE - FOURTH FLOOR
3/32" = 1'-0" 4



OPEN SPACE - SECOND FLOOR
3/32" = 1'-0" 2



KELTON AVE OPEN SPACE - THIRD FLOOR
3/32" = 1'-0" 3

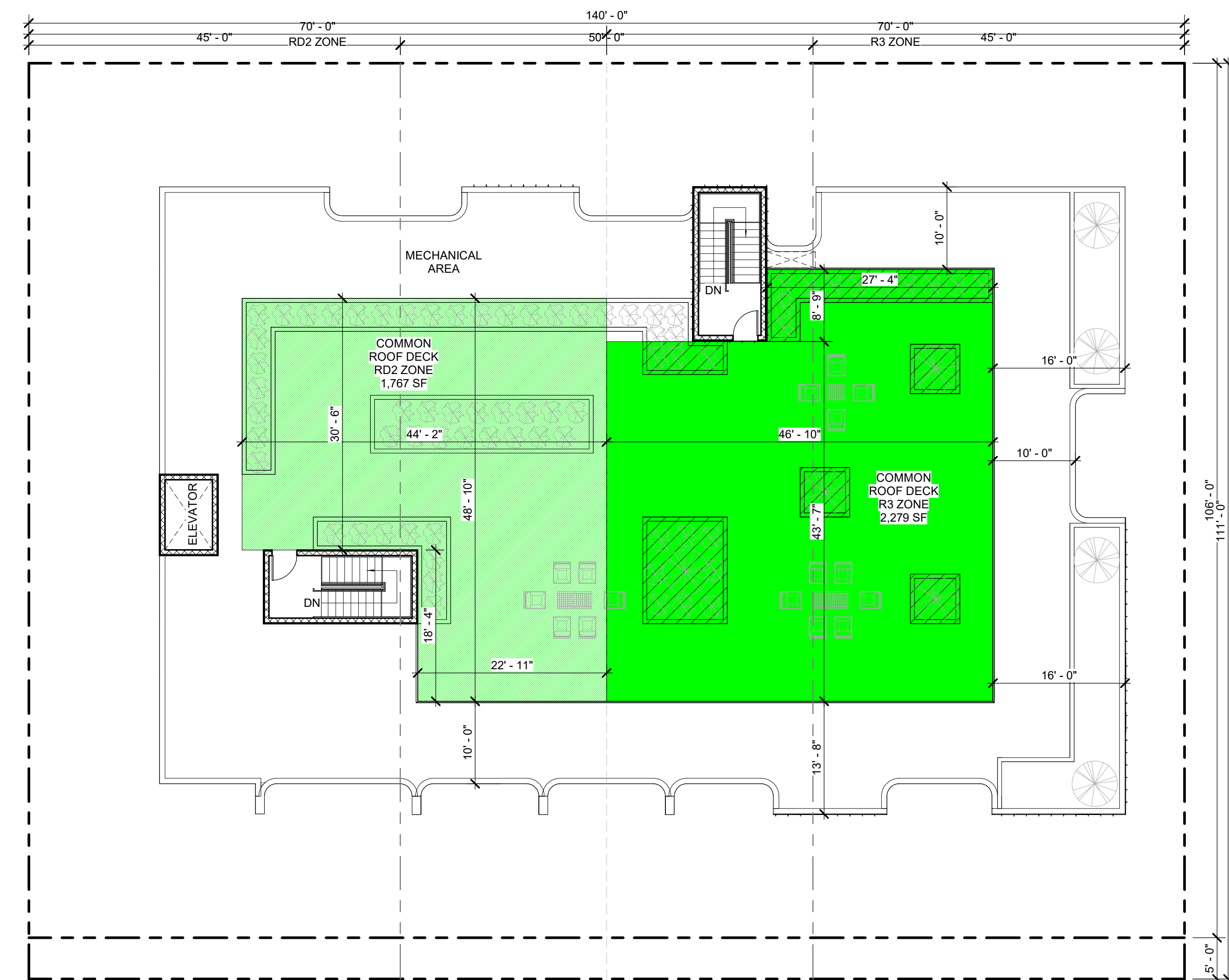


KELTON AVE OPEN SPACE - GROUND FLOOR
3/32" = 1'-0" 1

Revision Schedule	
Revision Number	Revision Date

OPEN SPACE
AREA
CALCULATIONS

DRAWN	CR
CHECKED	PNK
DATE	11/3/2022 4:07:43 PM
SCALE	3/32" = 1'-0"
JOB #	21-A001



Professional Seal of Ramsey Daham, Licensed Architect, State of California, No. C-34257, Renewal Date 10/31/23.

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LOS ANGELES, CA 90034

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OPEN SPACE AREA CALCULATIONS

DRAWN	_____	CR
CHECKED	_____	PNK
DATE	11/3/2022 4:07:49 PM	
SCALE	3/32" = 1'-0"	
JOB #	21-A001	

A0.29.1

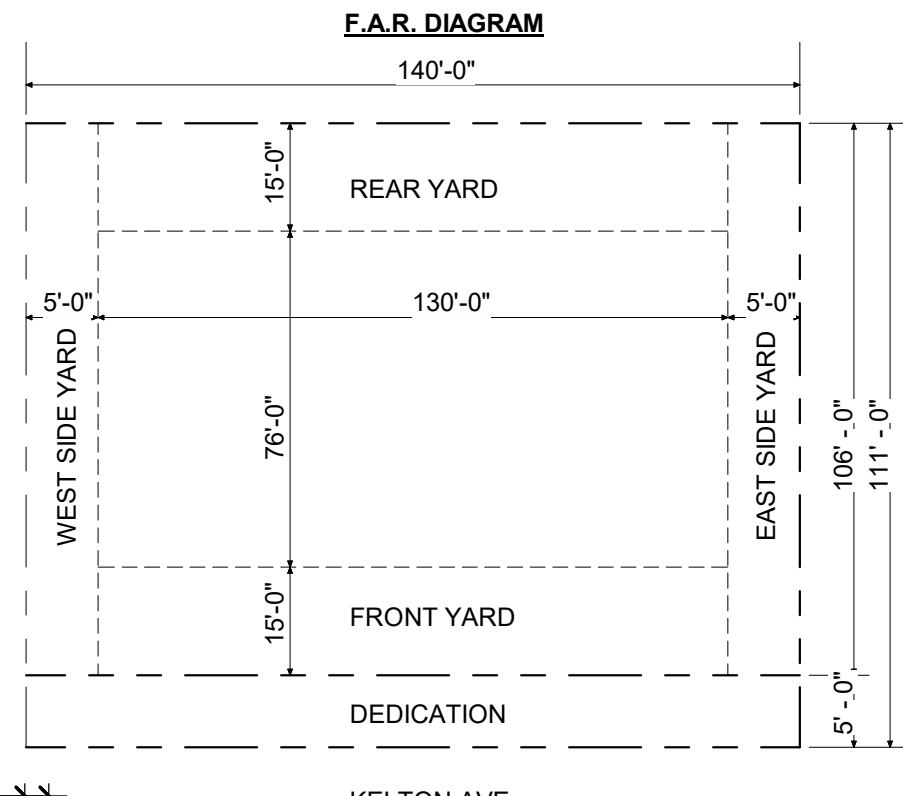
F.A.R. CALCULATIONS		
PARKING LEVEL -INCLUDED	665 SF	
FIRST FLOOR -INCLUDED	6,480 SF	
SECOND FLOOR -INCLUDED	8,338 SF	
THIRD FLOOR -INCLUDED	8,338 SF	
FOURTH FLOOR -INCLUDED	8,338 SF	
FIFTH FLOOR -INCLUDED	7,758 SF	
TOTAL PROVIDED	43,349 SF	



KELTON AVE

F.A.R. - THIRD FLOOR
3/32" = 1'-0"

4



LOT AREA: 15,334.6 S.F.
BUILDABLE AREA: 10,530 S.F.
(BEFORE 5 FT DEDICATION)



KELTON AVE

F.A.R. - GROUND FLOOR
3/32" = 1'-0"

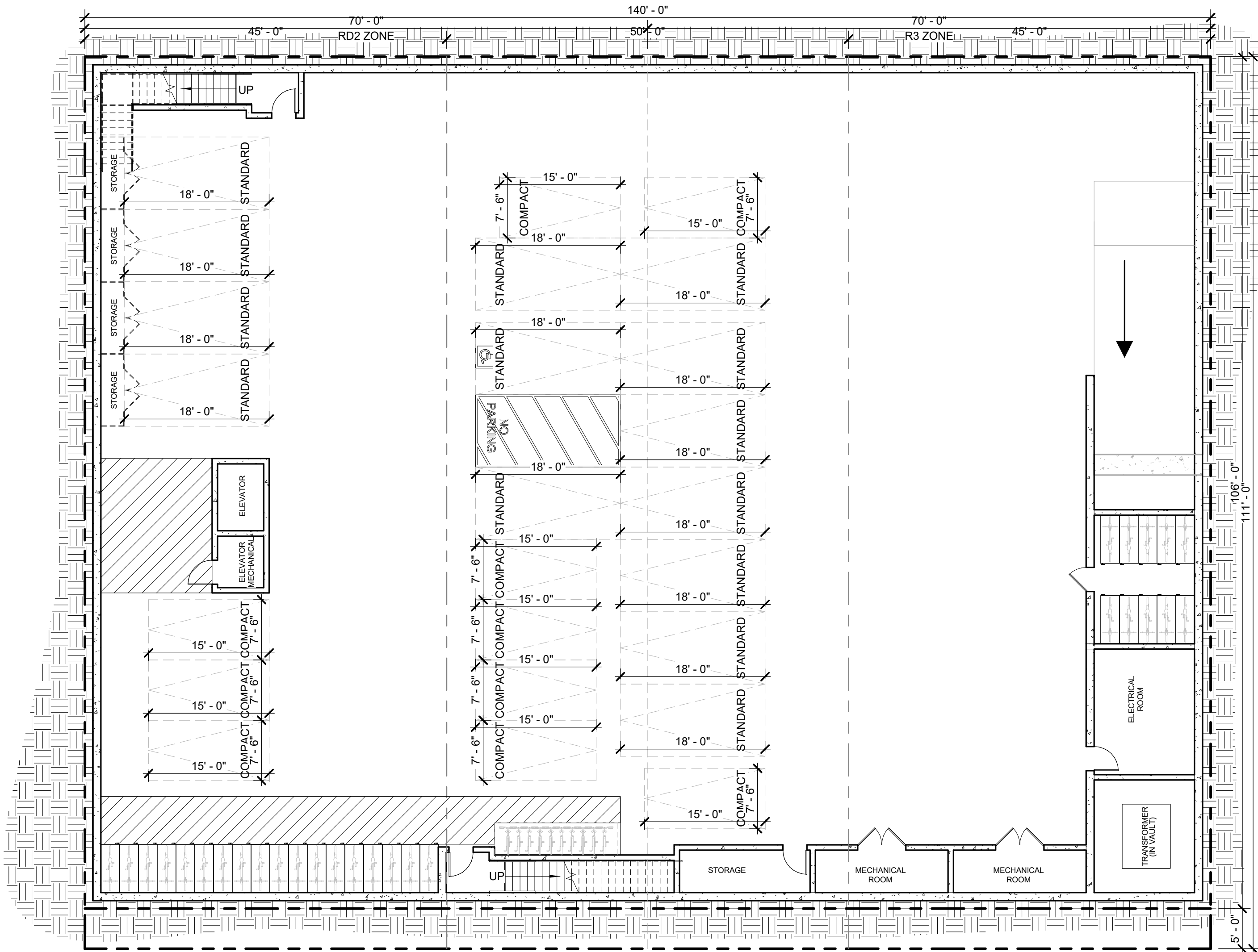
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KELTON AVE

F.A.R. - SECOND FLOOR
3/32" = 1'-0"

3



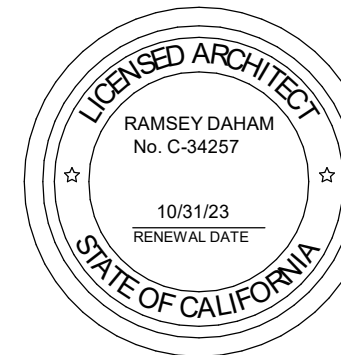
KELTON AVE

F.A.R. - PARKING LEVEL
3/32" = 1'-0"

1

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LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

F.A.R.
CALCULATIONS

DRAWN CR

CHECKED PNK

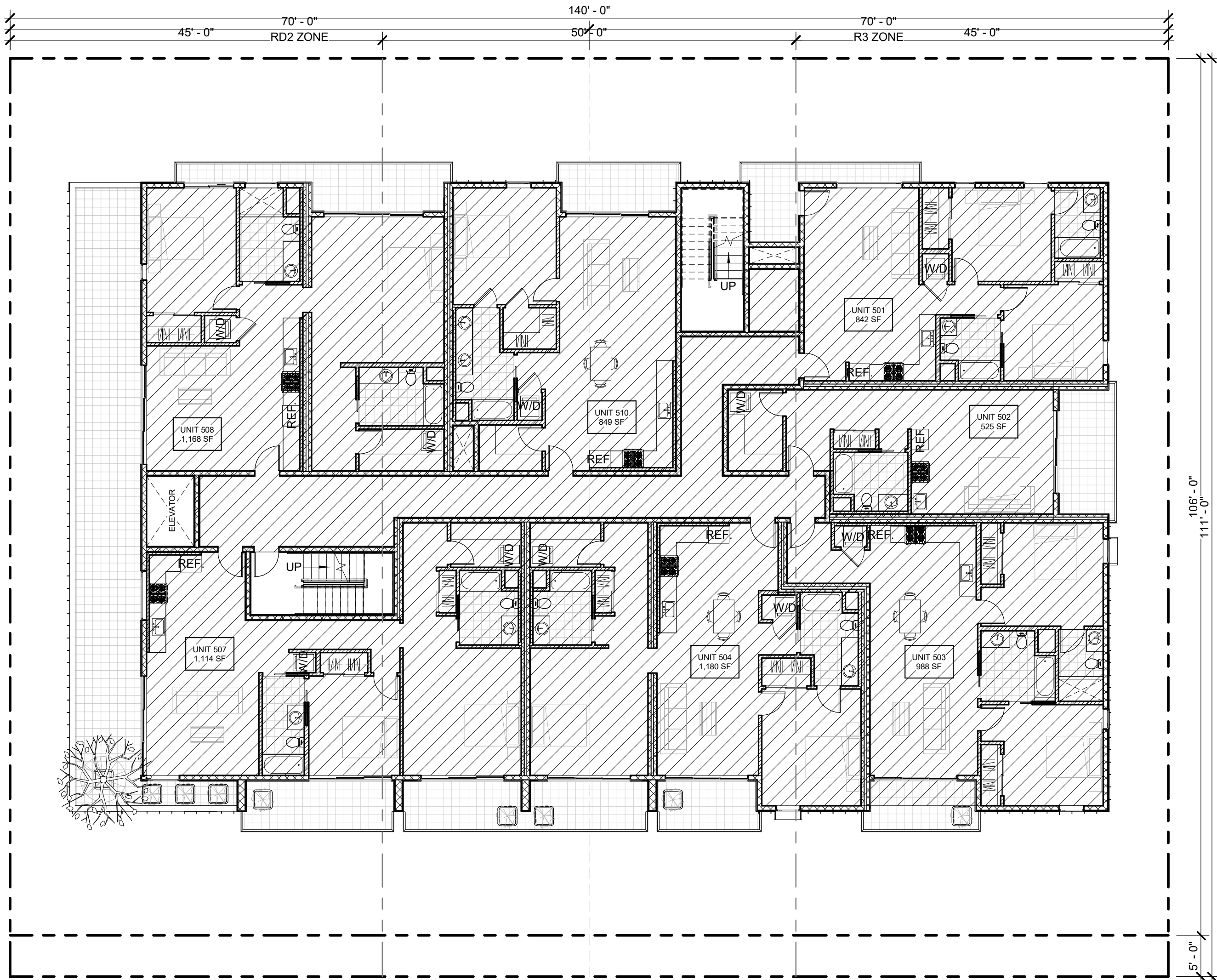
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SCALE As indicated

JOB # 21-A001

A0.30

F.A.R. CALCULATIONS		
PARKING LEVEL	665 SF	<div></div>
-INCLUDED	N/A	<div></div>
FIRST FLOOR	6,480 SF	<div></div>
-INCLUDED	645 SF	<div></div>
SECOND FLOOR	8,338 SF	<div></div>
-INCLUDED	929 SF	<div></div>
THIRD FLOOR	8,338 SF	<div></div>
-INCLUDED	929 SF	<div></div>
FOURTH FLOOR	8,338 SF	<div></div>
-INCLUDED	929 SF	<div></div>
FIFTH FLOOR	7,758 SF	<div></div>
-INCLUDED	N/A SF	<div></div>
TOTAL PROVIDED	43,349 SF	



KELTON AVE

F.A.R. - FIFTH FLOOR
3/32" = 1'-0"

2



KELTON AVE

F.A.R. - FOURTH FLOOR
3/32" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAWHAN
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

F.A.R. CALCULATIONS

DRAWN

Author

CHECKED

Checker

DATE

10/31/2022 1:18:17 PM

SCALE


As indicated


JOB #

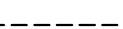
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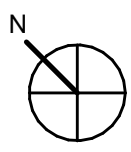
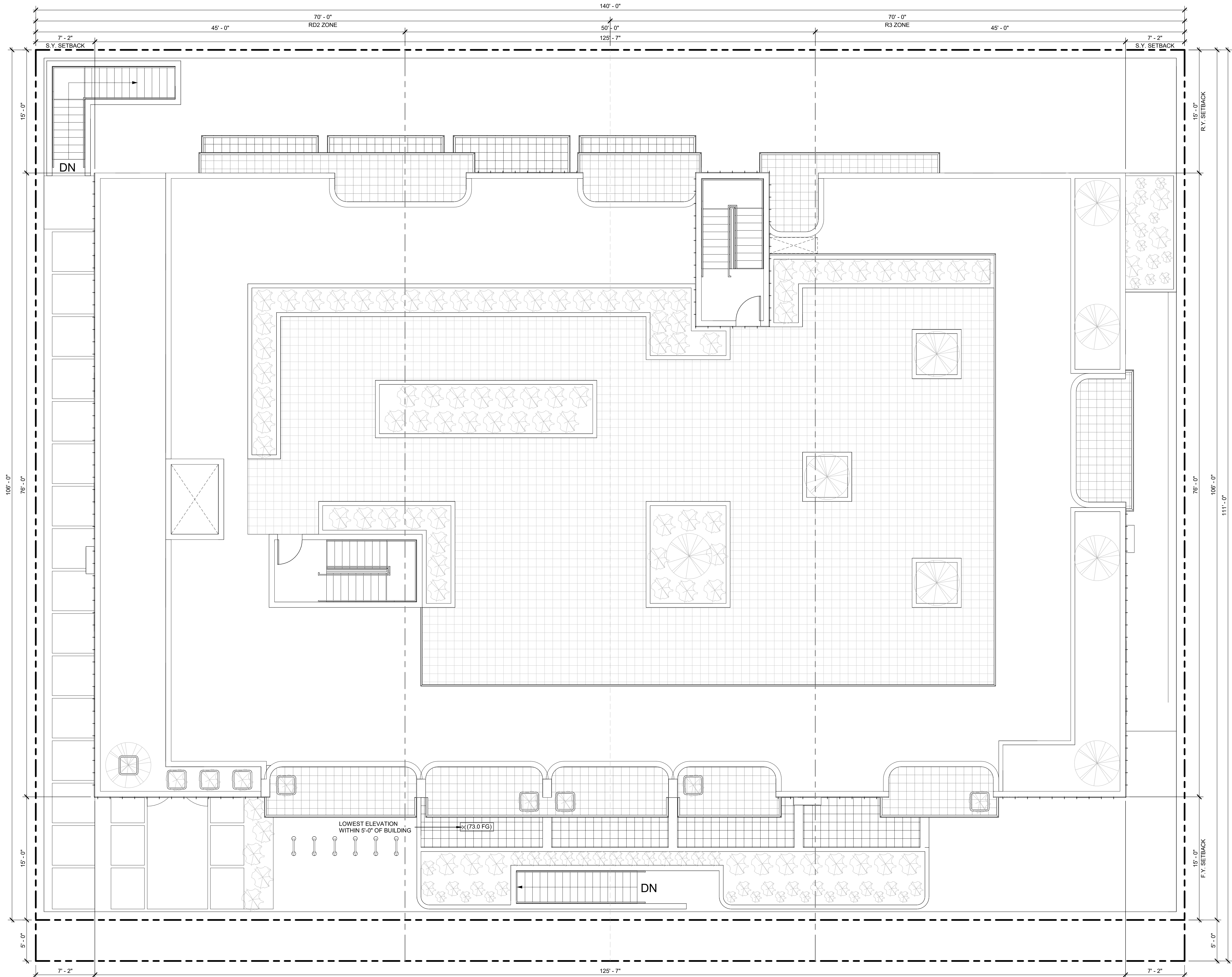
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SITE PLAN LEGEND

 FLOOR TYPE

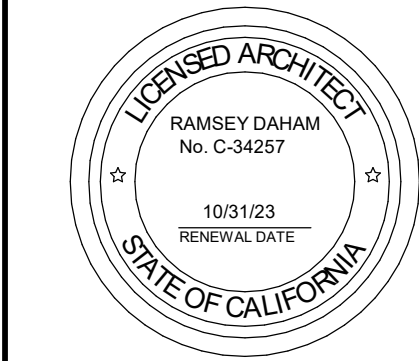
 PROPERTY LINE

 SETBACKS



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

1



3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

SITE PLAN	
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DATE	10/31/2022 1:18:21 PM
SCALE	As indicated
JOB #	21-A001

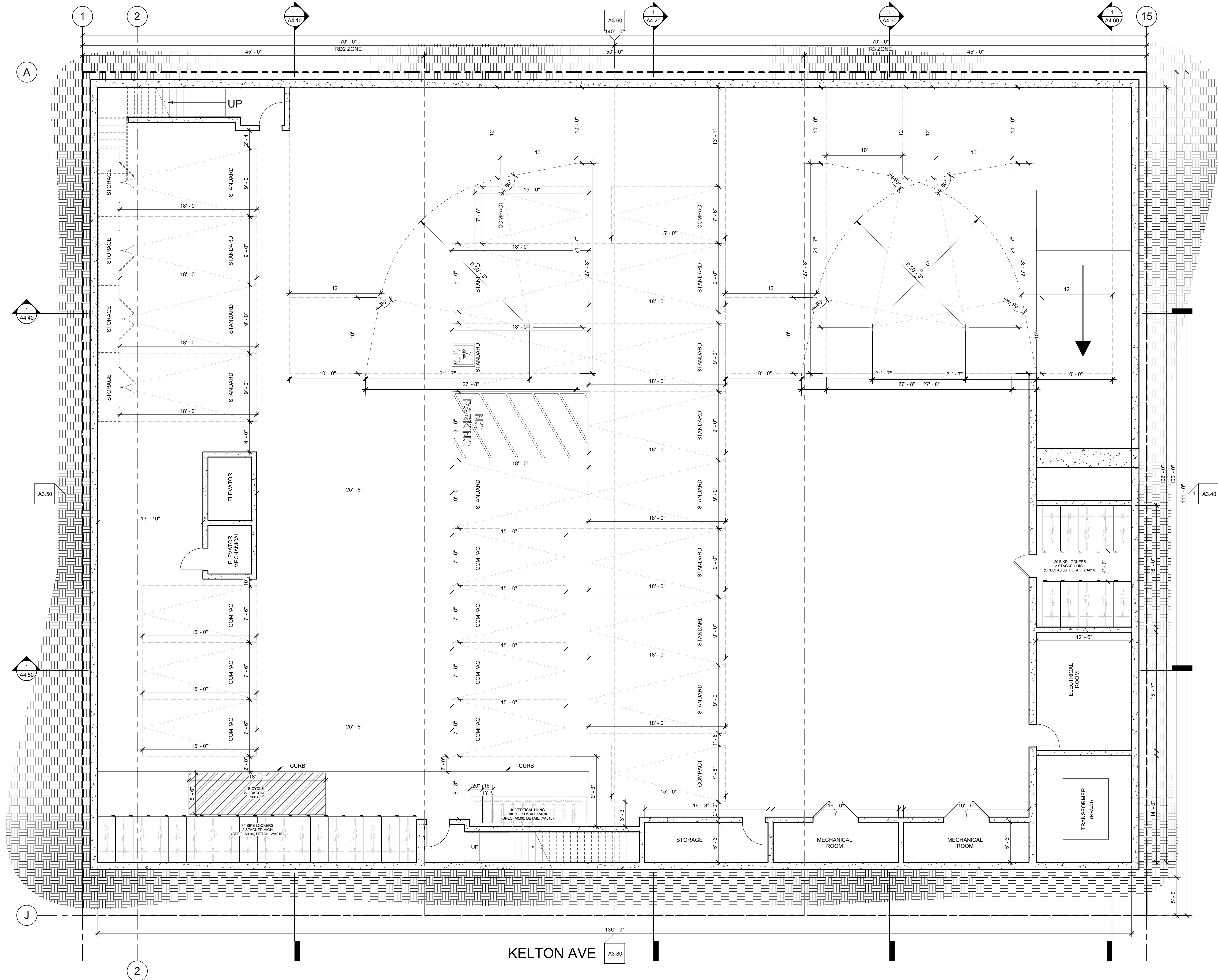
A1.00

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- ASSEMBLY TYPES**
- | WALLS | FLOORS |
|--|---|
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13) | 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2 2x6 PLUMBING WALL ASSM. (21A0.13) | 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 5 1-HR DOUBLE WALL ASSM. (5A0.13) | 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| 6 CONC. WALL PER STRC. (6A0.13) | 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| 7 CONC. RETAINING WALL PER STRC. (7A0.13) | 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| 8 CMU WALL PER STRC. (8A0.13) | |
| 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

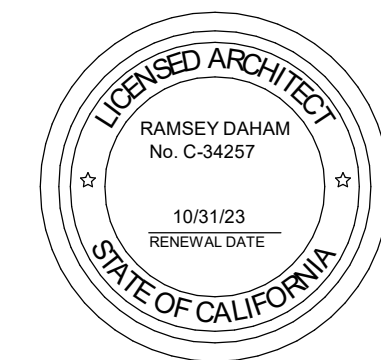
- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMOKE DETECTOR
 - CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - 1 STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY



NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5

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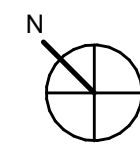
3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

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DATE 10/31/2022 1:18:24 PM
SCALE As indicated
JOB # 21-A001

A2.00



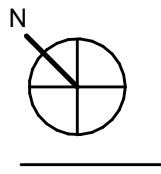
SUBTERRANEAN PARKING
3/16" = 1'-0"

- ASSEMBLY TYPES**
- | WALLS | FLOORS |
|--|---|
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13) | 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2 2x6 PLUMBING WALL ASSM. (21A0.13) | 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 5 1-HR DOUBLE WALL ASSM. (5A0.13) | 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| 6 CONC. WALL PER STRC. (6A0.13) | 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| 7 CONC. RETAINING WALL PER STRC. (7A0.13) | 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| 8 CMU WALL PER STRC. (8A0.13) | |
| 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

- FLOOR PLAN LEGEND**
- | | |
|--|------------------------------------|
| | FLOOR TYPE |
| | WINDOW TAG (A0.10 - SCHEDULE) |
| | DOOR TAG (A0.08, A0.09 - SCHEDULE) |
| | WALL TYPE |
| | ELEVATION MARKER |
| | PROPERTY LINE |
| | ACCESSIBLE ROUTE |
| | 1 HR |
| | 2 HR |
| | SMOKE DETECTOR |
| | CARBON MONOXIDE |
| | EXHAUST |
| | NFPA - 14 CLASS - 1 STANDPIPE |
| | ILLUMINATED EXIT SIGN |
| | MB |
| | BD |
| | BA |
| | LR |
| | KI |
| | DR |
| | PWR |
| | CL |
| | WIC |
| | LR |
| | BC |
| | EN |

FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT. ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.

NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5



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

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LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS

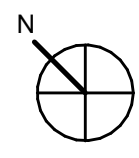
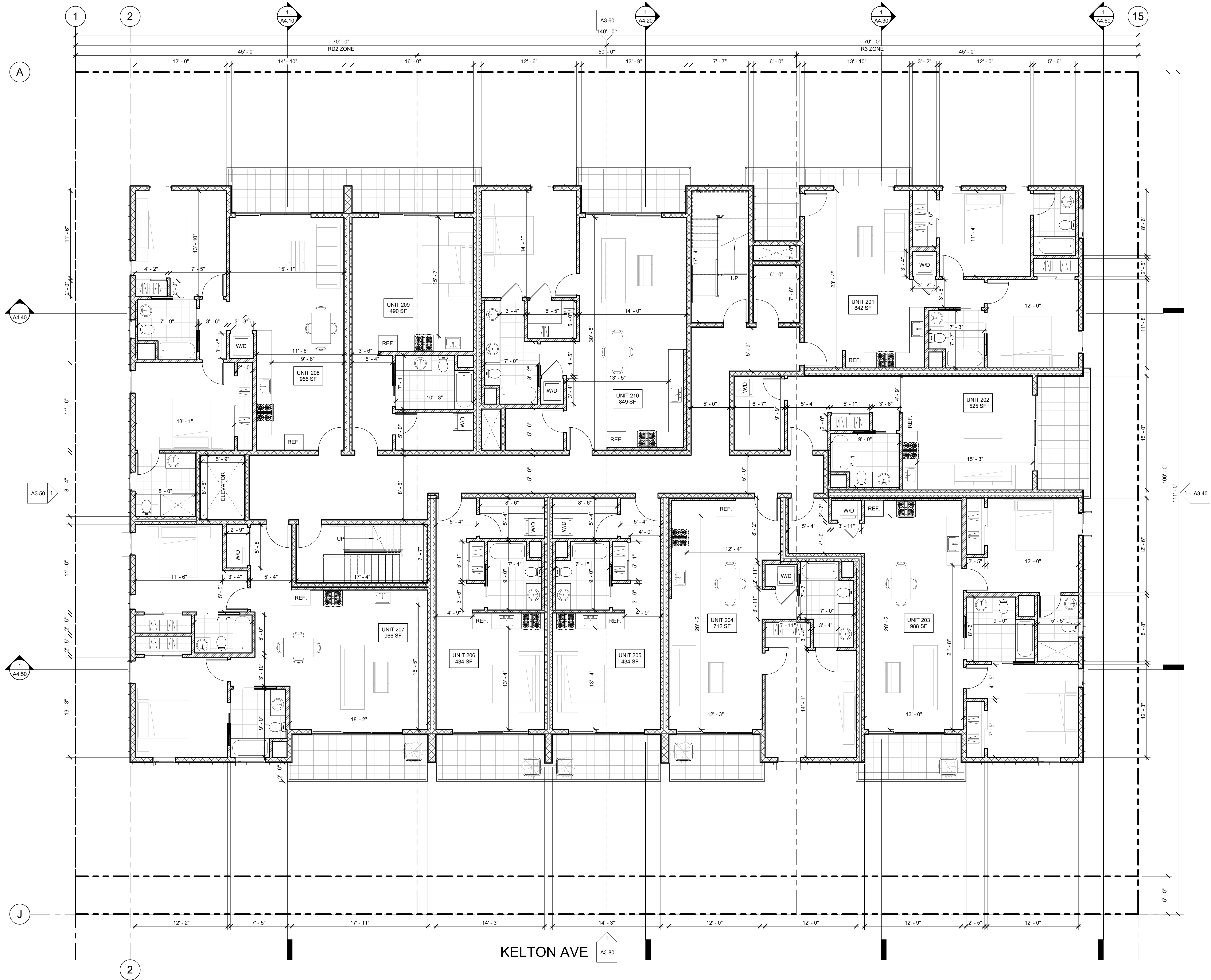
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SCALE	As indicated
JOB #	21-A001

A2.10

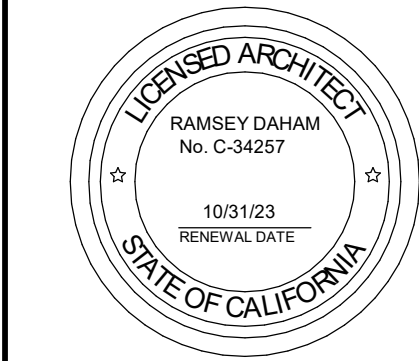
1

- ASSEMBLY TYPES**
- WALLS**
- 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13)
 - 2 2x6 PLUMBING WALL ASSM. (21A0.13)
 - 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13)
 - 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13)
 - 5 1-HR DOUBLE WALL ASSM. (5A0.13)
 - 6 CONC. WALL PER STRC. (6A0.13)
 - 7 CONC. RETAINING WALL PER STRC. (7A0.13)
 - 8 CMU WALL PER STRC. (8A0.13)
 - 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13)
- FLOORS**
- 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13)
 - 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13)
 - 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13)
 - 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13)
 - 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13)
 - 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13)
 - 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13)

- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMD SMOKE DETECTOR
 - CM CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - I STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY



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



3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

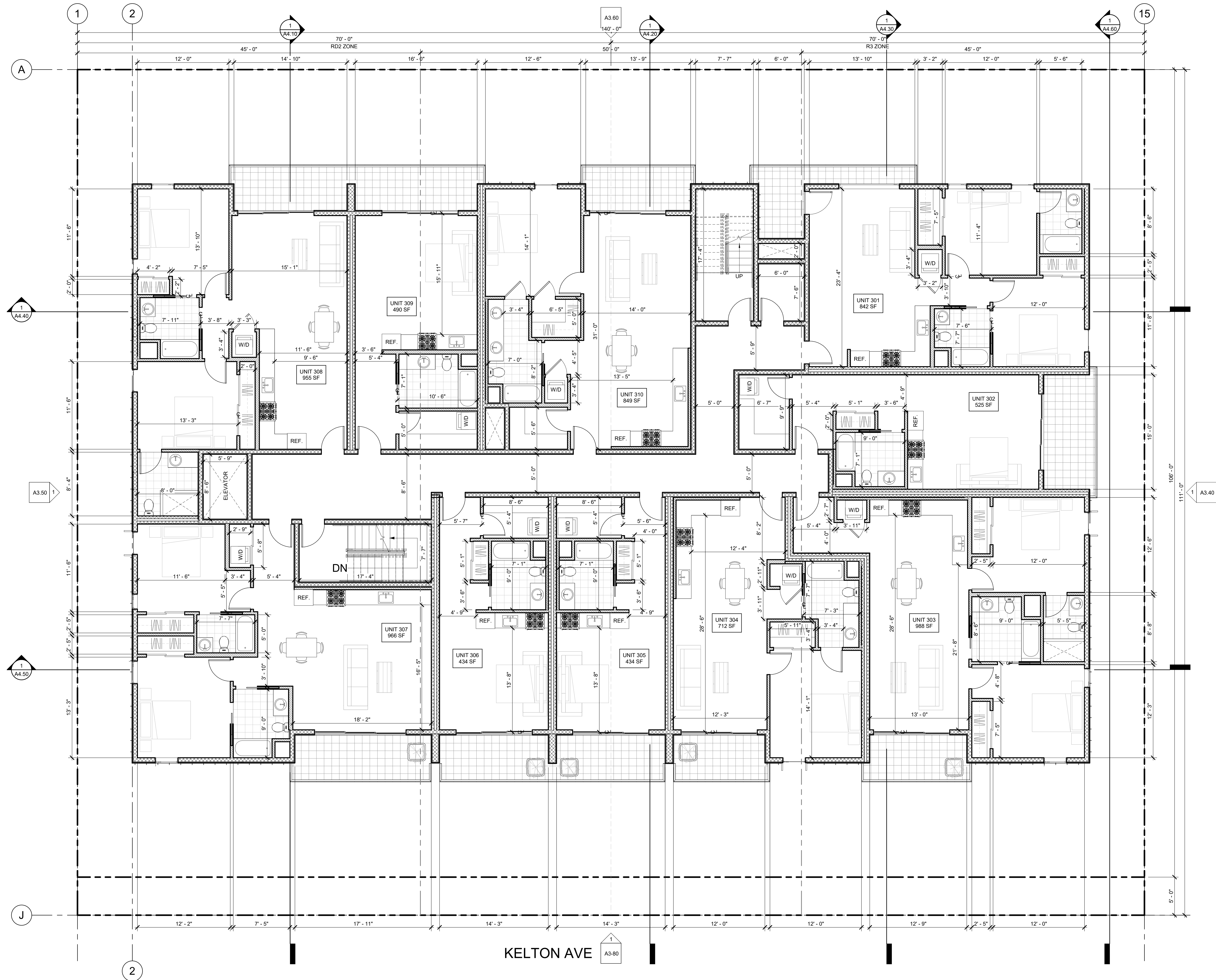
PROPOSED
PLANS

DRAWN CR
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DATE 10/31/2022 1:18:39 PM
SCALE As indicated
JOB # 21-A001

A2.20

- ASSEMBLY TYPES**
- | WALLS | FLOORS |
|--|---|
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13) | 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2 2x6 PLUMBING WALL ASSM. (21A0.13) | 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 5 1-HR DOUBLE WALL ASSM. (5A0.13) | 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| 6 CONC. WALL PER STRC. (6A0.13) | 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| 7 CONC. RETAINING WALL PER STRC. (7A0.13) | 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| 8 CMU WALL PER STRC. (8A0.13) | |
| 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

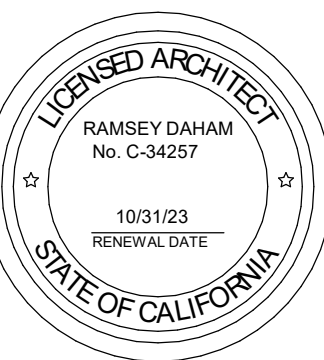
- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMOKE DETECTOR
 - CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - I STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY



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

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3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

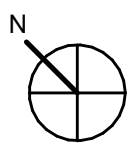
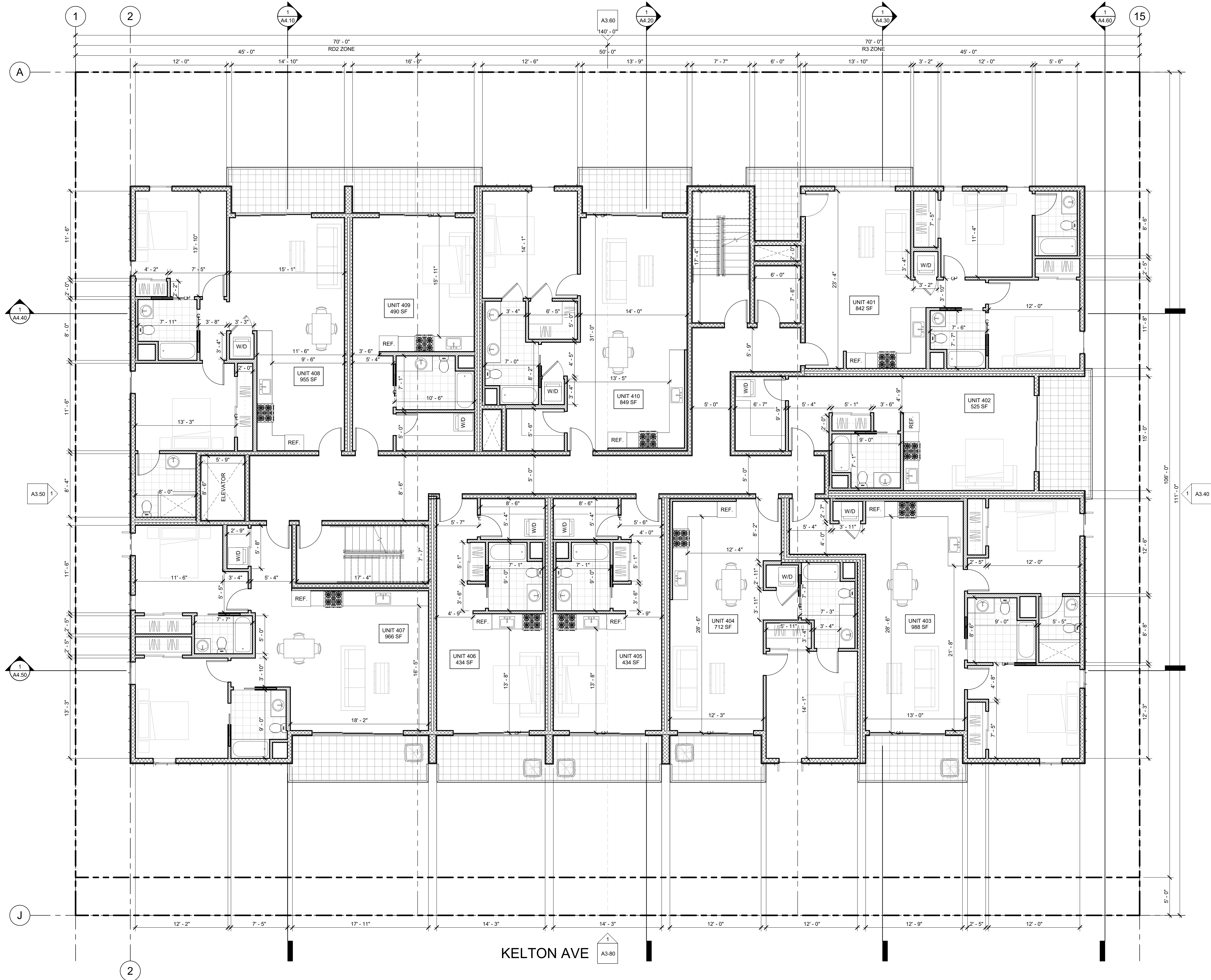
PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	10/31/2022 1:18:52 PM
SCALE	As indicated
JOB #	21-A001

A2.30

- ASSEMBLY TYPES**
- WALLS**
- 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13)
- 2 2x6 PLUMBING WALL ASSM. (21A0.13)
- 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13)
- 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13)
- 5 1-HR DOUBLE WALL ASSM. (5A0.13)
- 6 CONC. WALL PER STRC. (6A0.13)
- 7 CONC. RETAINING WALL PER STRC. (7A0.13)
- 8 CMU WALL PER STRC. (8A0.13)
- 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13)
- FLOORS**
- 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13)
- 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13)
- 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13)
- 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13)
- 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13)
- 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13)
- 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13)

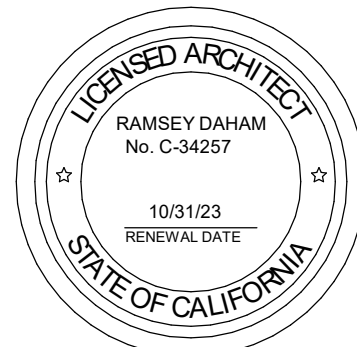
- FLOOR PLAN LEGEND**
- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SMOKE DETECTOR
- CARBON MONOXIDE
- EXHAUST
- NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB MASTER BEDROOM
- BD BEDROOM
- BA BATHROOM
- LR LIVING ROOM
- KI KITCHEN
- DR DINING ROOM
- PWR POWDER ROOM
- CL CLOSET
- WIC WALK IN CLOSET
- LR LAUNDRY ROOM
- BC BALCONY
- EN ENTRY



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

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3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

PROPOSED
PLANS

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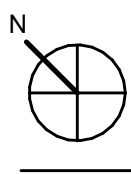
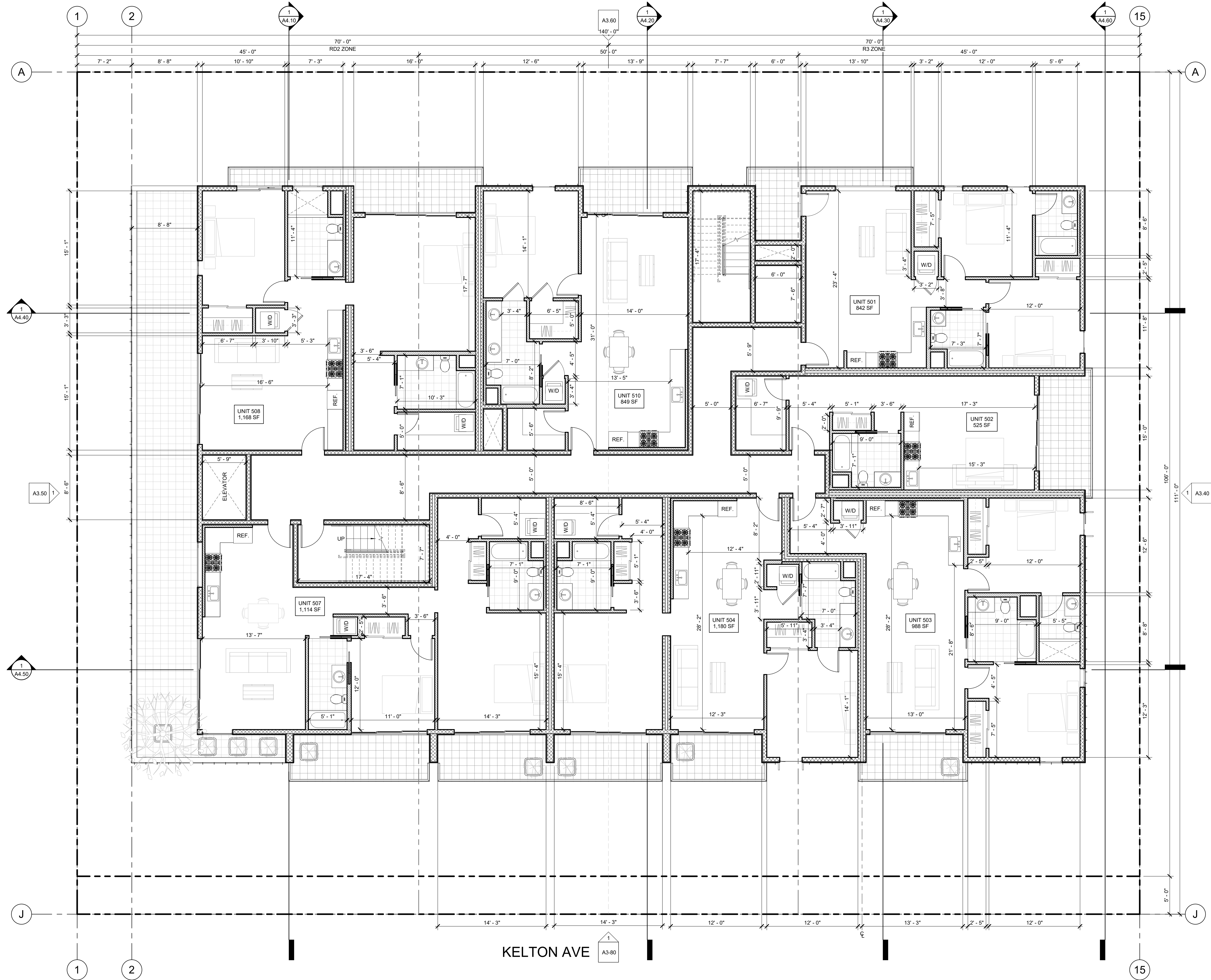
SCALE As indicated

JOB # 21-A001

A2.40

- ASSEMBLY TYPES**
- | WALLS | FLOORS |
|--|---|
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13) | 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2 2x6 PLUMBING WALL ASSM. (21A0.13) | 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 5 1-HR DOUBLE WALL ASSM. (5A0.13) | 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| 6 CONC. WALL PER STRC. (6A0.13) | 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| 7 CONC. RETAINING WALL PER STRC. (7A0.13) | 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| 8 CMU WALL PER STRC. (8A0.13) | |
| 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

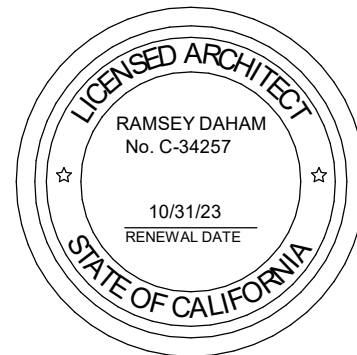
- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMOKE DETECTOR
 - CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - I STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY



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

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LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

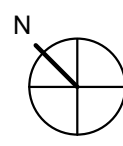
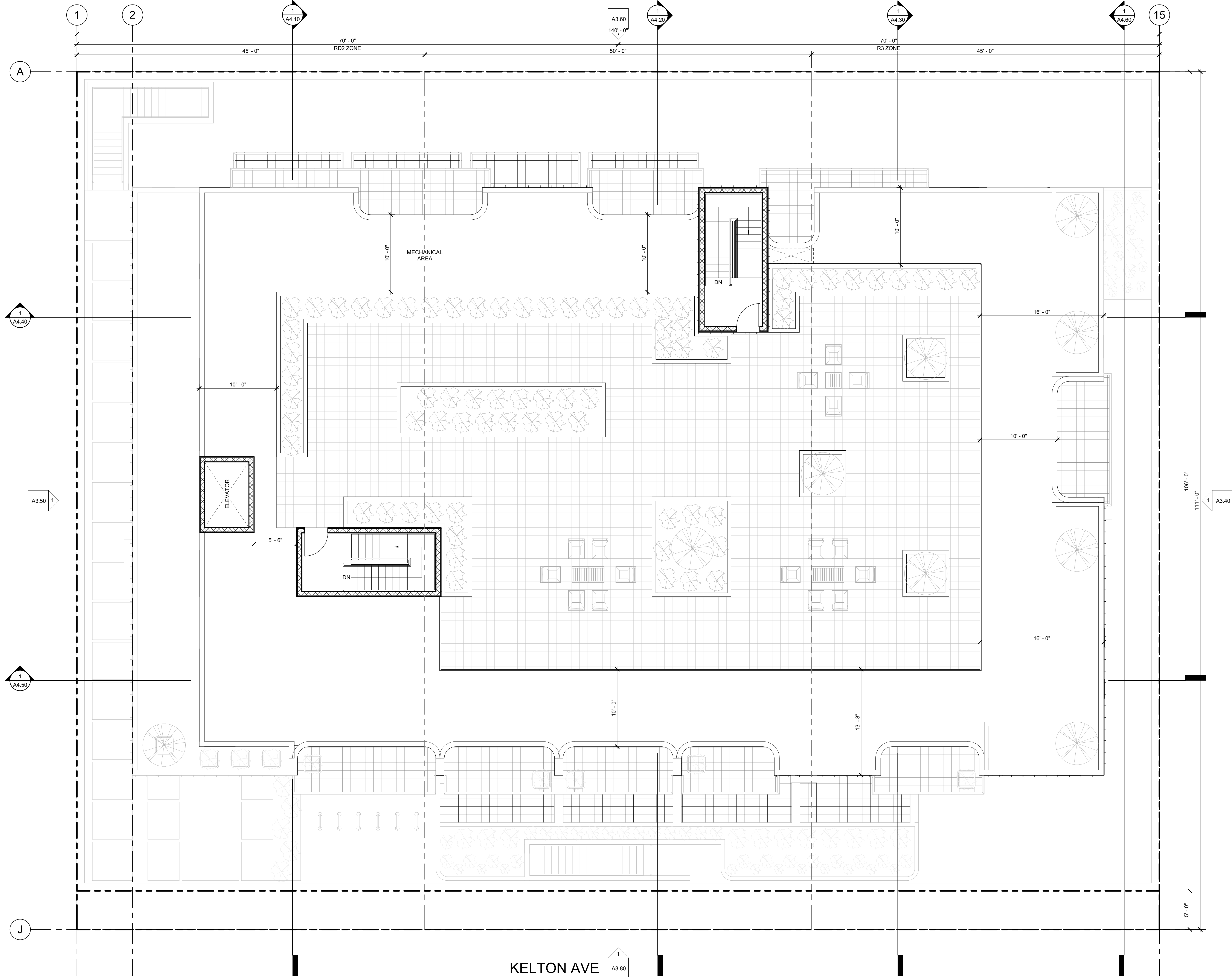
PROPOSED PLANS

DRAWN CR
CHECKED PNK
DATE 10/31/2022 1:19:06 PM
SCALE As indicated
JOB # 21-A001

A2.50

- ASSEMBLY TYPES**
- | WALLS | FLOORS |
|--|---|
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (11A0.13) | 1 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10A0.13) |
| 2 2x6 PLUMBING WALL ASSM. (21A0.13) | 2 CONC FLOOR PER STRC. W/ WOOD FINISH (11A0.13) |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3A0.13) | 3 CONC FLOOR PER STRC. W/ TILE FINISH (12A0.13) |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4A0.13) | 4 WOOD JOIST PER STRC. W/ WOOD FINISH (13A0.13) |
| 5 1-HR DOUBLE WALL ASSM. (5A0.13) | 5 WOOD JOIST PER STRC. W/ TILE FINISH (14A0.13) |
| 6 CONC. WALL PER STRC. (6A0.13) | 6 WOOD JOIST W/ WOOD DECK PER SPEC. (15A0.13) |
| 7 CONC. RETAINING WALL PER STRC. (7A0.13) | 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16A0.13) |
| 8 CMU WALL PER STRC. (8A0.13) | |
| 9 2-HR INTERIOR CORRIDOR WALL ASSM. (9A0.13) | |

- FLOOR PLAN LEGEND**
- FLOOR TYPE
 - WINDOW TAG (A0.10 - SCHEDULE)
 - DOOR TAG (A0.08, A0.09 - SCHEDULE)
 - WALL TYPE
 - ELEVATION MARKER
 - PROPERTY LINE
 - ACCESSIBLE ROUTE
 - 1 HR
 - 2 HR
 - SMD SMOKE DETECTOR
 - CM CARBON MONOXIDE
 - EXHAUST
 - NFPA - 14 CLASS - I STANDPIPE
 - ILLUMINATED EXIT SIGN
 - MB MASTER BEDROOM
 - BD BEDROOM
 - BA BATHROOM
 - LR LIVING ROOM
 - KI KITCHEN
 - DR DINING ROOM
 - PWR POWDER ROOM
 - CL CLOSET
 - WIC WALK IN CLOSET
 - LR LAUNDRY ROOM
 - BC BALCONY
 - EN ENTRY

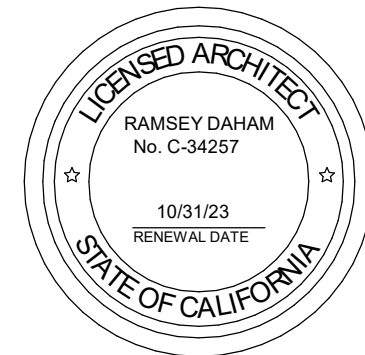


ROOF PLAN
3/16" = 1'-0"

1

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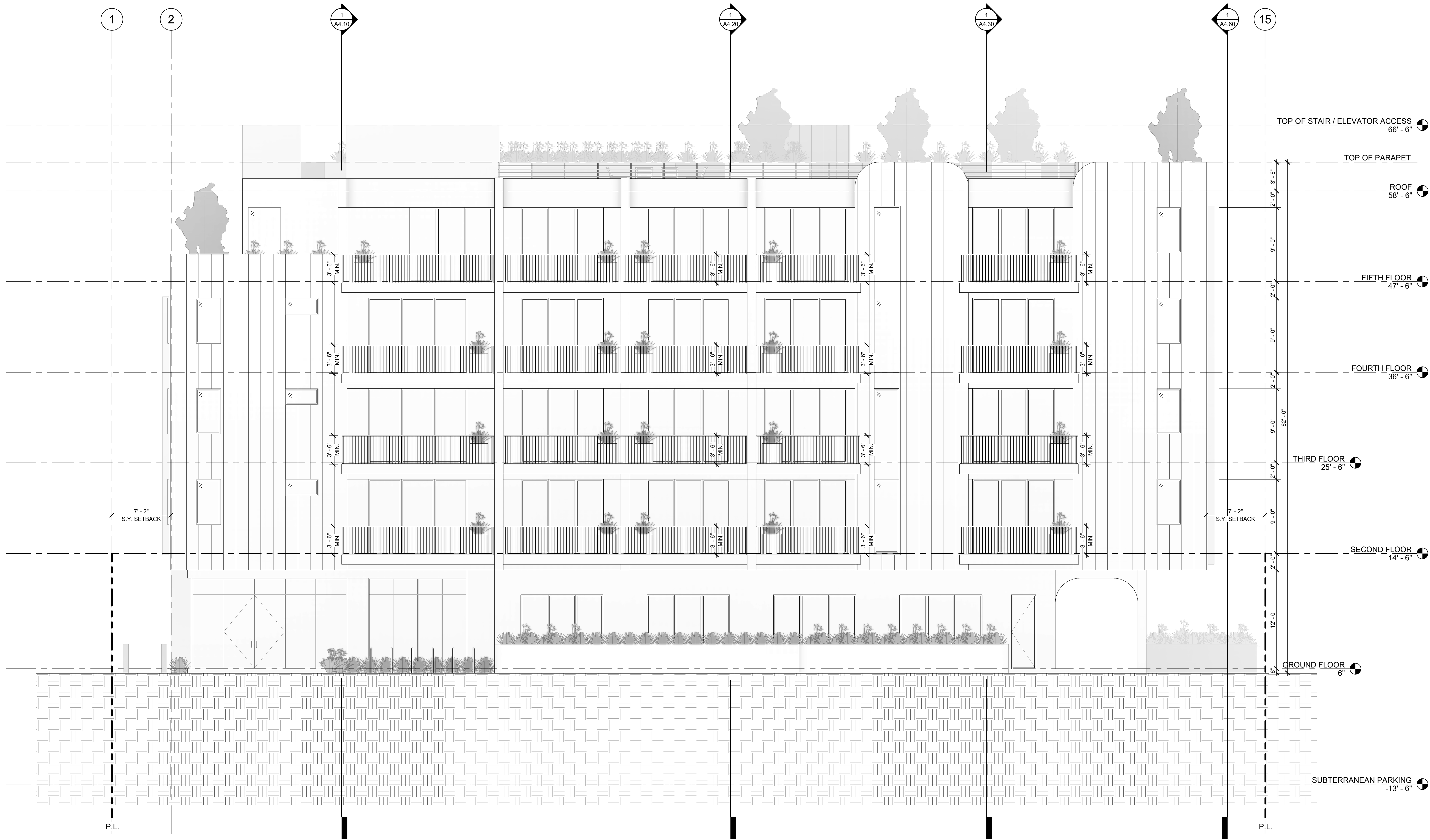
Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	10/31/2022 1:19:11 PM
SCALE	As indicated
JOB #	21-A001

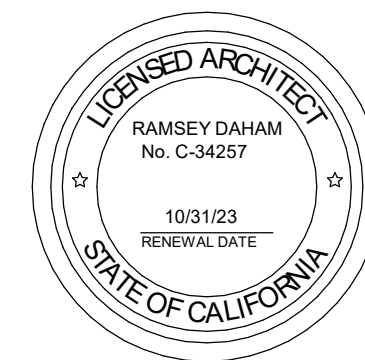
A2.60



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

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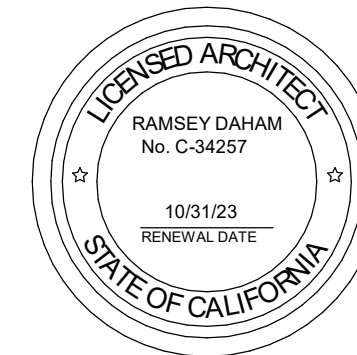
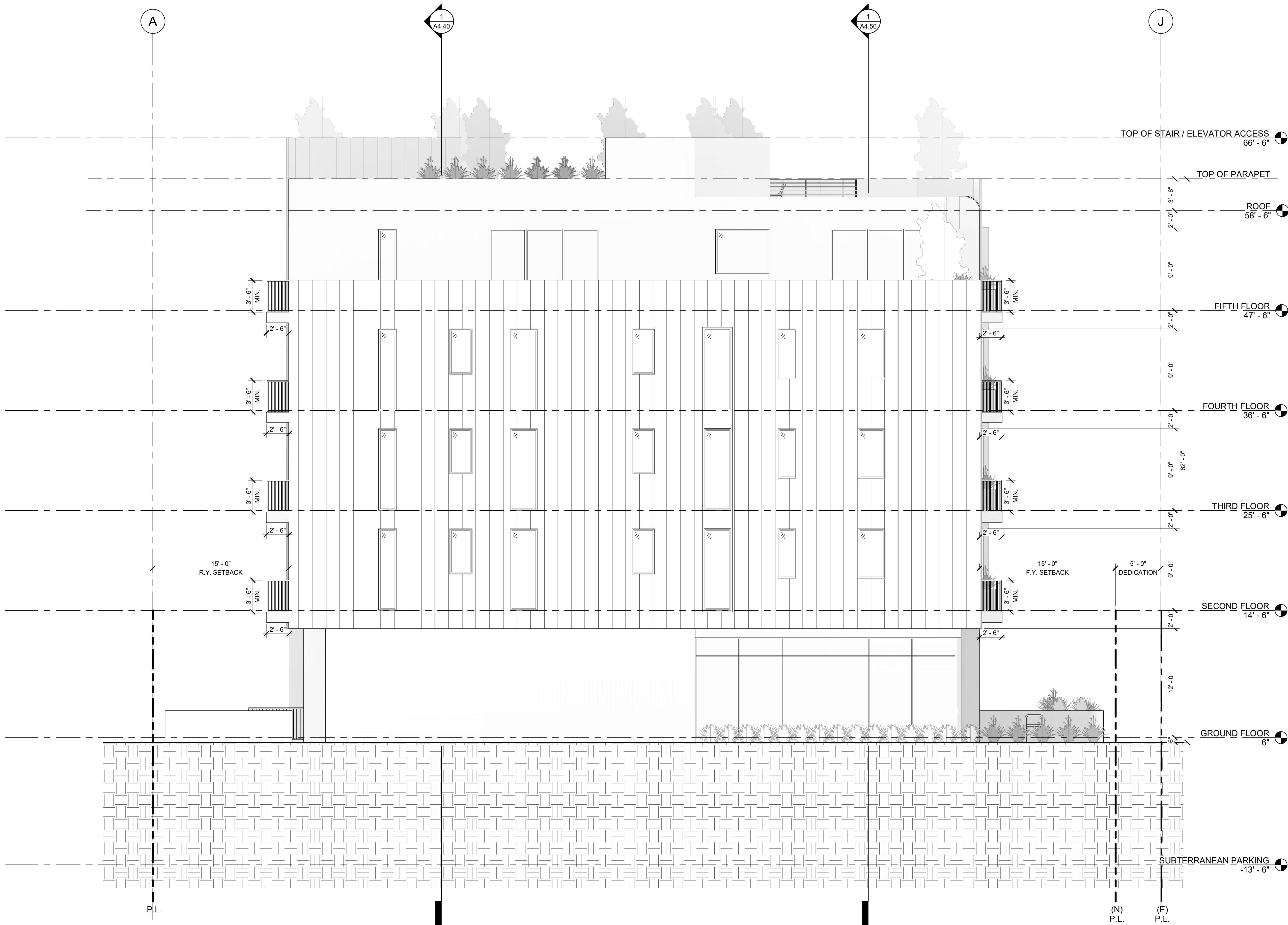


3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS	
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CHECKED	PNK
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SCALE	3/16" = 1'-0"
JOB #	21-A001

A3.10

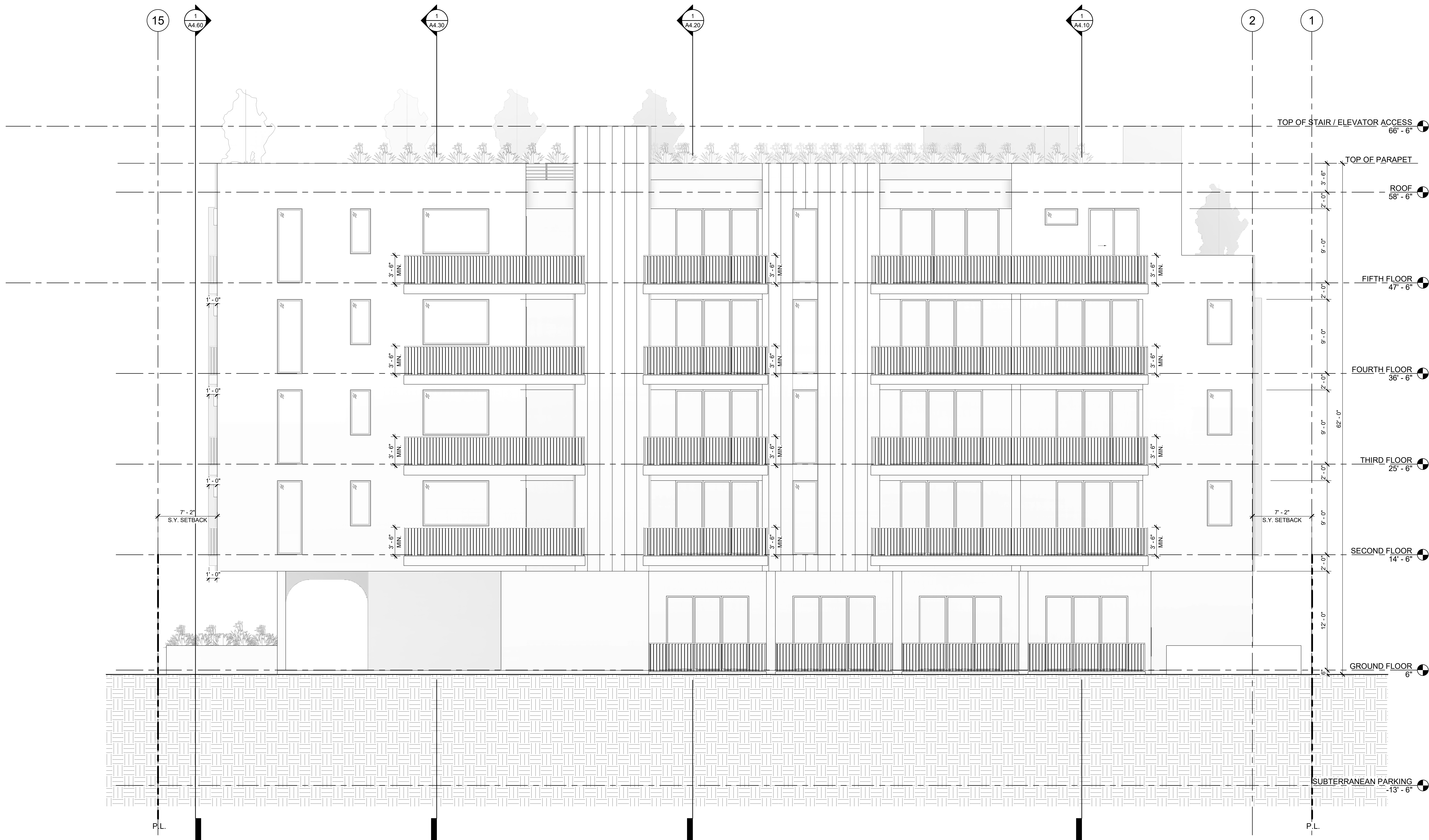


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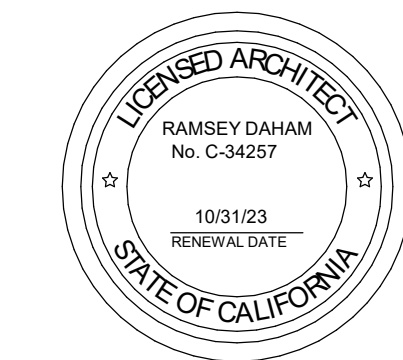
Revision Schedule	
Revision Number	Revision Date

ELEVATIONS	
DRAWN	CR
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DATE	10/31/2022 1:20:53 PM
SCALE	3/16" = 1'-0"
JOB #	21-A001

A3.20



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



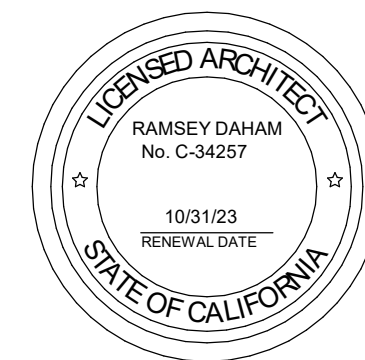
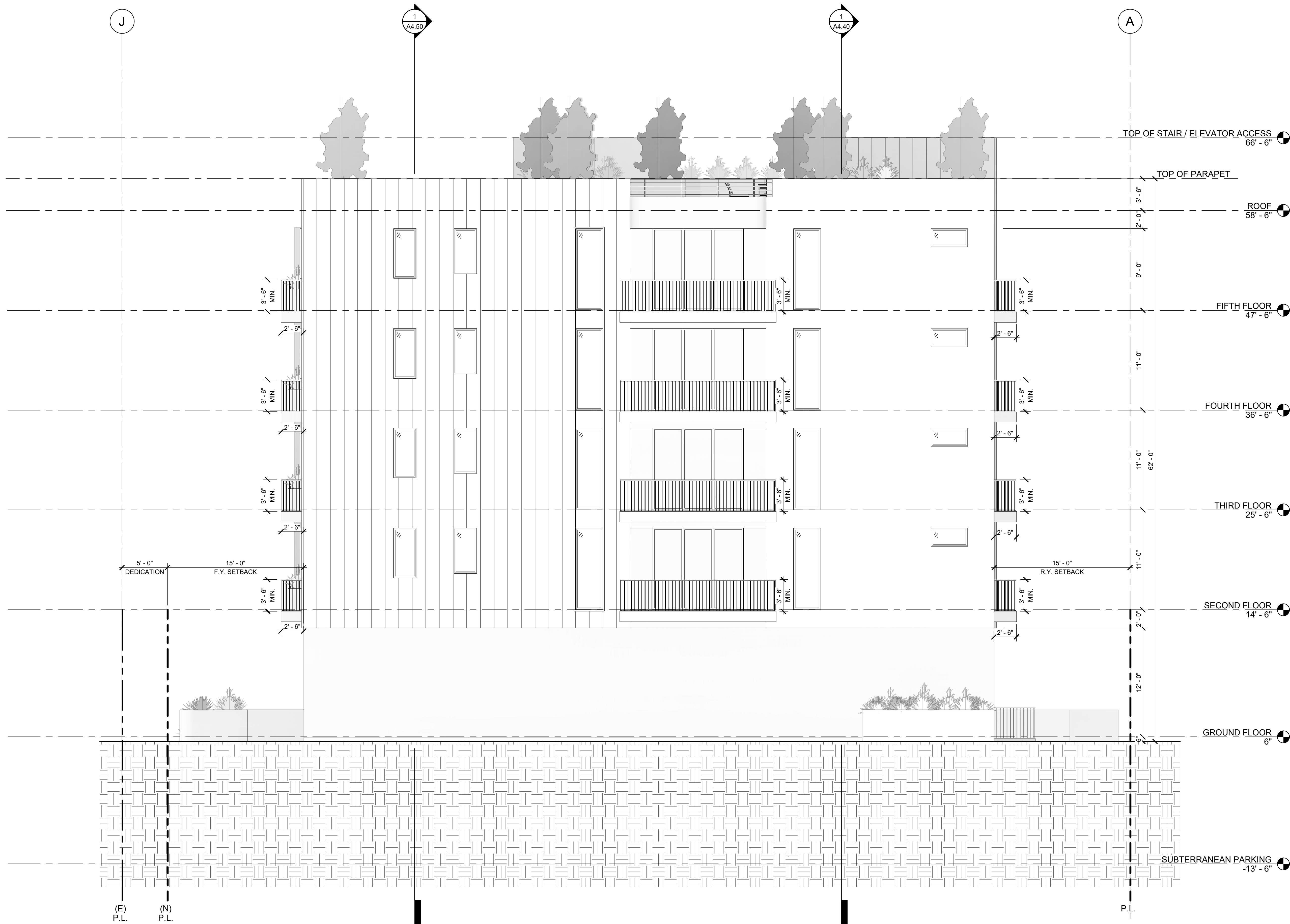
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LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS

DRAWN	CR
CHECKED	PNK
DATE	10/31/2022 1:21:47 PM
SCALE	3/16" = 1'-0"
JOB #	21-A001

A3.30



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LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS	
DRAWN	CR
CHECKED	PNK
DATE	10/31/2022 1:22:43 PM
SCALE	3/16" = 1'-0"
JOB #	21-A001

A3.40

- ASSEMBLY TYPES

WALLS

FLOORS
- 1

2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)

2

2x6 PLUMBING WALL ASSM. (2/A0.13)

3

1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13)

4

1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)

5

1-HR DOUBLE WALL ASSM. (5/A0.13)

6

CONC. WALL PER STRC. (6/A0.13)

7

CONC. RETAINING WALL PER STRC. (7/A0.13)

8

CMU WALL PER STRC. (8/A0.13)

9

2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

10

CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)

11

CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)

12

CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)

13

WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)

14

WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)

15

WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)

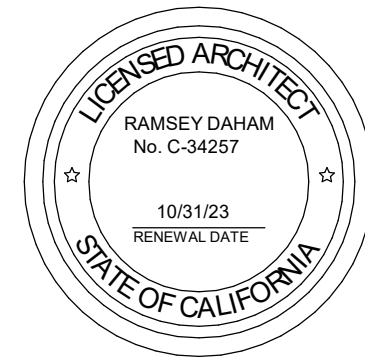
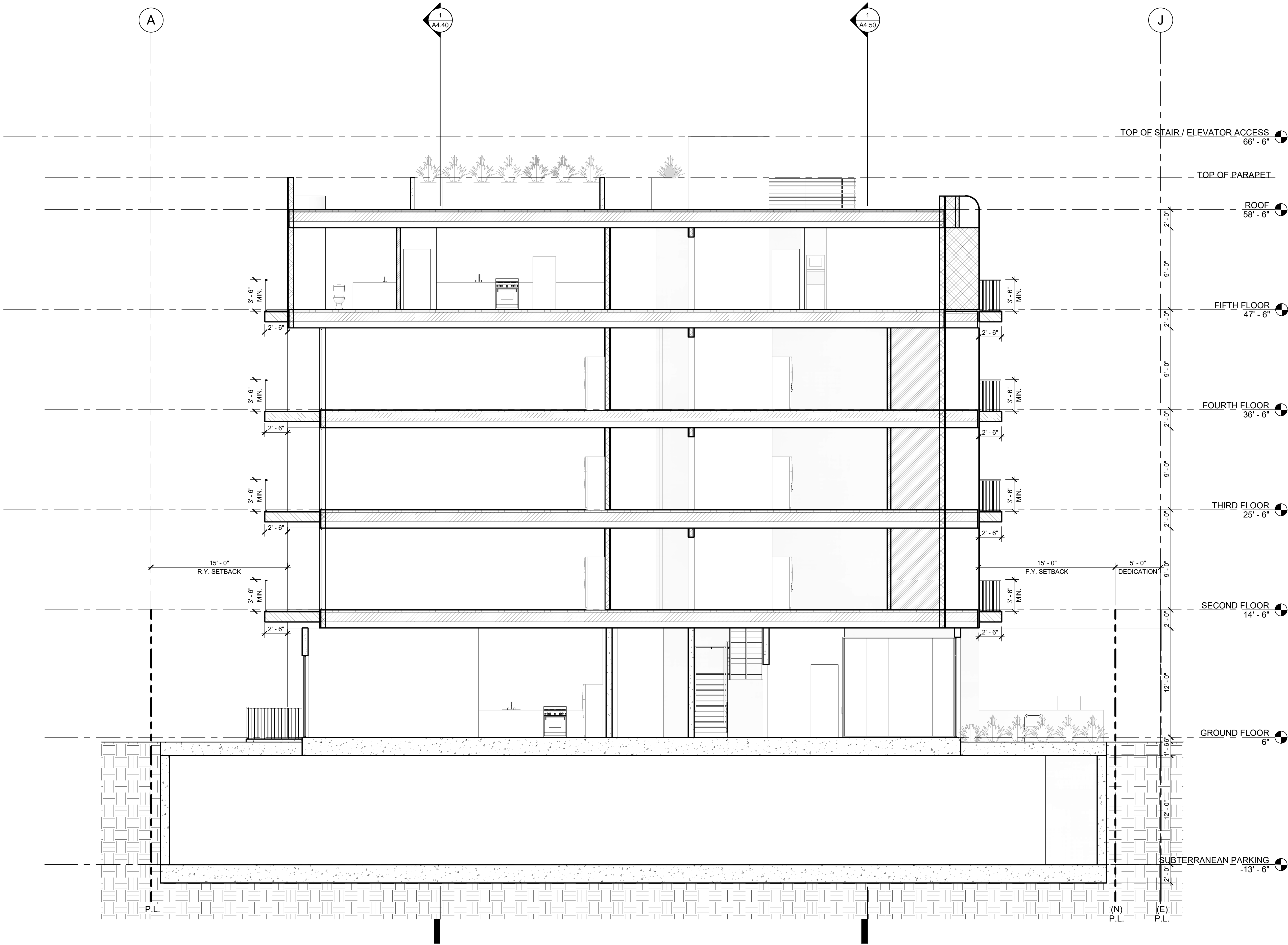
16

WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X"

ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN CR

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DATE 10/31/2022 1:22:54 PM

SCALE As indicated

JOB # 21-A001

- ASSEMBLY TYPES

WALLS

1

2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)

2

2x6 PLUMBING WALL ASSM. (2/A0.13)

3

1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13)

4

1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)

5

1-HR DOUBLE WALL ASSM. (5/A0.13)

6

CONC. WALL PER STRC. (6/A0.13)

7

CONC. RETAINING WALL PER STRC. (7/A0.13)

8

CMU WALL PER STRC. (8/A0.13)

9

2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

10

CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)

11

CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)

12

CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)

13

WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)

14

WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)

15

WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)

16

WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13)

SECTION LEGEND

1 HR

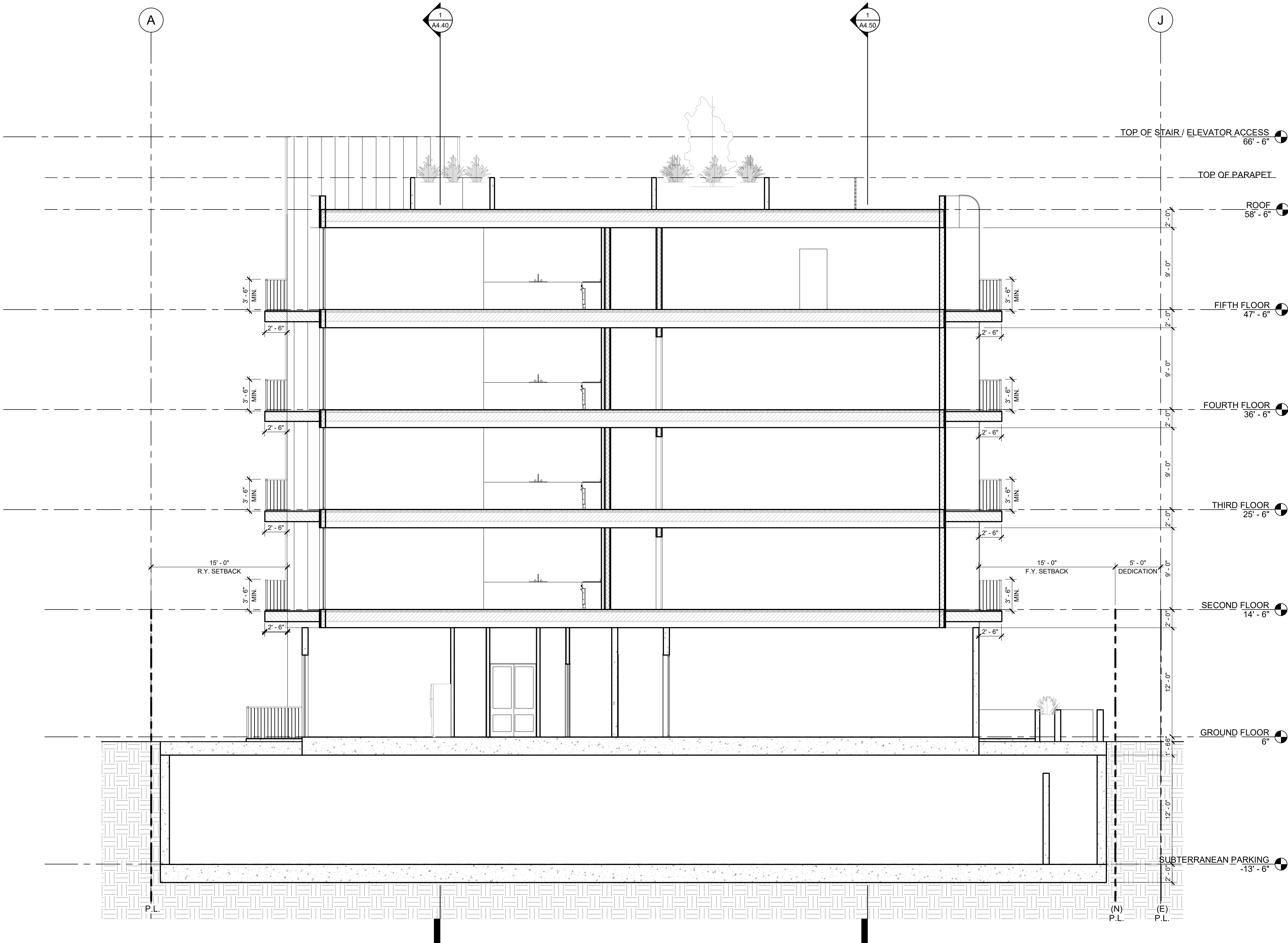
2 HR

X'-X"

ELEVATION MARKER

PROPERTY LINE

EXISTING GRADE



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LICENSED ARCHITECT
RANDY DANAHAY
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN

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DATE

10/31/2022 1:23:02 PM

SCALE

As indicated

JOB #

21-A001

A4.20

- ASSEMBLY TYPES

WALLS

1

2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)

2

2x6 PLUMBING WALL ASSM. (2/A0.13)

3

1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13)

4

1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)

5

1-HR DOUBLE WALL ASSM. (5/A0.13)

6

CONC. WALL PER STRC. (6/A0.13)

7

CONC. RETAINING WALL PER STRC. (7/A0.13)

8

CMU WALL PER STRC. (8/A0.13)

9

2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

1

CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)

2

CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)

3

CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)

4

WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)

5

WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)

6

WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)

7

WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13)

SECTION LEGEND

1 HR

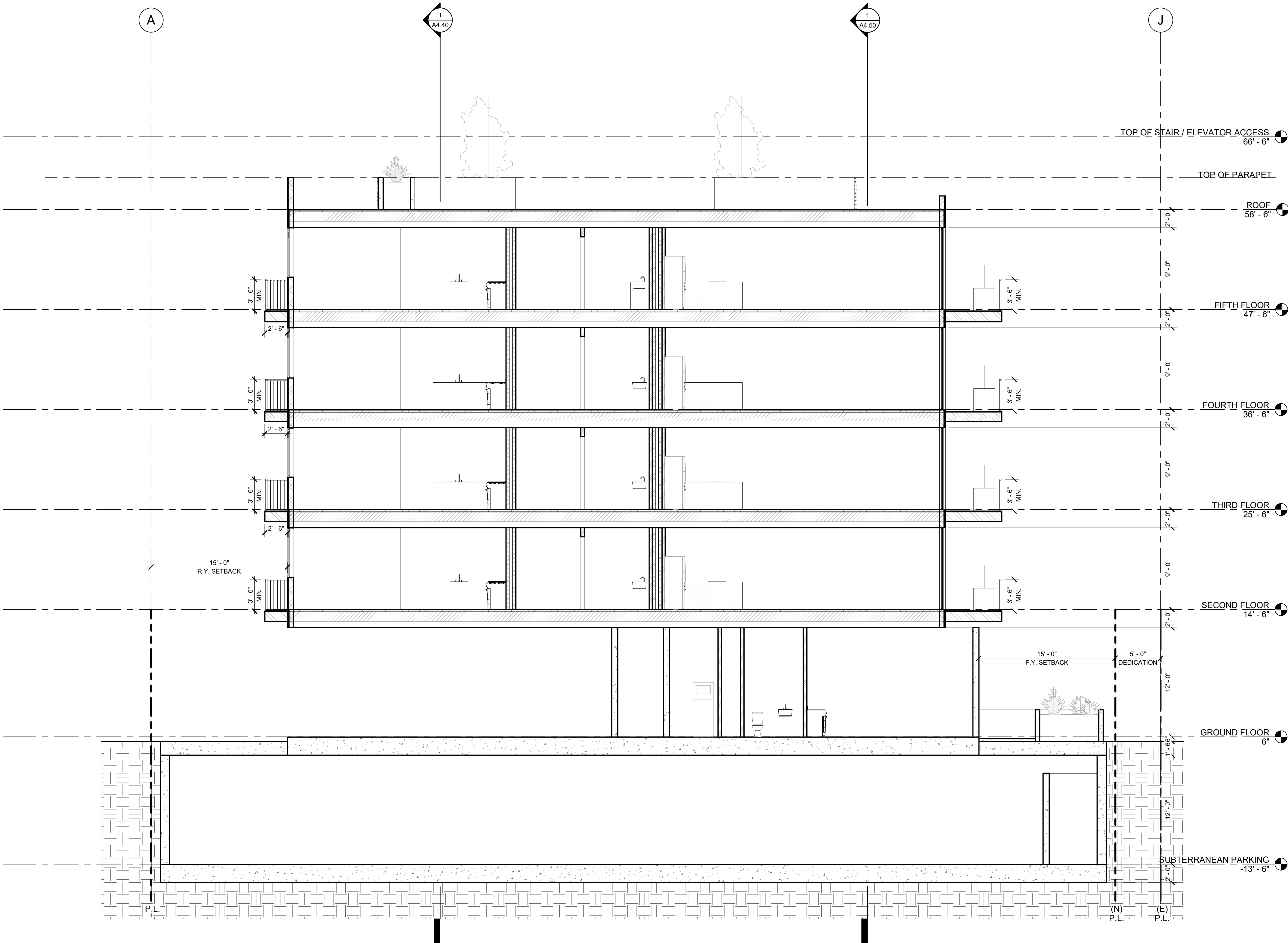
2 HR

X'-X"

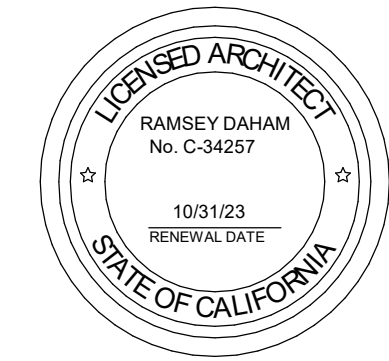
ELEVATION MARKER

PROPERTY LINE

EXISTING GRADE



PROPOSED SECTION C
3/16" = 1'-0"



3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

PROPOSED
SECTIONS

DRAWN CR
CHECKED PNK
DATE 10/31/2022 1:23:11 PM
SCALE As indicated
JOB # 21-A001

A4.30

- ASSEMBLY TYPES

WALLS

1

2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)

2

2x6 PLUMBING WALL ASSM. (2/A0.13)

3

1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13)

4

1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)

5

1-HR DOUBLE WALL ASSM. (5/A0.13)

6

CONC. WALL PER STRC. (6/A0.13)

7

CONC. RETAINING WALL PER STRC. (7/A0.13)

8

CMU WALL PER STRC. (8/A0.13)

9

2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

10

CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)

11

CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)

12

CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)

13

WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)

14

WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)

15

WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)

16

WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13)

SECTION LEGEND

1 HR

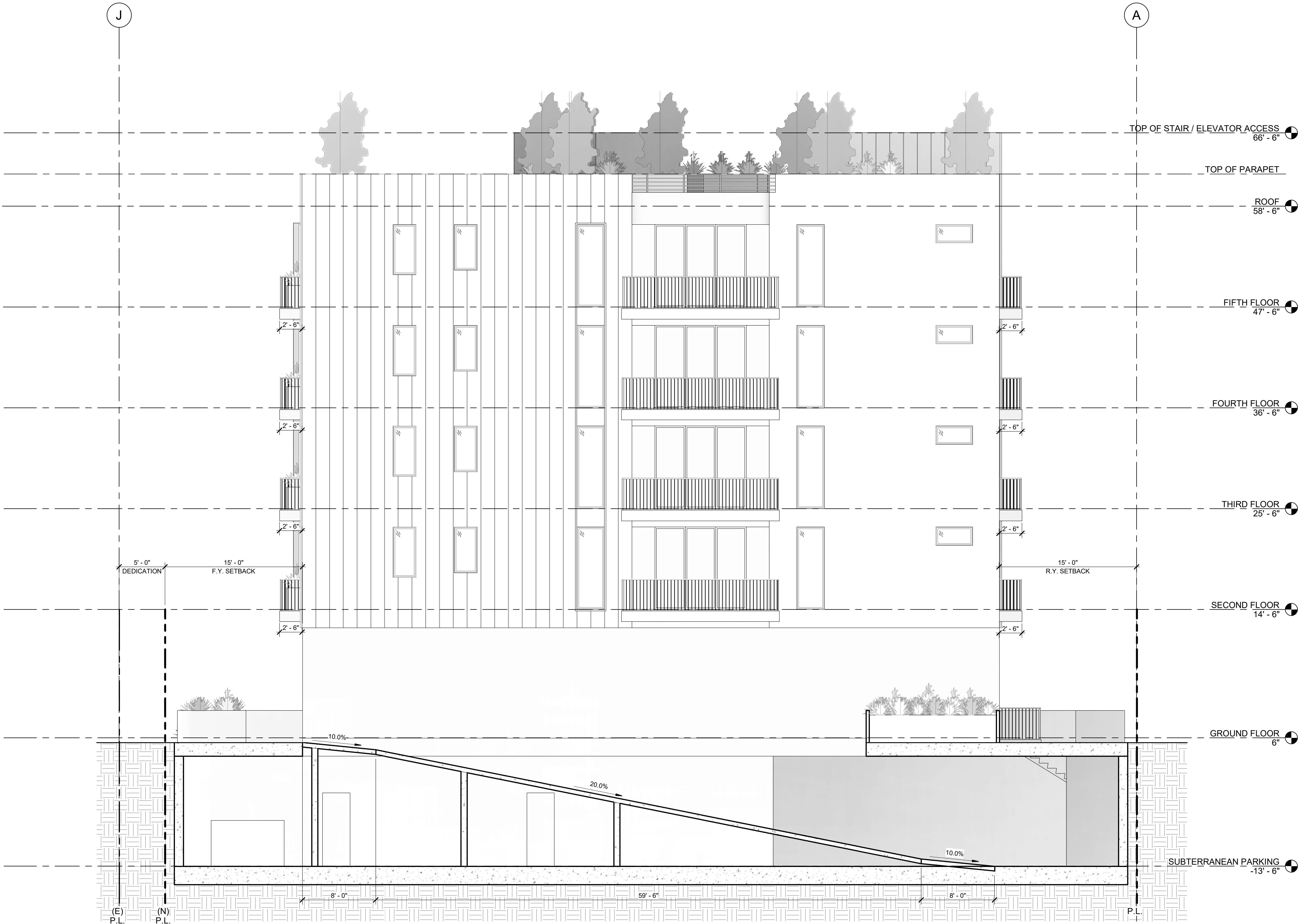
2 HR

X'-X"

ELEVATION MARKER

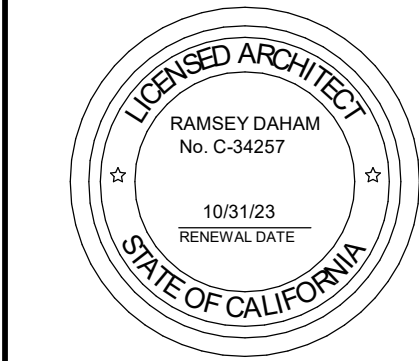
PROPERTY LINE

EXISTING GRADE



RAMP SECTION
3/16" = 1'-0"

1



3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
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DATE	10/31/2022 1:24:14 PM
SCALE	As indicated
JOB #	21-A001

A4.60

- ASSEMBLY TYPES

WALLS

1

2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)

2

2x6 PLUMBING WALL ASSM. (2/A0.13)

3

1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13)

4

1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)

5

1-HR DOUBLE WALL ASSM. (5/A0.13)

6

CONC. WALL PER STRC. (6/A0.13)

7

CONC. RETAINING WALL PER STRC. (7/A0.13)

8

CMU WALL PER STRC. (8/A0.13)

9

2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

10

CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)

11

CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)

12

CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)

13

WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)

14

WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)

15

WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)

16

WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13)

SECTION LEGEND

1 HR

2 HR

X'-X"

ELEVATION MARKER

PROPERTY LINE

EXISTING GRADE



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LICENSED ARCHITECT
RAMSEY DAWAH
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN

CR

CHECKED

PNK

DATE

10/31/2022 1:24:21 PM

SCALE

As indicated

JOB #

21-A001

A4.40

1

- ASSEMBLY TYPES

WALLS

1

2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)

2

2x6 PLUMBING WALL ASSM. (2/A0.13)

3

1-HR 2x6 INTERIOR WALL ASSM. (3/A0.13)

4

1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)

5

1-HR DOUBLE WALL ASSM. (5/A0.13)

6

CONC. WALL PER STRC. (6/A0.13)

7

CONC. RETAINING WALL PER STRC. (7/A0.13)

8

CMU WALL PER STRC. (8/A0.13)

9

2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

10

CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)

11

CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)

12

CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)

13

WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)

14

WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)

15

WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)

16

WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (16/A0.13)

SECTION LEGEND

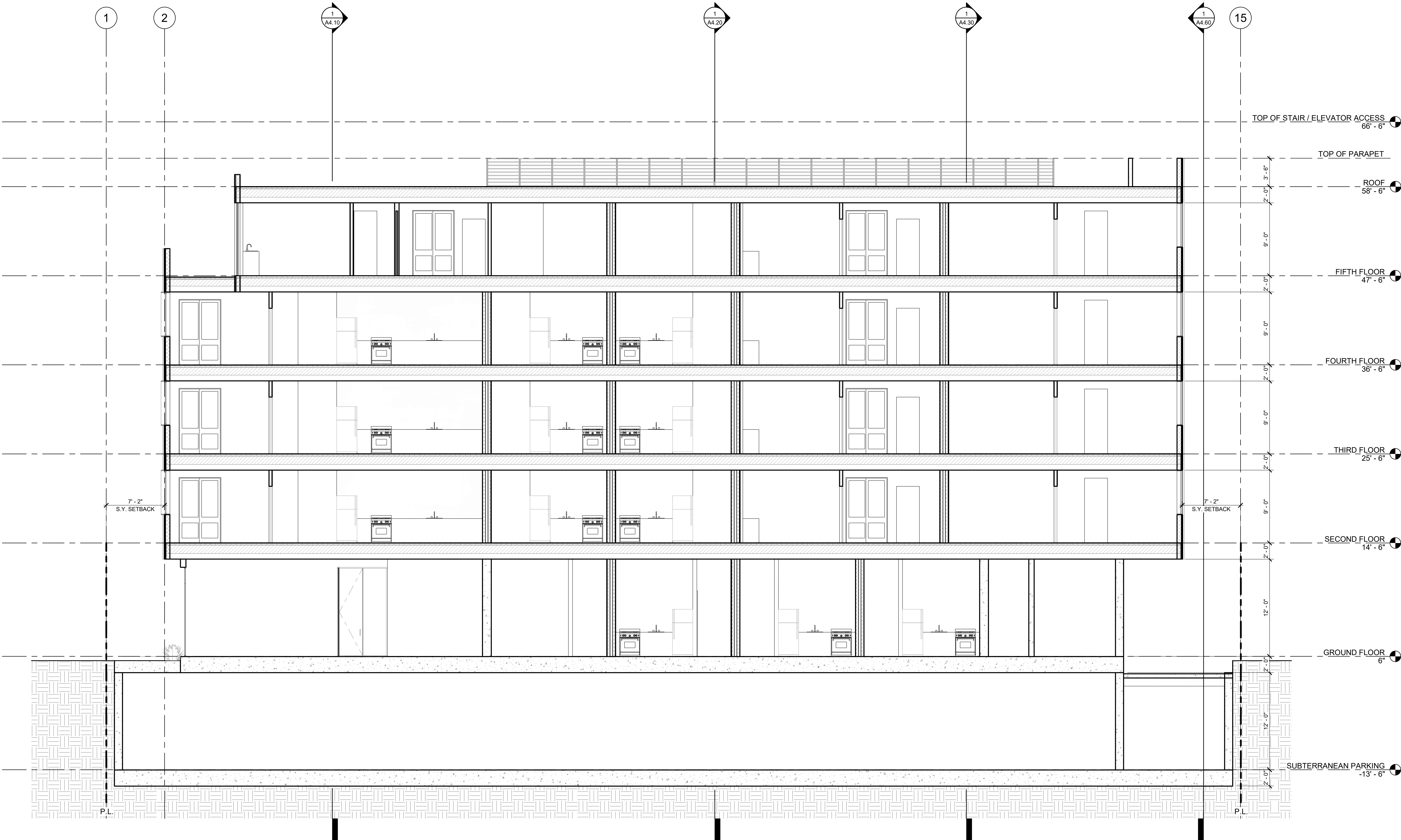
1 HR

2 HR

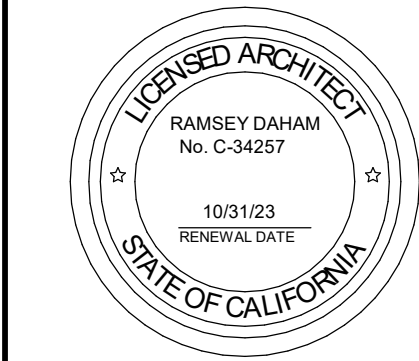
ELEVATION MARKER

PROPERTY LINE

EXISTING GRADE



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



3676 & 3704 KELTON AVE.
LOS ANGELES, CA 90034

Revision Schedule	
Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	10/31/2022 1:24:38 PM
SCALE	As indicated
JOB #	21-A001

A4.50

Attachment B

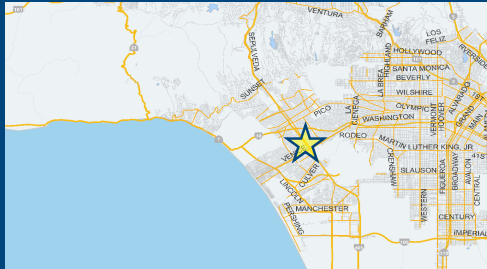
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 3704 Kelton Ave
Scenario:
Address: 3704 KELTON AV, 90034



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	4	DU
Housing Multi-Family	4	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	11	DU
Housing Multi-Family	32	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
20 Daily Vehicle Trips	200 Daily Vehicle Trips
128 Daily VMT	1,261 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	180 Net Daily Trips
The net increase in daily VMT ≤ 0	1,133 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

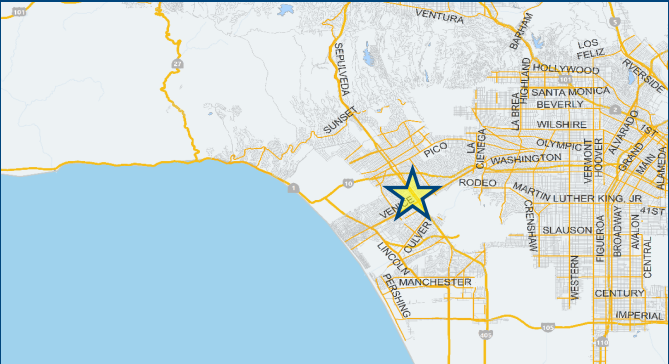


CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: 3704 Kelton Ave
Scenario:
Address: 3704 KELTON AV, 90034



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	32	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

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

A

Parking

Reduce Parking Supply

65

city code parking provision for the project site

☒ Proposed Prj ☐ Mitigation

26

actual parking provision for the project site

Unbundle Parking

100

monthly parking cost (dollar) for the project site

☒ Proposed Prj ☐ Mitigation

Parking Cash-Out

50

percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00

daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation

50

percent of employees subject to priced parking

Residential Area Parking Permits

200

cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
162 Daily Vehicle Trips	162 Daily Vehicle Trips
1,033 Daily VMT	1,033 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: N/A Threshold = 7.4 15% Below APC	Household: N/A Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	Work: N/A Threshold = 11.1 15% Below APC

1/2/23

Attachment C

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3704 Kelton Apartments
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	43.00	Dwelling Unit	0.35	43,349.00	123

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - known lot acreage and building square footage
- Demolition -
- Grading -
- Architectural Coating - known building exterior area
- Woodstoves - no hearths or fireplaces in project
- Area Coating - known building interior and exterior square footage
- Land Use Change -
- Sequestration -

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	29,261.00	17,177.00
tblArchitecturalCoating	ConstArea_Residential_Interior	87,782.00	43,349.00
tblAreaCoating	Area_Residential_Exterior	29261	17177
tblAreaCoating	Area_Residential_Interior	87782	43349
tblFireplaces	NumberGas	36.55	0.00
tblFireplaces	NumberNoFireplace	4.30	0.00
tblFireplaces	NumberWood	2.15	0.00
tblGrading	MaterialExported	0.00	6,941.00
tblLandUse	LandUseSquareFeet	43,000.00	43,349.00
tblLandUse	LotAcreage	1.13	0.35
tblSequestration	NumberOfNewTrees	0.00	12.00
tblWoodstoves	NumberCatalytic	2.15	0.00
tblWoodstoves	NumberNoncatalytic	2.15	0.00

2.0 Emissions Summary

2.1 Overall Construction
Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1147	0.4550	0.4975	1.1500e-003	0.0349	0.0193	0.0542	0.0103	0.0179	0.0281	0.0000	104.8056	104.8056	0.0204	5.1200e-003	106.8400

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Maximum	0.1147	0.4550	0.4975	1.1500e-003	0.0349	0.0193	0.0542	0.0103	0.0179	0.0281	0.0000	104.8056	104.8056	0.0204	5.1200e-003	106.8400
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Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1147	0.4550	0.4975	1.1500e-003	0.0349	0.0193	0.0542	0.0103	0.0179	0.0281	0.0000	104.8055	104.8055	0.0204	5.1200e-003	106.8400
Maximum	0.1147	0.4550	0.4975	1.1500e-003	0.0349	0.0193	0.0542	0.0103	0.0179	0.0281	0.0000	104.8055	104.8055	0.0204	5.1200e-003	106.8400

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2023	8-31-2023	0.3273	0.3273
2	9-1-2023	9-30-2023	0.0795	0.0795
		Highest	0.3273	0.3273

2.2 Overall Operational

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category tons/yr											MT/yr					
Area	0.1770	5.1000e-003	0.4430	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7244	0.7244	6.9000e-004	0.0000	0.7417
Energy	2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	72.3769	72.3769	2.8600e-003	6.8000e-004	72.6505
Mobile	0.1145	0.1290	1.1816	2.6100e-003	0.2855	1.9000e-003	0.2874	0.0762	1.7700e-003	0.0779	0.0000	241.5999	241.5999	0.0166	0.0105	245.1277
Waste						0.0000	0.0000		0.0000	0.0000	4.0152	0.0000	4.0152	0.2373	0.0000	9.9474
Water						0.0000	0.0000		0.0000	0.0000	0.8888	17.6094	18.4982	0.0921	2.2600e-003	21.4742
Total	0.2935	0.1519	1.6322	2.7400e-003	0.2855	5.8000e-003	0.2913	0.0762	5.6700e-003	0.0818	4.9040	332.3106	337.2146	0.3496	0.0134	349.9415

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category tons/yr											MT/yr					
Area	0.1770	5.1000e-003	0.4430	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7244	0.7244	6.9000e-004	0.0000	0.7417

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy	2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	72.3769	72.3769	2.8600e-003	6.8000e-004	72.6505
Mobile	0.1145	0.1290	1.1816	2.6100e-003	0.2855	1.9000e-003	0.2874	0.0762	1.7700e-003	0.0779	0.0000	241.5999	241.5999	0.0166	0.0105	245.1277
Waste						0.0000	0.0000		0.0000	0.0000	4.0152	0.0000	4.0152	0.2373	0.0000	9.9474
Water						0.0000	0.0000		0.0000	0.0000	0.8888	17.6094	18.4982	0.0921	2.2600e-003	21.4742
Total	0.2935	0.1519	1.6322	2.7400e-003	0.2855	5.8000e-003	0.2913	0.0762	5.6700e-003	0.0818	4.9040	332.3106	337.2146	0.3496	0.0134	349.9415

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	8.4960
Total	8.4960

3.0 Construction Detail

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2023	6/14/2023	5	10	
2	Site Preparation	Site Preparation	6/15/2023	6/15/2023	5	1	
3	Grading	Grading	6/16/2023	6/19/2023	5	2	
4	Building Construction	Building Construction	6/20/2023	11/6/2023	5	100	
5	Paving	Paving	11/7/2023	11/13/2023	5	5	
6	Architectural Coating	Architectural Coating	11/14/2023	11/20/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 43,349; Residential Outdoor: 17,177; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	14.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	868.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	31.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr										MT/yr					
Fugitive Dust					1.4800e-003	0.0000	1.4800e-003	2.2000e-004	0.0000	2.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2300e-003	0.0289	0.0370	6.0000e-005		1.4100e-003	1.4100e-003		1.3500e-003	1.3500e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328
Total	3.2300e-003	0.0289	0.0370	6.0000e-005	1.4800e-003	1.4100e-003	2.8900e-003	2.2000e-004	1.3500e-003	1.5700e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	9.6000e-004	2.5000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4083	0.4083	2.0000e-005	6.0000e-005	0.4282
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.3000e-004	1.7000e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4361	0.4361	1.0000e-005	1.0000e-005	0.4398
Total	1.7000e-004	1.0900e-003	1.9500e-003	0.0000	6.7000e-004	1.0000e-005	6.8000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.8444	0.8444	3.0000e-005	7.0000e-005	0.8680

Mitigated Construction On-Site

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.4800e-003	0.0000	1.4800e-003	2.2000e-004	0.0000	2.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2300e-003	0.0289	0.0370	6.0000e-005		1.4100e-003	1.4100e-003		1.3500e-003	1.3500e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328
Total	3.2300e-003	0.0289	0.0370	6.0000e-005	1.4800e-003	1.4100e-003	2.8900e-003	2.2000e-004	1.3500e-003	1.5700e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	9.6000e-004	2.5000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4083	0.4083	2.0000e-005	6.0000e-005	0.4282
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.3000e-004	1.7000e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4361	0.4361	1.0000e-005	1.0000e-005	0.4398
Total	1.7000e-004	1.0900e-003	1.9500e-003	0.0000	6.7000e-004	1.0000e-005	6.8000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.8444	0.8444	3.0000e-005	7.0000e-005	0.8680

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	2.7000e-004	3.0900e-003	1.9600e-003	0.0000	2.7000e-004	1.1000e-004	3.8000e-004	3.0000e-005	1.0000e-004	1.3000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0218	0.0218	0.0000	0.0000	0.0220

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0218	0.0218	0.0000	0.0000	0.0220
Total	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0218	0.0218	0.0000	0.0000	0.0220

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-003	0.0000	5.7000e-003	2.6300e-003	0.0000	2.6300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-004	0.0102	5.5500e-003	1.0000e-005		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481
Total	9.3000e-004	0.0102	5.5500e-003	1.0000e-005	5.7000e-003	4.2000e-004	6.1200e-003	2.6300e-003	3.9000e-004	3.0200e-003	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr										MT/yr					
Hauling	9.2000e-004	0.0597	0.0152	2.5000e-004	7.4700e-003	3.6000e-004	7.8200e-003	2.0500e-003	3.4000e-004	2.3900e-003	0.0000	25.3139	25.3139	1.3900e-003	4.0200e-003	26.5467
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.7000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0698	0.0698	0.0000	0.0000	0.0704
Total	9.5000e-004	0.0597	0.0155	2.5000e-004	7.5600e-003	3.6000e-004	7.9100e-003	2.0700e-003	3.4000e-004	2.4100e-003	0.0000	25.3837	25.3837	1.3900e-003	4.0200e-003	26.6170

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-003	0.0000	5.7000e-003	2.6300e-003	0.0000	2.6300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-004	0.0102	5.5500e-003	1.0000e-005		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481
Total	9.3000e-004	0.0102	5.5500e-003	1.0000e-005	5.7000e-003	4.2000e-004	6.1200e-003	2.6300e-003	3.9000e-004	3.0200e-003	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481

Mitigated Construction Off-Site

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.2000e-004	0.0597	0.0152	2.5000e-004	7.4700e-003	3.6000e-004	7.8200e-003	2.0500e-003	3.4000e-004	2.3900e-003	0.0000	25.3139	25.3139	1.3900e-003	4.0200e-003	26.5467
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.7000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0698	0.0698	0.0000	0.0000	0.0704
Total	9.5000e-004	0.0597	0.0155	2.5000e-004	7.5600e-003	3.6000e-004	7.9100e-003	2.0700e-003	3.4000e-004	2.4100e-003	0.0000	25.3837	25.3837	1.3900e-003	4.0200e-003	26.6170

3.5 Building Construction - 2023
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093
Total	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	0.0101	3.7700e-003	5.0000e-005	1.5800e-003	5.0000e-005	1.6200e-003	4.5000e-004	5.0000e-005	5.0000e-004	0.0000	4.5456	4.5456	1.5000e-004	6.5000e-004	4.7443
Worker	4.9200e-003	3.9000e-003	0.0528	1.5000e-004	0.0170	1.0000e-004	0.0171	4.5100e-003	1.0000e-004	4.6100e-003	0.0000	13.5198	13.5198	3.6000e-004	3.5000e-004	13.6336
Total	5.2000e-003	0.0140	0.0566	2.0000e-004	0.0186	1.5000e-004	0.0187	4.9600e-003	1.5000e-004	5.1100e-003	0.0000	18.0653	18.0653	5.1000e-004	1.0000e-003	18.3779

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093
Total	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	0.0101	3.7700e-003	5.0000e-005	1.5800e-003	5.0000e-005	1.6200e-003	4.5000e-004	5.0000e-005	5.0000e-004	0.0000	4.5456	4.5456	1.5000e-004	6.5000e-004	4.7443
Worker	4.9200e-003	3.9000e-003	0.0528	1.5000e-004	0.0170	1.0000e-004	0.0171	4.5100e-003	1.0000e-004	4.6100e-003	0.0000	13.5198	13.5198	3.6000e-004	3.5000e-004	13.6336
Total	5.2000e-003	0.0140	0.0566	2.0000e-004	0.0186	1.5000e-004	0.0187	4.9600e-003	1.5000e-004	5.1100e-003	0.0000	18.0653	18.0653	5.1000e-004	1.0000e-003	18.3779

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.5300e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3925	0.3925	1.0000e-005	1.0000e-005	0.3958
Total	1.4000e-004	1.1000e-004	1.5300e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3925	0.3925	1.0000e-005	1.0000e-005	0.3958

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.5300e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3925	0.3925	1.0000e-005	1.0000e-005	0.3958
Total	1.4000e-004	1.1000e-004	1.5300e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3925	0.3925	1.0000e-005	1.0000e-005	0.3958

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0701					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	0.0706	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1319
Total	5.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1319

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0701					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	0.0706	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1319

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	5.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1308	0.1308	0.0000	0.0000	0.1319
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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1145	0.1290	1.1816	2.6100e-003	0.2855	1.9000e-003	0.2874	0.0762	1.7700e-003	0.0779	0.0000	241.5999	241.5999	0.0166	0.0105	245.1277
Unmitigated	0.1145	0.1290	1.1816	2.6100e-003	0.2855	1.9000e-003	0.2874	0.0762	1.7700e-003	0.0779	0.0000	241.5999	241.5999	0.0166	0.0105	245.1277

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	233.92	211.13	175.87	759,877	759,877
Total	233.92	211.13	175.87	759,877	759,877

4.3 Trip Type Information

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.7003	51.7003	2.4700e-003	3.0000e-004	51.8510
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.7003	51.7003	2.4700e-003	3.0000e-004	51.8510
Natural Gas Mitigated	2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6766	20.6766	4.0000e-004	3.8000e-004	20.7995
Natural Gas Unmitigated	2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6766	20.6766	4.0000e-004	3.8000e-004	20.7995

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	387464	2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6766	20.6766	4.0000e-004	3.8000e-004	20.7995
Total		2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6766	20.6766	4.0000e-004	3.8000e-004	20.7995

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	387464	2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6766	20.6766	4.0000e-004	3.8000e-004	20.7995
Total		2.0900e-003	0.0179	7.6000e-003	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6766	20.6766	4.0000e-004	3.8000e-004	20.7995

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	164715	51.7003	2.4700e-003	3.0000e-004	51.8510
Total		51.7003	2.4700e-003	3.0000e-004	51.8510

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	164715	51.7003	2.4700e-003	3.0000e-004	51.8510
Total		51.7003	2.4700e-003	3.0000e-004	51.8510

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0133	5.1000e-003	0.4430	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7244	0.7244	6.9000e-004	0.0000	0.7417
Total	0.1770	5.1000e-003	0.4430	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7244	0.7244	6.9000e-004	0.0000	0.7417

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.0100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1566					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0133	5.1000e-003	0.4430	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7244	0.7244	6.9000e-004	0.0000	0.7417
Total	0.1770	5.1000e-003	0.4430	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7244	0.7244	6.9000e-004	0.0000	0.7417

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.4982	0.0921	2.2600e-003	21.4742
Unmitigated	18.4982	0.0921	2.2600e-003	21.4742

7.2 Water by Land Use

Unmitigated

Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.80162 / 1.76624	18.4982	0.0921	2.2600e-003	21.4742
Total		18.4982	0.0921	2.2600e-003	21.4742

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated

Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.80162 / 1.76624	18.4982	0.0921	2.2600e-003	21.4742
Total		18.4982	0.0921	2.2600e-003	21.4742

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0152	0.2373	0.0000	9.9474
Unmitigated	4.0152	0.2373	0.0000	9.9474

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use
Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	19.78	4.0152	0.2373	0.0000	9.9474
Total		4.0152	0.2373	0.0000	9.9474

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	19.78	4.0152	0.2373	0.0000	9.9474
Total		4.0152	0.2373	0.0000	9.9474

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	8.4960	0.0000	0.0000	8.4960

3704 Kelton Apartments - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	12	8.4960	0.0000	0.0000	8.4960
Total		8.4960	0.0000	0.0000	8.4960



TREE REPORT

PREPARED FOR

Kelton Ave. Investments LLC

3676 - 3704 Kelton Avenue

Los Angeles, CA 90034

PROPERTY

3676 - 3704 Kelton Avenue

Los Angeles, CA 90034

CONTACT

Michael Librush

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June 20, 2023

PREPARED BY

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TABLE OF CONTENTS

SUMMARY	3
ASSIGNMENT	5
LIMITATIONS	5
TREE CHARACTERISTICS AND SITE CONDITIONS	5
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS	6
SITE PLAN DETAIL - CLOSE UP of plan adjacent to street trees	6
APPENDIX A.1 –TREE LOCATION MAP	7
APPENDIX A.2 – SITE PLAN MAP	8
APPENDIX B - PHOTOGRAPHS	9
APPENDIX C – SUMMARY OF FIELD INSPECTION	21
APPENDIX D – SUMMARY OF DATA	22
GENERAL RECOMMENDATIONS	
New Tree Planting	24
Tree Maintenance and Pruning	26
Diseases and Insects, Grade Changes, Inspection	28
ASSUMPTIONS AND LIMITING CONDITIONS	29

TREE REPORT

3676 - 3704 Kelton Avenue
Los Angeles, CA 90034

SUMMARY

PROJECT OVERVIEW	
Site Address	3676 - 3704 Kelton Avenue, Los Angeles, CA 90034
Location and/or Specific Plan	Los Angeles
Project Description	Multi Family Housing
Number of Protected Trees on Site	0
Number of STREET PARKWAY TREES on site	2
Number of PARKWAY TREE removals	2 (Due to BOE conditions to widen road at this narrow portion)
Date of Site Inspection	12/04/22

This Tree Report was prepared at the request of the property owner, Kelton Ave. Investments LLC, who is preparing to build multi-family housing on this property. The subject property is 15,334.6 square feet and is located in Los Angeles.

It is currently developed with a 3,016 square foot multi family residence which the owner is preparing to demolish.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are two (2) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees**. These two Ficus benjamina trees (Weeping Fig) appear to have been installed as garden amenity trees by the previous owner. These two trees are recommended for removal for the BOE condition of road widening.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8”) or greater. These trees will be identified as **Non-Protected Significant Trees**.

At this time, I observed nineteen (19) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Evaluation of potential construction impacts
- Photographs of the subject trees are included in Appendix B
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

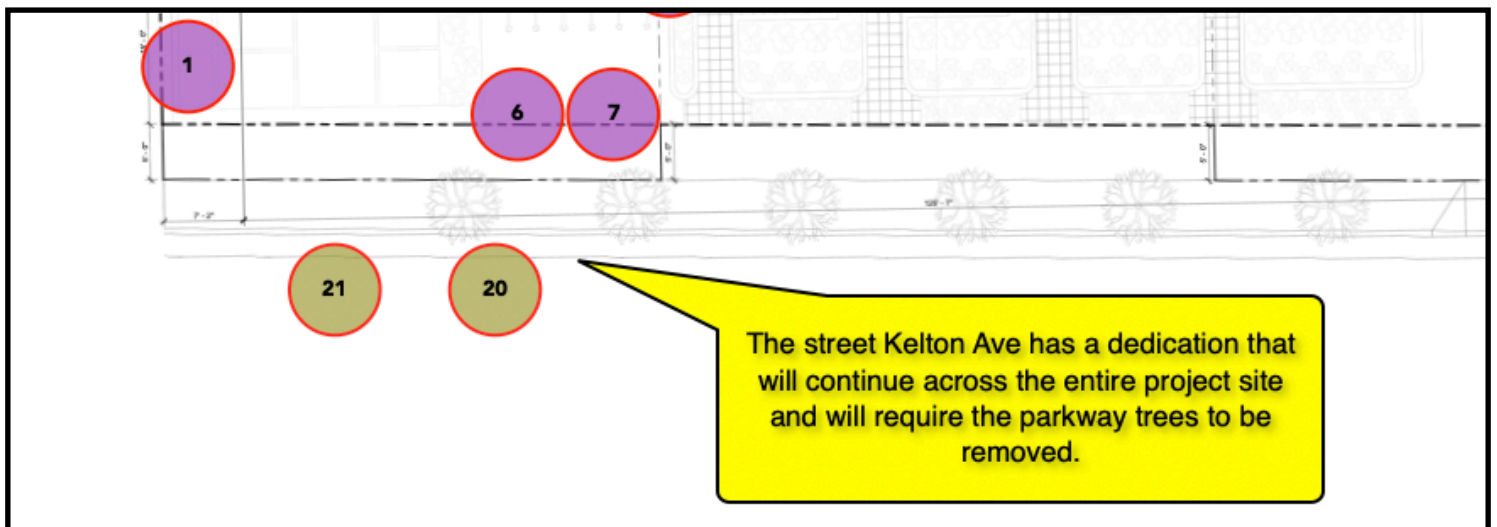
STREET TREES

Kelton Ave has a dedication that will continue across the entire project site and will require the removal of two (2) City of Los Angeles Ficus Street Trees #20 and #2. Replacement to the satisfaction of the Urban Forestry Department.

NON-PROTECTED TREES

Nineteen (19) Non-Protected Significant Trees are in the direct footprint of the new construction and are recommended for removal.

SITE PLAN DETAILS



Appendix A.1: Tree Locations on Project Survey



Appendix A.2: Tree Locations on Project Site Plan



APPENDIX B - PHOTOGRAPHS



PHOTO 1 - Kelton Ave has a dedication that will continue across the entire project site and will require the removal of two (2) City of Los Angeles Ficus Street Trees #20 and #2. Replacement to the satisfaction of the Urban Forestry Department.

APPENDIX B - PHOTOGRAPHS



PHOTO 2 - Shows non-protected eucalyptus tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 3 - Shows non-protected Cedar tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 4 - Shows non-protected Brazilian pepper tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 5 - Shows non-protected Yucca that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS

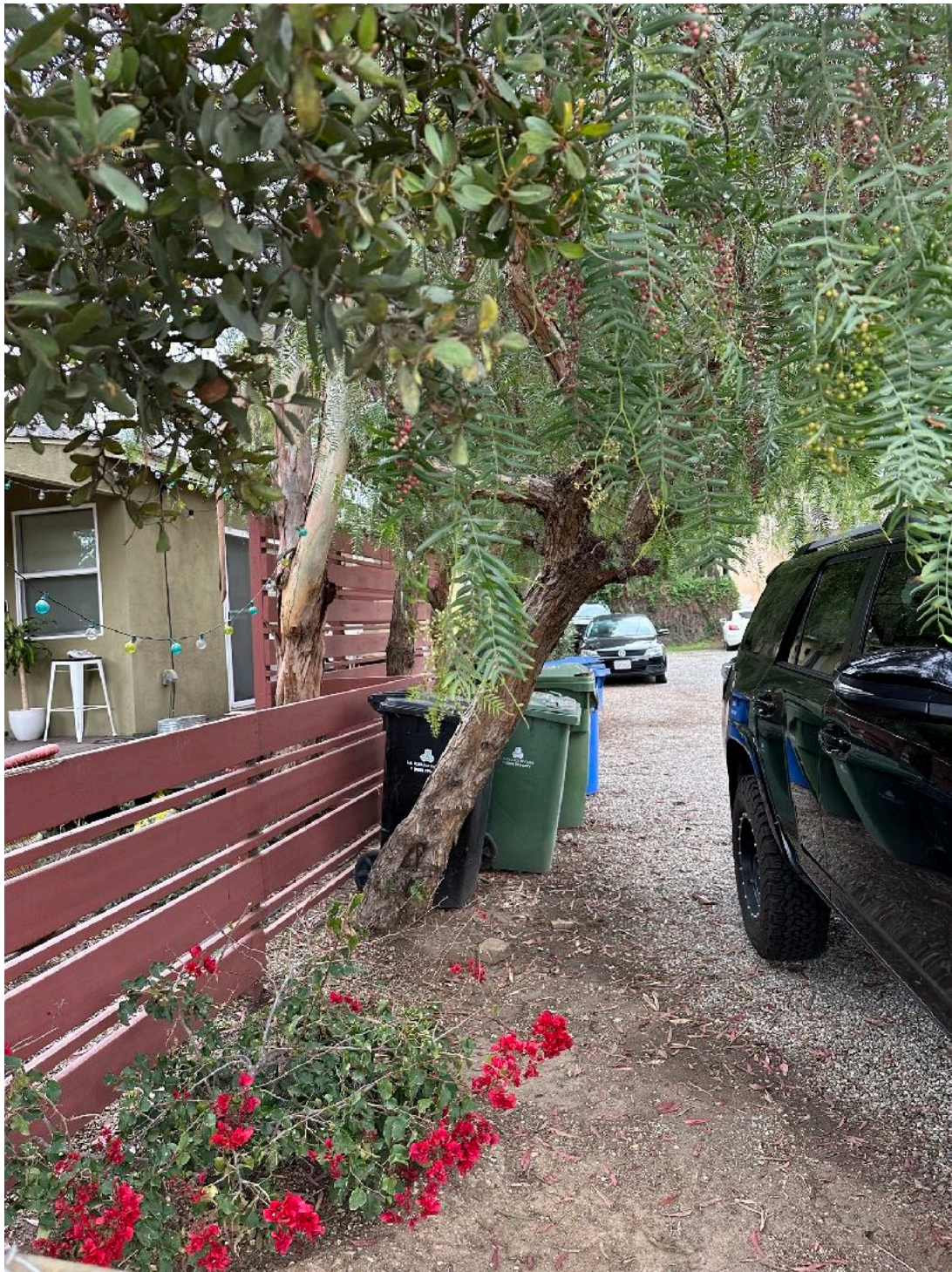


PHOTO 6 - Shows non-protected pepper tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 7 - Shows non-protected pepper trees that are recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 8 - Shows non-protected Acacia tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 9 - Shows non-protected Yucca that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 10 - Shows non-protected Yucca that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 11 - Shows non-protected King Palm tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX B - PHOTOGRAPHS



PHOTO 12 - Shows non-protected Aleppo pine tree that is recommended for removal and replacement to the satisfaction of the City of Los Angeles.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Red Cedar <i>Thuja</i>	Non-Protected	14	45	25	C	Remove
2	Brazilian Pepper <i>Schinus terebinthifolius</i>	Non-Protected	15	35	25	C-D	Remove
3	Raywood Ash <i>Fraxinus raywoodii</i>	Non-Protected	7	15	8	C-D	Remove
4	Yucca <i>Yucca brevifolia</i>	Non-Protected	12	18	5	C	Remove
5	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	21.5	40	40	C	Remove
6	Silver Dollar Gum <i>Eucalyptus polyanthemos</i>	Non-Protected	17.5	45	25	C	Remove
7	Eucalyptus <i>Eucalyptus spp.</i>	Non-Protected	8	15	15	C-D	Remove
8	Silver Dollar Gum <i>Eucalyptus polyanthemos</i>	Non-Protected	12.5	35	20	C-D	Remove
9	California Pepper <i>Schinus molle</i>	Non-Protected	8	15	15	C-D	Remove
10	California Pepper <i>Schinus molle</i>	Non-Protected	9, 5	20	15	C-D	Remove
11	California Pepper <i>Schinus molle</i>	Non-Protected	8	15	12	C-D	Remove
12	Shoestring Acacia <i>Acacia stenophylla</i>	Non-Protected	12	25	12	B	Remove
13	Yucca <i>Yucca brevifolia</i>	Non-Protected	12	15	15	C	Remove
14	Brazilian Pepper <i>Schinus terebinthifolius</i>	Non-Protected	16, 16, 12, 10	40	40	D	Remove
15	Yucca <i>Yucca brevifolia</i>	Non-Protected	24	20	8	C	Remove
16	King Palm <i>Archontophoenix cunninghamiana</i>	Non-Protected	10, 7, 5	20	10	C	Remove
17	Fern Pine <i>Podocarpus gracilior</i>	Non-Protected	9, 8, 4	12	20	C	Remove
18	Cook Pine <i>Araucaria arcana</i>	Non-Protected	12	25	15	D	Remove
19	Aleppo Pine <i>Pinus halepensis</i>	Non-Protected	26	40	30	C	Remove
20	Weeping Fig <i>Ficus benjamina</i>	STREET PARKWAY TREE	7	15	12	C-D	Remove
21	Weeping Fig <i>Ficus benjamina</i>	STREET PARKWAY TREE	7.5	15	12	C-D	Remove

APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

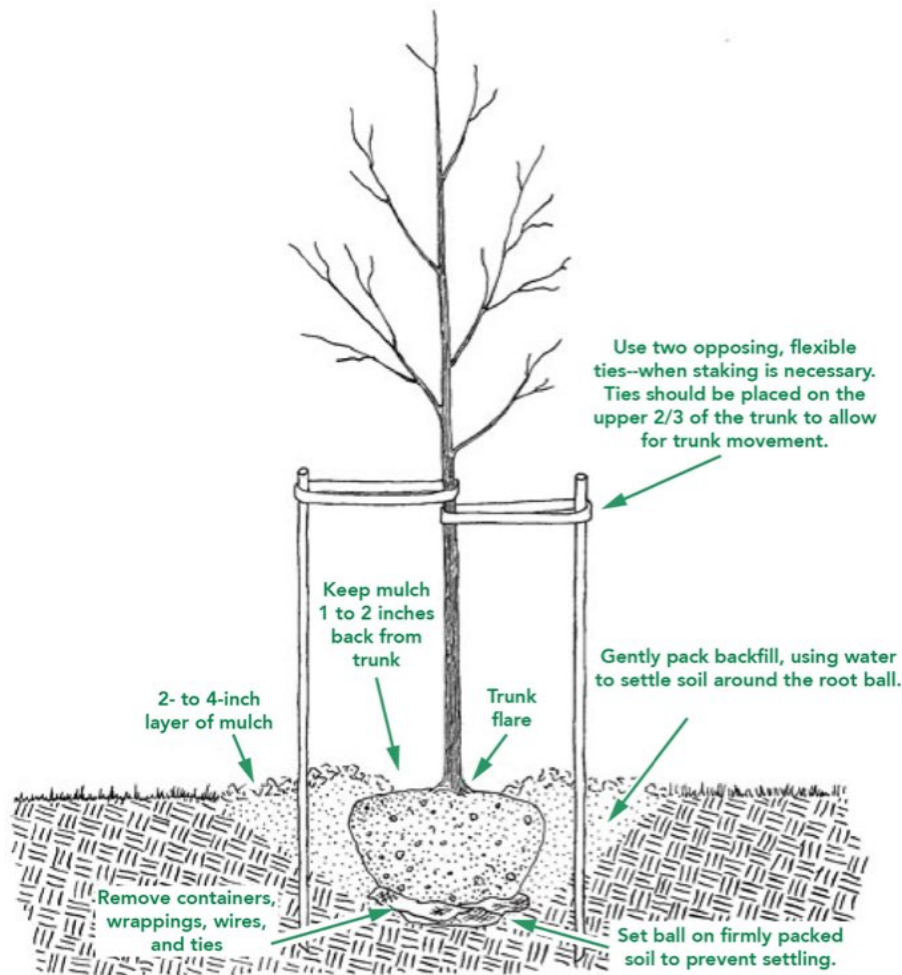
					RECOMMENDATION
Tree #	Species	Status	Condition	Retain or Remove	Reason for Removal
1	Red Cedar <i>Thuja</i>	Non-Protected	C	Remove	Construction Impact
2	Brazilian Pepper <i>Schinus terebinthifolius</i>	Non-Protected	C-D	Remove	Construction Impact
3	Raywood Ash <i>Fraxinus raywoodii</i>	Non-Protected	C-D	Remove	Construction Impact
4	Yucca <i>Yucca brevifolia</i>	Non-Protected	C	Remove	Construction Impact
5	Blue Gum <i>Eucalyptus globulus</i>	Non-Protected	C	Remove	Construction Impact
6	Silver Dollar Gum <i>Eucalyptus polyanthemus</i>	Non-Protected	C	Remove	Construction Impact
7	Eucalyptus <i>Eucalyptus spp.</i>	Non-Protected	C-D	Remove	Construction Impact
8	Silver Dollar Gum <i>Eucalyptus polyanthemus</i>	Non-Protected	C-D	Remove	Construction Impact
9	California Pepper <i>Schinus molle</i>	Non-Protected	C-D	Remove	Construction Impact
10	California Pepper <i>Schinus molle</i>	Non-Protected	C-D	Remove	Construction Impact
11	California Pepper <i>Schinus molle</i>	Non-Protected	C-D	Remove	Construction Impact
12	Shoestring Acacia <i>Acacia stenophylla</i>	Non-Protected	C	Remove	Construction Impact
13	Yucca <i>Yucca brevifolia</i>	Non-Protected	C	Remove	Construction Impact
14	Brazilian Pepper <i>Schinus terebinthifolius</i>	Non-Protected	D	Remove	Construction Impact
15	Yucca <i>Yucca brevifolia</i>	Non-Protected	C	Remove	Construction Impact
16	King Palm <i>Archontophoenix cunninghamiana</i>	Non-Protected	C	Remove	Construction Impact
17	Fern Pine <i>Podocarpus gracilior</i>	Non-Protected	C	Remove	Construction Impact
18	Cook Pine <i>Araucaria arcana</i>	Non-Protected	D	Remove	Construction Impact
19	Aleppo Pine <i>Pinus halepensis</i>	Non-Protected	C	Remove	Construction Impact
20	Weeping Fig <i>Ficus benjamina</i>	Street	C	Remove	BOE Road Widening Condition
21	Weeping Fig <i>Ficus benjamina</i>	Street	C	Remove	BOE Road Widening Condition

APPENDIX D - SUMMARY OF DATA

Table 3. Summary of Replacement

	Existing Trees to Be Removed	Trees to be Planted in Replacement
NON-PROTECTED SIGNIFICANT TREES 8" + DBH Replaced 1:1	19	19
STREET TREES, REPLACED 2:1 to the satisfaction of the Urban Forestry Division.	2	4
TOTAL	21	23

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

- 1. Dig a shallow, broad planting hole.** Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.
- 2. Identify the trunk flare.** The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.
- 3. Remove tree container for containerized trees.** Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.
- 4. Place the tree at the proper height.** Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.
- 5. Straighten the tree in the hole.** Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.
- 6. Fill the hole gently but firmly.** Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.
- 7. Stake the tree, if necessary.** If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.
- 8. Mulch the base of the tree.** Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

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Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,



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